



Agenda CAC

Citizens Advisory Committee

IN-PERSON MEETING

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

March 27, 2023, 2 P.M.

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the February 27, 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. Review & Comment on Draft Bike-Ped Safety Ordinance
 - B. Review and Comment on Draft FY 2024-2028 Transportation Improvement Program (TIP)
8. **Reports & Presentations***
9. **Member Comments**
10. **Distribution Items**
 - A. Administrative Modification to the FY 2023-2027 TIP (Transit Operating Assistance Corridor US 41)
11. **Next Meeting Date**
 - A. April 24, 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, 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
February 27, 2023, 2 p.m.**

1. Call to Order

Mr. Gelfand, having agreed to act as Chair in Ms. Middelstaedt's absence, called the meeting to order at 2 p.m.

2. Roll Call

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

CAC Members Present

Neal Gelfand, Vice-Chair
Dennis DiDonna
Dennis Stalzer
Fred Sasser
Josh Rincon
Karen Homiak
Josephine Medina (arrived after Roll Call)
Rick Hart

CAC Members Absent

Elaine Middelstaedt, Chair
Stephen Spahr

MPO Staff

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Dusty Siegler, Administrative Assistant

Others Present

Alex Showalter, Collier Area Transit
Jacob Stauffer, Collier Area Transit
Lorraine Lantz, Collier County Transportation Planning
Victoria Peters, FDOT Community Liaison

3. **Approval of the Agenda**

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

4. **Approval of the January 23, 2023 Meeting Minutes**

Ms. Homiak moved to approve the January 23, 2023 meeting minutes. Mr. Rincon seconded. Carried unanimously.

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

None.

6. **Agency Updates**

A. FDOT

Ms. Peters stated that there was a good turnout for the public information meeting regarding the I-75 South Corridor Master Plan Update at North Collier Regional Park. Once the current study is completed, there will likely be PD&E studies. FDOT is receiving various member project requests for legislative budget funding. FDOT is reaching out to staff in various counties to get more information about the projects. FDOT anticipates sending the MPOs snapshots for the upcoming Transportation Improvement Program (TIP) in March. The snapshots will contain the projects in the draft tentative work program, along with any other changes that have been made.

B. MPO Executive Director

Ms. McLaughlin stated that the MPO has received notice that Naples City Council voted to not pursue two roundabouts that had been approved, prioritized and programmed (Harbour Drive/Crayton Road and Crayton Road/Mooring Line Drive). **Ms. McLaughlin** is working with **Mr. Peters** to get the programmed funds realigned as quickly as possible. No State or Federal money was expended on the roundabout projects. **Mr. Sasser** indicated that he had watched the City Council meeting and there were many residents opposed to the roundabouts and concern that drivers do not know how to navigate them properly. **Mr. Rincon** commented that the roundabout in Immokalee has worked well and traffic has been flowing. **Mr. Hart** commented that roundabouts are a hassle for pedestrians. **Mr. DiDonna** added that it would be helpful to have pedestrian crossings before the pedestrians get to the roundabouts. **Mr. Sasser** commented that in the event of a storm and lost power, roundabouts still function effectively.

7. **Committee Action**

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

Mr. Kingston explained that the Amendment was for four capital projects for Collier Area Transit (CAT). One project is for three paratransit buses, one is for tablets for buses, one is for a fixed route bus, and the last project is for a utility truck. FDOT requested the MPO amend its TIP to include the projects. The public comment period on the proposed Amendment began on February 17, 2023 and ends with the MPO Board meeting on March 10, 2023.

Mr. Sasser moved to endorse Amendment #2 to the FY 2023-2027 Transportation Improvement Program (TIP) and Authorizing Resolution. Mr. Rincon seconded. Carried unanimously.

B. Review and Comment on Draft Bike-Ped Safety Ordinance

Mr. Kingston explained that the draft Ordinance was the modification of an existing ordinance. Many definitions were added to the draft Ordinance. The regulations would prohibit power-assisted bicycles that are not being operated under human power on sidewalks. Manually powered bicycles would be allowed on sidewalks, but cyclists would have to go with the flow of traffic, and not against it. **Mr. Gelfand** wondered where cyclists are supposed to ride on sidewalks if there is only one sidewalk. **Mr. DiDonna** questioned how such an ordinance could be considered when there are many roads with only one sidewalk. **Mr. Stalzer** asked how the draft Ordinance could even be enforced and what the penalty for violation would be. **Ms. McLaughlin** explained that the Ordinance was drafted at the direction of the MPO Board. The MPO Board specified that it wanted BPAC to review and comment on the draft Ordinance. MPO Staff would also like TAC and CAC to review and comment on the draft Ordinance. BPAC requested more time to provide comments on the Ordinance. **Mr. Sasser** commented that requiring cyclists to ride with the flow of traffic seems excessive, even if there are two sidewalks. Mr. Sasser expressed agreement that electric bicycles should not be allowed on sidewalks. **Mr. Gelfand** commented that the top speed is used as the criteria in many cases to designate certain classes in the definitions portion of the draft Ordinance. The only place horsepower is referenced is regarding mopeds. Mr. Gelfand wondered why horsepower would not be referenced for other electric vehicles. **Mr. DiDonna** commented that Wiggins Pass Road has a small sidewalk on one side and no bike paths. **Ms. Medina** asked who would enforce the Ordinance. **Ms. McLaughlin** responded that the Ordinance covers unincorporated areas of Collier County, and so the County Sheriff would likely be enforcing it. **Mr. Sasser** commented that he cycles, and police do monitor cyclists to make sure they are stopping at stop signs. **Mr. Kingston** added that the County Attorney's Office intends to reach out to the City of Naples and Marco Island to gauge their interest in the draft Ordinance.

C. Endorse Project Scope for Transit Disadvantaged Service Plan – Major Update

Mr. Kingston provided a brief background regarding the requirements for the major update to the Transit Disadvantaged Service Plan (TDSP) and the project scope. **Ms. Medina** asked whether public involvement is separate or whether it is included in the draft schedule. **Ms. McLaughlin** responded that

most of what is required is covered under the MPO's Public Participation Plan and consultants are typically requested to develop a public involvement plan specific to the document the consultant is developing. The intent is to target the main stakeholders to ensure that outreach is to the people most likely to use the service. With respect to paratransit services, the MPO typically distributes flyers to be posted in the buses and conducts outreach to the non-profits that serve those who use paratransit.

Mr. Hart moved to endorse the Project Scope for Transit Disadvantaged Service Plan – Major Update. Mr. Rincon seconded. Carried unanimously.

D. Endorse Project Scope for Zero Emissions Transit Fleet Transition Plan

Mr. Kingston provided a brief background regarding the purpose of the Plan and the proposed scope. **Mr. Stalzer** asked if CAT has propane buses now, as it is not included in the scope. **Mr. Stauffer** responded that CAT does not have propane buses; propane may have already been ruled out. **Mr. DiDonna** suggested that CAT look at what is being done in other Counties and cities and reach out to them to see how well it is working. **Ms. McLaughlin** added that the Zero Emissions Transit Fleet Transition Plan study is a requirement under a new federal funding program; once a Plan is in place, CAT would be eligible for funding to purchase electric vehicles. **Mr. Sasser** commented that a comprehensive study would be needed to determine options, feasibility and needed logistics for our service area. **Mr. Rincon** asked if propane vehicles would be evaluated. **Ms. McLaughlin** indicated she could follow up with CAT to check, but her recollection is that propane may have not been contemplated in the federal government's requirements for funding. The federal government seems to currently be emphasizing electric vehicles. **Mr. Rincon** commented that a subsequent administration could emphasize propane.

Ms. Homiak moved to endorse the Project Scope for Zero Emissions Transit Fleet Transition Plan. Mr. Rincon seconded. Carried unanimously.

E. Endorse FDOT's PM2 and PM3 Statewide Performance Targets

Mr. Kingston provided a brief background regarding Collier MPO's historical adoption of FDOT's PM2 (Pavement and Bridge) and PM3 (System) Statewide Performance Targets. FDOT has updated its targets for the second federal performance period – January 1, 2023 through December 31, 2025. **Mr. Gelfand** inquired as to the criteria for the description of "good condition" contained in some of the performance measures. **Ms. McLaughlin** indicated that the answer is somewhat complex; information regarding FDOT's performance measures are included on its website. The federal government started the performance measure target program and required States and Counties to set performance targets to get federal funding. The performance targets are set at the State and local levels. The updated PM2 and PM3 performance targets appear to be the same as those from 2018.

Mr. Sasser moved to endorse FDOT's PM2 and PM3 Statewide Performance Targets. Ms. Homiak seconded. Carried unanimously.

8. Reports and Presentation (May Require Committee Action)

None.

9. Member Comments

Mr. Rincon expressed concern and frustration regarding homeless people sleeping on, and living at, public benches in the Immokalee area, particularly on Main Street. There has been difficulty in getting people to stop sleeping on and living at the public benches – neither the police department nor code enforcement has removed them. **Ms. Peters** indicated that Immokalee CRA is trying to address the issue also. **Mr. Rincon** wondered if there was some other direct contact that could be called to assist. **Mr. Rincon** asked if there was any way that Collier Area Transit (CAT) can ensure that any seating it installs at bus stops is not seating that someone could sleep on. **Mr. Showalter** responded that CAT’s benches have not changed and was unsure of the design for the seating at CAT’s transfer stations but would double-check. **Mr. Stauffer** added that if anyone is sleeping on CAT benches, it can be reported to CAT directly at 239-252-7777, and CAT can send a supervisor or non-emergency personnel. CAT is conducting meetings regarding its transfer stations, and **Mr. Stauffer** can bring the issue up.

Mr. DiDonna commented that CAC members hope that their positions and what they say will get to the MPO Board and the County Commissioners. **Mr. DiDonna** expressed disagreement with the planned expansion of the I-75 South Corridor. There are many housing developments along I-75, and therefore, miles of sound barrier walls will be needed, which will increase project costs substantially. Additionally, traffic may still be congested on I-75 because there will be stop lights when getting off exits, which could cause traffic to back up onto the Interstate. Over half of the traffic in our area on I-75 is thru traffic coming from the east coast. **Mr. DiDonna** thinks that a bypass, as previously suggested by former County Commissioner Halas, is warranted and would be better than putting 12 lanes on I-75, which is on the west side of Collier County. There should be a bypass or alternate route east of I-75. Brightline Railroad is doing a project and passengers can go from Miami to Orlando airport. The track is in and bridges are being built. **Mr. DiDonna** expressed frustration about the initiative to have the Seminole railroad tracks be converted to biking/walking paths, indicating that an alternate route is much more needed, and many people could be moved on a rail line in the event of an emergency. **Mr. Rincon** commented that many sections of interstate have sound barriers, but the traffic flows. **Mr. Hart** commented that land would have to be bought for a bypass, which would increase costs. **Ms. Homiak** commented that there would be environmental and eminent domain issues for a bypass. **Ms. Peters** added that at an FDOT online seminar regarding the I-75 South Corridor expansion, most of the seminar was discussion about the request for sound barriers/noise walls. **Mr. Sasser** commented that our area will likely need both a bypass and additional lanes added to I-75. There are not enough north/south corridors for the traffic. **Mr. Gelfand** asked what happened to the previous initiative to create a bypass. **Ms. Homiak** responded that there were too many environmental issues. **Mr. Gelfand** expressed that the history of the efforts related to the bypass should be made available and/or reviewed by CAC. **Ms. Lantz** commented that she was unsure which bypass **Mr. DiDonna** was referring too. In the Long-Range Transportation Plan (LRTP) sometime between 2030 and 2040, there was a proposed extension of Collier Boulevard north into Lee County at Bonita Beach Road, and it would have been continued by Lee County north, per Lee County’s LRTP. Ultimately, there was an environmental issue in Bonita Springs that ended the proposed project in Lee County’s LRTP. There

is the potential to reevaluate the project to see if Lee County would be more amenable to putting the project back in its LRTP now, which would provide another north/south corridor. **Mr. DiDonna** indicated that the bypass would have been farther east of Collier Boulevard, toward S.R. 29. Mr. DiDonna commented that there are wildlife issues, but the issues can be solved. **Ms. Homiak** commented that most of the land in Collier County is undevelopable. **Mr. DiDonna** indicated that there will be many homes in East Collier County and there needs to be a north/south corridor for them. The transportation infrastructure for them should be addressed now.

Mr. Hart commented that the parents picking up the students from school on South Horseshoe Drive makes it difficult for pedestrians, as there are no sidewalks.

10. Distribution Items

A. Administrative Modifications to the FY 2023-2027 TIP

Item distributed.

11. Next Meeting Date

March 27, 2023, 2 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Mr. Gelfand adjourned the meeting at 3:10 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Review and Comment on Draft Bike-Ped Safety Ordinance

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 ~~strikethrough~~. (**Attachment 1**).

The Committee reviewed and commented on the draft Ordinance at its February meeting and asked that the discussion be continued to the March meeting. Staff will report on actions taken by the Bicycle and Pedestrian Advisory Committee at their March 21st meeting and on any clarification provided as to the intent of the ordinance or enforcement.

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 7B

Review & Comment on the Draft FY 2024-2028 Transportation Improvement Program (TIP)

OBJECTIVE: For the Committee to review and comment on the Draft FY 2024 – 2028 TIP.

CONSIDERATIONS: The narrative component of the Draft FY 2024-2028 TIP is revised every year to update references to calendar and fiscal years, annual reporting on performance measures, newly adopted plans, changes to project evaluation criteria, the prior year’s List of Project Priorities (adopted in June of each year) and new State or federal guidance, if applicable. This year’s draft revisions include additions to the Acronyms. Proposed revisions are shown in Track Changes in **Attachment 1** and as a clean copy in **Attachment 2**. The clean copy includes the updated Performance Management Report (Appendix J). The formatting will be refined in the final version to improve legibility of inserted materials and the Table of Contents will be added.

FDOT’s “Tentative Work Program – Public Hearing Draft” is provided in place of the project sheets the MPO typically prepares. The MPO intends to have Capital Consulting Solutions develop the project sheets and an interactive searchable GIS map based on FDOT’s anticipated March 21st snapshot of the Work Program. The schedule for approving the Final FY2024-2028 TIP is committee endorsement in May and MPO Board adoption in June.

STAFF RECOMMENDATION: That Committee members review and comment on the draft FY 2024 – 28 TIP.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

1. Draft FY 2024 – 2028 TIP – Track Changes
2. Draft FY 2024 – 202828 TIP – Clean Version with updated Performance Measures Report

MPO RESOLUTION #~~20223-72~~
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY ~~20223/234~~ – ~~20267/278~~ TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

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

1. The FY ~~20223/234~~ – ~~20267/278~~ Transportation Improvement Program and the projects programmed therein are hereby adopted.
2. The Collier Metropolitan Planning Organization’s Chairman is hereby authorized to execute this Resolution certifying the MPO Board’s endorsement of the FY ~~20223/234~~ – ~~20267/287~~ Transportation Improvement Program and the projects programmed therein.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this ~~9th~~^{10th} day of June ~~2022~~²⁰²³.

Attest:
ORGANIZATION

COLLIER METROPOLITAN PLANNING

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Council Member ~~Paul Perry~~Greg Folley
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Acronyms

Acronym	Description	Acronym2	Description2
ADA	Americans with Disabilities Act	HSIPJARC	Job Access and Reverse Commute Highway Safety Improvement Program
AUIR	Annual Update and Inventory Report	HWYLCB	Local Coordinating Board Highway
BCC/BOCC	Board of County Commissioners	LRTP	Long Range Transportation Plan Interstate
BILBPAC	Bicycle and Pedestrian Advisory Committee Bipartisan Infrastructure Law	IJAMAP-21	Moving Ahead for Progress in the 21st-Century Infrastructure Investment & Jobs Act
BPAC/BPM P	Bicycle & Pedestrian Advisory Committee Bicycle & Pedestrian Master Plan	INCMPA	Metropolitan Planning Area Contract Incentives
BPMP/BRT	Bicycle & Pedestrian Master Plan Bus Rapid Transit	ITSMPO	Metropolitan Planning Organization Intelligent Transportation System
BRT/CAT	Collier Area Transit Bus Rapid Transit	JACIP/NHS	National Highway System Joint Airport Capital Improvement Program
CAPCEI	Construction Engineering Inspection Capital	JARCOA	Other Arterial Job Access and Reverse Commute
CAT/CFR	Code of Federal Regulations Collier Area Transit	JP/OPS	Operations Joint Participation Agreement
CEIGAC	Citizens Advisory Committee Construction Engineering Inspection	LCB/PD&E	Project Development and Environmental Local Coordinating Board
CFRCIGP	County Incentive Grant Program Code of Federal Regulations	LOPPPE	Preliminary Engineering MPO's annual List of Project Priorities
CACCMC	Congestion Management Committee Citizens Advisory Committee	LRT/PTO	Public Transportation Organization Long Range Transportation Plan
CIGP/CMP	Congestion Management Process County Incentive Grant Program	MAP-21/RACEC	Rural Area of Critical Economic Concern Moving Ahead for Progress in the 21 st Century
CMC/GMS	Congestion Management System Congestion Management Committee	MNT ROW	Maintenance Right-of-Way
CMP/COA	Comprehensive Operational Analysis Congestion Management Process	MPARRU	Metropolitan Planning Area Railroad/Utilities
CMS/CR	County Road Congestion Management System	M/OSA	Metropolitan Planning Organization Surface-Transportation Program – Any Area
COAC/GST	Construction Comprehensive Operational Analysis	NHS/SE, TE	National Highway System Surface-Transportation Program – Enhancement
CPG/CTC	Community Transportation Coordinator Consolidated Planning Grant	O/ASHS	Other Arterial State Highway System
CR/CTD	Commissioner for the Transportation-Disadvantaged County Road	OP/SSIS	Operations Strategic Intermodal System
CR/ACT/ST	Community Traffic Safety Team Community Redevelopment Agency	PD&ESR	Project Development & Environmental State Road
CST/DSB	Design-Build Construction	PES/RTS, SR2S	Preliminary Engineering Safe Routes to School
CTCE/IS	Environmental Impact Study Community Transportation Coordinator	PL/STIP	FHWA Planning (PL) Funds State Transportation Improvement Program
CT/DEMO	Environmental Management Office Commission for the Transportation Disadvantaged	PL/STP	Metropolitan Planning (PL) Program Surface-Transportation Program
CT/ST ENG	Engineering Community Traffic Safety Team	PTO SU, XU	Public Transportation Organization Surface-Transportation Funds for Urbanized Area formula-based – population over 200,000
DEO/ENV	Environmental Florida Department of Economic Opportunity	RACEC/TAC	Rural Area of Critical Economic Concern Technical Advisory Committee

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<u>DSBFAA</u>	<u>Federal Aviation Administration</u> <u>Design Build</u>	<u>ROWTAP</u>	<u>Right of Way</u> <u>Transportation Alternative Program</u>
<u>EISFDOT</u>	<u>Florida Department of Transportation</u> <u>Environmental Impact Study</u>	<u>RRUTD</u>	<u>Railroad & Utilities</u> <u>Transportation Disadvantaged</u>
<u>EMOFHWA</u>	<u>Federal Highway Administration</u> <u>Environmental Management Office</u>	<u>RTPDTF</u>	<u>Recreational Trails Program</u> <u>Transportation-Disadvantaged Trust Fund</u>
<u>ENGFPM</u>	<u>Financial Management</u> <u>Engineering</u>	<u>SATDP</u>	<u>Surface Transportation Program – Any Area</u> <u>Transit Development Plan</u>
<u>ENVFPN</u>	<u>Financial Project Number</u> <u>Environmental</u>	<u>SE, TETDSP</u>	<u>Surface Transportation Program – Enhancement</u> <u>Transportation Disadvantaged Service Plan</u>
<u>FAA</u>	<u>Federal Aviation Administration</u> <u>F.S. – Florida Statute</u>	<u>SHSTIP</u>	<u>State Highway System</u> <u>Transportation Improvement Program</u>
<u>FASTFTA</u>	<u>Federal Transit Administration</u> <u>Fixing America’s Surface</u> <u>SISTMA Transportation Act</u>		<u>Strategic Intermodal System</u> <u>Transportation Management Area</u>
<u>FASTLANE FY</u>	<u>Fostering Advancement in Shipping and Transportation</u> <u>for the Long-term Achievement of National Efficiencies</u> <u>grants</u> <u>Fiscal Year</u>	<u>SRTRIP</u>	<u>State Road</u> <u>Transportation Regional Incentive Program</u>
<u>FDOHSIP</u>	<u>Highway Safety Improvement Program</u> <u>Florida Department of Transportation</u>	<u>SRTS, SR2STSM</u>	<u>Safe Routes to School</u> <u>Transportation System Management</u>
<u>FHWAHWY</u>	<u>Highway</u> <u>Federal Highway Administration</u>	<u>STBGUPWP</u>	<u>Surface Transportation Block Grant Program</u> <u>Unified-Planning Work Program</u>
<u>FM</u>	<u>Interstate</u> <u>Financial Management</u>	<u>STBGPUZA</u>	<u>Surface Transportation Block Group Program</u> <u>Urbanized Area</u>
<u>FPNING</u>	<u>Incentive Contractor</u> <u>Financial Project Number</u>	<u>STIPYOE</u>	<u>State Transportation Improvement Program</u> <u>Year-of-Expenditure</u>
<u>FSHS</u>	<u>Intelligent Transportation System</u> <u>Florida Statute</u>	<u>STP</u>	<u>Surface Transportation Program</u>
<u>FTAJACIP</u>	<u>Joint Airport Capital Improvement Program</u> <u>Federal Transit Administration</u>	<u>SU, XU</u>	<u>Surface Transportation Funds for Urbanized Area formula based – population over 200,000</u>
<u>FY</u>	<u>Fiscal Year</u>	<u>TA</u>	<u>Transportation Alternatives</u>
<u>Acronym</u>	<u>Description</u>	<u>Acronym2</u>	<u>Description2</u>
<u>TAC</u>	<u>Technical Advisory Committee</u>	<u>TMC</u>	<u>Traffic Management Center</u>
<u>TAP</u>	<u>Transportation Alternative Program</u>	<u>TOC</u>	<u>Traffic Operations Center</u>
<u>TD</u>	<u>Transportation Disadvantaged</u>	<u>TRIP</u>	<u>Transportation Regional Incentive Program</u>
<u>TDTF</u>	<u>Transportation Disadvantaged Trust Fund</u>	<u>TSM</u>	<u>Transportation System Management</u>
<u>TDP</u>	<u>Transit Development Plan</u>	<u>UPWP</u>	<u>Unified Planning Work Program</u>
<u>TDSP</u>	<u>Transportation Disadvantaged Service Plan</u>	<u>UZA</u>	<u>Urbanized Area</u>
<u>TIP</u>	<u>Transportation Improvement Program</u>	<u>WP</u>	<u>FDOT 5-year Work Program</u>
<u>TMA</u>	<u>Transportation Management Area</u>	<u>YOE</u>	<u>Year of Expenditure</u>

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

Phase Codes

CAP	Capital
CST	Construction
DSB	Design Build
ENV	Environmental
INC	Contract Incentives
MNT	Maintenance
OPS	Operations
PDE	Project Development & Environment (PD&E)
PE	Preliminary Engineering
PLN	Planning
ROW	Right-of-Way
RRU	Railroad & Utilities

FDOT Fund Codes

As Of: [4/27/2023](#)

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/support/appendixd.aspx?CT=FC>

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F22	NH - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F22	NH - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F22	NH - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACPR	AC - PROTECT GRANT PGM	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSM	STBG AREA POP. W/ 5K TO 49,999	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS.HSP)	F22	NH - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ARAL	AMER. RESCUE PLAN ALIEN FUND	F49	100% FEDERAL NON-FHWA
ARDR	ARPA- SCETS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARHF	ARPA- SHS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARPA	AMERICAN RESCUE PLAN ACT	F49	100% FEDERAL NON-FHWA
ARSC	AMER. RESCUE PLAN SCOP PGM	F49	100% FEDERAL NON-FHWA
ARSR	AMER. RESCUE PLAN SCRAP PGM	F49	100% FEDERAL NON-FHWA
ART	ARTERIAL HIGHWAYS PROGRAMS	N11	100% STATE
ARTW	ARTERIAL WIDENING PROGRAM	N11	100% STATE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS

<u>BNIR</u>	<u>INTRASTATE R/W & BRIDGE BONDS</u>	<u>N31</u>	<u>BONDS</u>
<u>BRP</u>	<u>STATE BRIDGE REPLACEMENT</u>	<u>N11</u>	<u>100% STATE</u>
<u>BRRP</u>	<u>STATE BRIDGE REPAIR & REHAB</u>	<u>N11</u>	<u>100% STATE</u>
<u>BRRR</u>	<u>BRIDGE REPAIR RAILROADS</u>	<u>N11</u>	<u>100% STATE</u>
<u>BRTZ</u>	<u>FED BRIDGE REPL - OFF SYSTEM</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>CARB</u>	<u>CARBON REDUCTION GRANT PGM</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>CARL</u>	<u>CARB FOR URB. LESS THAN 200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>CARM</u>	<u>CARB FOR SM. URB. 5K - 49,999</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>CARN</u>	<u>CARB FOR RURAL AREAS < 5K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>CARU</u>	<u>CARB FOR URB. AREA > THAN 200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>CIGP</u>	<u>COUNTY INCENTIVE GRANT PROGRAM</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>CM</u>	<u>CONGESTION MITIGATION - AQ</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>D</u>	<u>UNRESTRICTED STATE PRIMARY</u>	<u>N11</u>	<u>100% STATE</u>
<u>DC</u>	<u>STATE PRIMARY PE CONSULTANTS</u>	<u>N11</u>	<u>100% STATE</u>
<u>DDR</u>	<u>DISTRICT DEDICATED REVENUE</u>	<u>N11</u>	<u>100% STATE</u>
<u>DEM</u>	<u>ENVIRONMENTAL MITIGATION</u>	<u>N11</u>	<u>100% STATE</u>
<u>DER</u>	<u>EMERGENCY RELIEF - STATE FUNDS</u>	<u>N11</u>	<u>100% STATE</u>
<u>DFTA</u>	<u>FED PASS-THROUGH \$ FROM FTA</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>DI</u>	<u>ST. - S/W INTER/INTRASTATE HWY</u>	<u>N11</u>	<u>100% STATE</u>
<u>DIH</u>	<u>STATE IN-HOUSE PRODUCT SUPPORT</u>	<u>N11</u>	<u>100% STATE</u>
<u>DIOH</u>	<u>STATE 100% - OVERHEAD</u>	<u>N11</u>	<u>100% STATE</u>
<u>DIS</u>	<u>STRATEGIC INTERMODAL SYSTEM</u>	<u>N11</u>	<u>100% STATE</u>
<u>DITS</u>	<u>STATEWIDE ITS - STATE 100%</u>	<u>N11</u>	<u>100% STATE</u>
<u>DL</u>	<u>LOCAL FUNDS - PTO - BUDGETED</u>	<u>N44</u>	<u>LOCAL</u>
<u>DPTO</u>	<u>STATE - PTO</u>	<u>N11</u>	<u>100% STATE</u>
<u>DRA</u>	<u>REST AREAS - STATE 100%</u>	<u>N11</u>	<u>100% STATE</u>
<u>DS</u>	<u>STATE PRIMARY HIGHWAYS & PTO</u>	<u>N11</u>	<u>100% STATE</u>
<u>DSB0</u>	<u>UNALLOCATED TO FACILITY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSB1</u>	<u>SKYWAY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSB2</u>	<u>EVERGLADES PKY/ALLIGATOR ALLEY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>

<u>DSB3</u>	<u>PINELLAS BAYWAY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSB7</u>	<u>MID-BAY BRIDGE AUTHORITY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBC</u>	<u>GARCON POINT BRIDGE</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBD</u>	<u>I-95 EXPRESS LANES</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBF</u>	<u>I-595</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBG</u>	<u>I-75 ML TOLL CAP IMPROVEMENT</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBH</u>	<u>I-4 ML TOLL CAP IMPROVEMENT</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBI</u>	<u>PALMETTO ML TOLL CAP IMPROVE</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBJ</u>	<u>I-295 EXPRESS LANES - CAPITAL</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBK</u>	<u>TAMPA BAY EXPRESS LANES</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBT</u>	<u>TURNPIKE/REIMBURSED BY TOLL</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSBW</u>	<u>WEKIVA PARKWAY</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>DSPC</u>	<u>SERVICE PATROL CONTRACT</u>	<u>N11</u>	<u>100% STATE</u>
<u>DU</u>	<u>STATE PRIMARY/FEDERAL REIMB</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>DUCA</u>	<u>TRANSIT CARES/CRRSAA ACT</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>DWS</u>	<u>WEIGH STATIONS - STATE 100%</u>	<u>N11</u>	<u>100% STATE</u>
<u>EB</u>	<u>EQUITY BONUS</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>EM19</u>	<u>GAA EARMARKS FY 2019</u>	<u>N11</u>	<u>100% STATE</u>
<u>EM22</u>	<u>GAA EARMARKS FY 2022</u>	<u>N11</u>	<u>100% STATE</u>
<u>ER17</u>	<u>2017 EMERGENCY RELIEF EVENTS</u>	<u>F42</u>	<u>100% FEDERAL EMERGENCY FUNDS</u>
<u>ER19</u>	<u>2019 EMERGENCY RELIEF EVENTS</u>	<u>F42</u>	<u>100% FEDERAL EMERGENCY FUNDS</u>
<u>ER20</u>	<u>2020 EMERGENCY RELIEF EVENTS</u>	<u>F42</u>	<u>100% FEDERAL EMERGENCY FUNDS</u>
<u>F001</u>	<u>FEDERAL DISCRETIONARY - US19</u>	<u>F33</u>	<u>O.F.A. - DEMO/EARMARK FUNDS</u>
<u>FAA</u>	<u>FEDERAL AVIATION ADMIN</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>FBD</u>	<u>FERRYBOAT DISCRETIONARY</u>	<u>F33</u>	<u>O.F.A. - DEMO/EARMARK FUNDS</u>
<u>FCO</u>	<u>PRIMARY/FIXED CAPITAL OUTLAY</u>	<u>N11</u>	<u>100% STATE</u>
<u>FEDR</u>	<u>FEDERAL RESEARCH ACTIVITIES</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>FEMA</u>	<u>FED EMERGENCY MGT AGENCY</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>FHPP</u>	<u>FEDERAL HIGH PRIORITY PROJECTS</u>	<u>F33</u>	<u>O.F.A. - DEMO/EARMARK FUNDS</u>
<u>FINC</u>	<u>FINANCING CORP</u>	<u>N51</u>	<u>FINC - FINANCING CORP.</u>

<u>FLAP</u>	<u>FEDERAL LANDS ACCESS PROGRAM</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>FRA</u>	<u>FEDERAL RAILROAD ADMINISTRATN</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>FTA</u>	<u>FEDERAL TRANSIT ADMINISTRATION</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>FTAT</u>	<u>FHWA TRANSFER TO FTA (NON-BUD)</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>GFBR</u>	<u>GEN FUND BRIDGE REPAIR/REPLACE</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>GFZ</u>	<u>GENERAL FUND BRIDGE OFF-SYSTEM</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GFEV</u>	<u>GEN. FUND EVEHICLE CHARG. PGM</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>GFNP</u>	<u>NP FEDERAL RELIEF GENERAL FUND</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GFSA</u>	<u>GF STPBG ANY AREA</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GFSL</u>	<u>GF STPBG <200K<5K (SMALL URB)</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GFSN</u>	<u>GF STPBG <5K (RURAL)</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GFSU</u>	<u>GF STPBG >200 (URBAN)</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>GMR</u>	<u>GROWTH MANAGEMENT FOR SIS</u>	<u>N11</u>	<u>100% STATE</u>
<u>GR23</u>	<u>GAA EARMARKS FY2023</u>	<u>N11</u>	<u>100% STATE</u>
<u>GRSC</u>	<u>GROWTH MANAGEMENT FOR SCOP</u>	<u>N11</u>	<u>100% STATE</u>
<u>HP</u>	<u>FEDERAL HIGHWAY PLANNING</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>HPP</u>	<u>HIGH PRIORITY PROJECTS</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>HR</u>	<u>FEDERAL HIGHWAY RESEARCH</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>HSP</u>	<u>SAFETY (HIWAY SAFETY PROGRAM)</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>HSPT</u>	<u>SAFETY EDUCATIONAL-TRANSFERRED</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>LF</u>	<u>LOCAL FUNDS</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFB</u>	<u>LOCAL FUNDS BUDGET</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFBN</u>	<u>LOCAL TO RESERVE BNDS BUDGET</u>	<u>N31</u>	<u>BONDS</u>
<u>LFD</u>	<u>"LF" FOR STTF UTILITY WORK</u>	<u>N11</u>	<u>100% STATE</u>
<u>LFF</u>	<u>LOCAL FUND - FOR MATCHING F/A</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFNE</u>	<u>LOCAL FUNDS NOT IN ESCROW</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFP</u>	<u>LOCAL FUNDS FOR PARTICIPATING</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFR</u>	<u>LOCAL FUNDS/REIMBURSABLE</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFRF</u>	<u>LOCAL FUND REIMBURSABLE-FUTURE</u>	<u>N44</u>	<u>LOCAL</u>
<u>LFU</u>	<u>LOCAL FUNDS FOR UNFORSEEN WORK</u>	<u>N11</u>	<u>100% STATE</u>

<u>MCOR</u>	<u>MULTI-USE COR S.338.2278.F.S.</u>	<u>N11</u>	<u>100% STATE</u>
<u>NFP</u>	<u>NATIONAL FREIGHT PROGRAM</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NFPD</u>	<u>NAT FREIGHT PGM-DISCRETIONARY</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>NH</u>	<u>PRINCIPAL ARTERIALS</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NHBR</u>	<u>NATIONAL HIGHWAYS BRIDGES</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NHEX</u>	<u>NATIONAL PERFORM PROG. EXEMPT</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NHPP</u>	<u>IM, BRDG REPL, NATNL HWY-MAP21</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NHRE</u>	<u>NAT HWY PERFORM - RESURFACING</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>NHTS</u>	<u>NATIONAL HWY TRAFFIC SAFETY</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>NSTP</u>	<u>NEW STARTS TRANSIT PROGRAM</u>	<u>N11</u>	<u>100% STATE</u>
<u>NSWR</u>	<u>2015 SB2514A-NEW STARTS TRANST</u>	<u>N11</u>	<u>100% STATE</u>
<u>PKBD</u>	<u>TURNPIKE MASTER BOND FUND</u>	<u>N21</u>	<u>TURNPIKE CAPITAL IMPROVEMENT</u>
<u>PKED</u>	<u>2012 SB1998-TURNPIKE FEEDER RD</u>	<u>N11</u>	<u>100% STATE</u>
<u>PKER</u>	<u>TPK MAINTENANCE RESERVE-ER</u>	<u>N24</u>	<u>TURNPIKE EMERGENCY</u>
<u>PKLF</u>	<u>LOCAL SUPPORT FOR TURNPIKE</u>	<u>N45</u>	<u>LOCAL - TURNPIKE</u>
<u>PKM1</u>	<u>TURNPIKE TOLL MAINTENANCE</u>	<u>N21</u>	<u>TURNPIKE CAPITAL IMPROVEMENT</u>
<u>PKOH</u>	<u>TURNPIKE INDIRECT COSTS</u>	<u>N21</u>	<u>TURNPIKE CAPITAL IMPROVEMENT</u>
<u>PKYI</u>	<u>TURNPIKE IMPROVEMENT</u>	<u>N21</u>	<u>TURNPIKE CAPITAL IMPROVEMENT</u>
<u>PKYO</u>	<u>TURNPIKE TOLL COLLECTION/OPER.</u>	<u>N22</u>	<u>TURNPIKE OPERATIONS</u>
<u>PKYR</u>	<u>TURNPIKE RENEWAL & REPLACEMENT</u>	<u>N21</u>	<u>TURNPIKE CAPITAL IMPROVEMENT</u>
<u>PL</u>	<u>METRO PLAN (85% FA; 15% OTHER)</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>PLH</u>	<u>PUBLIC LANDS HIGHWAY</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>PLHD</u>	<u>PUBLIC LANDS HIGHWAY DISCR</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>POED</u>	<u>2012 SB1998-SEAPORT INVESTMENT</u>	<u>N11</u>	<u>100% STATE</u>
<u>PORB</u>	<u>PORT FUNDS RETURNED FROM BONDS</u>	<u>N11</u>	<u>100% STATE</u>
<u>PORT</u>	<u>SEAPORTS</u>	<u>N11</u>	<u>100% STATE</u>
<u>PROT</u>	<u>PROTECT GRANT PROGRAM</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>RBRP</u>	<u>REIMBURSABLE BRP FUNDS</u>	<u>N11</u>	<u>100% STATE</u>
<u>RECT</u>	<u>RECREATIONAL TRAILS</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>RED</u>	<u>REDISTR. OF FA (SEC 1102F)</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>

<u>REPE</u>	<u>REPURPOSED FEDERAL EARMARKS</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>RHH</u>	<u>RAIL HIGHWAY X-INGS - HAZARD</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>RHP</u>	<u>RAIL HIGHWAY X-INGS - PROT DEV</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>ROWR</u>	<u>ROW LEASE REVENUES</u>	<u>N11</u>	<u>100% STATE</u>
<u>S117</u>	<u>STP EARMARKS - 2005</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>SA</u>	<u>STP, ANY AREA</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SABR</u>	<u>STP, BRIDGES</u>	<u>F21</u>	<u>NH - REGULAR FUNDING</u>
<u>SAFE</u>	<u>SECURE AIRPORTS FOR FL ECONOMY</u>	<u>N11</u>	<u>100% STATE</u>
<u>SCED</u>	<u>2012 SB1998-SMALL CO OUTREACH</u>	<u>N11</u>	<u>100% STATE</u>
<u>SCOP</u>	<u>SMALL COUNTY OUTREACH PROGRAM</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>SCRA</u>	<u>SMALL COUNTY RESURFACING</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>SCRC</u>	<u>SCOP FOR RURAL COMMUNITIES</u>	<u>N11</u>	<u>100% STATE</u>
<u>SCWR</u>	<u>2015 SB2514A-SMALL CO OUTREACH</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>SE</u>	<u>STP, ENHANCEMENT</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SIB1</u>	<u>STATE INFRASTRUCTURE BANK</u>	<u>N48</u>	<u>OTHER SIB FUNDS</u>
<u>SIBF</u>	<u>FEDERAL FUNDED SIB</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>SIWR</u>	<u>2015 SB2514A-STRATEGIC INT SYS</u>	<u>N11</u>	<u>100% STATE</u>
<u>SL</u>	<u>STP, AREAS <= 200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SM</u>	<u>STBG AREA POP. W/ 5K TO 49,999</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SN</u>	<u>STP, MANDATORY NON-URBAN <= 5K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SPN</u>	<u>PROCEED FROM SPONSOR AGREEMENT</u>	<u>N11</u>	<u>100% STATE</u>
<u>SR2S</u>	<u>SAFE ROUTES - INFRASTRUCTURE</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SR2T</u>	<u>SAFE ROUTES - TRANSFER</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>SROM</u>	<u>SUNRAIL REVENUES FOR O AND M</u>	<u>N49</u>	<u>OTHER NON-FEDERAL FUNDS</u>
<u>SSM</u>	<u>FED SUPPORT SERVICES/MINORITY</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>ST10</u>	<u>STP EARMARKS - 2010</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>STED</u>	<u>2012 SB1998-STRATEGIC ECON COR</u>	<u>N11</u>	<u>100% STATE</u>
<u>SU</u>	<u>STP, URBAN AREAS > 200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>TALL</u>	<u>TRANSPORTATION ALTS- <200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>TALM</u>	<u>TAP AREA POP. 5K TO 50,000</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>

<u>TALN</u>	<u>TRANSPORTATION ALTS- < 5K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>TALT</u>	<u>TRANSPORTATION ALTS- ANY AREA</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>TALU</u>	<u>TRANSPORTATION ALTS- >200K</u>	<u>F31</u>	<u>O.F.A. - REGULAR FUNDS</u>
<u>TCP</u>	<u>FUEL TAX COMPLIANCE PROJECT</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>TCSP</u>	<u>TRANS. COMMUNITY & SYSTEM PRES</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>TD23</u>	<u>TD COMMISSION EARMARKS FY 2023</u>	<u>N11</u>	<u>100% STATE</u>
<u>TDDR</u>	<u>TRANS DISADV - DDR USE</u>	<u>N49</u>	<u>OTHER NON-FEDERAL FUNDS</u>
<u>TDED</u>	<u>TRANS DISADV TRUST FUND - \$10M</u>	<u>N49</u>	<u>OTHER NON-FEDERAL FUNDS</u>
<u>TDPD</u>	<u>TD PAYROLL REDIST D FUNDS</u>	<u>N11</u>	<u>100% STATE</u>
<u>TDTF</u>	<u>TRANS DISADV - TRUST FUND</u>	<u>N49</u>	<u>OTHER NON-FEDERAL FUNDS</u>
<u>TFBD</u>	<u>TOLL FACILITY BOND PROCEEDS</u>	<u>N41</u>	<u>TOLL CAPITAL IMPROVEMENT</u>
<u>TGR</u>	<u>TIGER/BUILD GRANT THROUGH FHWA</u>	<u>F43</u>	<u>100% FEDERAL DEMO/EARMARK</u>
<u>TIGR</u>	<u>TIGER/BUILD HIGHWAY GRANT</u>	<u>F49</u>	<u>100% FEDERAL NON-FHWA</u>
<u>TIMP</u>	<u>TRANSPORTATION IMPROVEMENTS</u>	<u>F33</u>	<u>O.F.A. - DEMO/EARMARK FUNDS</u>
<u>TLWR</u>	<u>2015 SB2514A-TRAIL NETWORK</u>	<u>N11</u>	<u>100% STATE</u>
<u>TM01</u>	<u>SUNSHINE SKYWAY</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TM02</u>	<u>EVERGLADES PARKWAY</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TM03</u>	<u>PINELLAS BAYWAY</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TM06</u>	<u>TAMPA-HILLSBOROUGH EXPR. AUTH.</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TM07</u>	<u>MID-BAY BRIDGE AUTHORITY</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TM11</u>	<u>ORLANDO-ORANGE CO. EXPR. SYSTE</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBC</u>	<u>GARCON POINT BRIDGE</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBD</u>	<u>I-95 EXPRESS LANES</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBG</u>	<u>I-75 ML TOLL MAINTENANCE</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBI</u>	<u>PALMETTO ML TOLL MAINTENANCE</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBJ</u>	<u>I-295 EXPRESS LANES - MAINT</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBK</u>	<u>TAMPA BAY EXPRESS LANES-MAINT</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TMBW</u>	<u>WEKIVA PARKWAY TOLL MAINT</u>	<u>N43</u>	<u>TOLL MAINTENANCE</u>
<u>TO01</u>	<u>SUNSHINE SKYWAY</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TO02</u>	<u>EVERGLADES PARKWAY</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>

<u>TO03</u>	<u>PINELLAS BAYWAY</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TO04</u>	<u>MIAMI-DADE EXPRESSWAY AUTH.</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TO06</u>	<u>TAMPA-HILLSBOROUGH EXPR. AUTH.</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TO07</u>	<u>MID-BAY BRIDGE AUTHORITY</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TO11</u>	<u>ORLANDO-ORANGE CO. EXPR. SYST.</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBC</u>	<u>GARCON POINT BRIDGE</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBD</u>	<u>I-95 EXPRESS LANES</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBF</u>	<u>I-595</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBG</u>	<u>I-75 ML TOLL OPERATIONS</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBH</u>	<u>I-4 ML TOLL OPERATIONS</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBI</u>	<u>PALMETTO ML TOLL OPERATIONS</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBJ</u>	<u>I-295 EXPRESS LANES-OPERATING</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBK</u>	<u>TAMPA BAY EXP LANES OPERATING</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TOBW</u>	<u>WEKIVA PARKWAY TOLL OPERATIONS</u>	<u>N42</u>	<u>TOLL OPERATIONS</u>
<u>TRIP</u>	<u>TRANS REGIONAL INCENTIVE PROGM</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>TRWR</u>	<u>2015 SB2514A-TRAN REG INCT PRG</u>	<u>N12</u>	<u>100% STATE - SINGLE AUDIT ACT</u>
<u>TSM</u>	<u>TRANSPORT SYSTEMS MANAGEMENT</u>	<u>F41</u>	<u>100% FEDERAL FUNDS</u>
<u>WKOC</u>	<u>2012 SB1998-REPAYMNT OOC DEBT</u>	<u>N11</u>	<u>100% STATE</u>

BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRAC	BRT (AC/REGULAR)	F34	O.F.A. AC/REGULAR
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRT	FED BRIDGE REPL ON SYSTEM	F31	O.F.A. REGULAR FUNDS
BRTD	FED BRIDGE REPL DISCRETIONARY	F33	O.F.A. DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL OFF SYSTEM	F31	O.F.A. REGULAR FUNDS
CFA	CONTRACTOR FUNDS ADVANCE	N49	OTHER NON FEDERAL FUNDS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE SINGLE AUDIT ACT
CM	CONGESTION MITIGATION AQ	F31	O.F.A. REGULAR FUNDS
COE	CORP OF ENGINEERS (NON BUDGET)	F49	100% FEDERAL NON FHWA
COOP	COOPERATIVE AGREEMENTS FHWA	F49	100% FEDERAL NON FHWA
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF STATE FUNDS	N11	100% STATE
DFTA	FED PASS THROUGH \$ FROM FTA	F49	100% FEDERAL NON FHWA
DI	ST. S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS STATE 100%	N11	100% STATE
DL	LOCAL FUNDS PTO BUDGETED	N44	LOCAL
DPTO	STATE PTO	N11	100% STATE
DRA	REST AREAS STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT

DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB6	TAMPA HILLSBOROUGH EXPR. AUTH.	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES—CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON FHWA
DWS	WEIGH STATIONS—STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A.—REGULAR FUNDS
EBBP	EQUITY BONUS SUPPLEMENTING BDG	F34	O.F.A.—AC/REGULAR
EBNH	EQUITY BONUS SUPPLEMENTING NH	F34	O.F.A.—AC/REGULAR
EBOH	EQUITY BONUS—OVERHEAD	F31	O.F.A.—REGULAR FUNDS
EM18	GAA EARMARKS FY 2018	N11	100% STATE
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM20	GAA EARMARKS FY 2020	N11	100% STATE
ER12	2012 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER13	2013 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER14	SPRING FLOODING 2014	F42	100% FEDERAL EMERGENCY FUNDS
ER16	2016 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS

ER18	2018 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER19	2019 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY US19	F33	O.F.A. DEMO/EARMARK FUNDS
F330	SEC 330 STP EARMARKS 2003	F43	100% FEDERAL DEMO/EARMARK
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FD21	FDM DODGE ISLAND TUNNEL	F33	O.F.A. DEMO/EARMARK FUNDS
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC FINANCING CORP.
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FLEM	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATN	F49	100% FEDERAL NON FHWA
FSF1	FED STIMULUS, S/W MANAGED	F45	100% FEDERAL STIMULUS PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON FHWA
FTAT	FHWA TRANSFER TO FTA (NON BUD)	F43	100% FEDERAL DEMO/EARMARK
GFSA	GF STPBG ANY AREA	F31	O.F.A. REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR17	GENERAL REVENUE FOR FY2017 GAA	N11	100% STATE
GREM	GENERAL REVENUE EMERGENCY MGMT	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. REGULAR FUNDS

HRRR	HIGH RISK RURAL ROAD	F31	O.F.A.—REGULAR FUNDS
HSID	INTERSECTION CRASHES	F31	O.F.A.—REGULAR FUNDS
HSLD	LANE DEPARTURE CRASHES	F31	O.F.A.—REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F31	O.F.A.—REGULAR FUNDS
HSPT	SAFETY EDUCATIONAL TRANSFERRED	F31	O.F.A.—REGULAR FUNDS
IBRC	INNOVATIVE BRIDGE RES & CONST	F43	100% FEDERAL DEMO/EARMARK
IM	INTERSTATE MAINTENANCE	F11	I, IM—REGULAR FUNDING
IMAC	IM (AC/REGULAR)	F13	IM—AC/REGULAR
IMD	INTERSTATE MAINTENANCE DISCRET	F14	I, IM—DISCRETIONARY
IVH	INTELLIGENT VEHICLE HIWAY SYST	F33	O.F.A.—DEMO/EARMARK FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFM	LOCAL FUND—FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSIBLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE FUTURE	N44	LOCAL
LFU	LOCAL FUNDS FOR UNFORSEEN WORK	N11	100% STATE
MCOR	MULTI USE COR S.338.2278,F.S.	N11	100% STATE
MCSG	MOTOR CARRIER SAFETY GRANT	F49	100% FEDERAL NON FHWA
NFP	NATIONAL FREIGHT PROGRAM	F31	O.F.A.—REGULAR FUNDS
NFPD	NAT FREIGHT PGM DISCRETIONARY	F31	O.F.A.—REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH—REGULAR FUNDING
NHAC	NH (AC/REGULAR)	F23	NH—AC/REGULAR
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH—REGULAR FUNDING
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH—REGULAR FUNDING

NHPP	IM, BRDG REPL, NATNL HWY MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F31	O.F.A. - REGULAR FUNDS
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998 TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998 SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
S112	STP EARMARKS - 2006	F43	100% FEDERAL DEMO/EARMARK
S115	STP EARMARKS - 2004	F43	100% FEDERAL DEMO/EARMARK
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK

EXECUTIVE SUMMARY

The Collier MPO Transportation Improvement Program (TIP) is the federally mandated, collaboratively developed, five-year program of surface transportation projects that will receive federal funding or are subject to federal review or action within the Collier Metropolitan Planning Area (MPA). (Figures 1 & 2 on following pages) The Collier MPA encompasses all of Collier County, and the Cities of Naples, Everglades City, and Marco Island. The Collier MPO is the federally designated Metropolitan Planning Organization (MPO) for the Collier MPA and is the body designated by federal and state statutes to develop and administer the TIP. The TIP is updated annually, and all projects in the TIP must be consistent with the Collier MPO Long Range Transportation Plan (LRTP).

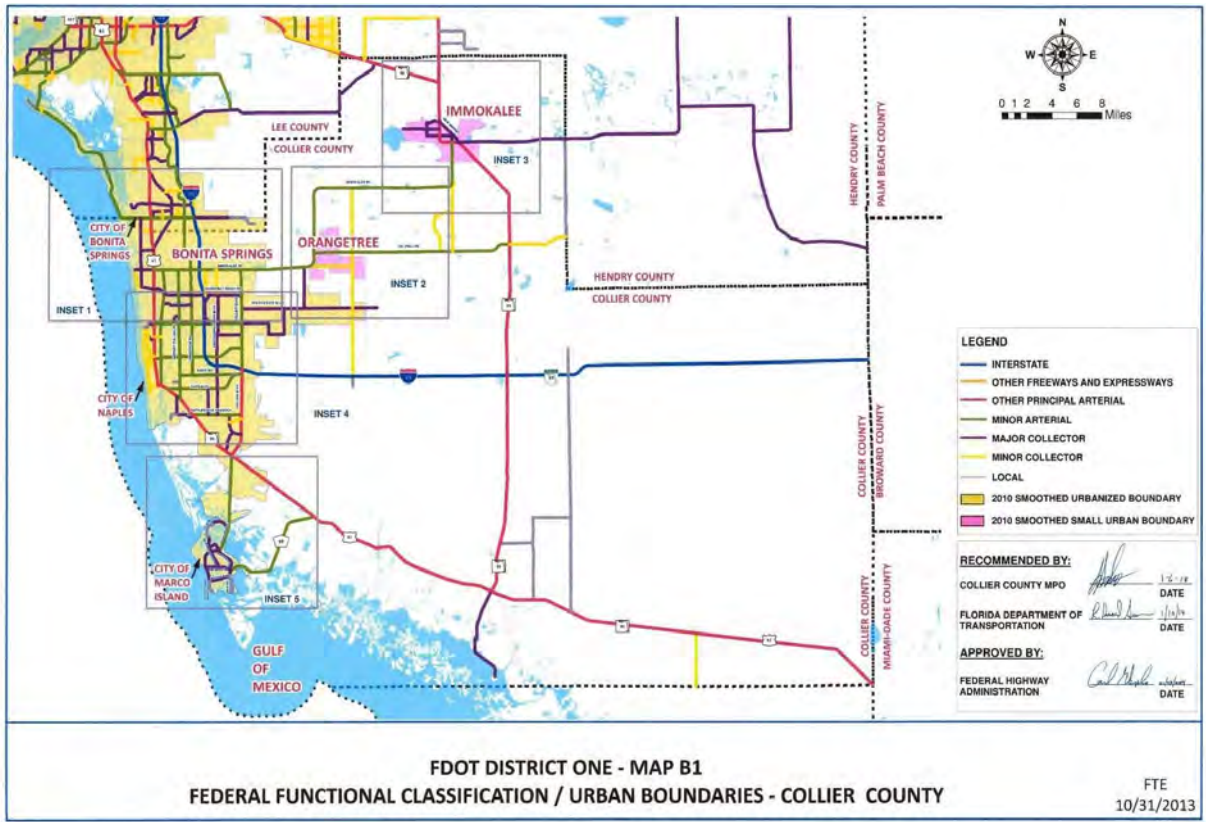
The TIP represents the transportation improvement priorities for the Collier MPO planning area and is financially constrained. This means that each project programmed in the TIP has been vetted by the MPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local partners to address the planning area's transportation needs and provides sufficient financial information to demonstrate that the projects can be funded as programmed. Only projects with funds that are reasonably expected to be available may be programmed in the TIP. The TIP is subject to approval by FDOT, FHWA, and FTA, and may be periodically amended or modified to reflect changes to a project's scope, schedule, and/or cost, or to add a new or remove an existing project. In addition to federal and FDOT approvals, the TIP is also reviewed by the Florida Department of Economic Opportunity (DEO) to ensure the projects programmed in the TIP are consistent with local government comprehensive plans.

The Collier MPO's TIP has been developed with input and assistance from FDOT, FHWA, FTA, elected officials, municipal staff, and the public. Projects identified in the TIP are prioritized by the MPO and its partners to implement, support, and enhance regional mobility, and improve the safety, condition, and efficiency of the region's transportation system. The TIP includes projects for all transportation modes including roadways, bicycle and pedestrian, transit, and aviation. Development of the TIP includes input from all transportation system users, including those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services.

Figure 1: Collier Metropolitan Planning Area (MPA)



Figure 2: Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes¹; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 133(h) §1109) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. (Public Law 117-58). This legislation carries forward the policies, programs and initiatives established by preceding legislation and addresses new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users. Project eligibility and flexibility have been added to existing programs such as the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP). For example, the STBG program project eligibility has been expanded to include electric vehicle charging infrastructure and the HSIP has been expanded to introduce new eligible project types to calm traffic and

¹ 23 United States Code (U.S.C.) 134(j) and (k)(3) and (4); 23 U.S.C. 204; 49 U.S.C. 5303; 23 Code of Federal Regulations Part 450 Sections 326, 328, 330, 332 and 334; and Florida Statutes (F.S.) s.339.175, s339.135(4)(c) and 4(d), and 427.051(1)

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reduce vehicle speeds to improve pedestrian and bicycle safety. The legislation also introduced new competitive grant programs that require further guidance from federal and state governments before they are put into effect. The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account. TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. The TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds are shown in Appendix G – Fiscal Constraint.

The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a new List of Project Priorities (LOPP) and submits these to FDOT prior to July 1st. This new set of priorities is drawn from the Collier 2045 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-

year program. The MPO's LRTP and TIP are developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

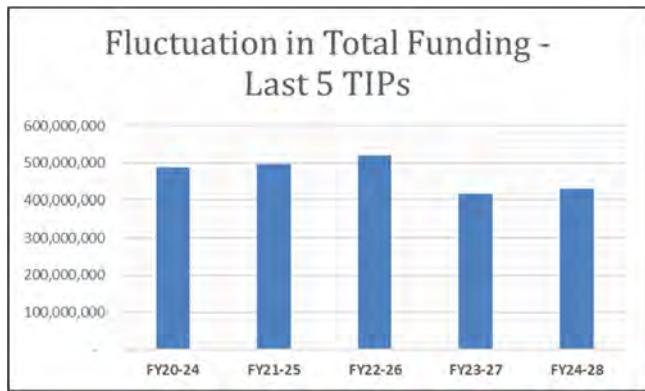
FUNDING SUMMARY

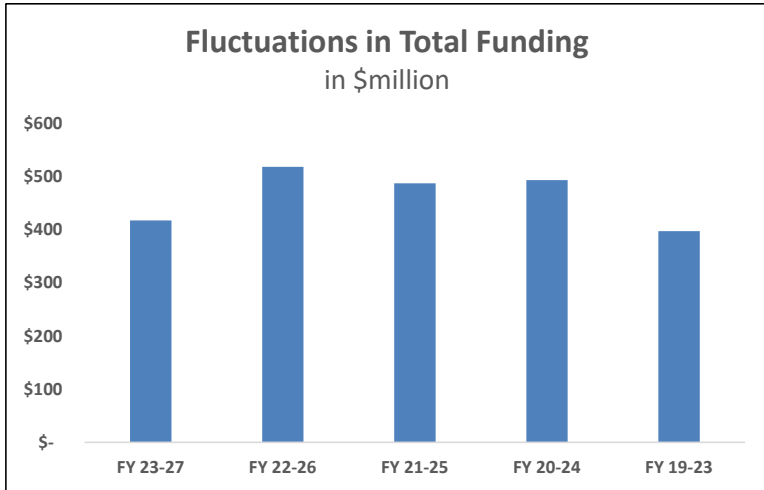
The projects identified in this TIP are funded with Federal, State, and local revenues as shown in the FDOT Fiscal Year (FY) [20232024- 20272028](#) Work Program approved by the State Legislature. The tables and charts below compare funding amounts from year to year and by project type. The total funding fluctuates from [one TIP to the next and from](#) one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. [\(See Figure 3 on the following page.\) The two largest categories of funding are Maintenance and Operations and Highway Capacity Improvements.](#)

Total funding for the current TIP, based on the Work Program [“Public Hearing Report”](#) snapshot [released/produced](#)

in April-December 2022, is \$418.431 million, a decrease of \$101 million in comparison with the FY2022–FY2026 TIP. (Figure 3 below) The decrease is largely attributable to advancing construction of major interchange improvements (\$97.3 million) at I-75 @ SR951 (FPN 4258432) from FY2025 to FY2022 in the previous TIP. The major funding source is Federal (47%), followed by State (41%), and Collier County (12%), as shown in Figure 4 on the following page. Major investment categories are shown as percentages in Figure 5. (The summary chart of the prior TIP, FY 2023-2027, is shown in Figure 5 for comparison purposes.) Multimodal investments are comparable to last year's TIP; and State investment in Maintenance and Operations has grown slightly relative to Highway Capacity. The two largest categories of funding are Maintenance and Operations and Highway Capacity Improvements.

Figure 3: Total Initial Funding Amounts, Last 5 TIPs





The three major investment categories—Highway Capacity, Multimodal and State Maintenance and Operations—are shown as percentages in Figure 4. (The summary chart of the prior TIP, FY 2022–2026, is shown in Figure 5 for comparison purposes.) Multimodal investments have gained a few percentage points in this year’s TIP (from 22%–26%); and State investment in Maintenance and Operations has grown slightly relative to Highway Capacity (40% versus 33%).

Figure 4: Percent Funding by Major Category FY 23-27 Funding Sources

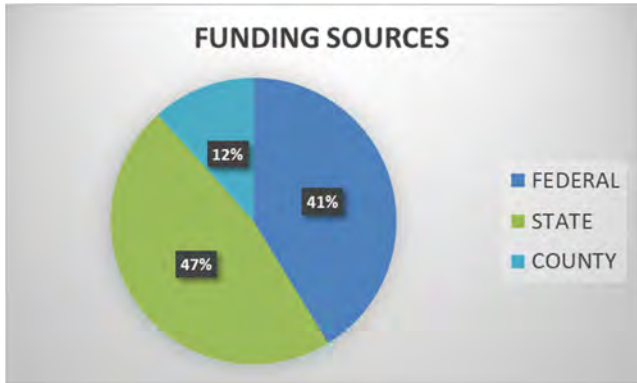
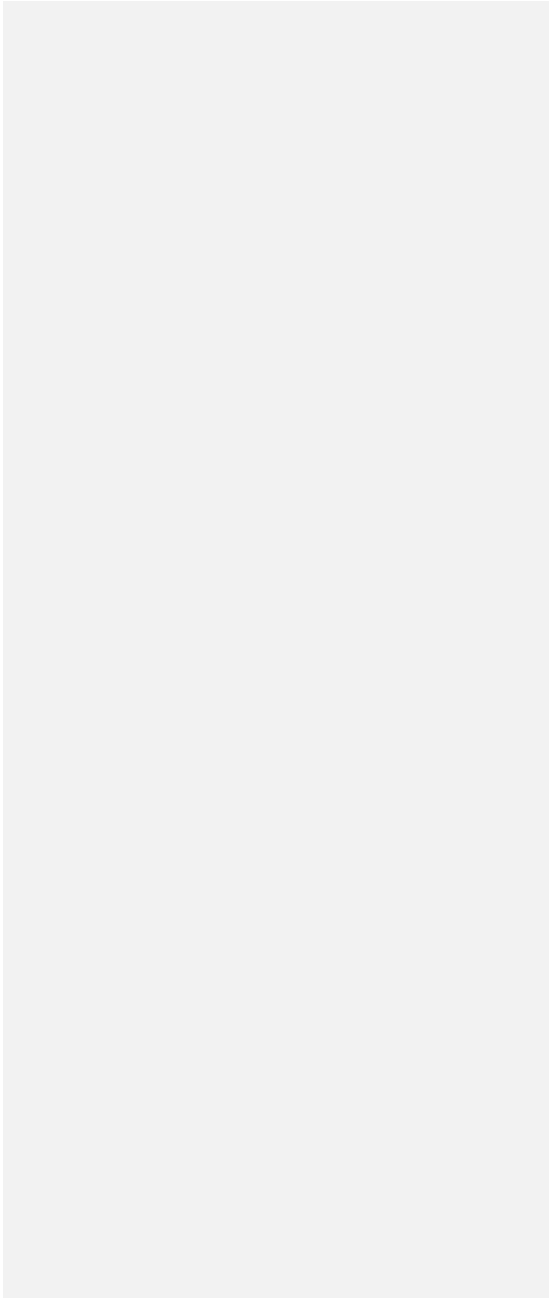
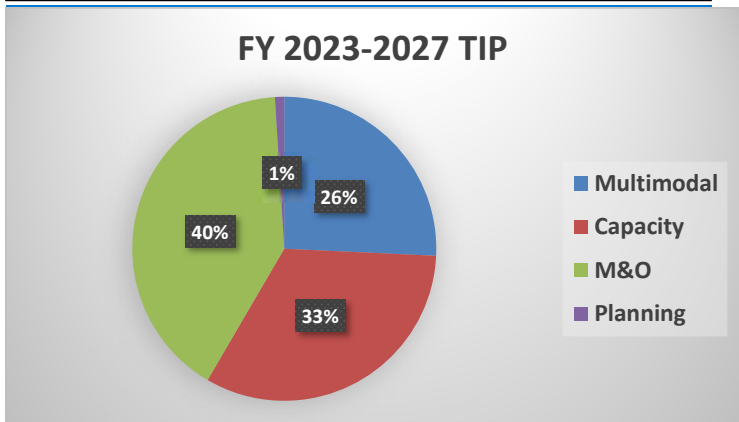
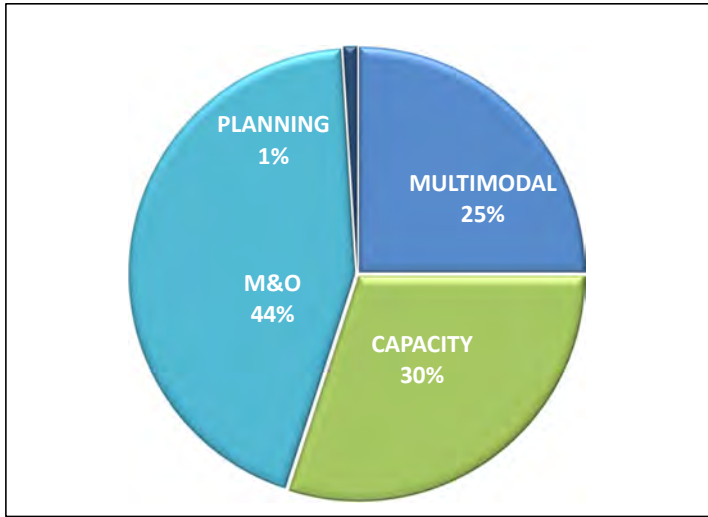
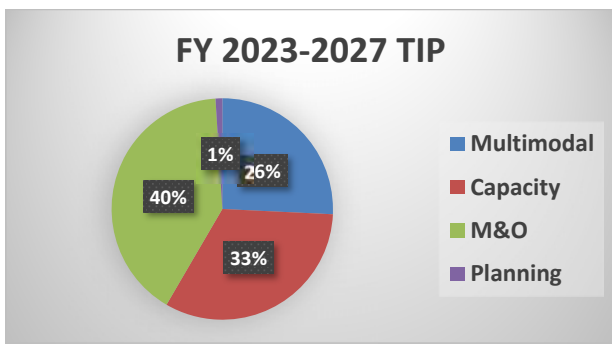


Figure 5: Percent Funding by Major Category FY 24-28

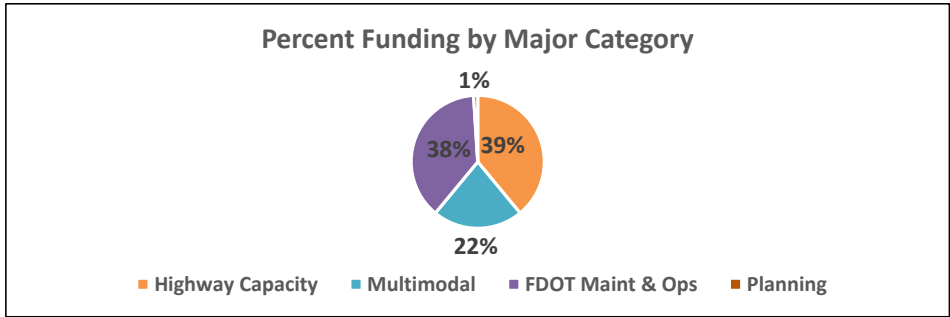




[Figure 6: Percent Funding by Major Category FY23-27](#)
[Figure 5: Percent Funding by Major Category FY 22-26](#)



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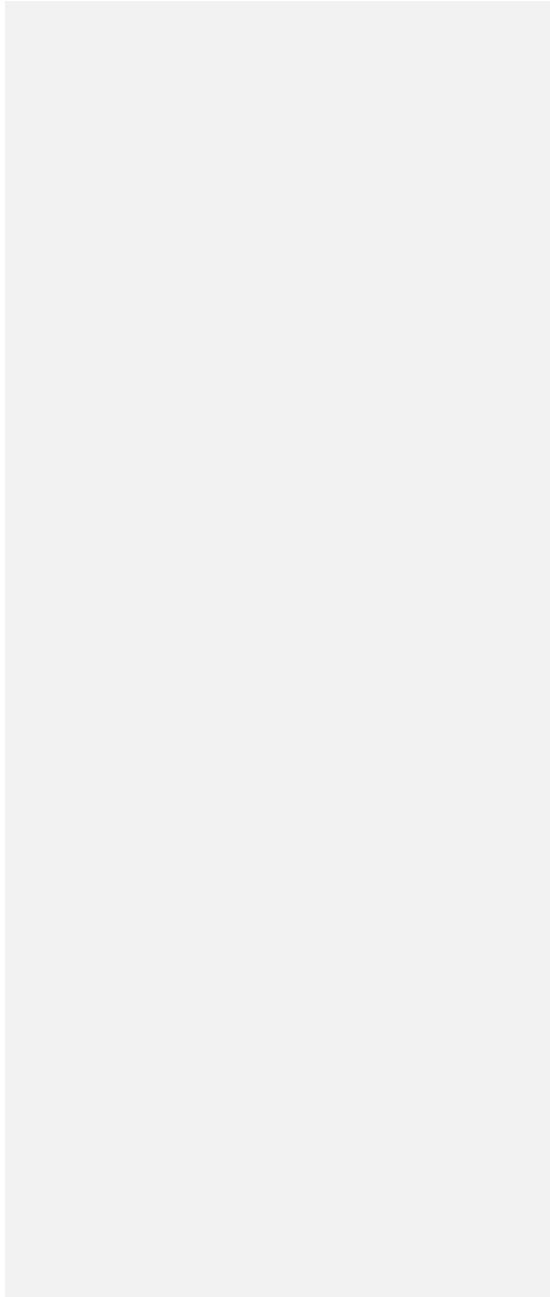


This

The year's Equity Assessment is similar to the prior year's TIP in shows that 85.96% of the programmed investment in Highway Capacity, Safety, Bicycle and Pedestrian, Bridge, Transit and Congestion Management (SU Box Funds) is of benefit to traditionally underserved minority populations within Collier County.

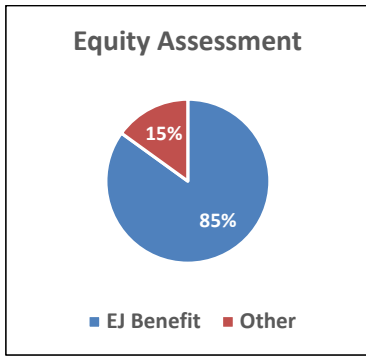
Table 1: Equity Funding Analysis

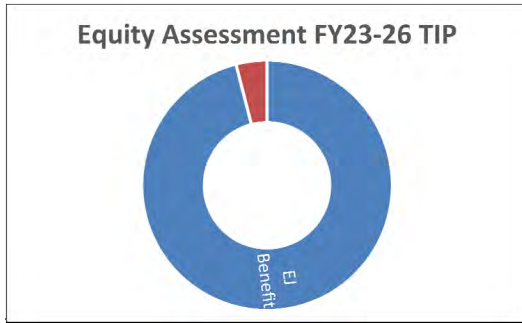
Category	Totals	EJ Serving
Transit	\$57,572,910	\$57,572,910
Bike-Ped	\$17,234,447	\$9,036,020
CM	\$9,755,833	\$8,011,089
Capacity	\$125,533,937	\$110,649,560
Safety	\$3,128,685	\$3,128,685
Bridge	\$14,451,208	\$4,715,000
	\$227,677,020	\$193,113,264
		85%



EQUITY ANALYSIS	Total Funding
Highway Capacity	\$ 121,092,286
Safety	\$ 4,310,461
Bike-Ped	\$ 18,312,041
Transit	\$ 51,687,752
CM-SU-Box	\$ 6,993,905
-	\$ 202,396,445
Expenditures benefiting EJ Communities	\$ 193,908,677
-	-
Other	\$ 8,487,768

Figure 7: Equity Assessment





EJ Benefit 96%; Other 4%

HIGHWAY FUNDING SOURCES

The following highlights the primary federal and state funding sources used to support MPO planning activities; the design and construction of transportation projects; and facilitate tion of transit operations and capital acquisitions.

Federal (FHWA)

Surface Transportation Block Group Program (STBGP): The STBGP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. These flexible funds are not based on a restrictive definition of program eligibility and allow local areas to choose local planning priorities. There are also flexible FTA Urban Formula Funds. STBGP funds can be used to increase capacity, improve safety, relieve congestion and enhance transportation systems. The level of STBGP funding is determined by a formula. STBGP-Urban (SU) funds are allocated to MPOs

with over 200,000 population, such as ~~is~~ Collier MPO. Such MPOs are referred to as Transportation Management Areas (TMA).

Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities include Transportation Alternatives (TA) as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103. TA funds are primarily used for the construction, planning and design of bicycle and pedestrian facilities, traffic calming techniques, compliance with the Americans with Disabilities Act of 1990 [42 USC 1201 et seq.], environmental mitigation activities, the Recreational Trails Program (RTP) under 23 USC 206, and Safe Routes to Schools. TA funds cannot be used for routine maintenance and operations.

Highway Safety Improvement Program (HSIP): HSIP funds highway safety improvements and may be used to fund any identified highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; or any project to maintain minimum levels of retro reflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including “highway safety improvement project” are defined in 23 U.S.C. 148.

Metropolitan Planning Program (PL): FHWA allocates funding for this program to FDOT, which in turn allocates funds by formula to MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

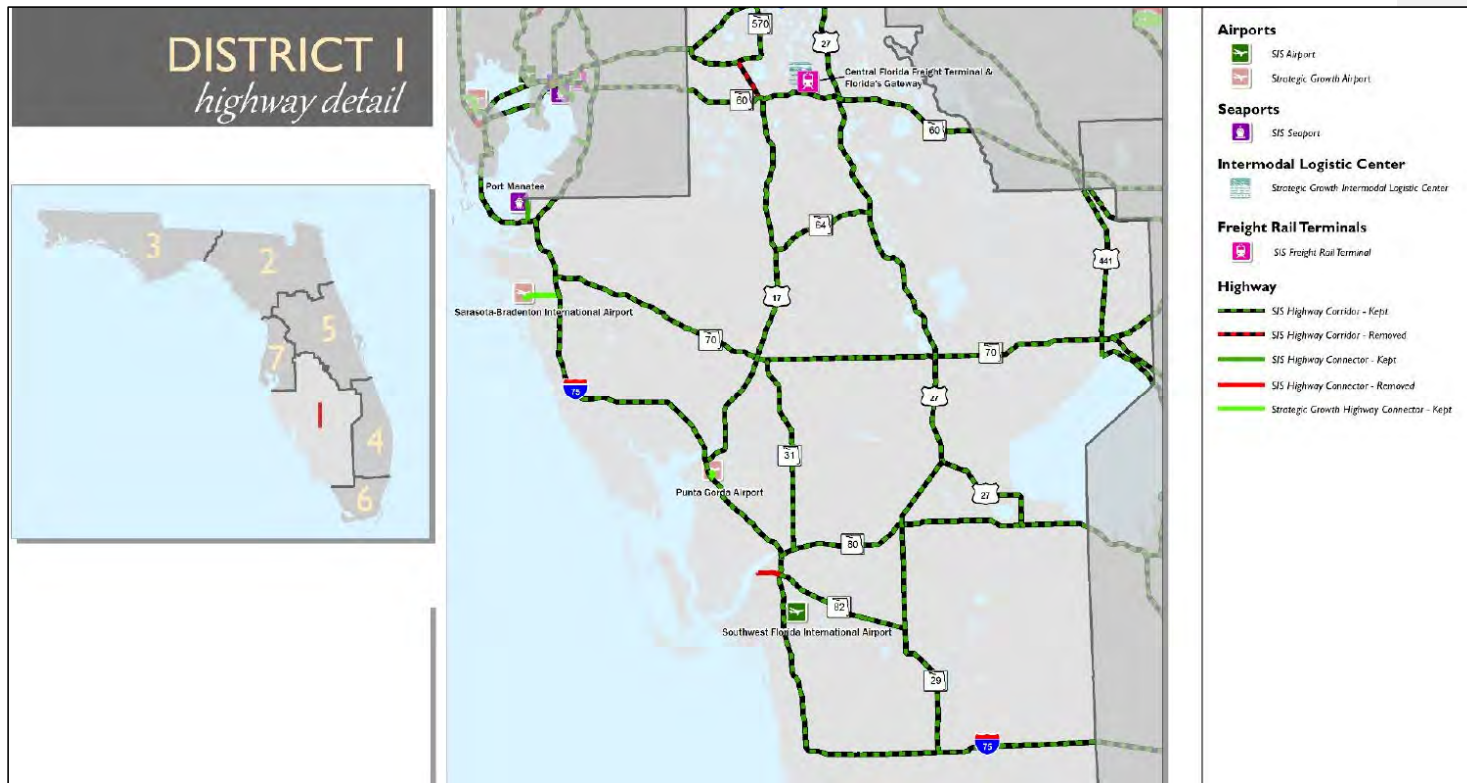
State (FDOT)

Strategic Intermodal System (SIS): Created in 2003, the SIS is a high priority network of transportation facilities critical to Florida’s economic competitiveness and quality of life. The SIS, shown in Figure 8 on the following page, includes the State’s largest and most significant highways, commercial service airports, spaceports, waterways and deep-water seaports, rail corridors, freight rail terminals, and passenger rail and intercity bus terminals.

I-75, State Route 29 and State Route 82 are identified as SIS facilities. FDOT programs SIS funds through the development of the Strategic Intermodal System Funding Strategy (Appendix A). See Figure 8 on the following page.

Transportation Regional Incentive Program (TRIP): The TRIP was created pursuant to § 339.2819 and §339.155 Florida Statutes to provide an incentive for regional cooperation to leverage investments in regionally significant transportation facilities including both roads and public transportation. TRIP funds provide state matching funds for improvements identified and prioritized by regional partners which meet certain criteria. TRIP funds are used to match local or regional funds by providing up to 50% of the total project cost for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. The Collier MPO and Lee County MPO Boards jointly adopt regional priorities to access TRIP funds. Regionally significant projects are projects that are located on the Lee County/Collier MPO Joint Regional Roadway Network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Figure 8: SIS System



Local

Local Funds: Local Funds are programmed when a portion of a project's funding is being provided from a local or third party source. This source could be a city, a county, an expressway authority, etc. Local funds may be used for all program areas and may be required for some federal and state programs. For example, projects funded under the Transportation Regional Incentive Program and County Incentive Grant Program require up to a 50% local match. Projects funded with federal aid that are off-system - off the state highway system (SHS) - also require up to a 50% local match. Please refer to Individual program areas for these requirements.

TRANSIT FUNDING SOURCES

FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be "flexed" for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.

§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate § 5-3-0-5 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g) emphasize preservation of the existing transportation system.

Starting in FY 2023 FDOT and the MPOs will participate in the Consolidated Planning Grant (CPG) program. This program merges FTA 5305(d) Metropolitan Planning funds with FHWA Planning (PL) funds. Once the two funding sources are consolidated, the funds will be administered by FHWA and will be considered FHWA PL funds. The CPG streamlines the delivery of MPO funds, provides the MPO greater flexibility to use their planning funds and reduces the number of grants being administered by the MPO.

§-5307 - Urbanized Area (UZA) Formula Program Funds: The Bonita Springs (Naples) FL UZA receives an annual allocation of § 5307 funding which may be used for: (a) transit capital and operating assistance in urbanized areas; (b) transportation-related planning; (c) planning, engineering, design and evaluation of transit projects; and (d) other technical transportation-related studies. Eligible capital investments include: (a) replacement, overhaul and rebuilding of buses; (b) crime prevention and security equipment; (c) construction of maintenance and passenger facilities; (d) new and existing fixed guide-way systems including rolling stock and rail stations; and (e) overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered eligible capital costs. MAP-21 amended this program to include expanded eligibility for operating expenses for systems with 100 or fewer buses. Collier County receives at least \$2 million dollars each year to assist in transit capital expenses. Local/State matches for §5307 consist of toll revenue credits issued by FDOT and local funds which follow FTA match guidelines. For urbanized areas with populations ~~g-r-e-a-t-e-r-t-h-a-n~~ 200,000, including Collier County, funds are apportioned and flow directly to a locally selected designated recipient. Collier County is the designated recipient for the urbanized area §-5307 funding.

§5310 – Transportation for Elderly Persons and Persons with Disabilities: The Federal goal of the §5310 program is to provide assistance in meeting the needs of elderly persons and persons with disabilities where public transit services are unavailable, insufficient or inappropriate. Funds are apportioned based on each state's population share of these groups of people. Eligible activities for §5310 funding include: (a) services developed that are beyond what is required by the Americans with Disabilities Act; (b) projects that will improve access to fixed route service and/or decrease reliance by individuals with disabilities on complementary paratransit; and (c) projects that provide an alternative to public transportation that assists seniors and individuals with disabilities.

MAP-21 apportions these funds to designated recipients based on a formula. In Florida, the §5310 Program is administered by FDOT on behalf of FTA with funding allocated to the Bonita Springs (Naples) Urbanized Area. Projects selected must be included in a locally developed, coordinated public transit human services transportation

plan. FDOT calls for § 5310 applications annually and awards funds through a competitive process.

§ 5311 - Rural Area Formula Grant: This program (49 U.S.C. 5311) provides formula funding to states to support public transportation in areas with populations less than 50,000. Program funds are apportioned to each state based on a formula that uses land area, population, and transit service. According to Federal program rules, program funds may be used for capital operating, state administration, and project administration expenses; however, Florida allows eligible capital and operating expenses.

In Florida, the §5311 Program is administered by FDOT. Program funds are distributed to each FDOT district office based on its percentage of the state's rural population. Each district office allocates program funds to designated eligible recipients through an annual grant application process. §5311 funds in Collier County are used to provide fixed route service to rural areas such as Immokalee and Golden Gate Estates.

§5339 – Bus and Bus Facilities Funds: This program makes federal resources available to state and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible recipients include direct recipients that operate fixed-route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Native American tribes that operate fixed route bus service that are eligible to receive direct grants under §5307 and §5311.

Transportation Disadvantaged Program Funds: Chapter 427, Florida Statutes, established the Florida Commission for the Transportation Disadvantaged (CTD) with the responsibility to coordinate transportation services provided to the transportation disadvantaged through the Florida Coordinated Transportation System. The CTD also administers the Transportation Disadvantaged Trust Fund. Transportation disadvantaged individuals are those who cannot obtain their own transportation due to disability, age, or income.

The Collier MPO, through the Local Coordinating Board (LCB), identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged [Chapter 427, Florida Statutes]. The Collier County Board of County Commissioners (BCC) is designated as the CTC for Collier County and is responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population of Collier

County.

Public Transit Block Grant Program: The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit [341.052 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's §5307 and §5311 programs and to ~~Community Transportation Coordinators~~CTCs. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.

PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

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

respective federal agency in cooperation with FDOT and the MPO [23 C.F.R. 450.332(c)]. FDOT coordinates with the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, FDOT Maintenance and Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation.. Many of these projects require multiple phases which must be completed sequentially. Project phases may include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi-year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

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

The MPO's 2024~~2~~ Transportation Project Priorities, for inclusion in the FY202~~43~~ – FY202~~87~~ TIP, were adopted by the MPO Board ~~as a separate item from the adoption of the FY2023 - FY2027 TIP, on the same day~~ on June 14~~0~~, 202~~42~~. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a “new fifth year” which maintains ~~the programs as~~ rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. Each year, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of SU funds, State Transportation Trust Funds and other funding programs. The MPO's LOPP is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration. ~~(See Appendix H for a description of the criteria used for project prioritization.)~~ The LOPP includes Highway, Bicycle/Pedestrian, Congestion Management, Safety, Bridge, Transit and Planning projects which are illustrated on the following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 2

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shows the general timeframe for the MPO's establishment of project priorities and the development of the FY202~~14~~¹⁴ – FY202~~58~~⁵⁸ TIP.

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

Table 2: General Timeframe for FY20234-20278 TIP Process

Mar 20201 - March 20224	MPO solicits candidate projects for potential funding in the new 5 th year of FDOT's FY20234 - FY20278 Work Program, aka the MPO's FY 20234-20278 TIP.
June 20224	MPO adopts prioritized list of projects for funding in the MPO FY20234- - FY20287 Work Program/TIP
Jan 20232 – April 20223	FDOT releases Tentative Five-year Work Program for FY20234 - FY20278
March – June 20232	MPO produces draft FY20243 - 20278 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 20232	MPO Board adopts FY20234 – FY20278 TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts LOPP for funding in the FY2024 - FY2028 TIP
July 20232	FDOT's Five-Year Work Program FY2024 3- FY20278 (which includes the MPO TIP) is adopted and goes into effect. (The Statewide Transportation Improvement Program goes into effect October 1, 20223)
September 20232	MPO adopts TIP Amendment for inclusion of Roll Forward Report

20242 HIGHWAY (& FREIGHT) PRIORITIES

Highway priorities submitted in 20242 are consistent with the 2045 LRTP Cost Feasible Plan. The MPO Board approved the Highway priorities list on June 140, 20242 (Table 3), which was forwarded to FDOT for consideration of future funding. MPO staff forwarded the list (shown on the following page) to FDOT on June 15, 2021 for consideration of future funding in the FY 23-27 Work Program.

Table 3: Highway (& Freight) Priorities

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

Collier MPO Priorities for Highway Projects from 2040 LRTP
and MPO Priority Safety Projects

2022 Highways & Freight Priorities
Adopted June 10, 2022

HIGHWAY PRIORITIES - 2045 LRTP- Cost Feasible Plan

LRTP MAP ID	Facility	Limit From	Limit To	Final Proposed Improvement - 2045 LRTP	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source			PROJECT STATUS in Final Work Program / MPO TIP FY25-27							
							2026-2030 PLAN PERIOD 2			Projects Funded in CFP		FPN	Phase	Source	FY	Amount	
							Phase	Source	YOE Cost	YOE	CFP						
50	SR 29	N of New Market Rd	SR 82	Widen from 2 lanes to 4 lanes (with center turn lane)	\$64,792,368	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV	TALT	2023 & 26	\$680,000		
23	I-75 (SR93) Interchange	Golden Gate Pkwy		Interchange Improvement	\$9,590,000	2026-30	PE	OA	\$580,000	\$12,820,000							
25	I-75 (SR93) Interchange	Immokalee Rd		Interchange Improvement (DDI Proposed)	\$9,590,000	2026-30	PE	OA	\$580,000	\$12,820,000							
57	US41 (SR90)(Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13,000,000	2026-30	ROW	OA	\$2,970,000	\$17,010,000							
58	US41 (SR90)(Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2 lane to 4-lanes	\$33,890,000	2026-30	PE	OA	\$ 3,910,000	\$41,900,000							
111	US41 (SR90) (Tamiami Trail)	Immokalee Rd		Intersection Innovation / Improvements	\$17,500,000	2026-30	PE	OA	\$ 3,130,000	\$23,250,000							
					\$146,952,368											Subtotal	\$34,432,368
Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2							2026-2030			CFP	PROJECT STATUS Final Work Program / MPO TIP FY23-27						
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	2026-2030 TOTAL	FPN	Phase	Source	FY	Amount		
39	Old US41	US41	Leah/Collier County Line	Widen from 2 lanes to 4-lanes	\$23,590,000	2031-2035	PE	ROW	\$3,850,000	\$4,020,000							
55	US 41 (SR90) (Tamiami Trail)	Collier Blvd		Major Intersection Improvement	\$17,350,000	2031-2035	PE	OA	\$2,810,000	\$2,810,000							
60	US41 (SR90)(Tamiami Trail)	Immokalee Rd	Old US 41	Complete Streets Study for TSM&D Improvements	\$17,350,000	2031-2035	PE	OA	\$460,000	\$460,000							
22	I-75 (SR93) New Interchange	Victory of Everglades Blvd		New Interchange	\$42,260,000	2036-2045	PE	OA	\$3,760,000	\$3,760,000							
C1	Connector Roadway from New I-75 Interchange	Golden Gate Blvd	Vanderbilt Beach Rd	4-lane Connector Roadway from New Interchange (Specific Location TBD during Interchange PD&E)	\$17,570,000	2036-2045	PE	OA	\$440,000	\$440,000							
C2	Interchange Roadway	I-75 (SR93)	Golden Gate Blvd	4-lane Connector Roadway from New Interchange	\$80,590,000	2036-2045	PE	OA	\$2,000,000	\$2,000,000							
					Subtotal				\$197,510,000	\$13,490,000							
HIGHWAYS - Freight Priorities							2026-2030			CFP	Project Status Final Work Program / MPO TIP FY 23-27						
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (PDC)	CST Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount		
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4-lanes (with center turn lane)	\$74,820,266	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV/ROW	SIS	2026	\$2,016,919		
51	SR 29	Immokalee Rd (CR 866)	New Market Rd N	New 4-lane Rd (aka The Immokalee Bypass)	\$33,105,000	unfunded in 2045 LRTP would require amendment	CST	SIS	\$32,793,000	TBD	4175405	ENV	SIS	2024 & 25	\$310,000		
					Subtotal				\$63,153,000					2024 & 25	\$6,676,616		
															Subtotal	\$36,079,287	

2020 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2045 LRTP. The 2020 Bridge Priorities (Table 4) were approved by the MPO Board on June 12, 2020 and forwarded to FDOT for consideration of future funding. [The Board of County Commissioners approved the East of CR951 Bridge Reevaluation Study on May 25, 2021, updating a 2008 study.](#)

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

Rank	Location	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
2	47th Avenue NE, west of Everglades Boulevard	\$8,000,000	PD&E completed

**Collier County is in process of reviewing priorities established in the [Priorities date from the East of 951 Bridge Study \(2008\)](#)*

2021 TRANSIT PRIORITIES

Florida State Statutes require each transit provider in Florida that receives State Transit Block Grant funding to prepare an annual Transit Development Plan (TDP). The TDP is a ten-year plan for Collier Area Transit (CAT) that provides a review of existing transportation services and a trend analysis of these services. The TDP is incorporated into the 2045 LRTP – Cost Feasible Plan. Table 5 on the following page shows the ~~2024~~ Transit Priorities approved by the MPO Board on June ~~14~~, ~~2024~~ and submitted to FDOT for consideration of future funding.

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Table 5 – 2024 Transit Priorities

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

2022 Transit Priorities Adopted 6-10-22							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Maintenance and Operations Facility Replacement	Transit Asset Management (TAM)	1	2025	\$ -	\$ -	\$ -	\$7,900,000
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	2	2022	\$ -	\$ -	\$ -	\$357,000
Route 15 from 90 to 45 minutes	Increase Frequency	3	2023	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	4	2023	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	5	2023	\$282,947	\$848,840	\$2,829,466	\$503,771
Route 16 from 90 to 45 minutes	Increase Frequency	6	2024	\$156,105	\$468,316	\$1,561,054	\$503,771
Immokalee Transfer Facility (Building)	Transit Asset Management (TAM)	7	2025	\$ -	\$0	\$ -	\$585,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	8	2023	\$ -	\$ -	\$ -	\$520,000
Route 14 from 60 to 30 minutes	Increase Frequency	9	2024	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	10	2024	\$ -	\$ -	\$ -	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	11	2024	\$ -	\$ -	\$ -	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	12	2024	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	13	2024	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	14	2025	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	15	2025	\$ -	\$ -	\$ -	\$150,000
Study: Fares	Other Improvements	16	2025	\$ -	\$ -	\$ -	\$150,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	17	2024	\$ -	\$ -	\$ -	\$30,000
New Bayshore Shuttle	New Service	18	2026	\$201,000	\$602,999	\$2,009,995	\$531,029
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$ -	\$ -	\$ -	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	20	2027	\$ -	\$ -	\$ -	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	21	2027	\$ -	\$ -	\$ -	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	22	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	23	2027	\$ -	\$ -	\$ -	\$525,000
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	25	2027	\$ -	\$ -	\$ -	\$525,000
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	26	2028	\$29,288	\$87,863	\$292,876	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	27	2027	\$ -	\$ -	\$ -	\$525,000
Route 24 - Extend Hours to 10:00 PM	Service Expansion	28	2028	\$30,298	\$90,893	\$302,976	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	29	2027	\$ -	\$ -	\$ -	\$525,000
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	30	2028	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD - North Naples	New Service	31	2030	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	32	2030	\$52,411	\$157,232	\$524,105	\$569,681
MOD - Marco Island	New Service	33	2030	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD - Golden Gate Estates	New Service	34	2030	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	35	2030	\$82,213	\$246,638	\$822,125	\$569,681
MOD - Naples	New Service	36	2030	\$193,889	\$581,666	\$1,938,887	\$81,961

2021 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 C.F.R. 450.322 to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities by using travel demand reductions and operational management strategies. CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures.



The MPO allocates its SU funds² on a five-year rotating basis. In 2021, congestion management received 100% of the SU funds, approximately \$5 million. The 2021 congestion management priorities are shown in Table 5 (next page). The projects are consistent with the 2017 Congestion Management Process, the 2020 Transportation System Performance Report and the 2045 LRTP. They were adopted by the MPO Board on June 14¹, 2024¹.



² Surface Transportation Funds for Urbanized Area – with population greater than 2

TABLE 6: 2021 CONGESTION MANAGEMENT PROJECT PRIORITIES

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

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP), which is incorporated by reference into the 2045 LRTP. The BPMP continues the MPO’s vision of providing a safe,

connected and convenient on- road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices. See Table 7 on the following page [with accompanying location maps](#).

Table 7: 2020~~2~~ Bicycle and Pedestrian Priorities

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 cost estimates updated as of 6/3/20							
Rank	Score	Location/ Jurisdiction	Project	Project Type	Yr 1	Future Yrs	Totals
1	13	District 5	Carson, S 9th, N 9th	Sidewalks	\$ 136,132	\$ 626,202	\$ 762,334
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 125,400	\$ 961,500	\$ 1,086,900
2	10	Marco	N Collier Blvd Alt Bike Lanes	In-Road Bike Lanes	\$ 965,734		\$ 965,734
2	10	District 4	Pine St, Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 90,666	\$ 637,862	\$ 728,528
2	10	District 1	Holland, Caldwell, Sholtz	Sidewalks	\$ 241,861	\$ 1,112,555	\$ 1,354,416
2	10	District 3	24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 226,352	\$ 1,041,219	\$ 1,267,571
3	8	Everglades	Copeland, Hibiscus, Broadway	Sidewalks, Bike Lanes	\$ 137,292	\$ 1,153,252	\$ 1,290,544
3	8	MPO	MPO Feasibility CR951 & CR92	Trail Feasibility Study	\$ 250,000		\$ 250,000
4	7	Naples	Freedom Park Ped Overpass	Pedestrian Overpass	\$ 200,000	\$ 4,782,794	\$ 4,982,794
5	2	Naples	26 Ave N	Sidewalk	\$ 673,488		\$ 673,488
				TOTALS	\$ 3,046,925	\$ 10,315,384	\$ 13,362,309
					Total cost estimate		\$13,362,309

2022 BICYCLE & PEDESTRIAN PROJECT PRIORITIES - adopted June 10, 2022				
Rank	Project Name	Submitting Agency	LAP	Funding Request
1	Immokalee Sidewalks	Collier County	County	\$ 1,079,000
2	Bayshore CRA Sidewalks	Collier County	County	\$ 239,824
3	Naples Manor Sidewalks	Collier County	County	\$ 1,100,000
4	Golden Gate City Sidewalks	Collier County	County	\$ 309,100
5	Everglades City Phase 4 Bike/Ped Improvements	Everglades City	FDOT	\$ 563,380
6	Marco Island - Bald Eagle Dr Bike Lanes	Marco Island	Marco Is.	\$ 802,475
7	Naples Park Sidewalks - 106 Ave North	Collier County	County	\$ 621,000
8	Naples Park Sidewalks - 108 Ave North	Collier County	County	\$ 627,000
9	Naples Park Sidewalks - 109 Ave North	Collier County	County	\$ 622,000
10	Vanderbilt Beach Rd Pathway	Collier County	County	\$ 703,000
Total				\$ 6,666,779

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REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities. The Lee County and Collier MPOs ~~entered into~~entered an Interlocal Agreement by which they set policies to prioritize regional projects. The Transportation Regional Incentive Program (TRIP). TRIP is a discretionary program that funds regional projects prioritized by the two MPOs. The TRIP priorities approved by the MPO Board on June 1~~20~~2022, are shown in Table 8 on the following page.

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Table 8: 202~~4~~2 Regional Priorities – Joint List for Lee and Collier Counties

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
2022/2023										
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
2023/2024										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte CoL	2L to 4L	PE	\$8,320,000	\$4,100,000			
2024/2025										
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
2025/2026										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			
2026/2027										
2027/2028										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Collier County	Immokalee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000			

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E. of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000			
2022/2023										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$41,830,000	\$5,000,000			
Collier County	Veterans Memorial Blvd	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
2023/2024										
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
2024/2025										
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,500,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25
2025/2026										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$105,000,000	\$8,000,000			
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$20,800,000	\$3,750,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			

Joint TRIP Priorities for Lee and Collier for 2022
Adopted by Collier MPO on June 10, 2022

Agency	Route	File	To	Proposed Improvement	Requestor	Local Cost	Requestor (Total) Cost	State Priority Index	State Funding Level	Fiscal Year	01 Willing to Relinquish in 30% Priority	02 605 Lincrock by	03 County Enterprise Zones, Urban Area, Economic Districts	04 Landfill Management / Technologies	05 Production	06 TRIP Linking 900+ miles of	07 Job Access and Economic Stimulus	08 Performance on Previous TRIP Projects	09 Demographic	10 Public Outreach	Total Points
2021/2022																					
Lee County	Corkscrew Road	E of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	Funded	\$ 2,651,966	FY 21/22	3	3	0	3	5	0	4	2	3	0	22
Lee County	Oniz	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000				3	0	2	3	5	0	4	2	3	0	22
2022/2023																					
Lee County	Corkscrew Road	Bella Terra	Alice Road	2L to 4L	CST	\$16,088,000	\$4,000,000				3	3	0	3	5	0	4	2	3	0	23
Lee County	Three Oaks Ext.	Fiddlersicks Canal Crossing	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000				3	0	0	3	5	0	4	2	3	0	20
2023/2024																					
Collier County	Collier Blvd	Golden Gate Mam Canal	Golden Gate Pkwy	4L to 6L	Dev/Build	\$38,664,000	\$5,000,000				2	3	0	3	5	0	4	2	3	0	23
Lee County	Three Oaks Ext.	Pony Drive	Danette Parkway	New 4L	CST	\$31,730,000	\$7,500,000				3	0	0	3	5	0	4	2	3	0	20
Collier County	Vanderbilt Beach Rd	US 41	E of Goodens	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25	3	0	0	3	5	0	4	2	1	0	18
Collier County	Veterans Memorial Boulevard	Hirth Street Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$5,000,000				3	0	0	3	5	0	4	2	1	0	18
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	FE	\$9,320,000	\$4,100,000				3	3	0	3	1	0	4	2	1	0	17
2024/2025																					
Collier County	Vanderbilt Beach Rd	18th Street	Everglades Blvd	New 2L	CST	\$19,650,000	\$4,125,000				2	0	2	3	5	0	4	2	3	0	22
Lee County	Oniz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000				3	0	2	3	5	0	4	2	3	0	22
Collier County	Santa Barbaralogan Blvd	Palmetto Leaf Lane	Pine Ridge Road	Overpass/Imp.	CST	\$8,000,000	\$4,000,000				3	0	0	3	5	0	4	2	1	0	18
Collier County	Goodlinn Road	Vanderbilt Beach Road	Imnokakee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 25/24	3	0	0	3	5	0	4	2	1	0	18
2025/2026																					
Lee County	Allen Extension	Allen Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000				3	3	0	5	5	0	4	2	5	0	27
Lee County	Oniz Avenue	Luckett Road	SR 82	2L to 4L	CST	\$20,418,000	\$5,000,000				3	0	2	3	5	0	4	2	3	0	22
2026/2027																					
2027/2028																					
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd	2L to 6L	CST	\$54,000,000	\$6,000,000				3	3	3	3	5	0	4	2	3	0	35
Collier County	Imnokakee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000				3	3	0	3	5	0	4	2	1	0	21
Collier County	Imnokakee Road	At Livingston Road		Major Intersect.	FE	\$4,500,000	\$1,000,000				2	3	0	3	1	0	4	2	3	0	19
Collier County	Randall Blvd	Everglades	8th	2L to 6L	FE	\$5,750,000	\$2,880,000				2	0	0	3	5	0	4	2	1	0	18

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PLANNING PRIORITIES

The MPO prioritizes the use of SU funds to supplement the MPO's PL (planning) and 5305 (transit planning) funds to prepare the Long Range Transportation Plan update every five years and the plans that feed into the LRTP. These include the Local Roads Safety Plan, Transportation System Performance Report, Congestion Management Process, Bicycle and Pedestrian Master Plan and Transit Development Plan shown in Table 9 below.

Table 9: 2022 Planning Study Priorities – SU BOX FUNDS

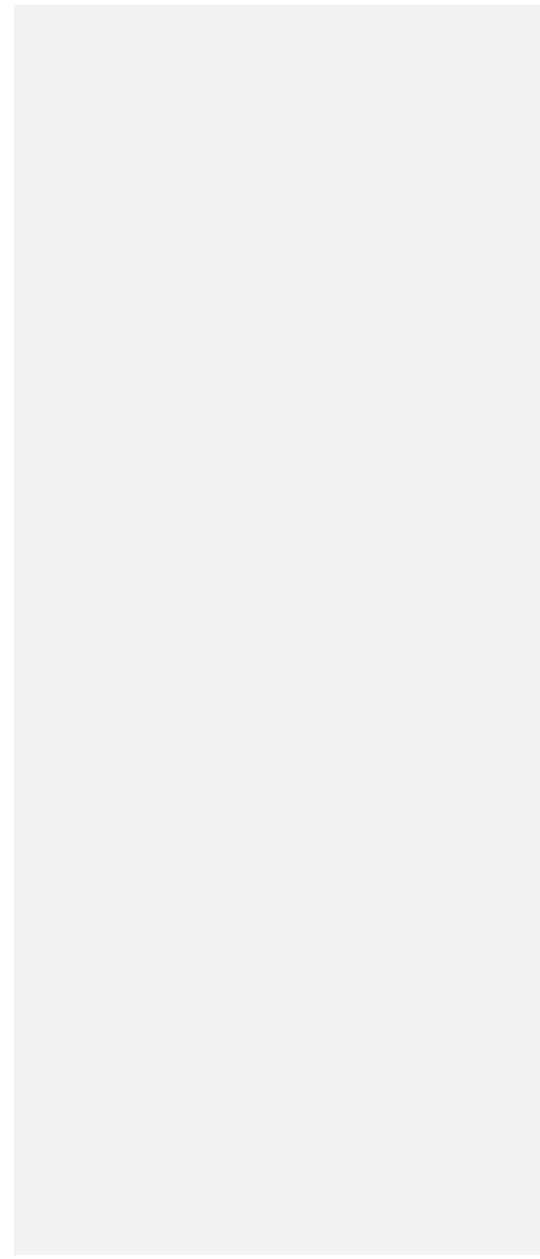
Priority	Fiscal Year	Project Cost	Plan or Study
1	2028	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
2	2029	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
3	2030	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
	TOTAL	\$ 1,050,000	

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Major Projects Implemented or Delayed from the Previous TIP (FY2023~~2~~ – FY2027~~6~~)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP for which phases were implemented and to identify any significant delays in the planned implementation of major projects. **Major Projects are defined as multi-laning or a new facility type capacity improvement.**

Major Projects - Phases Implemented/Completed/Advanced

- ~~FPN 4258432 – I-75 @ SR951; Major Interchange Improvement; originally programmed for construction in FY2025, American Rescue Plan Act (ARPA) funds used environmental phase, consistent with prior year TIP- restructure funding and advance construction to FY 2022. Construction was deferred last year, then brought back into the FY 2024 – FY 2028 work program.~~
- ~~FPN 4175402 SR 29 from Oil Well Road to Sunniland Nursery Road, widen from 2 to 4 lanes; preliminary engineering phase, fund amounts consistent with prior year TIP.~~
- ~~FPN 4175405 SR 29 from CR 846 E to N of New Market Road W, new road construction with freight priority; programmed for various phases and fund amounts inconsistent with prior year TIP.~~
- ~~FPN 4175406 SR 29 from N of New Market to SR 82, widen from 2 to 4 lanes with freight priority; programmed for various phases and fund amounts inconsistent with prior year TIP; programmed for construction FY 2026/27.~~ FPN 4308481 - SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in **prior year TIP (FDOT Draft Tentative Work Program FY23-27)**. **Checking with Victoria – will construction complete be at end of FY 2023?**
- ~~FPN 4351112 SR 951 (Collier Blvd) from Manatee Rd to N of Tower Rd, add lanes & rehabilitate pavement; last TIP held this as a placeholder with no funding sources; it now has various funding sources and programmed for construction in FY 28.~~
- ~~FPN 4463381 – Vanderbilt Beach Rd from US 41 to E of Goodlette Frank, add lanes and reconstruct; originally programmed for construction in FY 2025/2023/ 24 from last TIP; minor changes to advanced to FY 2023 with TRIP funding amount of funding from the same sources.~~
- ~~FPN 4175406 – SR 29 from N of New Market to SR 82; widen from 2-4 lanes; ARPA funds used to advance ROW and RRU from outer years of FDOT Work Program to FY 2022 of the FY22-26 TIP.~~
- ~~FPN 4308481 – SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in FDOT Draft Tentative Work Program FY23-27.~~

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- ~~FPN 4308481 — SR 82 from Hendry County Line to Gator Slough Lane; originally programmed for construction in FY 20245, advanced to FY 2023~~
- ~~FPN 4463381 — Vanderbilt Beach Rd from US 41 to E of Goodlette Frank; originally programmed for construction in FY 2025; advanced to FY 2023 with TRIP funding~~

Major Projects - Phases Significantly Delayed, Reason for Delay and Revised Schedule

- n/a

- ~~FPN 4308481 — SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in FDOT Draft Tentative Work Program FY23-27. Check with Victoria — will construction complete be at end of FY 2023?~~ ~~FPN 4351112 — SR 951 from Manatee Rd to N of Tower Rd; originally programmed for construction in 2025; pushed back to outer years in FDOT Draft Tentative Work Program FY 23-27 due to funding shortfall~~
- ~~FPN 4318953 — 16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard — New bridge construction programmed in FY22 for \$12 million; delayed due to the need to break the project into segments based on Functional Classification and federal aid eligibility.~~

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Major Projects in the FY2023~~4~~ – FY2027~~8~~ TIP

Multi-Laning or New Facility Capacity Improvement Projects

- ~~FPN 4175402 SR 29 from Oil Well Road to Sunniland Nursery Road, widen from 2 to 4 lanes; preliminary engineering phase, fund amounts consistent with prior year TIP.~~
- ~~FPN 4175405 SR 29 from CR 846 E to N of New Market Road W, new road construction with freight priority; programmed for various phases and fund amounts inconsistent with prior year TIP.~~
- ~~FPN 4175406 SR 29 from N of New Market to SR 82, widen from 2 to 4 lanes with freight priority; programmed for various phases and fund amounts inconsistent with prior year TIP; , programmed for econstruction FY 2026/27.~~
- ~~_____~~

- FPN 4351102 Old US 41 from US 41 to Lee/Collier County Line, add lanes and reconstruct; preliminary engineering phase with SU funds, programmed for construction in FY 28.
- ~~FPN 4175402; FPN 4175405; FPN 4175406; FPN 4178784 SR 29 from Oil Well Road to Hendry County Line, widen from 2 to 4 lanes; programmed for various phases consistent with prior year TIP~~
- FPN 4463381 Vanderbilt Beach Rd from US 41 to E of Goodlette Frank, add lanes & reconstruct; LF, TRIP, and TRWR funding sources programmed for construction in FY ~~2023/24~~. FPN 4404411 Airport Pulling Rd from Vanderbilt [Beach] Rd to Immokalee Rd; add through lanes; programmed for construction in FY 2023 consistent with prior year TIP
- FPN 4463411 Goodlette Frank Rd from Vanderbilt Rd to Immokalee Rd, add lanes & reconstruct; LF, TRIP, and TRWR funding sources programmed for construction in FY ~~2024/25~~.
- FPN 4464121 CR 951 (Collier Blvd) from Golden Gate canal to Green Bvd, widen/resurface existing lanes; CIGP and LF funding sources programmed for construction in FY ~~2023/24~~.
- FPN 4464511 US 41 and Golden Gate at US 41 and Golden Gate Pkwy, intersection improvement; SU funds programmed for construction in FY ~~2026/27~~.
- FPN 4515251 Immokalee Rd (CR846), shoulder improvements; LF and SCRC funds, programmed for construction in FY ~~2023/24~~.
- FPN 4522471 Immokalee Rd from Livingston Rd to Logan Blvd, pave shoulders; CIGP, LF, TRIP, and TRWR funds, programmed for construction in FY ~~2027/28~~.
- FPN 4522481 Immokalee Rd at Livingston Rd, add turn lane(s); CIGP, LF, TRIP, and TRWR funds in preliminary engineering phase in FY ~~2023/24~~.
- FPN 4522491 Randall Blvd from 8th St NE to Everglades Blvd, add lanes & reconstruct; CIGP, LF, and TRIP funds in preliminary engineering phase in FY ~~2024/25~~.
- ~~FPN 4452962 I-75 @ Pine Ridge Interchange Improvement; programmed for construction in 2023; consistent with prior year TIP.~~
- ~~FPN 4464121 CR 951 from Golden Gate Canal to Green Blvd; widen and resurface; PE in FY 2024; consistent with prior year TIP~~

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PUBLIC INVOLVEMENT

The MPO amended the Public Participation Plan (PPP) in June 2020 to address the COVID-19 pandemic and the need to hold virtual public meetings and expand opportunities for public to comment on-line. The PPP follows Federal regulations for TIP related public involvement [23 C.F.R. 450.326(b)] and [23 U.S.C. 134 (i)(6) and (7)] providing adequate public notice of public participation activities and time for public review and comment at key decision points. During the time period that the FDOT Work Program and MPO TIP for FY 2023-2027~~6~~ were out for public comment, the MPO had returned to holding in-person advisory committee meetings. MPO Board meetings were conducted as hybrid remote/in-person.

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

TIP AMENDMENTS

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

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

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

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CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The ~~2021-2022~~ MPO process was certified by FDOT and the MPO Board on ~~April 8~~ [March 10, 2022](#) ~~2023~~. In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO's transportation planning process was jointly certified by FHWA and FTA on January 14, 2021. The next FHWA / FTA joint certification will occur in late summer, early fall of 2024.

PROJECT ORGANIZATION

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

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2023 – FY2027 TIP. The projects are divided into five categories: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, State Maintenance & Operations, Transportation Planning, Transit, Transportation Disadvantaged, and Aviation. Each project is illustrated on a separate project page. Future costs are presented in Year of Expenditure Dollars (YOE), which takes inflation into account. The inflation factors were developed by the State. Current and prior year costs are reflected in nominal dollars.

Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes constructed in smaller segments and may be shown in multiple TIPs. When this happens, the project description (Letter D) will indicate that the current project is a segment/phase of a larger project. An example project sheet is shown on the next page as Figure 5.

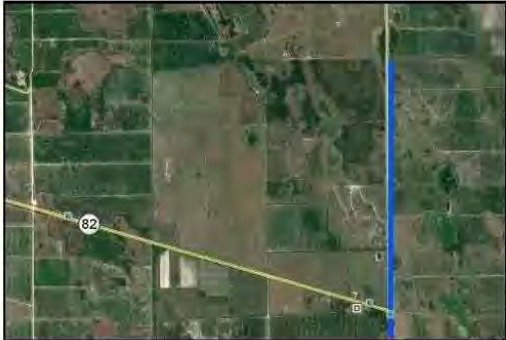
- A. Federal Project Number (FPN)
- B. Project Location
- C. Denotes if Project is on SIS
- D. Project Description
- E. Prior, Future, and Total Project Cost; LRTP and TIP References (if needed)
- F. FDOT Work Summary
- G. Lead Agency for Project
- H. Project Length (if applicable)
- I. Project Phase, Fund Code Source and Funding Amounts by Year, Phase and Source
- J. Project Location Map of Project Area

Figure 5 – Project Sheet Example

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A	4178784	B	SR 29 FROM SR 82 TO HENDRY C/L					C	SIS
D	Project Description:	WIDEN FROM 2-4 LANES (one segment of larger project)					E	Prior Years Cost: 1,898,484	
							Future Years Cost: 0		
F	Work Summary:	ADD LANES & RECONSTRUCT					E	Total Project Cost: 14,492,538	
							LRTP Ref: SIS PLAN APPENDIX A		
G	Lead Agency:	FDOT					H	Length: 1.869	
	Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
	CST	ACNP	0	0	0	0	11,270,219	11,270,219	
	CST	D1	0	0	0	0	171,150	171,150	
I	ENV	D1	0	0	15,000	0	0	15,000	
	ENV	ACNP	0	400,000	0	0	50,000	450,000	
	INC	DDR	0	0	0	0	0	0	
	ROW	ACNP	0	0	687,685	0	0	687,685	
								0	
	Total		0	400,000	702,685	0	11,491,369	12,594,054	

J



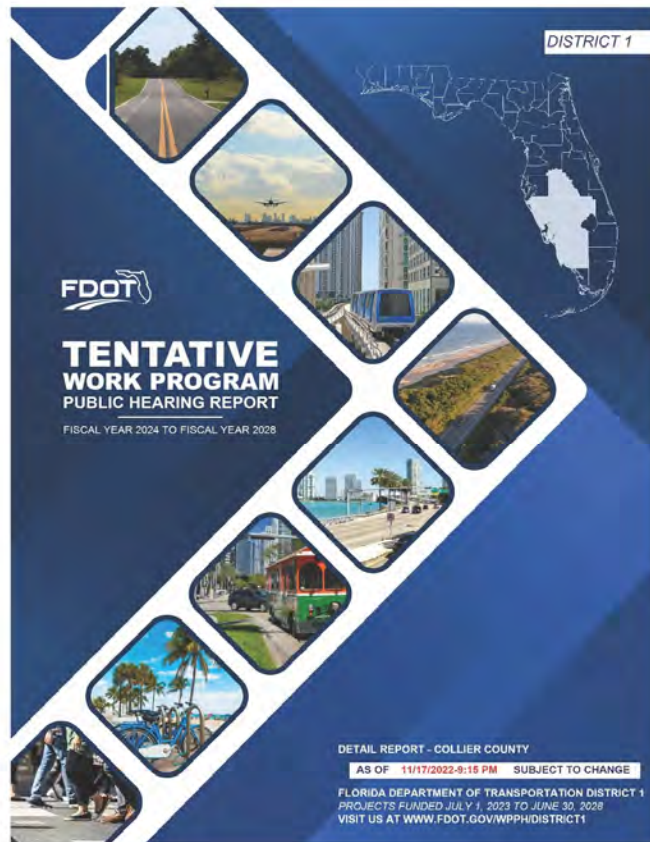
PROJECT COST DISCLAIMER:
 The "Total Project Cost" amount displayed for of the federal and state funded projects in the TIP represents data provided by FDOT in the "[Public Hearing Report](#)" Tentative Work Program FY ~~2023~~2024-20272028. For a more comprehensive view of a specific project's estimated total budget cost for all phases; refer to the LRTP.

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

Project sheets are currently unavailable. See following Collier County Draft Tentative Work Program.

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COLLIER COUNTY Freight Logistics And Passenger Operations Program: Aviation

441704-1 - IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 8/27 EXTENSION
 Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DCR			\$10,000		
	FAA			\$180,000		
	LF			\$30,000		
Total for Project 441704-1				\$200,000		

446353-1 - NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Administration	DCR				\$2,500,000	
	DPTO			\$2,500,000		\$2,500,000
Total for Project 446353-1				\$2,500,000	\$2,500,000	\$2,500,000

446360-1 - MARCO ISLAND EXED ARPT MAINTENANCE FACILITY
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$600,000		
	LF			\$150,000		
Total for Project 446360-1				\$750,000		

446395-1 - NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION
 Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$55,000		
	FAA			\$9,270,000		
	LF			\$55,000		
Total for Project 446395-1				\$10,300,000		

446717-1 - IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION
 Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DCR			\$3,000		
	FAA	\$150,000				
	LF	\$1,300				
Total for Project 446717-1		\$151,300		\$3,000		

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COLLIER COUNTY Freight Logistics And Passenger Operations Program - Aviation

450316-1 - MARCO ISLAND AIRPORT JET-A REFUELER
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDF		\$2,000,000			
	LF		\$150,000			
Total for Project 450316-1			\$2,150,000			

450766-1 - MARCO ISLAND EXECUTIVE AIRPORT AIRCRAFT HANGAR
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO	\$505,000				
	FAA	\$1,040,000				
	LF	\$505,000				
Total for Project 450766-1		\$2,050,000				

451492-1 - NAPLES AIRPORT TAXIWAY B & C LIGHTING UPGRADE
 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO	\$136,000				
	FAA	\$534,000				
	LF	\$136,000				
Total for Project 451492-1		\$806,000				

452129-1 - NAPLES AIRPORT INTERIOR PERIMETER ROADS
 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR	\$112,500				
	FAA	\$2,025,000				
	LF	\$112,500				
Total for Project 452129-1		\$2,250,000				

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COLLIER COUNTY Freight Logistics And Passenger Operations Program - Intermodal

446394-1 - IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION
 (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No) (Yes/No)

Phase	Fund Code	2024	2025	2026	2027	2028
Design	DRYD				\$2,000,000	
Total for Project 446394-1					\$2,000,000	

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COLLIER COUNTY Freight Logistics And Passenger Operations Program: Transit

410120-1 - COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE
 Type of Work: OPERATING/ADMIN ASSISTANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	OU	\$179,797	\$439,276	\$381,820	\$537,820	\$494,927
	LF	\$719,747	\$444,276	\$584,820	\$937,420	\$861,526
Total for Project 410120-1		\$899,544	\$883,552	\$966,640	\$1,475,240	\$1,356,453

410139-1 - COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE
 Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR			\$1,259,254	\$1,297,031	\$1,335,942
	DPTO	\$1,191,631	\$1,222,576			
	LF	\$1,191,631	\$1,222,576	\$1,259,254	\$1,297,031	\$1,335,942
Total for Project 410139-1		\$2,383,262	\$2,445,152	\$2,518,508	\$2,594,062	\$2,671,884

410146-1 - COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE
 Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$3,769,149	\$4,136,463	\$4,550,109	\$4,741,514	\$6,590,514
	LF	\$942,037	\$1,034,116	\$1,137,527	\$1,185,379	\$1,647,829
Total for Project 410146-1		\$4,711,186	\$5,170,579	\$5,687,636	\$5,926,893	\$8,238,343

410146-2 - COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE
 Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	FTA	\$676,430	\$766,900	\$500,000	\$75,490	\$1,183,080
	LF	\$676,430	\$766,900	\$500,000	\$75,490	\$1,183,080
Total for Project 410146-2		\$1,352,860	\$1,533,800	\$1,000,000	\$150,980	\$2,366,160

434030-1 - COLLIER COUNTY SANTA SPRINGS UZA FTA SECTION 5309 CAPITAL ASSISTANCE
 Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	FTA	\$107,334	\$101,767	\$519,264	\$293,000	\$719,460
	LF	\$137,288	\$140,562	\$154,078	\$140,000	\$177,146
Total for Project 434030-1		\$244,622	\$242,329	\$673,342	\$433,000	\$896,606

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COLLIER COUNTY Freight Logistics And Passenger Operations Program: Transit

448810-1 - \$310 CAPITAL COLLIER COUNTY BOCC (CAT) - BONITA SPRINGS UZA
 Transit Work: PURCHASE VEHICLE/EQUIPMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DRYS	\$0.00				
	EU	\$7,500				
	LE	\$0.00				
TOTAL for Project 448810-1		\$7,500				

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COLLIER COUNTY Highway

000151-1 - TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY
 Type of Work: TOLL PLAZA

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	TOLL	\$5,463,104	\$7,874,888	\$5,790,401	\$5,390,247	\$6,441,771
Total for Project 000151-1		\$5,463,104	\$7,874,888	\$5,790,401	\$5,390,247	\$6,441,771

412666-1 - COLLIER COUNTY TSMCA
 Type of Work: TRAFFY CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DCR		\$411,969	\$407,259	\$211,631	\$52,175
	DITS	\$413,822	\$200,000		\$471,990	
Total for Project 412666-1		\$413,822	\$431,969	\$651,263	\$746,621	\$62,175

413627-1 - CITY OF NAPLES TSMCA
 Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DCR	\$130,163	\$136,656	\$141,902	\$114,403	\$153,459
	DITS				\$33,117	
Total for Project 413627-1		\$130,163	\$136,656	\$141,902	\$147,520	\$163,459

417540-2 - SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACNP	\$1,300,000				
	DI	\$5,140,000				
Total for Project 417540-2		\$7,440,000				

417540-5 - SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W
 Type of Work: NEW ROAD CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	ACRP	\$250,950	\$734,184			
	BMR	\$68,543	\$721,543			
Environmentals	T&E	\$59,189	\$10,000			
Total for Project 417540-5		\$378,682	\$1,465,727			

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COLLIER COUNTY Highways

417540-8 - SR 29 FROM N OF NEW MARKET RD TO SR 82
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	ACRP		\$112,958			
	DI		\$853,000	\$1,358,897		
Signals & Utilities	DI		\$510,000			
Construction	ACRP				\$4,504,000	
	DI				\$40,120,548	
Environmental	TALT	\$10,000	\$20,000			
Total for Project 417540-8			\$1,972,958	\$1,478,897	\$44,624,548	

426843-2 - I-75 (SR 93) AT SR 951
 Type of Work: INTERCHANGE IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Environmental	TALT	\$100,000				
Total for Project 426843-2		\$100,000				

435043-1 - COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS
 Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	BRRP	\$200,000				
Construction	BRRP		\$1,683,808			
	DIH		\$5,290			
Total for Project 435043-1		\$200,000	\$1,689,098			

435110-2 - OLD US 41 FROM US 41 TO LEE/COLLIER COUNTY LINE
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SEI					\$3,001,000
Total for Project 435110-2						\$3,001,000

435111-2 - SR 951 FROM MANATEE RD TO N OF TOWER RD
 Type of Work: ADD LANES & REHABILITATE PAVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Signals & Utilities	DI					\$600,000
	LF					\$1,195,996
Construction	DIH					\$11,599
	DI					\$10,300,858
	LF					\$173,450
Total for Project 435111-2						\$14,884,373

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COLLIER COUNTY Highways

436309-1 - ALLIGATOR ALLEY FIRE STATION @ MM63
 Type of Work: MISCELLANEOUS STRUCTURE

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ESB1	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000
Total for Project 436309-1		\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000

437103-1 - COLLIER TMC OPS FUND COUNTY WIDE
 Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$79,500	\$79,500	\$79,500		
Total for Project 437103-1		\$79,500	\$79,500	\$79,500		

437104-1 - NAPLES TMC OPERATIONS FUNDING CITY WIDE
 Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$28,500	\$28,500	\$28,500		
Total for Project 437104-1		\$28,500	\$28,500	\$28,500		

437925-1 - SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS
 Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CM			\$452,561		
Total for Project 437925-1				\$452,561		

440436-1 - ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Professional Engineering	SE		\$46,363			
Construction	SE			\$349,407		
Total for Project 440436-1			\$46,363	\$349,407		

440437-1 - SOUTH GOLF DR FROM GULF SHORE BLVD TO WUS 41
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CE&T		\$1,900,748			
Construction	T&U			\$1,355,678		
Total for Project 440437-1			\$1,900,748	\$1,355,678		

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441612-1 - SR 46 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	DDP		\$1,741,839			
	DD	\$18,000	\$150,000			
Construction	DD	\$121,200	\$900,000			
	DD4				\$9,256,000	
	DD4				\$1,115	
	DD4				\$1,209,438	
Total for Project 441612-1		139,200	12,481,839		10,465,438	

443375-3 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CARU		\$700,872			
	TALU		\$99,588			
Total for Project 443375-3			\$800,460			

443375-4 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$200,668			
	TALU		\$372,007			
Total for Project 443375-4			\$572,675			

444008-4 - I-75 (SR 83) FROM MILE POINT 33.989 TO MILE POINT 46.000
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DS		\$1,058,000			
	DSB2		\$21,849,877			
Total for Project 444008-4			\$22,907,877			

445296-3 - I-75 (SR 83) FROM GOLDEN GATE PKWY TO PINE RIDGE RD
 Type of Work: LANING/SCAFFOLD

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DDP	\$5,000				
	DDP	\$330,000				
Construction	DD	\$5,000				
	DD	\$400,000				
Total for Project 445296-3		\$440,000				

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445403-1 - CAXAMBA'S COURT / ROBERTS BAY REPLACEMENT STRUCTURE #038112
 Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	0FEC	\$48,735				
	LF	\$186,248				
Design & Construct	0FEC				\$1,159,000	
	LF				\$350,000	
Construction	0FEC				\$1,300,201	
	LF				\$1,435,818	
Total for Project 445403-1		162,972			2,785,140	

446251-1 - TRAVEL TIME DATA COLLIER COUNTY ITS
 Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SA		\$136,981			
	SU		\$564,019			
Total for Project 446251-1			\$701,000			

446253-1 - BICYCLE DETECTION CITY OF NAPLES ITS
 Type of Work: ITS SURVEILLANCE SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$67,429				
Total for Project 446253-1		\$67,429				

446254-1 - VEHICLE COUNT STATION COLLIER COUNTY ITS
 Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$12,562			
Total for Project 446254-1			\$12,562			

446317-1 - HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR
 Type of Work: ROUNDABOUT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SL	\$32,211				
Total for Project 446317-1		\$32,211				

446317-2 - MOORING ROUNDABOUT FROM CRAYTON RD TO MOORLING LINE DR
 Type of Work: ROUNDABOUT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU		\$12,000			
Construction	SL			\$129,533		
Total for Project 446317-2			\$12,000	\$129,533		

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446223-2 - CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE
 Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	4230	\$1,321,000				
Total for Project 446223-2		\$1,321,000				

446338-1 - VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF	\$4,214,438				
	TRIP	\$3,134,906				
	TRWR	\$1,079,532				
Total for Project 446338-1		\$8,428,876				

446341-1 - GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF	\$2,750,000				
	TRIP	\$381,063				
	TRWR	\$2,368,937				
Total for Project 446341-1		\$5,500,000				

446342-1 - TRAFFIC CONTROL COLLIER COUNTY ITS
 Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$116,000				
Construction	SU		\$778,000			
Total for Project 446342-1		\$116,000	\$778,000			

446412-1 - CR 861 (COLLIER BLVD) FROM GOLDEN GATE CANAL TO GREEN BLVD
 Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CRIP	\$1,000,000				
	LF	\$1,900,000				
Total for Project 446412-1		\$2,900,000				

446451-1 - US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY
 Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
SECT OF WAY	SU		\$200,000			
CONSTRUCTION	SLF				\$1,008,657	
Total for Project 446451-1			\$200,000		\$1,008,657	

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446560-2 - SHADOWLAWN ELEMENTARY - SRTS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SP2T		\$177,518			
Total for Project 446560-2			\$177,518			

447514-1 - LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE
 Type of Work: SIDEWALK/BIKE

Phase	Fund Code	2024	2025	2026	2027	2028
PD & E	TLWR	\$1,100,000				
Total for Project 447514-1		\$1,100,000				

447556-1 - I-75 (SR 93) FROM SR 961 TO LEE COUNTY LINE
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ACRP	\$32,817,969				
Total for Project 447556-1		\$32,817,969				

448069-1 - WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU		\$320,409			
Construction	CARU			\$714,890		
	SU			\$690,749		
	TALU			\$553,165		
Total for Project 448069-1			\$320,409	\$2,109,804		

448125-1 - IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$719,046				
Total for Project 448125-1		\$719,046				

448126-2 - GOODETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$182,459				
	TALU	\$194,208				
Total for Project 448126-2		\$376,667				

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COLLIER COUNTY Highways

448127-1 - COLLIER ALTERNATE - MULTIPLE SEGMENTS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$1,752,000				
Total for Project 448127-1		\$1,752,000				

448128-2 - PINE ST SIDEWALKS FROM BECCA AVE TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$270,511			
Total for Project 448128-2			\$270,511			

448129-1 - NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$300,264				
Construction	CARU			\$714,890		
	SU			\$191,556		
	TALU			\$456,768		
Total for Project 448129-1		\$300,264		\$1,363,214		

448130-1 - GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU			\$287,511		
Construction	TALT					\$1,203,952
Total for Project 448130-1				\$287,511		\$1,203,952

448131-1 - NAPLES SIDEWALKS ON 26TH AVE
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$55,000				
Construction	SU			\$177,588		
Total for Project 448131-1		\$55,000		\$177,588		

448929-1 - SR 29 FROM N OF WAGON WHEEL RD TO S OF I-75
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DCR		\$472,000			
	DRF		\$5,000			
	SA		\$1,011,500			
Total for Project 448929-1			\$1,488,500			

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COLLIER COUNTY Highways

448930-1 - SR 90 (US 41) FROM N OF THOMASSON DR TO S OF SOUTHWEST BLVD
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SR		\$3,248,432			
	SR		\$123,096			
	CCC		\$713,415			
	ES+I		\$5,100			
Total for Project 448930-1			\$4,090,043			

448397-1 - VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD
 Type of Work: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	SU			\$431,000		
Total for Project 448397-1				\$431,000		

449484-1 - LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SR.ZT		\$185,673			
Construction	SR.ZT				\$650,496	
Total for Project 449484-1			\$185,673		\$650,496	

449514-1 - 91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU		\$169,216			
Construction	SU				\$609,209	
	TALU				\$359,033	
Total for Project 449514-1			\$169,216		\$968,242	

449528-1 - ITS FIBER OPTIC & FPL
 Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU			\$891,000		
Total for Project 449528-1				\$891,000		

449541-1 - ITS VEHICLE DETECTION UPDATE
 Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU					\$114,600
	SU					\$277,110
Total for Project 449541-1						\$391,710

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COLLIER COUNTY Highways

451272-1 - SR 46 (US 41) FROM LEE COUNTY LINE TO N OF OLD US 41
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$112,587				
Construction	DCS			\$9,227,448		
	ES			\$519,802		
Total for Project 451272-1		\$113,587		\$9,747,250		

451276-1 - SR 28 FROM N OF BRIDGE NO 030289 TO S OF I 76
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$637,573				
Construction	DDR			\$3,559,975		
Total for Project 451276-1		\$638,573		\$3,560,975		

451276-1 - SR 29 FROM S OF I 76 TO N OF BRIDGE NO 030298
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$977,340				
Construction	ACPR			\$3,919,562		
	DDR			\$474,893		
	DS			\$750,880		
Total for Project 451276-1		\$978,340		\$5,145,335		

451277-1 - SR 29 FROM N OF OIL WELL RD (CR 856) TO N OF BRIDGE NO 030304
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$14,348				
Construction	DCS			\$1,645,200		
Total for Project 451277-1		\$15,348		\$1,646,200		

451278-1 - SR 29 FROM S OF CR 946 TO N OF NEW MARKET RD
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DCS		\$19,20448			
Total for Project 451278-1			\$19,20448			

SUBJECT TO CHANGE 

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COLLIER COUNTY Highways

451279-1 - SR 29 FROM N OF SR 92 TO HENDRY COUNTY LINE
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DS4	\$4,000				
	DS	\$100,000				
	DS			\$1,000,000		
	SA			\$300,144		
Total for Project 451279-1		104,000		1,300,144		

451283-1 - 16TH ST BRIDGE NE FROM GOLDEN GATE FROM 12TH AVE NE
 Type of Work: NEW BRIDGE CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$4,715,000				
Total for Project 451283-1		\$4,715,000				

451525-1 - IMMOKALEE RD (CR 846) SHOULDER IMPROVEMENTS
 Type of Work: WIDENRESURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF	\$180,088				
	SRRC	\$818,575				
Total for Project 451525-1		998,663				

451542-1 - IMMOKALEE SIDEWALKS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$182,000	
Total for Project 451542-1					\$182,000	

451543-1 - DAYSHORE CRA SIDEWALK
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$29,568	
Total for Project 451543-1					\$29,568	

451552-1 - EVERGLADES CITY PH4 BIKEP/ED IMPROVEMENTS
 Type of Work: SIDEWALKS

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$4,764	
Total for Project 451552-1					\$4,764	

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COLLIER COUNTY Highways

452064-1 - MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$155,000
Total for Project 452064-1						\$155,000

452066-1 - GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$36,672
Total for Project 452066-1						\$36,672

452207-1 - VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41
 Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$101,000
Total for Project 452207-1						\$101,000

452208-1 - 106TH AVE N FROM VANDERBILT DR TO US41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452208-1					\$73,000	

452209-1 - BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU				\$62,416	
Total for Project 452209-1					\$62,416	

452210-1 - 105TH AVE N FROM VANDERBILT DR TO US41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452210-1					\$73,000	

452211-1 - 106TH AVE N FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452211-1					\$73,000	

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COLLIER COUNTY Highways

452247-1 - IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD
 Type of Work: RAMP/BOULEVARDS

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP			\$150,000		
	LF			\$150,000		
Construction	CIGP					\$5,622,071
	LF					\$19,346,000
	TRIP					\$4,454,538
	TRWR					\$2,256
Total for Project 452247-1				\$1,600,000		\$20,438,000

452248-1 - IMMOKALEE RD AT LIVINGSTON RD
 Type of Work: ADD TURN LANE(S)

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP	\$75,042				
	LF	\$2,500,000				
	TRIP	\$1,782,297				
	TRWR	\$632,661				
Total for Project 452248-1		\$5,000,000				

452249-1 - RANDALL BLVD FROM 8TH ST NE TO EVERGLADES BLVD
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP		\$1,118,890			
	LF		\$2,880,000			
	TRIP		\$1,761,110			
Total for Project 452249-1			\$5,760,000			

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COLLIER COUNTY Maintenance

409291-1 - COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM
 Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$35,000				
Total for Project 409291-1		\$35,000				

409292-1 - COLLIER CO (PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM
 Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$50,000				
Total for Project 409292-1		\$50,000				

412574-1 - COLLIER COUNTY HIGHWAY LIGHTING
 Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$366,913				
Total for Project 412574-1		\$366,913				

412918-2 - COLLIER COUNTY ASSET MAINTENANCE
 Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$2,928,898	\$2,913,898	\$3,083,010	\$200,000	
Total for Project 412918-2		\$2,928,898	\$2,913,898	\$3,083,010	\$200,000	

413537-1 - NAPLES HIGHWAY LIGHTING DOR FUNDING
 Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway/Contract Maintenance	D	\$195,567				
Total for Project 413537-1		\$195,567				

SUBJECT TO CHANGE 

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COLLIER COUNTY Miscellaneous

442205-1 - PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN
 Type of Work: BIKING/WALKING

Phase	Fund Code	2024	2025	2026	2027	2028
Professional Engineering	SJ			\$21,570		
	TALLI			\$476,430		
Total for Project 442205-1				\$498,000		

452200-3 - ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLANT PHASE II-MMOKALEE
 Type of Work: ELECTRIC VEHICLE CHARGING

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	GFEV		\$1,500,000			
Capital	GFEV	\$900,000				
Total for Project 452200-3		\$900,000	\$1,500,000			

SUBJECT TO CHANGE 

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COLLIER COUNTY Transportation Planning

439314-4 - COLLIER COUNTY MPO FY 2022/2023-2025/2024 UPWP
 Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Startup	PL		\$30,074			
	SU		\$150,000			
Total for Project 439314-4			\$180,074			

439314-6 - COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP
 Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL	\$818,359		\$827,931		
	SU	\$350,000		\$350,000		
Total for Project 439314-6		\$1,168,359		\$1,177,931		

439314-6 - COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP
 Type of Work: TRANSPORTATION PLANNING

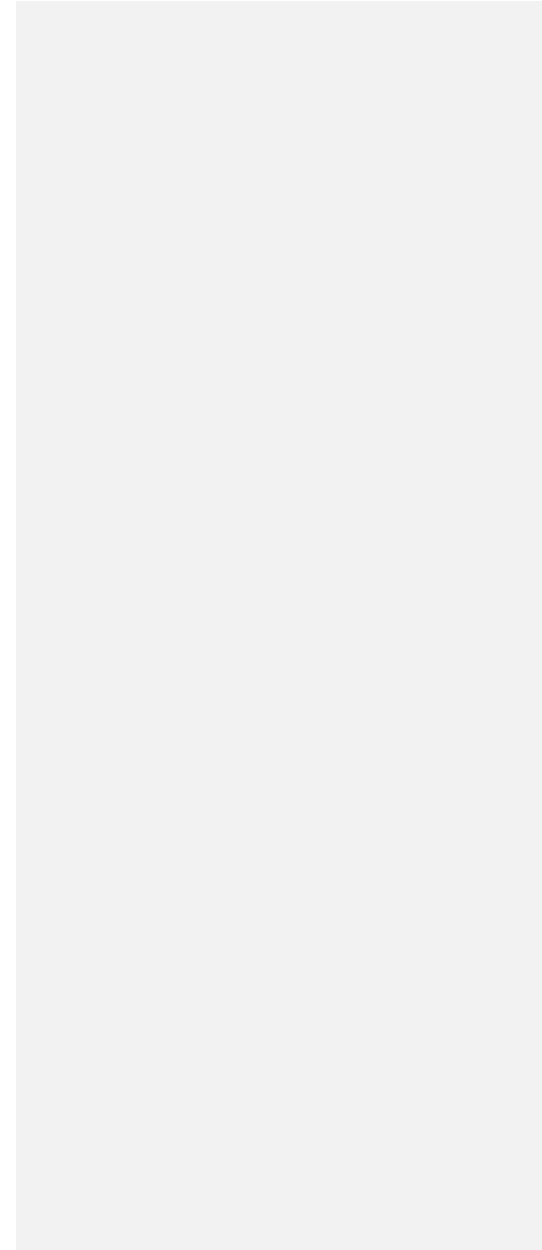
Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL				\$827,931	\$827,931
Total for Project 439314-6					\$827,931	\$827,931

SUBJECT TO CHANGE 

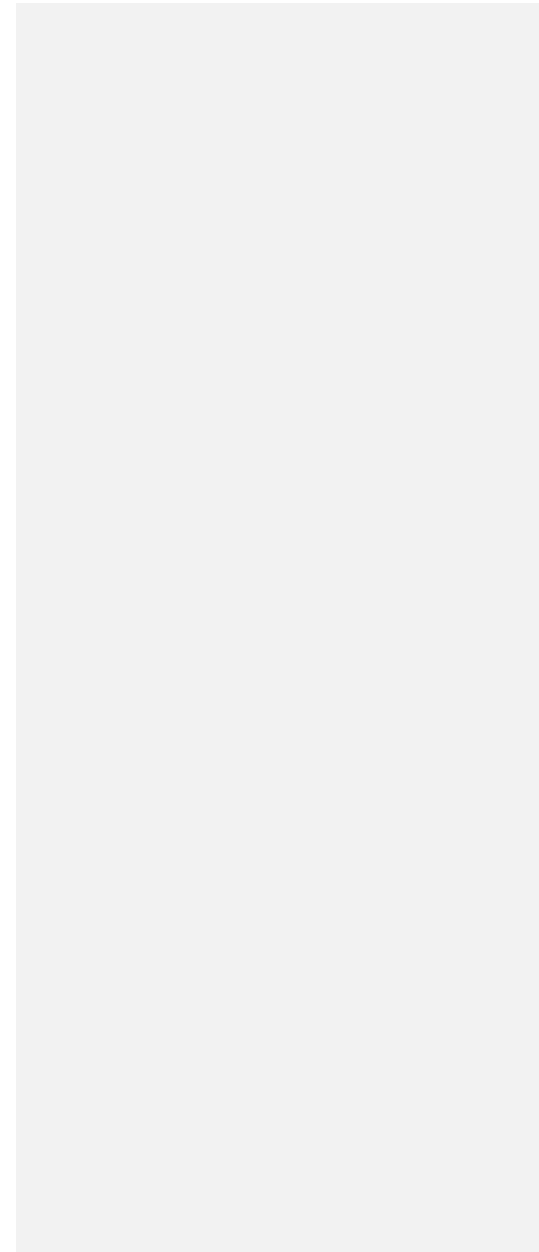
Fund Codes

Federal	ACNP - ADVANCE CONSTRUCTION NHP ACSU - ADVANCE CONSTRUCTION (SU) DU - STATE PRIMARY/FEDERAL REIMB	ACNR - AC NAT HWY PERFORM RESURFACING CARJ - CARB FOR URB. AREA > THAN 200K FAA - FEDERAL AVIATION ADMIN	ACPR - AC - PROTECT GRANT PGM CM - CONGESTION MITIGATION - AQ FTA - FEDERAL TRANSIT ADMINISTRATION GFEV - GEN. FUND EVEHICLE CHARG. PGM SR2T - SAFE ROUTES - TRANSFER TALU - TRANSPORTATION ALTS->200K
	GFBZ - GEN FUND BRIDGE REPAIR/REPLACE PL - METRO PLAN (85% FA; 15% OTHER) SU - STP, URBAN AREAS > 200K	GFBZ - GENERAL FUND BRIDGE OFF-SYSTEM SA - STP, ANY AREA TALT - TRANSPORTATION ALTS- ANY AREA	
Local	LF - LOCAL FUNDS		
R/W and Bridge Bonds	BNIR - INTRASTATE R/W & BRIDGE BONDS		
State	BRRP - STATE BRIDGE REPAIR & REHAB DDR - DISTRICT DEDICATED REVENUE DITS - STATEWIDE ITS - STATE 100% SCRC - SCOP FOR RURAL COMMUNITIES TRWR - 2015 SB2514A-TRAN REG INCT PRG	CIGP - COUNTY INCENTIVE GRANT PROGRAM DI - ST. - SJW INTERINTRASTATE HWY DPTO - STATE - PTO TLWR - 2015 SB2514A-TRAIL NETWORK	D - UNRESTRICTED STATE PRIMARY DIH - STATE IN-HOUSE PRODUCT SUPPORT DS - STATE PRIMARY HIGHWAYS & PTO TRIP - TRANS REGIONAL INCENTIVE PROGM

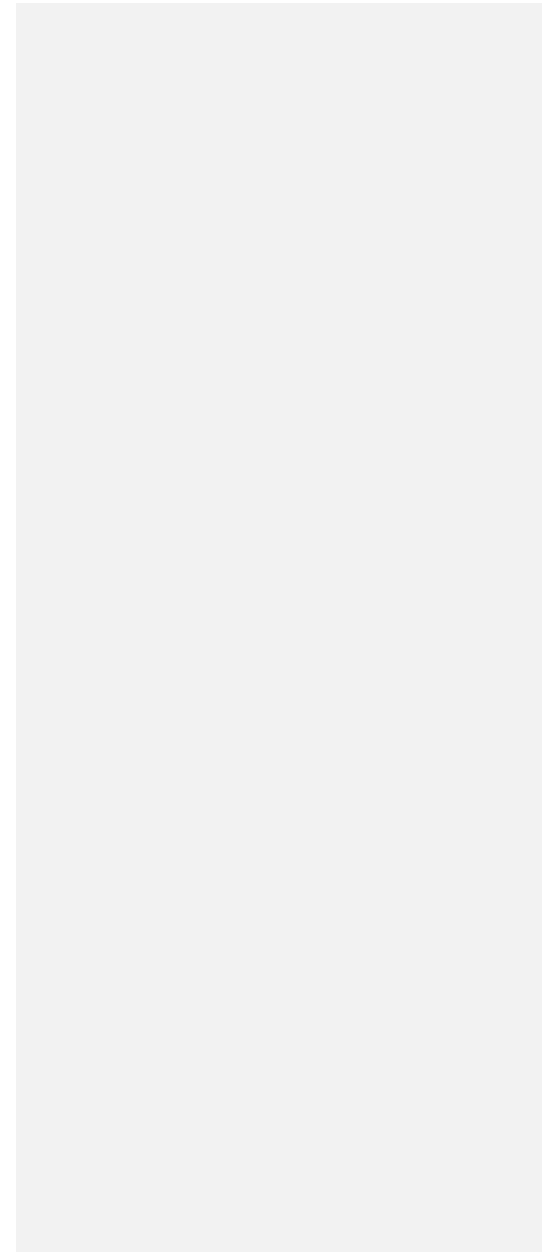
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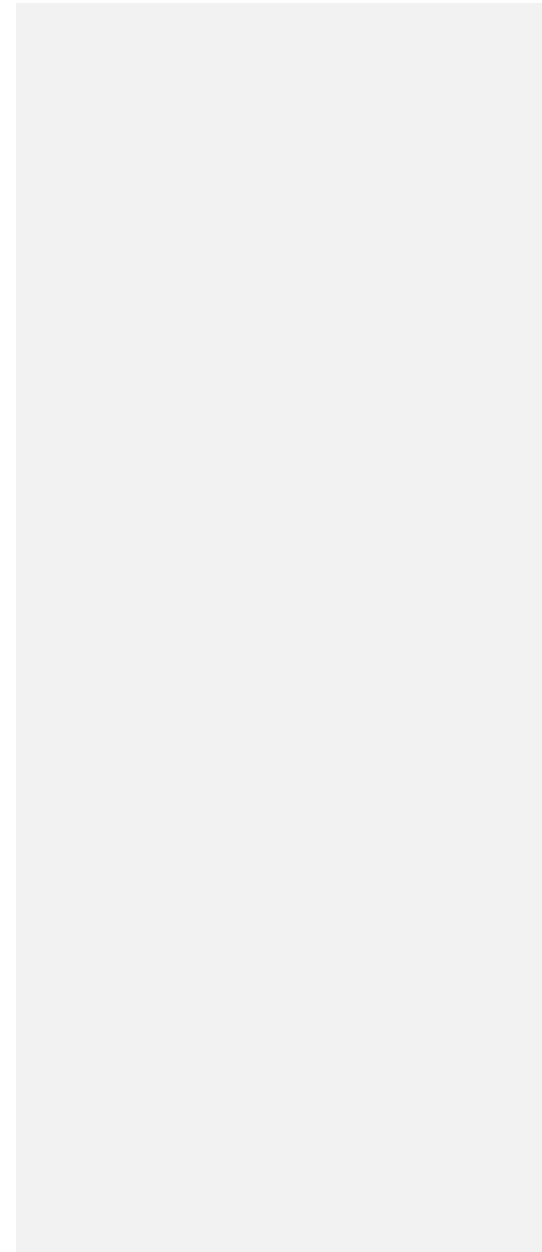
43SECTION A: HIGHWAY CAPACITY ENHANCEMENT PROJECTS



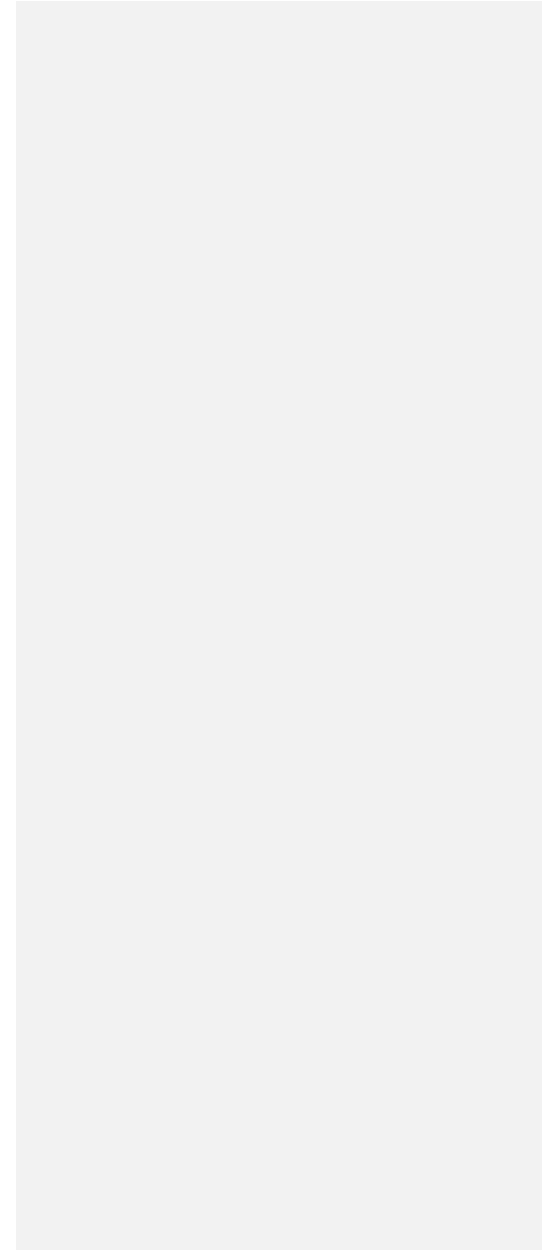
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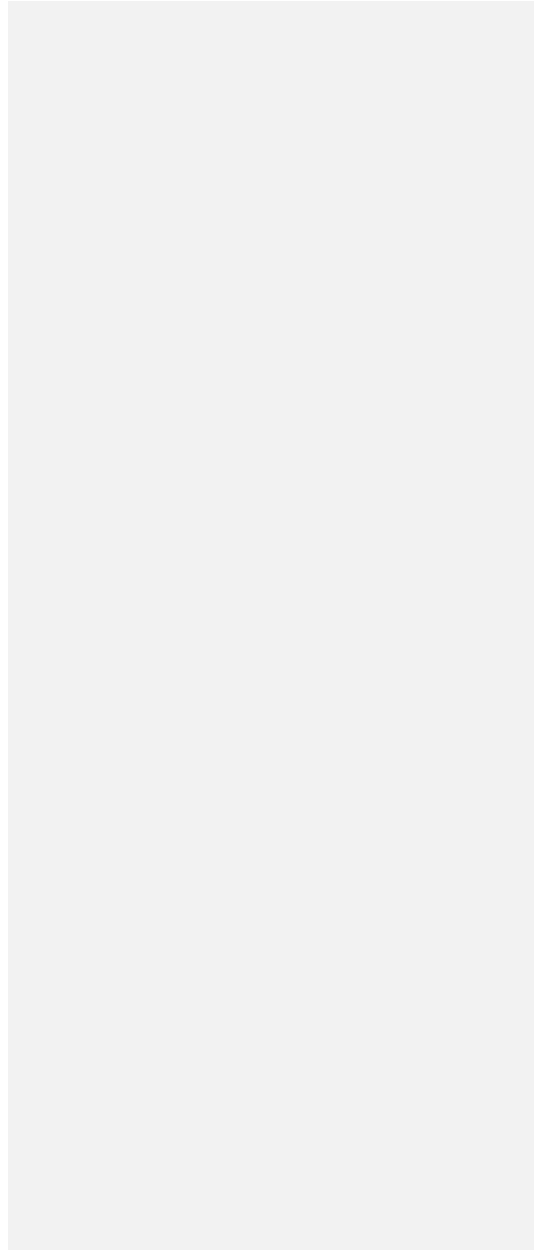
SECTION B: SAFETY PROJECTS



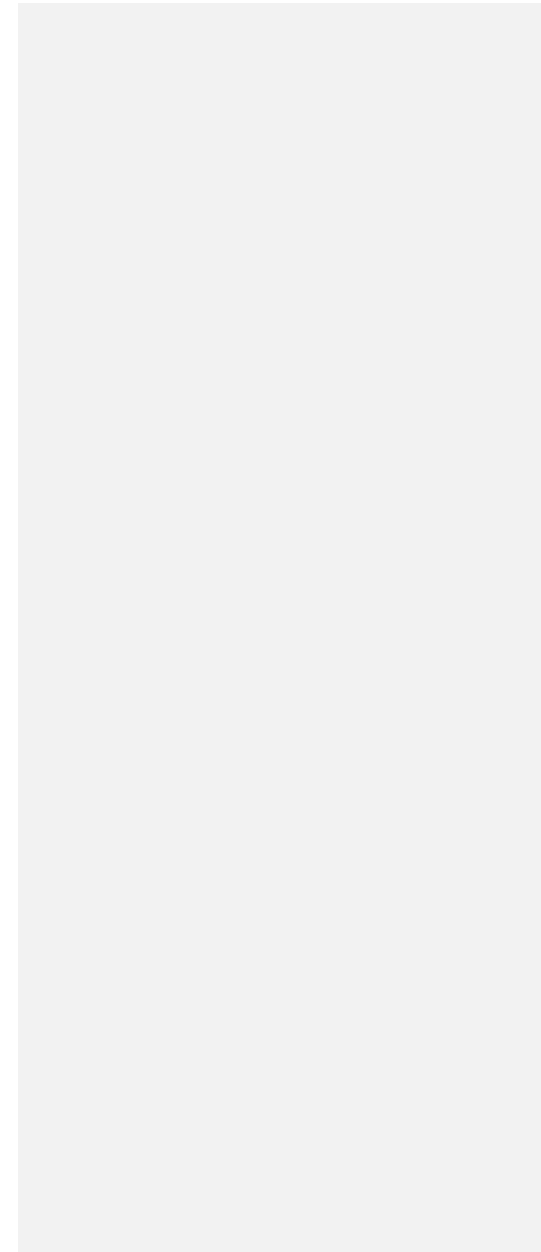
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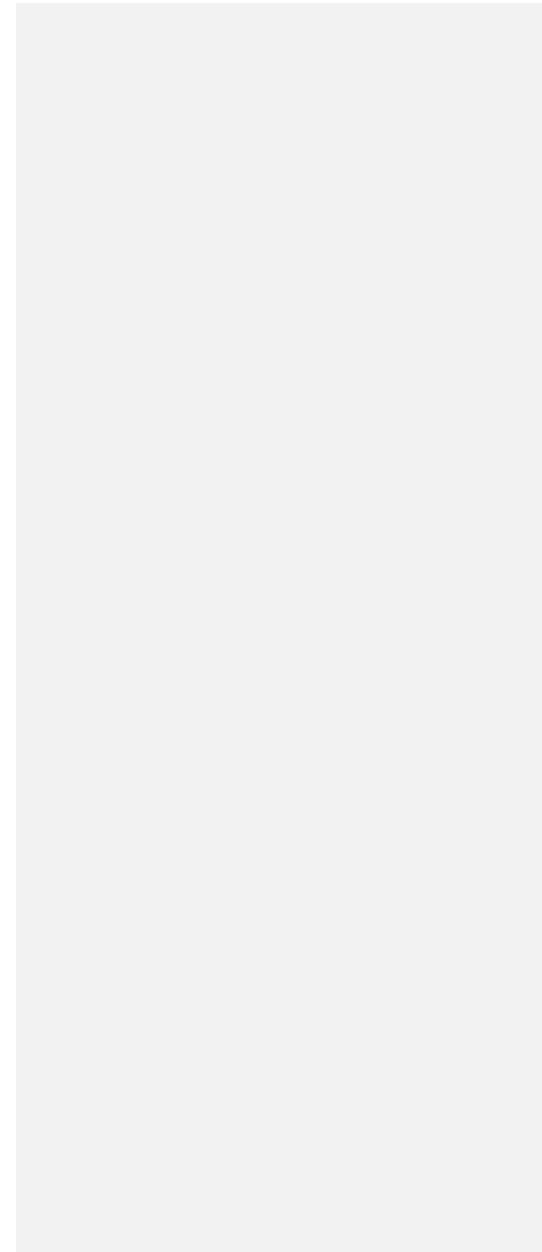
SECTION C: BRIDGE PROJECTS



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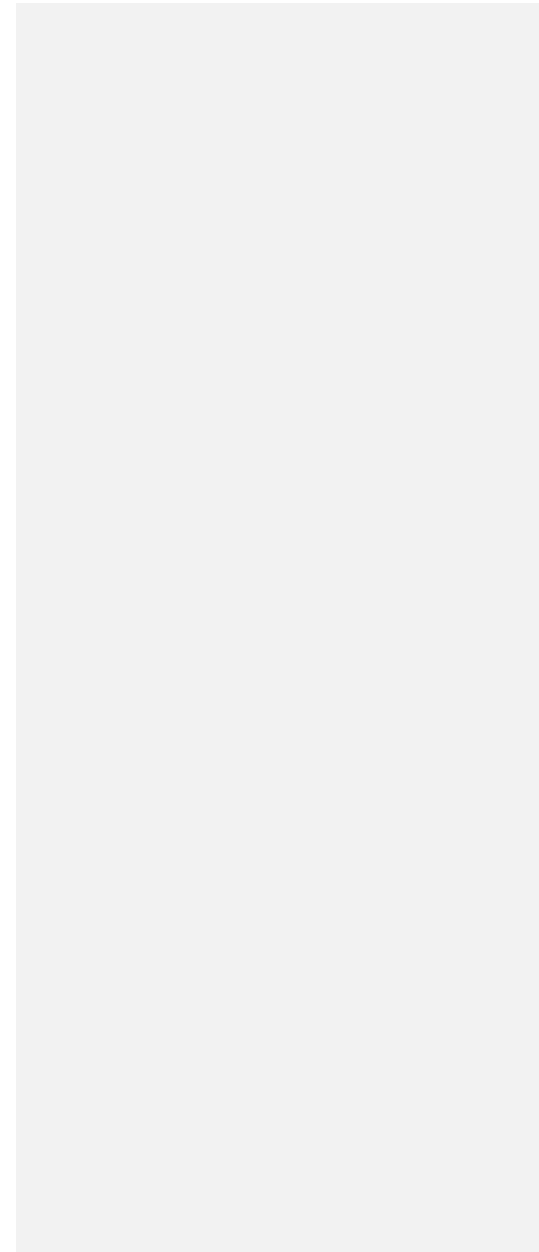


Section D: CONGESTION MANAGEMENT PROJECTS

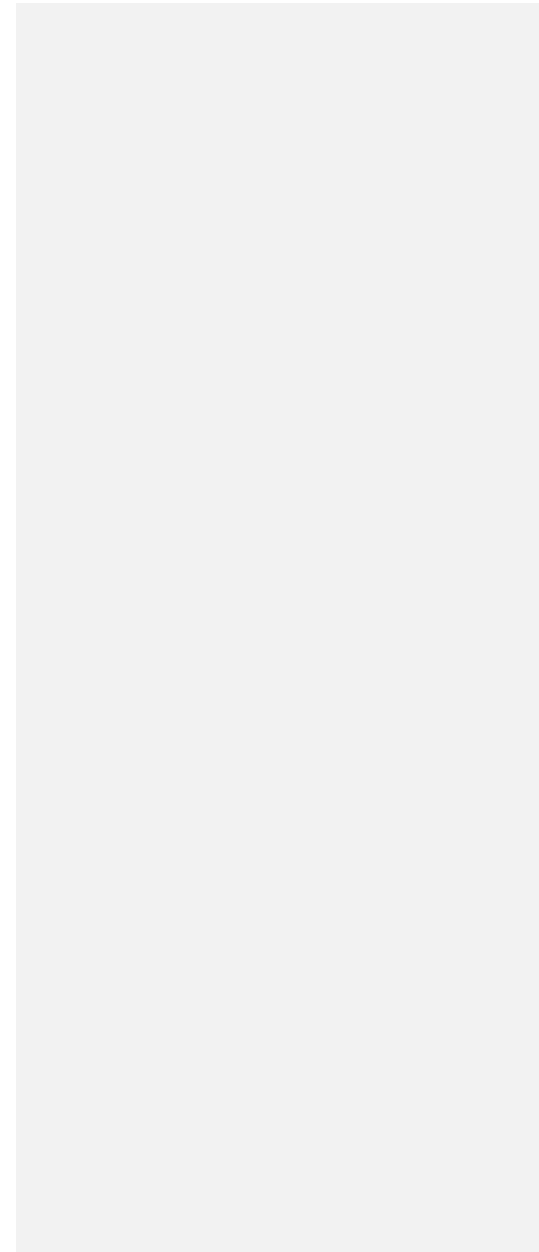


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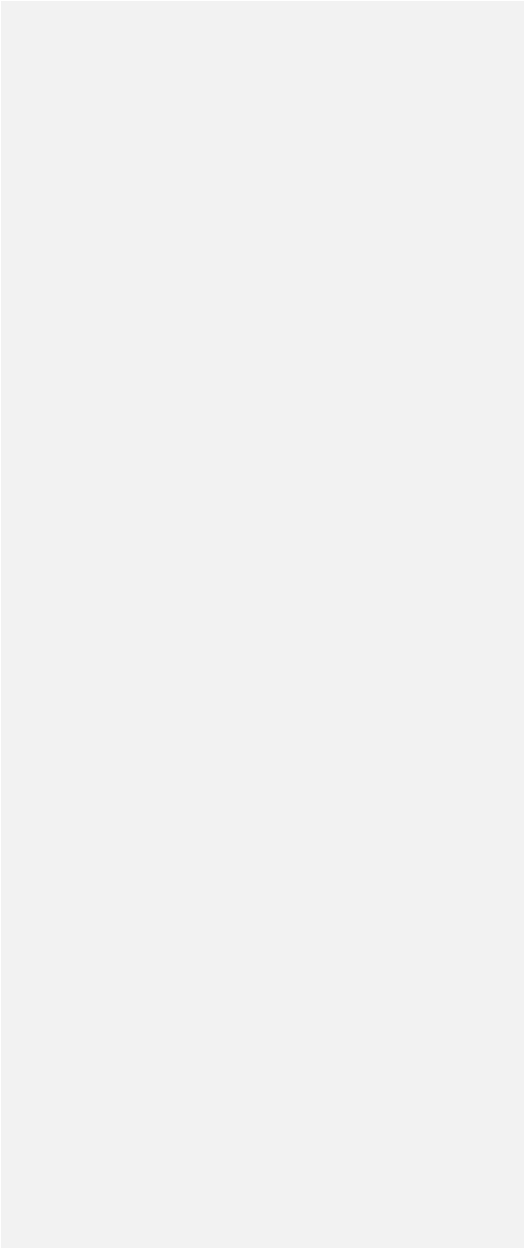
SECTION E: BICYCLE AND PEDESTRIAN PROJECTS



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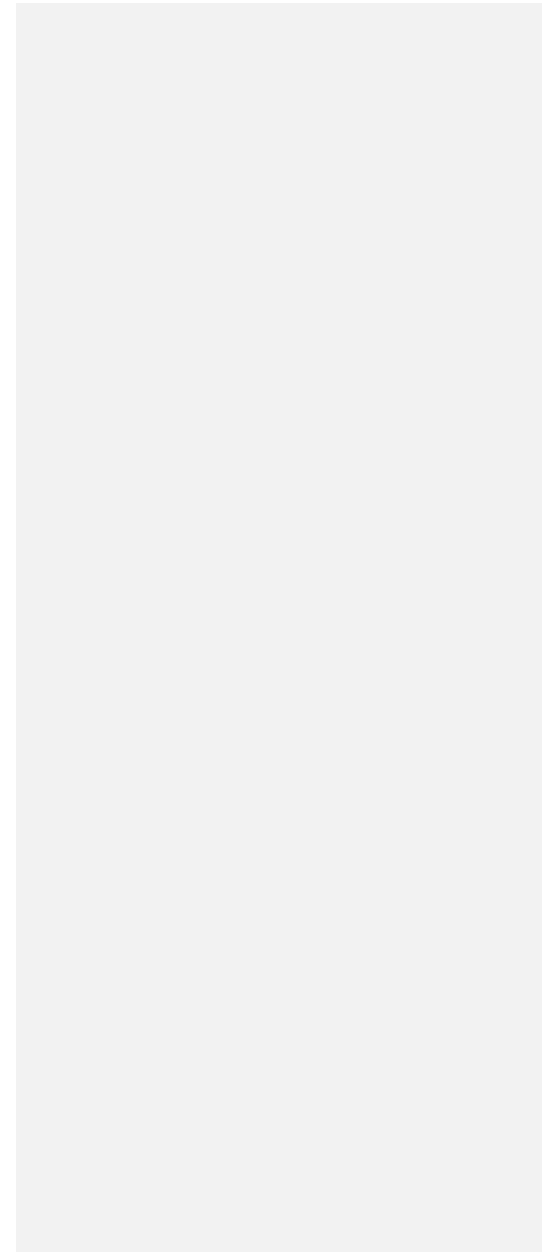


SECTION F: FDOT MAINTENANCE AND OPERATIONS



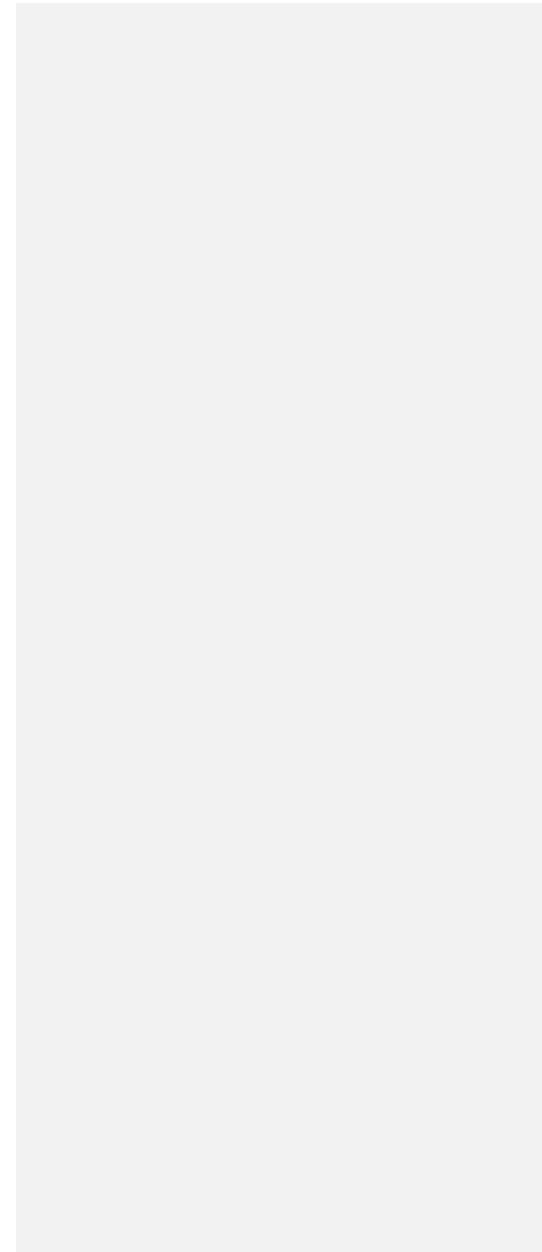
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SECTION G: TRANSPORTATION PLANNING PROJECTS



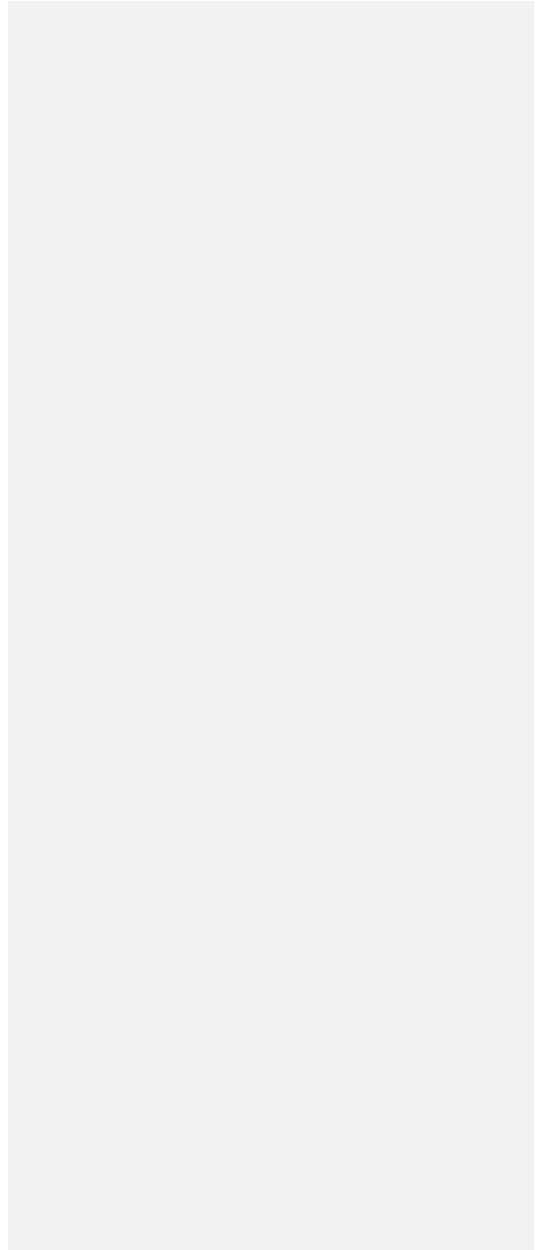
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SECTION H: TRANSIT PROJECTS



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SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS



This section includes the Transportation Disadvantaged program projects in [FY2023-FY2024](#) – [FY2027FY2028](#). The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier County Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY [2027-2028](#) are all consistent with the Transportation Disadvantaged Service Plan (TDSP) major update which was adopted by the Collier Local Coordinating Board (LCB) on October 24, 2018. The two Transportation Disadvantaged program projects are listed below.

The amount of the MPO's LCB assistance and the Transportation Disadvantaged Trust Fund (TDTF) for [FY2023-FY2024](#) was not yet available when this TIP was adopted. The amounts listed below are from [FY2022-FY2023](#), and will be adjusted accordingly via an [Administrative Modification to the TIP once they become available](#).

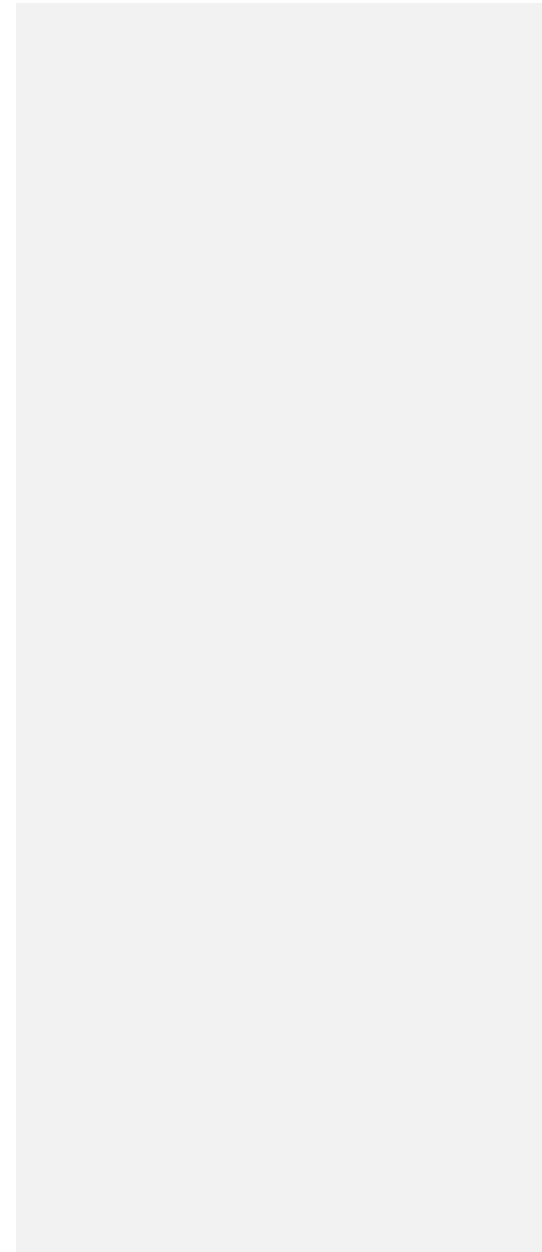
Collier MPO LCB Assistance

The FY [2022-2023](#) Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was ~~\$27,906~~[27,954](#). This grant allocation is used by the Collier MPO to support the LCB.

Collier County FY [2022-2023](#) TDTF / Trip and Equipment Grant

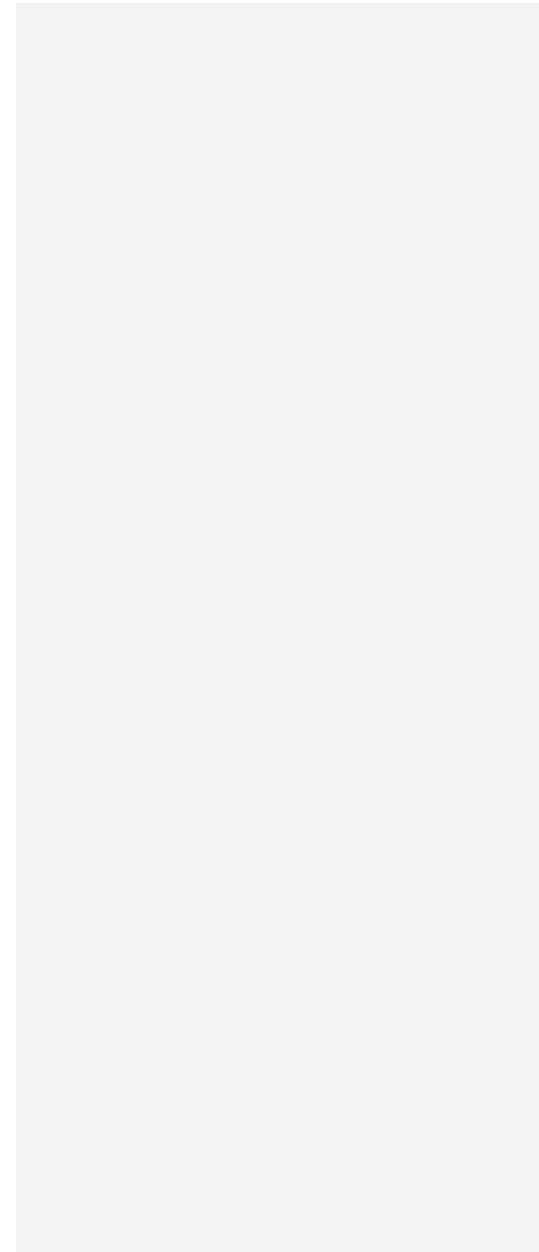
The TDTF and Trip and Equipment Grant are funded by the Florida Commission for the Transportation Disadvantaged. The estimated amount of the grant is ~~\$869,375~~[805,151](#). These funds are used to cover a portion of the operating expenses for the Collier Area Paratransit Program

SECTION J: AVIATION PROJECTS



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PART II: REQUIRED DOCUMENTATION



Section A. COLLIER COUNTY CAPITAL IMPROVEMENT PROJECTS

The projects included in this section of the TIP are generally located outside of the Cities of Marco Island and Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments.

Priorities are established by the Collier County Board of County Commissioners based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The five-year schedule of Capital Improvement Projects approved by the Board of County Commissioners is shown ~~on~~ the next ~~two~~ pages. All improvements are consistent with the Collier County Comprehensive Plan and Collier County Growth Management Plan.

Project	FY 2022	FY 2023	FY 2024	FY 2025	FY
16th St Bridge					
11 Bridge Immk- CR846				2,592	
Pine Ridge Livingston					
VBR US41to E Goodlette				4,214	
Collier Blvd GG to Green		1,600			
Goodlette VBR to Imm		2,750			
Pine Ridge Livingston		5,450			
Airport VBR to Immk		4,928			
	<u>0</u>	<u>14,728</u>	<u>0</u>	<u>6,806</u>	<u>0</u>

Sales Tax Projects:		FY22	FY23	FY24	FY25	FY26	FY 22-26	FY 21-26
60168	Vanderbilt Beach Ext	74,000					74,000	74,000
60201	Pine Ridge Rd (Livingston to I75)	4,086	17,414				21,500	23,000
60147	Immik/Randall Rd Intersection	3,000	4,000				7,000	7,000
60190	Airport Rd VBR to Immk Rd		4,000				4,000	4,000
60212	New Golden Gate Bridges (11)		900	1,600	9,250	15,384	27,134	27,134
60228	Sidewalks	745	1,251	4,895			6,891	10,000
	Total	81,831	27,565	6,495	9,250	15,384	140,525	191,000

Attachment D
2023 Year Work Program
(Dollars shown in Thousands)

Project #	Project Name	FY23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY27 Amount	FY23-27 Amount
SUMMARY OF PROJECTS							
62001	Pine Ridge Rd (Livingston to I75)	1,452	10,450	A	*	C	11,902
60147	Randall/Innokahe Road Intersection	-	4,023	C			4,023
60190	Airport Rd Vandeventer Bch Rd to Innok Rd	9,823	RD	D	15,697	CM	15,697
60212	47th Ave NE Bridge	4,983	RD	DR	*	C	9,923
60212	Wilson Blvd South Bridge	4,983	A	DA	*	C	4,983
60212	62nd Ave NE Bridge	RD	4,407	DA	309	C	4,407
60212	10th St NE Bridge	RD	6,759	C	6,759	C	6,759
60212	Veterans Memorial PH II	5,000	A	DA	1,147	A	26,747
60198	VBR US11 to E of Goodale/	4,354	9,672	C	14,100	C	14,026
60129	Wilson Bentfield (Lort's Way to City Gate N)	1,499	2,500	A	3,069	A	12,068
60144	Oil Well (Everglades to Oil Well Canal)	1,408	A	A	800	A	4,808
69096	Collier Blvd (Green to GC Main Canal)	1,600	R	A	30,000	RCM	52,088
60096	Randall Blvd (Green to Everglades)	5,657	R	RCM			5,657
7300	Everglades Blvd - VBR to Oil Well Rd	500	S	3,935	A	7,290	33,989
60296	Goodale Rd (VBR to Innokahe Rd)	500	D	2,100	D	23,825	44,814
60226	Wilson Blvd (GC Blvd to Innokahe Ave)	1,751	DR	S	60,312	C	28,425
60246	Vandeventer Bch Rd (16th to Everglades)	300	3,783	DR	13,266	CR	17,049
7300	Railhead Crossing	300	200				200
60258	Poinciana Professional Park	450					300
7300	Tree Farm HUD	500	S				450
7300	Golden Gate Parkway at Livingston	2,000					6,500
7300	Innokahe Rd at Livingston	2,000					6,000
60256	Pine Ridge Rd Logan Blvd to Collier Blvd	1,500	C				8,290
60256	Vandeventer @ Logan	1,500	C				2,000
7300	Northwest Loop	879	D	7,879	C	300	1,500
60256	Everglades & 47th Ave NE	1,500	C				8,758
7300	Sandra Barber at Logan Turnlane	2,950	DC	D			300
60226	SR 92	2,950	DC	4,050	1,725	DC	2,000
7300	Shoulder Blvd (Collier to 23rd ST SW)	8,882					10,750
	Contingency	8,882					8,882
	Total	84,888	74,787	150,944	52,600	47,329	380,748
Operations and Maintenance Programs							
69086	Bridge Repairs/Improvements**	8,910	5,000	5,000	3,000	3,000	24,910
60130	Wall/Barrier Replacement	452	250	250	250	250	1,452
60170	Signal Resurfacing	8,500	10,500	13,500	14,500	14,500	59,000
60277	Striping	800	800	800	800	800	3,800
60172	Traffic Ops Upgrades/Enhancements**	616	1,200	660	660	660	3,886
60118	Countywide Pathways/Shoulderwork Non-PL LAP	1,250	350	650	475	300	3,025
60037	Asset Mgmt	150	150	150	150	100	700
60197	R/W Facility Fund 310	500	500	500	500	500	2,000
7300	Misc Ann Painting	225	225	225	225	225	1,125
Subtotal Operations and Maintenance Programs							
		20,703	18,595	21,235	20,980	20,335	100,888
60096	Congestion Mgmt Fee	-	250	S	250	S	250
60096	TIS Review	500	500	S	500	S	1,000
60108	Planning Consulting	210	300	S	300	S	1,410
60109	Traffic Studies	250	300	S	300	S	1,410
60171	Impact Fee Refunds	13,300	250	250	250	250	14,100
	Total Service Payments**	99,507	108,323	187,701	73,560	65,164	408,963
	Total Funding Request All Funds						538,049
REVENUES							
	Sales Tax	14,888	8,373	-	-	-	23,261
	Impact Fees Revenue	19,100	15,500	15,500	15,500	15,500	81,100
	Gas Tax Revenue	22,500	22,500	22,775	22,800	23,025	113,853
	Grant/Reimbursments	6,633	4,414	13,128	10,636	10,636	24,175
	Transfer 111 to 310	4,500	3,800	3,800	3,800	3,800	15,300
	Transfer 111 to 310	3,800	3,800	3,800	3,800	3,800	15,300
	Interest Gas Tax/Impact Fees	887	1,000	1,000	1,000	1,000	4,887
	Carry Forward 315-31/Impact Fees	23,285	43,985	122,297	22,159	17,238	23,285
	Potential Debt Funding/Unfunded Needs	(2,019)	(2,025)	(2,029)	(2,029)	(2,025)	205,679
	Revenue Reserve 5%	(2,019)	(2,025)	(2,029)	(2,029)	(2,025)	(10,119)
	Total Revenues	99,507	108,323	187,701	73,560	65,164	538,049
Grant Funds for Projects							
	VBR US11 to E Goodale		4,214				
	Center Blvd Gas to Green	1,800					2,750
	Prime Ridge Livestock						5,450
	Airport VBR to Innok						4,928
	Totals	1,800	4,214	13,138	0	0	0

KEY:
 A = Adv Construction / S = Study / D = Design
 M = Mitigation / C = Construction / R = ROW
 LS = Landscape / L = Litigation / I = Inspection
 APJ = Access Mgmt / LP = S&S Loan Repayment
 * = Project constructed with funds appropriated in previous years
 ** = The 3-cent Local Option Trail Tax is earmarked towards debt service, bridges, and intersection improvements.

Section B: CITY OF NAPLES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

The following two page shows the City of Naples's DraftFY2022-2026 Capital Improvement Program Budget for Streets & Traffic (Fund 190). The City Council will adopt its FY2022-FY2026 budget after the adoption of this TIP.

**STREETS AND TRAFFIC FUND - FUND 190
FINANCIAL ESTIMATES FOR CAPITAL PROJECTS**

Fiscal Year 2023-27

	Budget 2021-22	Projected 2022-23	2023-24	2024-25	2025-26	2026-27
9/30 Fund Balance	3,333,448	2,122,651	1,195,899	458,063	(321,180)	(806,693)
Estimated Revenues						
Telecom Taxes	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Gas Taxes	1,260,000	1,272,600	1,285,326	1,311,033	1,330,698	1,344,005
Impact Fees	200,000	200,000	200,000	200,000	200,000	200,000
DOT Revenue	665,121	599,593	3,327,902	664,745	996,088	0
State Revenue Sharing	220,000	220,000	220,000	220,000	220,000	220,000
Interest/Other	120,000	81,840	67,938	56,871	45,182	37,900
Total Revenues	3,465,121	3,374,033	6,101,166	3,452,648	3,791,968	2,801,905
Estimated Expenditures						
Personal Services	787,688	827,072	868,426	894,479	921,313	948,953
Street Lighting	350,000	350,000	350,000	350,000	350,000	350,000
Operating Expenses	1,984,032	2,023,713	2,064,187	2,105,471	2,147,580	2,190,532
Total Expenditures	3,121,720	3,200,785	3,282,613	3,349,949	3,418,893	3,489,484
<i>Operating expenditures excludes road resurfacing, which is shown as Capital in this document only.</i>						
Net Income before Capital	343,401	173,248	2,818,554	102,699	373,075	(687,580)
Available for Capital Projects	3,676,849	2,295,899	4,014,452	560,762	51,895	(1,494,272)
TOTAL REQUESTS (from list)	665,000	830,000	565,000	530,000	180,000	180,000
FDOT Projects not reimbursements	349,407	270,000	2,991,389	351,942	678,588	0
TOTAL Projects	1,014,407	1,100,000	3,556,389	881,942	858,588	180,000
Prior Year Rollovers	539,791					

Minimum Fund Balance is 16-30% of prior year's operating budget, per Resolution 16-13831

**CAPITAL IMPROVEMENT PROJECTS
STREETS & TRAFFIC - FUND 190**

CIP ID	PROJECT DESCRIPTION	AMENDED BUDGET	DEPT REQUEST	2023-24	2024-25	2025-26	2026-27
		2021-22	2022-23				
	Annual Pavement Resurfacing Program (1)	700,000	750,000	750,000	750,000	750,000	750,000
	Total Programs Budgeted in the Operations Budget	700,000	750,000	750,000	750,000	750,000	750,000
23U08	Traffic Management Center & System Improvements	25,000	25,000	30,000	30,000	30,000	30,000
23U29	Pedestrian & Bicycle Master Plan Projects (2)	140,000	175,000	150,000	150,000	150,000	150,000
23U01	Intersection/Signal System Improvements (4)	475,000	375,000	295,000	350,000	0	0
23U09	CRA Improvements - Pavement Markings, Signage	0	125,000	75,000	0	0	0
23U05	Lantern Lane Drainage & Street Resurfacing Project (3)	25,000	80,000	0	0	0	0
23U04	Crew Truck #2 Addition	0	50,000	0	0	0	0
	Trailer Replacement	0	0	15,000	0	0	0
	Total Streets and Traffic CIP Budget	665,000	830,000	565,000	530,000	180,000	180,000
	TOTAL STREETS AND TRAFFIC FUND	1,365,000	1,580,000	1,315,000	1,280,000	930,000	930,000

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

FDOT FUNDED PROJECTS		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
FDOT	Reimbursement for Traffic Signal Operations on US41	129,650	138,848	143,013	147,303	150,000	0
FDOT	Reimbursement for US41 Street Lighting	166,064	160,745	163,500	166,500	167,500	0
FDOT	Reimbursement for Traffic Operations Center	30,000	30,000	30,000	0	0	0
FDOT	Golden Gate Parkway & US41 Improvements	0	270,000	0	225,942	0	0
FDOT	Orchid Drive Pedestrian Bicycle Connection	349,407	0	0	0	0	0
FDOT	South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41	0	0	1,976,749	0	0	0
FDOT	Crayton Road & Harbour Drive Improvements - Roundabout	0	0	892,211	0	0	0
FDOT	Crayton Road & Mooring Line Drive Improvements - Roundabout	0	0	0	126,000	0	0
FDOT	Bicycle Detection Systems at 4 Intersections	0	0	67,429	0	0	0
FDOT	26th Avenue North Sidewalks	0	0	55,000	0	678,588	0
FDOT	TOTAL	665,121	599,593	3,327,902	664,745	996,088	0

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

**CITY OF NAPLES
CAPITAL IMPROVEMENT PROJECTS
STREETS & TRAFFIC – FUND 100**

CIP PROJECT ID	DESCRIPTION	-AMENDED		2022-23	2023-24	2024-25	2025-26
		BUDGET 2020-21	DEPT REQUEST 2021-22				
	Annual Pavement Resurfacing Program (1)	650,000	700,000	1,000,000	750,000	750,000	750,000
Total Programs Budgeted in the Operations Budget		650,000	700,000	1,000,000	750,000	750,000	750,000
22U12	Lift Truck Replacement	0	180,000	0	0	0	0
22U31	Alley Maintenance & Improvements	200,000	100,000	100,000	100,000	100,000	100,000
22U08	Traffic Management Center & System Improvements	25,000	25,000	25,000	30,000	30,000	30,000
22U29	Pedestrian & Bicycle Master Plan Projects (2)	150,000	150,000	150,000	150,000	150,000	150,000
22U04	Intersection/Signal System Improvements (5)	0	475,000	295,000	350,000	0	0
22U09	CRA Improvements – Pavement Markings, Signage	0	75,000	0	100,000	0	0
22U40	Concrete Grinder Machine	0	30,000	0	0	0	0
22U05	Lantern Lane Drainage & Street Resurfacing Project (4)	0	25,000	80,000	0	0	0
22U06	5th Ave. Sidewalk Improvement (west of 3rd Street)	0	75,000	0	0	0	0
	Bridge Improvements	200,000	0	0	0	0	0
	Anchor Road Traffic Calming Project	100,000	0	0	0	0	0
	Streets & Traffic Pool Vehicle	30,000	0	0	0	0	0
	Citywide ADA Accessibility Improvements (3)	15,000	0	0	0	0	0
Total Streets and Traffic CIP Budget		720,000	1,135,000	650,000	730,000	280,000	280,000
TOTAL – STREETS AND TRAFFIC FUND		1,370,000	1,835,000	1,650,000	1,480,000	1,030,000	1,030,000

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

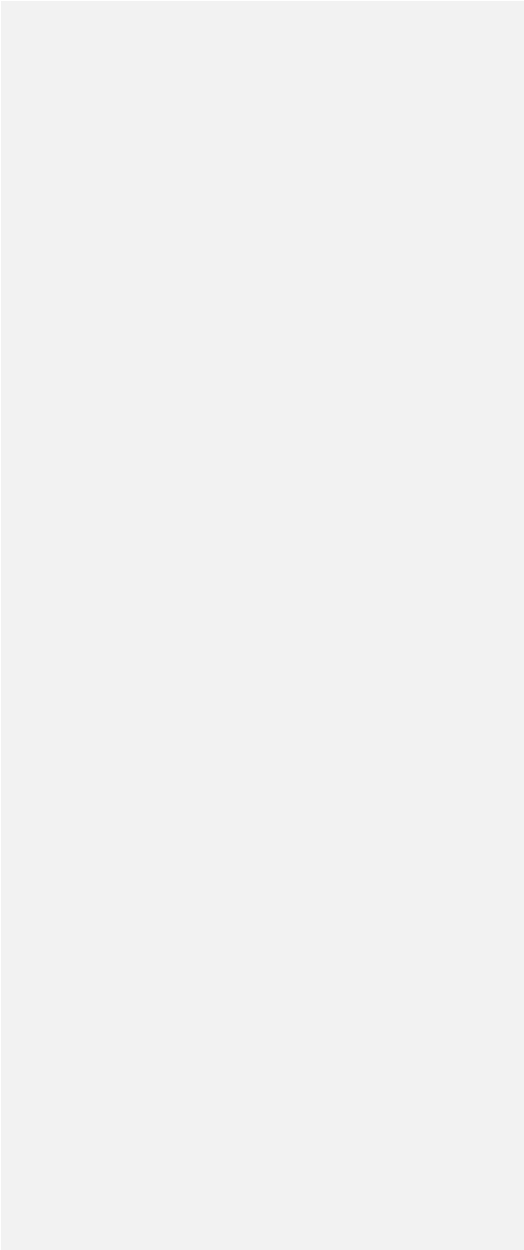
FDOT FUNDED PROJECTS		2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
FDOT	Reimbursement for Traffic Signal Operations on US41	120,871	129,650	138,848	143,013	147,303	150,000
FDOT	Reimbursement for US41 Street Lighting	151,521	156,064	160,745	163,500	165,500	167,500
FDOT	Reimbursement for Traffic Operations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

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

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

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

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



City of Marco Island FY 2022³ Budget

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Five Year Capital Funding Plan

ITEM #	PROJ	PUBLIC WORKS INFRASTRUCTURE & OTHER	FUNDING					TOTAL 5 YR FUNDING
			FY2022	FY2023	FY2024	FY2025	FY2026	
2	16024	PW - Annual Bridge Rehabilitation Project	500,000	500,000	500,000	500,000	500,000	2,500,000
4	16027	PW - Citywide Drainage Improvement Projects	302,000	302,000	302,000	302,000	302,000	1,510,000
5	16028	PW - Master Plan Drainage Project - Citywide	1,295,000	1,295,000	1,295,000	1,295,000	295,000	5,475,000
6	16030	PW - Shared Use Pathway - Design	90,000	90,000	90,000	90,000	90,000	450,000
7	16031	PW - Street Resurfacing - Citywide	1,500,000	1,500,000	1,500,000	1,500,000	500,000	6,500,000
8	16035	PW - Bike Paths -Design & Construction	224,080	224,080	224,080	224,080	224,080	1,120,400
9	20004	PW - Swale & Stormwater Improvements	100,000	100,000	100,000	100,000	100,000	500,000
10	TBD	PW - Storage Building	285,000					285,000
Public Works Infrastructure & Other Total			4,296,080	4,011,080	4,011,080	4,011,080	2,011,080	18,340,400

ITEM #	PROJ	PUBLIC WORKS VEHICLES	FUNDING					TOTAL 5 YR FUNDING
			FY2022	FY2023	FY2024	FY2025	FY2026	
1	16099	PW - Public Works Vehicle - Water Truck	16,000	16,000	16,000	16,000	16,000	80,000
2	16101	PW - Public Works Equipment - Vactor	LEASE	LEASE				-
3	16103	PW - Public Works Equipment - Loader	3,500	3,500	3,500	3,500	3,500	17,500
4	16104	PW - Public Works Equipment - Boat	5,000	5,000	5,000	5,000	5,000	25,000
5	20003	PW - Public Works Equipment - Excavator	3,500	3,500	3,500	3,500	3,500	17,500
6	21025	PW - Staff Vehicles	36,800	36,800	36,800	36,800	36,800	184,000
Public Works Vehicle Total			64,800	64,800	64,800	64,800	64,800	324,000
Public Works Total			4,360,880	4,075,880	4,075,880	4,075,880	2,075,880	18,664,400



Five Year Capital Funding Plan

ITEM #	PROJ	PUBLIC WORKS INFRASTRUCTURE & OTHER	COST	QTY						TOTAL 5 YR FUNDING
					FY2023	FY2024	FY2025	FY2026	FY2027	
2	16024	PW - Annual Bridge Rehabilitation Project	300,000		500,000	500,000	500,000	500,000	500,000	2,500,000
4	16027	PW - Citywide Drainage Improvement Projects	302,000		1,302,000	302,000	302,000	302,000	302,000	2,510,000
5	16028	PW - Master Plan Drainage Project - Citywide	295,000		295,000	1,295,000	1,295,000	295,000	295,000	3,475,000
6	21030	PW - Shared Use Pathway - Design	Varies		90,000	90,000	90,000	90,000	90,000	450,000
7	16031	PW - Street Resurfacing - Citywide	500,000		1,500,000	1,500,000	1,500,000	500,000	500,000	5,500,000
8	16035	PW - Bike Paths -Design & Construction	214,000		224,080	224,080	224,080	224,080	224,080	1,120,400
9	20004	PW - Swale & Stormwater Improvements	Varies		100,000	100,000	100,000	100,000	100,000	500,000
10	22016	PW - Storage Building	285,000		-	-	-	-	-	-
11	TBD	PW - Intelligent Traffic System	250,000		250,000	-	-	-	-	250,000
Public Works Infrastructure & Other Total			2,146,000		4,261,080	4,011,080	4,011,080	2,011,080	2,011,080	16,305,400

Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

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BUDGET SUMMARY

CITY OF EVERGLADES CITY - FISCAL YEAR 2022-2023

GENERAL FUND 6.0754

ESTIMATED REVENUES	GENERAL FUND	ENTERPRISE FUND	TOTAL ALL FUNDS
TAXES: MILAGE PER \$1000			
Ad Valorem Taxes 6.0754	\$682,979.00		\$682,979.00
Franchise Fees	\$30,000.00		\$30,000.00
Gas Tax	\$34,967.00		\$34,967.00
Local Business Tax	\$3,450.00		\$3,450.00
Local Government Infrastructure Tax	\$105,801.00		\$105,801.00
State Communications Services Tax	\$16,892.00		\$16,892.00
Utility Services Tax	\$72,000.00	\$79,500.00	\$151,500.00
License and Permits	\$2,575.00		\$2,575.00
Intergovernmental Revenue	\$708,609.00	\$4,477,433.00	\$5,186,042.00
Charges for Services	\$31,010.00	\$1,998,650.00	\$2,029,660.00
Miscellaneous Revenue	\$125,970.00	\$25.00	\$125,995.00
Proceeds from New SRF Loan		\$5,910,960.00	\$5,910,960.00
TOTAL REVENUES	\$1,814,253.00	\$12,466,568.00	\$14,280,821.00
Fund balances/Reserves/Net Assets	\$1,162,000.00	\$1,939,000.00	\$3,101,000.00
TOTAL REVENUES, TRANSFERS & BALANCES	\$2,976,253.00	\$14,405,568.00	\$17,381,821.00
EXPENDITURES			
General Government	\$497,037.00	\$12,500.00	\$509,537.00
Public Safety	\$124,264.00		\$124,264.00
Physical Environment	\$0.00	\$1,402,648.00	\$1,402,648.00
Transportation	\$191,400.00		\$191,400.00
Human Services	\$39,398.00		\$39,398.00
Culture and Recreation	\$207,828.00		\$207,828.00
Debt Servicing		\$205,535.00	\$205,535.00
Capital Expenditures	\$559,258.00	\$10,374,421.00	\$10,933,679.00
TOTAL EXPENDITURES	\$1,619,185.00	\$11,995,104.00	\$13,614,289.00
Capital Outlay Reserves	\$263,175.00	\$471,464.00	\$734,639.00
Reserves	\$1,093,893.00	\$1,939,000.00	\$3,032,893.00
TOTAL APPROPRIATED EXPENDITURES, RESERVES & BALANCES	\$2,976,253.00	\$14,405,568.00	\$17,381,821.00
THE TENTATIVE, ADOPTED AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE OF THE ABOVE MENTIONED TAXING AUTHORITY AS PUBLIC RECORD.			

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BUDGET SUMMARY

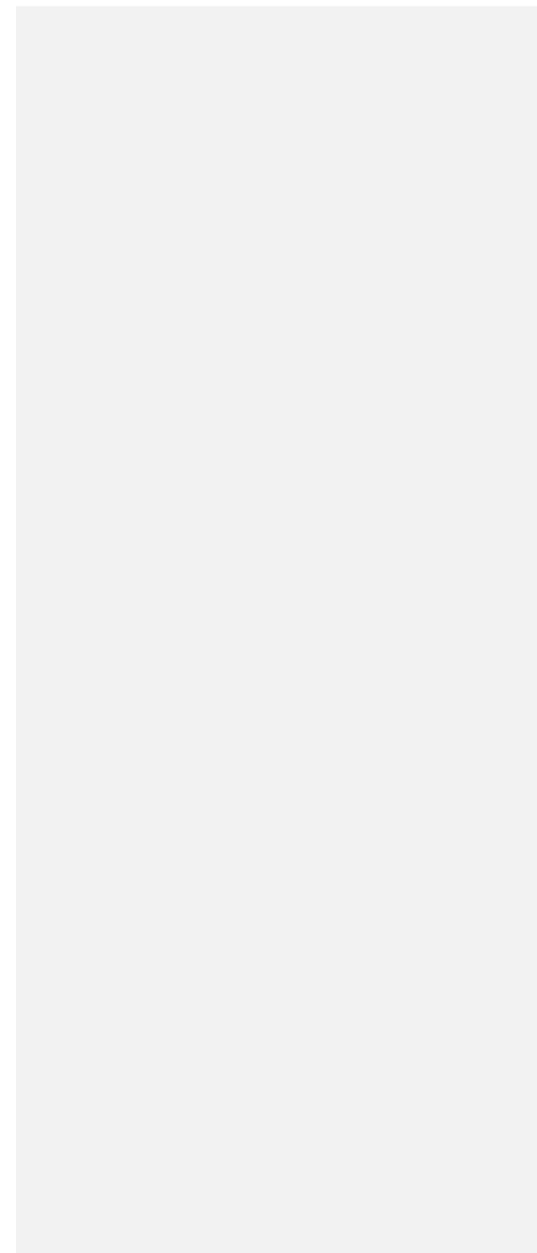
CITY OF EVERGLADES CITY - FISCAL YEAR 2021-2022

GENERAL FUND 5.7694

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

Section E: FEDERAL FUNDING OBLIGATIONS

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



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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HIGHWAYS

ITEM NUMBER: 433180 1 PROJECT DESCRIPTION: ARTERIAL MONITORING CAMERAS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	SU	-807
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	SU	-54,344
TOTAL 433180 1		-55,151
TOTAL 433180 1		-55,151

NON-SIS
TYPE OF WORK: ITS SURVEILLANCE SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER: 433189 1 PROJECT DESCRIPTION: N COLLIER BLVD FROM E ELKCAM CIRCLE TO BUTTONWOOD COURT
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03030000 PROJECT LENGTH: .658MI

FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	SU	-694
TOTAL 433189 1		-694
TOTAL 433189 1		-694

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

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

FUND CODE	2022	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	SU	299,171
TOTAL 435019 1		299,171
TOTAL 435019 1		299,171

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

ITEM NUMBER: 435030 1 PROJECT DESCRIPTION: SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	SU	95,344
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	SU	10,077
TOTAL 435030 1		105,421
TOTAL 435030 1		105,421

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 435110 1 PROJECT DESCRIPTION: CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03514000 PROJECT LENGTH: 1.550MI

FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	GPSU	28,955
TOTAL 435110 1		28,955
TOTAL 435110 1		28,955

NON-SIS
TYPE OF WORK: F0&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

ITEM NUMBER: 435116 1 PROJECT DESCRIPTION: GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03513000 PROJECT LENGTH: 1.213MI

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
	SA	2,000
TOTAL 435116 1		2,000
TOTAL 435116 1		2,000

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

ITEM NUMBER: 435117 1 PROJECT DESCRIPTION: NORTH NADLES SIDEWALKS AT VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03631000 PROJECT LENGTH: 1.248MI

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	-856
TOTAL 435117 1		-856
TOTAL 435117 1		-856

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

ITEM NUMBER: 435118 1 PROJECT DESCRIPTION: CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03550000 PROJECT LENGTH: .674MI

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	TALT	-1,000
TOTAL 435118 1		-1,000
TOTAL 435118 1		-1,000

NON-SIS
TYPE OF WORK: BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

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

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		344
TOTAL 436970 1		344
TOTAL 436970 1		344

ITEM NUMBER: 437096 1 PROJECT DESCRIPTION: COPELAND AVE SIDEWALK FROM CHOKOLOSKEE BAY BRDG TO N OF BROADWAY AVE *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: SIDEWALK
ROADWAY ID: 03600000 PROJECT LENGTH: 1.277MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		5,000
TALT		5,400
TALU		6,246
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
REPE		86,833
SU		486,948
TALU		401,685
TOTAL 437096 1		991,112
TOTAL 437096 1		991,112

ITEM NUMBER: 437926 1 PROJECT DESCRIPTION: SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID: 03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-30,000
TOTAL 437926 1		-30,000
TOTAL 437926 1		-30,000

ITEM NUMBER: 438059 1 PROJECT DESCRIPTION: SR90 (US 41) TAMiami TRL PM E OF SR84 (DAVIS BLVD) TO COURTHOUSE SHADOWS *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: RESURFACING
ROADWAY ID: 03010000 PROJECT LENGTH: 1.465MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
MBRE		5,000
SA		86,288
TOTAL 438059 1		91,288
TOTAL 438059 1		91,288

FLORIDA DEPARTMENT OF TRANSPORTATION
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ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 439002 1	PROJECT DESCRIPTION: SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET	*SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: PEDESTRIAN SAFETY IMPROVEMENT
ROADWAY ID: 03080000	PROJECT LENGTH: .524MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
	FUND CODE	
	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	-10,753
TOTAL 439002 1		-10,753
TOTAL 439002 1		-10,753

ITEM NUMBER: 439555 1	PROJECT DESCRIPTION: SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: RESURFACING
ROADWAY ID: 03030000	PROJECT LENGTH: 3.031MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0
	FUND CODE	
	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	1,000
TOTAL 439555 1		1,000
TOTAL 439555 1		1,000

ITEM NUMBER: 440435 2	PROJECT DESCRIPTION: COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
	FUND CODE	
	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SU	50,000
TOTAL 440435 2		50,000
TOTAL 440435 2		50,000

ITEM NUMBER: 441480 1	PROJECT DESCRIPTION: EDEN PARK ELEMENTARY	*NON-SIS*
DISTRICT: 01	COUNTY: COLLIER	TYPE OF WORK: SIDEWALK
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
	FUND CODE	
	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SR2T	838
TOTAL 441480 1		838
TOTAL 441480 1		838

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

ITEM NUMBER: 441878 1 PROJECT DESCRIPTION: BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 031510000 PROJECT LENGTH: .895MI
FUND CODE 2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND
SU 281,944
TOTAL 441878 1 281,944
TOTAL 441878 1 281,944

NON-SIS
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER: 442788 1 PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 58.6 - 116
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03175000 PROJECT LENGTH: 57.470MI
FUND CODE 2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
BR17 -17,655
TOTAL 442788 1 -17,655
TOTAL 442788 1 -17,655

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

ITEM NUMBER: 446320 1 PROJECT DESCRIPTION: I-75 (SR 93) FROM TOLL BOOTH TO COLLIER BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03175000 PROJECT LENGTH: 1.585MI
FUND CODE 2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHFP 277,974
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHFP 23,701
TOTAL 446320 1 301,675
TOTAL 446320 1 301,675

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

ITEM NUMBER: 446323 1 PROJECT DESCRIPTION: CORKSCREW RD NORTH FROM S OF WILDCAT DR TO E WILDCAT DR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000529 PROJECT LENGTH: .150MI
FUND CODE 2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY
GFSU 703,613
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
GFSU 1,000
TOTAL 446323 1 704,613
TOTAL 446323 1 704,613

NON-SIS
TYPE OF WORK: WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT

 HIGHWAYS

ITEM NUMBER:446323 3 PROJECT DESCRIPTION:CORNSCREW ED NORTH FROM S OF WILDCAT DR TO E WILDCAT DR
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID:03000529 PROJECT LENGTH: .150MI
 FUND CODE 2022
 PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
 GPSU 70,361
TOTAL 446323 3 70,361
TOTAL 446323 3 70,361

NON-SIS
 TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER:448125 2 PROJECT DESCRIPTION:IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS
 DISTRICT:01 COUNTY:COLLIER
 ROADWAY ID: PROJECT LENGTH: .000
 FUND CODE 2022
 PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 SU 156,097
TOTAL 448125 2 156,097
TOTAL 448125 2 156,097
TOTAL DIST: 01 2,992,922
TOTAL HIGHWAYS 2,992,922

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PLANNING

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	467,737
SU	24,615
TOTAL 439314 3	492,352
TOTAL 439314 3	492,352

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

ITEM NUMBER: 439314 4 PROJECT DESCRIPTION: COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	338,387
SU	350,000
TOTAL 439314 4	688,387
TOTAL 439314 4	688,387
TOTAL DIST: 01	1,180,739
TOTAL PLANNING	1,180,739

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
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TRANSIT

DATE RUN: 10/03/2022
TIME RUN: 10.38.52
MROBLTP

ITEM NUMBER: 448065 2
DISTRICT: 01
ROADWAY ID:

PROJECT DESCRIPTION: COLLIER AREA TRANSIT MAINTENANCE BUILDING
COUNTY: COLLIER
PROJECT LENGTH: .000

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

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	3,000,000
TOTAL 448065 2	3,000,000
TOTAL 448065 2	3,000,000
TOTAL DIST: 01	3,000,000
TOTAL TRANSIT	3,000,000

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
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 MISCELLANEOUS

ITEM NUMBER: 433002 1 PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY
 DISTRICT: 01 COUNTY: COLLIER
 ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022	

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		-5,277
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
BR17		-2,904
TOTAL 433002 1		-8,181
TOTAL 433002 1		-8,181

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

ITEM NUMBER: 435013 1 PROJECT DESCRIPTION: ITS INTEGRATE/STANDARDIZE NETWORK COMMUNICATION
 DISTRICT: 01 COUNTY: COLLIER
 ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

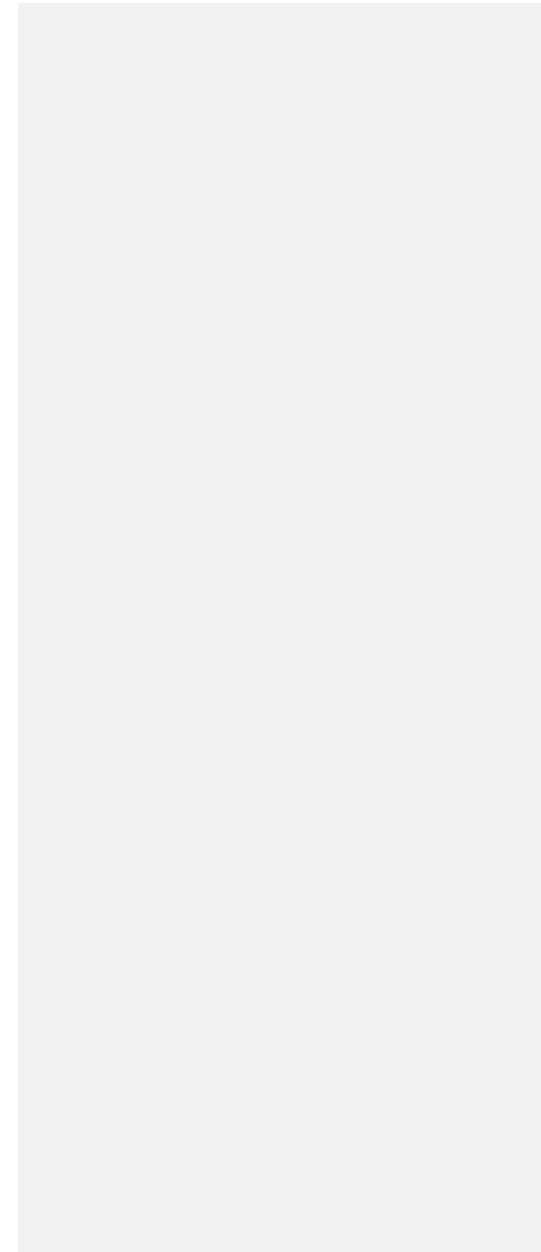
FUND CODE	2022	

PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
GPSU		1,108,409
TOTAL 435013 1		1,108,409
TOTAL 435013 1		1,108,409
TOTAL DIST: 01		1,100,228
TOTAL MISCELLANEOUS		1,100,228

GRAND TOTAL 8,273,889

NON-SIS
 TYPE OF WORK: ITS COMMUNICATION SYSTEM
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| **NOTE — FILL IN MISSING PAGES 1 & 8**



FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

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

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

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

ITEM NUMBER: 430878 1 PROJECT DESCRIPTION: CR 955/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000401 PROJECT LENGTH: 1.100MI

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

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

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

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

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

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

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

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

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 COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
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 HIGHWAYS

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

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

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PDOT
 ER17 196,594
TOTAL 433002 5 196,594
TOTAL 433002 5 196,594

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

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

FUND CODE 2021

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

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

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

FUND CODE 2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY
 TALU -15,905

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY PDOT
 TALU -821
TOTAL 434990 1 -16,726
TOTAL 434990 1 -16,726

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

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

FUND CODE 2021

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

ITEM NUMBER: 435030 1 PROJECT DESCRIPTION: SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	-25,386
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	4
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	-65,743
TALU	-13,388
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	5,000
TOTAL 435030 1	-99,513
TOTAL 435030 1	-99,513

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

ITEM NUMBER: 435116 1 PROJECT DESCRIPTION: GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03513000 PROJECT LENGTH: 1.213MI

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU	124,125
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	474
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA	463,177
TOTAL 435116 1	587,776
TOTAL 435116 1	587,776

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

ITEM NUMBER: 435117 1 PROJECT DESCRIPTION: NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03631000 PROJECT LENGTH: 1.248MI

FUND CODE	2021
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY TALU	99,075
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	317
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	22,044
TOTAL 435117 1	121,436
TOTAL 435117 1	121,436

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 435118 1 PROJECT DESCRIPTION: CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03550000 PROJECT LENGTH: .674MI

FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-304
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SA		282,166
TOTAL 435118 1		281,862
TOTAL 435118 1		281,862

TYPE OF WORK: BIKE LANE/SIDEWALK *NON-SIS*
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER: 435119 1 PROJECT DESCRIPTION: 49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

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

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

ITEM NUMBER: 435368 1 PROJECT DESCRIPTION: CR 846/IMMOKALEE RD AT RANDALL BLVD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03590000 PROJECT LENGTH: .200MI

FUND CODE	2021	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		19,216
TOTAL 435368 1		19,216
TOTAL 435368 1		19,216

TYPE OF WORK: PD&E/EMO STUDY *NON-SIS*
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

ITEM NUMBER: 436585 1 PROJECT DESCRIPTION: SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03001000 PROJECT LENGTH: .952MI

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

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

HIGHWAYS

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

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

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

FUND CODE	2021	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY		
SU		-1,451
TOTAL 436971 1		-1,451
TOTAL 436971 1		-1,451

ITEM NUMBER: 437926 1 PROJECT DESCRIPTION: SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID: 03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		305,370
TOTAL 437926 1		305,370
TOTAL 437926 1		305,370

ITEM NUMBER: 438059 1 PROJECT DESCRIPTION: SR90 (US 41) TAMiami TRl FM E OF SR84 (DAVIS BLVD) TO COURTHOUSE SHADOWS *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: RESURFACING
ROADWAY ID: 03010000 PROJECT LENGTH: 1.465MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2021	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFS		2,454,017
HSP		959,039
NHRE		642,274
SA		51,300
TOTAL 438059 1		4,106,630
TOTAL 438059 1		4,106,630

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HIGHWAYS

ITEM NUMBER:438091 1 PROJECT DESCRIPTION:COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD) *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:03633000 PROJECT LENGTH: 2.045MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	176,000
TOTAL 438091 1	176,000
TOTAL 438091 1	176,000

ITEM NUMBER:438092 1 PROJECT DESCRIPTION:CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID:03000046 PROJECT LENGTH: 1.214MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	151,000
TOTAL 438092 1	151,000
TOTAL 438092 1	151,000

ITEM NUMBER:438093 1 PROJECT DESCRIPTION:GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:03000036 PROJECT LENGTH: 1.040MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	226,000
TOTAL 438093 1	226,000
TOTAL 438093 1	226,000

ITEM NUMBER:439002 1 PROJECT DESCRIPTION:SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
ROADWAY ID:03080000 PROJECT LENGTH: .524MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2021

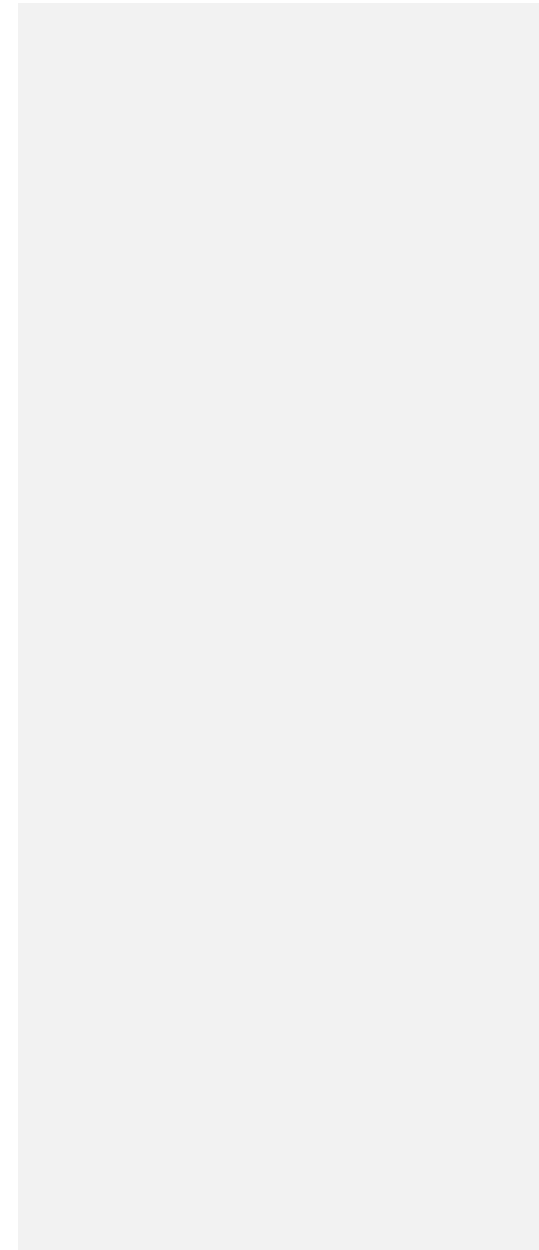
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	135,916
TOTAL 439002 1	135,916
TOTAL 439002 1	135,916

ITEM NUMBER:439555 1 PROJECT DESCRIPTION:SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:RESURFACING
ROADWAY ID:03030000 PROJECT LENGTH: 3.031MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2021

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BB	217,984

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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HIGHWAYS

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

FUND CODE	2021

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

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

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

FUND CODE	2021

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPE	399,823
TOTAL 446320 1	399,823
TOTAL 446320 1	399,823
TOTAL DIST: 01	14,812,719
TOTAL HIGHWAYS	14,812,719

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

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COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PLANNING

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

ITEM NUMBER: 439314 2
DISTRICT: 01
ROADWAY ID:

PROJECT DESCRIPTION: COLLIER COUNTY MPO FY 2018/2019-2019/2020 UFWP
COUNTY: COLLIER
PROJECT LENGTH: .000

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

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

ITEM NUMBER: 439314 3
DISTRICT: 01
ROADWAY ID:

PROJECT DESCRIPTION: COLLIER COUNTY MPO FY 2020/2021-2021/2022 UFWP
COUNTY: COLLIER
PROJECT LENGTH: .000

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

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

Section F: FTA OBLIGATED PROJECTS FOR 2021

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

Awaiting Obligated FTA Funds for FTA Obligated Projects from PTNE.

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

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Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

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

*** Awaiting April Work Program Snapshot from FDOT. ***

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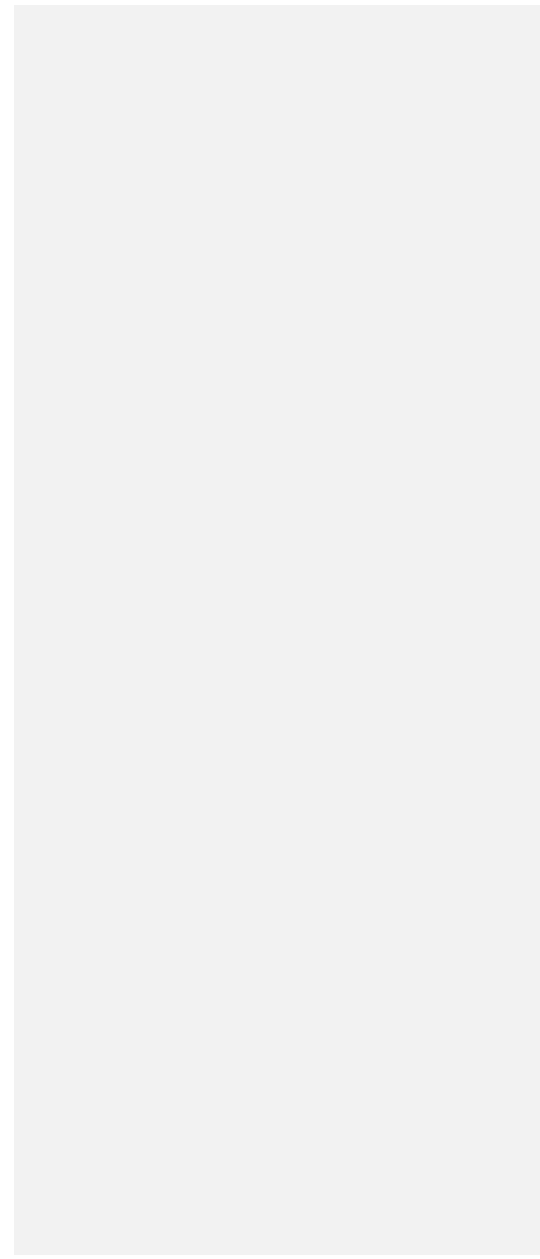
Note—wait for April snapshot

Insert fdot 5-yr tip summary

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APPENDICES

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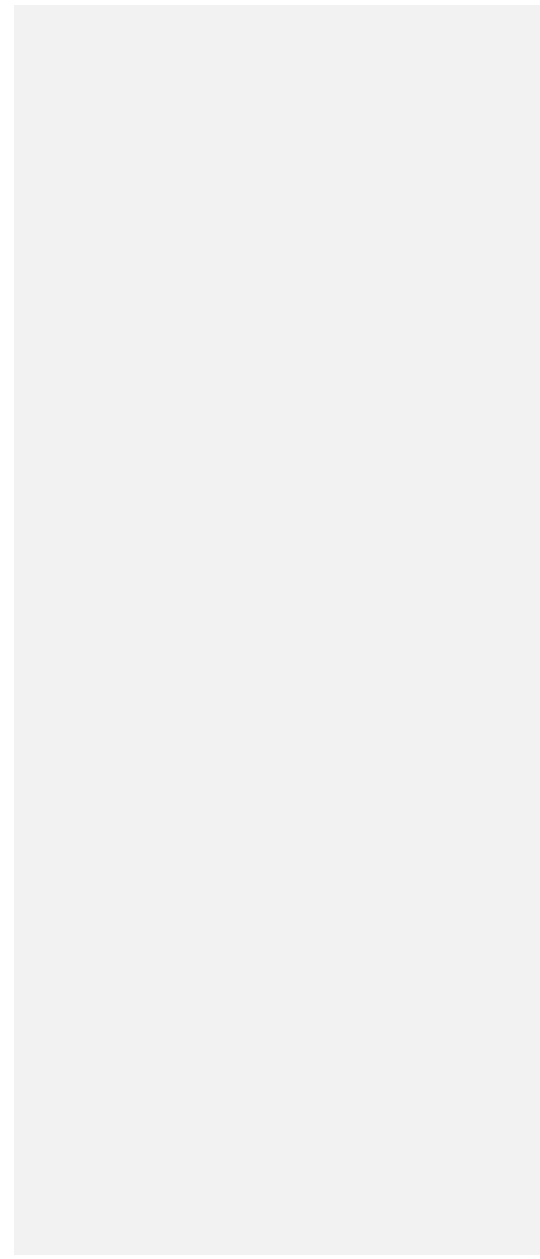
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APPENDIX A: FDOT'S STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

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



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

First Five Year Plan*

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

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

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



Second Five Year Plan

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

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

Cost Feasible Plan

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

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

Table Key:

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

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

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

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

SIS ADOPTED 1ST FIVE YEAR PROGRAM

District 4 Interstate Plan

Map ID	Facility	Description	2022	2023	2024	2025	2026	Total State Managed	Total District Managed	Total Local Funds	PO&E	PE	ENV	ROW	CON
433096	SR-91-96 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.	PE- Preliminary Engineering	\$500	\$0	\$0	\$0	\$0	\$500	\$0	\$0					•
412442	SR-91-96 FROM CR-794BRIDGE ROAD TO HIGH MEADOWS	PDE- Project Dev & Env.	\$0	\$0	\$500	\$3000	\$0	\$2750	\$0	\$0	•				
439701	SR-91-96 FROM MIAMI DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	MANCH Modfly Interchange	\$500	\$4500	\$0	\$20	\$14,800	\$7646	\$0	\$236	•	•	•		
438628	SR-91-96 FROM S OF 46TH STREET TO N OF 46TH ST	MANCH Modfly Interchange	\$80	\$2364	\$0	\$105	\$12,583	\$246	\$3364	\$0	•	•	•		
436892	SR-91-96 FROM S OF COMMERCIAL BLVD TO CYPRESS CREEK ROAD	MANCH Modfly Interchange	\$538	\$367	\$0	\$0	\$0	\$0	\$905	\$0					
434801	SR-91-96 FROM S OF SR-910 COMMERCIAL BLVD TO N OF CYPRESS CREEK RD	PDE- Project Dev & Env.	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$7	\$8	•			
444802	SR-91-96 FROM SOUTH OF LINTON BLVD/CR-382 TO 6TH AVE SOUTH	PDE- Project Dev & Env.	\$400	\$2,050	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	•			
436364	SR-91-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	MANCH Modfly Interchange	\$1,271	\$0	\$0	\$0	\$0	\$888	\$53	\$0	•	•	•		
438642	SR-91-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	MANCH Modfly Interchange	\$10,260	\$4,674	\$467,890	\$6,376	\$1,488	\$800,836	\$0	\$0	•	•	•	•	
432278	SR-91-96 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	MANCH Modfly Interchange	\$4,323	\$5,300	\$0	\$200	\$0	\$9,532	\$0	\$0	•	•	•	•	
436946	SR-91-96 NORTH OF SW 10TH STREET TO HILLSBORO BLVD	MANCH Modfly Interchange	\$0	\$90	\$732	\$60,771	\$0	\$6,292	\$0	\$0	•	•	•	•	
438701	SR-91-96 NORTH-BOUND AND SOUTH-BOUND OFF-RAMPS AT GATLIN BLVD.	MANCH Modfly Interchange	\$5,746	\$7	\$0	\$0	\$0	\$0	\$5,029	\$83	•	•	•	•	
ANNUAL TOTALS															

All Values in Thousands of "As Programmed" Dollars

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

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

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

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

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

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

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

Map Key:

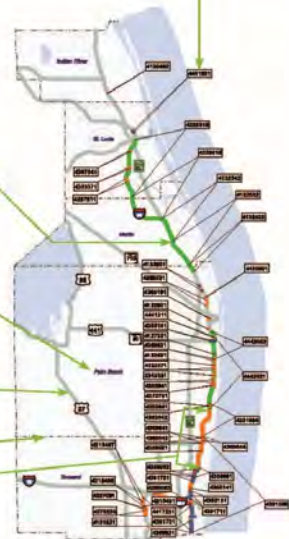
Facility

County Name

SIS Roadway

County Boundary

Project Limits



Florida Department of Transportation - Systems Implementation Office

District 4
First Five Years
Interstate Plan

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects
Adopted Work Program
FY 2021/2022 through FY 2025/2026
(as of July 1, 2021)

Legend

Project Phase

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

Notes

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

Page 3

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

Project Phases

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

Some projects are funded in other phase sequences

PROJECT PHASES

Work Program Phase consists of Phase Group (major areas of work performed) and Phase Type (who is being paid to perform the work). Phases include all Phase Types other than Phase Type 1 (In-House) and Phase Type 8 (Indirect Support). See the Work Program Instructions at www.fl.dot.gov/workprogram/development/wp-instructions.shtml for additional information.

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

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
District 1 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 30 INTERCHANGE MODIFICATION	MINCH: Modify Interchange	\$6,747	\$3,265	\$0	\$0	\$0	\$9,984	\$47	\$0					
2012453	I-4 (SR 400) AT SR 567	MINCH: Modify Interchange	\$56	\$0	\$0	\$0	\$0	\$33	\$23	\$0					
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHAN	PDE: Project Dev. & Env.	\$30	\$0	\$0	\$0	\$0	\$0	\$30	\$0					
2012775	I-75 (SR 90) AT BEE RIDGE ROAD	MINCH: Modify Interchange	\$14,469	\$5,746	\$0	\$0	\$0	\$20,185	\$19	\$0					
4206132	I-75 (SR 90) AT FRUITVILLE ROAD/CR 780	MINCH: Modify Interchange	\$69	\$0	\$0	\$30	\$103,895	\$106,389	\$605	\$2,000					
4258432	I-75 (SR 93) AT SR 951	MINCH: Modify Interchange	\$272	\$100	\$0	\$0	\$0	\$0	\$372	\$0					
4425193	I-75 (SR 93) FROM COLLIERALEE COUNTY LINE TO SR 78 (BAYSHORE RD)	PDE: Project Dev. & Env.	\$38	\$0	\$0	\$0	\$0	\$0	\$38	\$0					
4062254	I-75 (SR 90) FROM S OF COAKSCREW ROAD TO S OF DANIELS PARKWAY	A2-6: Add 2 To Build 6 Lanes	\$600	\$0	\$0	\$0	\$0	\$600	\$0	\$0					
2010326	I-75 AT SR 64	MINCH: Modify Interchange	\$801	\$0	\$0	\$0	\$0	\$142	\$459	\$0					
4425211	INTERSTATE PROGRAM MNAAGER - ICEC	PDE: Project Dev. & Env.	\$0	\$1,000	\$1,000	\$2,000	\$2,000	\$0	\$6,800	\$0					
4425262	SR 93 (I-75) AT CR 675 / DANIELS PARKWAY	MINCH: Modify Interchange	\$0	\$0	\$18,345	\$0	\$0	\$18,345	\$0	\$0					
ANNUAL TOTALS			\$22,682	\$10,211	\$19,246	\$2,000	\$110,916	\$186,681	\$9,292	\$2,000					

All Values in Thousands of "As Programmed" Dollars

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

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

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



District 1

First Five Years Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program
 FY 2022/2023 through FY 2026/2027
 (as of July 1, 2022)

Legend

Project Phase

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

Notes

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



FDOT **HIGHWAY** **SIS**

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SIS ADOPTED 1ST FIVE YEAR PROGRAM
District 1 Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
2012105	I-4 AT US 27 (SR 25)	MINCH Modify Interchange	\$35	\$0	\$1,652	\$3,474	\$152,662	\$167,822	\$0	\$0	•	•	•	•	•
4485041	REGIONAL PLANNING STUDY	PDE: Project Dev. & Env.	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	•	•	•	•	•
4446681	SR 15 (US 441) AT CR 88 (NW 180TH ST)	TURN: Add Turn Lane	\$0	\$41	\$0	\$0	\$0	\$0	\$41	\$0	•	•	•	•	•
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)	TURN: Add Turn Lane	\$0	\$55	\$0	\$0	\$0	\$0	\$55	\$0	•	•	•	•	•
4192433	SR 25 (US 27) FROM CR 830A TO PRESIDENTS DRIVE	A2-4: Add 2 To Build 6 Lanes	\$0,700	\$20	\$50	\$0	\$0	\$6,596	\$74	\$100	•	•	•	•	•
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 830A	A2-4: Add 2 To Build 6 Lanes	\$4,980	\$50	\$100	\$0	\$0	\$3,784	\$926	\$300	•	•	•	•	•
4424031	SR 25 (US 27) FROM SOUTH OF SUNN LAKE TO NORTH OF SUNN LAKE	TURN: Add Turn Lane	\$200	\$0	\$0	\$0	\$0	\$0	\$200	\$0	•	•	•	•	•
4175793	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)	A2-4: Add 2 To Build 4 Lanes	\$219	\$3,914	\$6,165	\$0	\$0	\$9,566	\$4	\$125	•	•	•	•	•
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NR: New Road	\$2	\$1,106	\$5,768	\$0	\$0	\$6,564	\$312	\$0	•	•	•	•	•
4344001	SR 29 FROM MI-75 TO OIL WELL RD	PDE: Project Dev. & Env.	\$17	\$0	\$0	\$0	\$0	\$0	\$17	\$0	•	•	•	•	•
4175408	SR 29 FROM N OF NEW MARKET RD TO SR 82	A2-4: Add 2 To Build 4 Lanes	\$576	\$0	\$0	\$300	\$33,752	\$33,910	\$718	\$0	•	•	•	•	•
4175401	SR 29 FROM OIL WELL ROAD TO SR 82	PDE: Project Dev. & Env.	\$165	\$0	\$0	\$0	\$0	\$0	\$168	\$0	•	•	•	•	•
4175402	SR 29 FROM OIL WELL ROAD TO SUNN LAKE NURSERY ROAD	A2-4: Add 2 To Build 4 Lanes	\$0	\$7,440	\$0	\$0	\$0	\$7,440	\$0	\$0	•	•	•	•	•
4175794	SR 29 FROM SR 82 TO HENDRY Q/L	A2-4: Add 2 To Build 4 Lanes	\$61	\$0	\$0	\$0	\$0	\$60	\$1	\$0	•	•	•	•	•
4198501	SR 31 FROM CR 74 TO CR 74	MINT: Modify Intersection	\$1,012	\$0	\$7,034	\$0	\$0	\$7,033	\$1,013	\$0	•	•	•	•	•
4281171	SR 31 FROM SR 78 TO CR 78	PDE: Project Dev. & Env.	\$23	\$0	\$0	\$0	\$0	\$0	\$23	\$0	•	•	•	•	•
4419421	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	PDE: Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0	•	•	•	•	•
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)	A4-6: Add 4 To Build 6 Lanes	\$0	\$0,000	\$0	\$0	\$0	\$9,600	\$60	\$300	•	•	•	•	•
4338002	SR 60 FROM CR 630 TO GRAPE HAMMOCK RD	A2-4: Add 2 To Build 4 Lanes	\$110	\$0	\$0	\$0	\$0	\$110	\$0	\$0	•	•	•	•	•
4145065	SR 70 FROM CR 29 TO LONESOME ISLAND ROAD	PDE: Project Dev. & Env.	\$20	\$0	\$0	\$0	\$0	\$0	\$29	\$0	•	•	•	•	•
4503341	SR 70 FROM CR 721 S TO CR 559/120 AVE	PDE: Project Dev. & Env.	\$4,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	•	•	•	•	•
4498511	SR 70 FROM LONESOME ISLAND RD TO SOUTHERN LEG OF CR 721	PDE: Project Dev. & Env.	\$2,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	•	•	•	•	•
4145002	SR 70 FROM LORRAINE RD TO CR 075/WATERBURY ROAD	PDE: Project Dev. & Env.	\$16,264	\$0	\$0	\$0	\$0	\$0	\$16,164	\$100	•	•	•	•	•
4145067	SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD	A2-4: Add 2 To Build 4 Lanes	\$79,849	\$0	\$0	\$0	\$0	\$77,564	\$668	\$1,327	•	•	•	•	•
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN Q/L)	A2-4: Add 2 To Build 4 Lanes	\$84	\$0	\$0	\$0	\$0	\$84	\$0	\$0	•	•	•	•	•
4193445	SR 710 FROM US 441 TO LORRAINE CANAL	NR: New Road	\$51	\$0	\$5,066	\$0	\$0	\$5,967	\$60	\$0	•	•	•	•	•
4309461	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE	A2-4: Add 2 To Build 4 Lanes	\$51,212	\$0	\$0	\$0	\$0	\$49,308	\$1,905	\$0	•	•	•	•	•
4403073	STATE SIB LOAN FOR SR 31 (BARCOCK RANCH)	A4-6: Add 4 To Build 6 Lanes	\$4,482	\$0	\$0	\$0	\$0	\$0	\$0	\$4,482	•	•	•	•	•
4403074	STATE SIB LOAN FOR SR 31 (BARCOCK RANCH) FROM SR 78 (BAYSHORE RD)	A4-6: Add 4 To Build 6 Lanes	\$4,543	\$0	\$0	\$0	\$0	\$4,541	\$2	\$0	•	•	•	•	•
4348861	US 27 AT SR 64	MINT: Modify Intersection	\$33	\$0	\$0	\$0	\$0	\$32	\$1	\$0	•	•	•	•	•
4493031	US 27 CORRIDOR ALTERNATIVE STUDY	PDE: Project Dev. & Env.	\$5,500	\$0	\$0	\$0	\$0	\$0	\$6,500	\$0	•	•	•	•	•
ANNUAL TOTALS			\$169,066	\$21,976	\$28,735	\$3,714	\$109,414	\$386,021	\$34,230	\$6,734					

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with dark grey background is no longer designated as SIS.

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



District 1

First Five Years
Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)

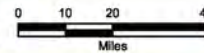
Legend

Project Phase

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

Notes

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



HIGHWAY





SIS ADOPTED 1ST FIVE YEAR PROGRAM
Turnpike Enterprise Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4430311	ADD ONE LANE TO NB OFF RAMP AT SAMPLE RD / TPK INTOHNG (SR 91, MP 6)	MINCH Modify Interchange	\$141	\$0	\$0	\$0	\$0	\$0	\$141	\$0					
4438661	ATLANTIC BLVD INTOHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)	MINCH Modify Interchange	\$5	\$205	\$0	\$0	\$0	\$0	\$210	\$0					
4406972	CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 36)	NR New Road	\$233,381	\$0	\$2,150	\$0	\$0	\$0	\$232,631	\$0					
4406973	CENTRAL POLK PARKWAY - FROM US 17 (SR 36) TO SR 00	NR New Road	\$11,082	\$9,707	\$152,731	\$450	\$2,190	\$0	\$176,141	\$0					
4372243	EXTEND AUX LANE ALONG TPK SB ENTRANCE RAMP FROM SAWGRASS (MP 7)	A1-AUX Add 1 Auxiliary Lane	\$1	\$104	\$1,153	\$0	\$0	\$0	\$1,258	\$0					
4370335	GOLDEN GLADES INTERCHANGE IMPROVEMENTS - SPUR	MINCH Modify Interchange	\$55,170	\$0	\$710	\$0	\$0	\$0	\$55,880	\$0					
4370331	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0x)	MINCH Modify Interchange	\$32,699	\$0	\$0	\$0	\$0	\$500	\$32,199	\$0					
4412542	HISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)	MINCH Modify Interchange	\$24,471	\$3,919	\$0	\$0	\$0	\$0	\$28,390	\$0					
4446901	NEW INTOHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (MP 253)	MINCH New Interchange	\$168	\$18,446	\$8,597	\$0	\$49,096	\$0	\$76,286	\$0					
4385472	ORLANDO SOUTH ULTIMATE INTERCHANGE - PHASE 1	MINCH Modify Interchange	\$509	\$0	\$8,815	\$12,719	\$229,691	\$0	\$249,734	\$0					
4395451	PD&E FOR WIDEN LEFT FROM US-16 SOUTH OF PALMDR TO CAMPBELL CR (M)	PDE Project Dev & Env	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$0					
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO HISSIMMEE PARK RD (MP 193-238)	PDE Project Dev & Env	\$2	\$0	\$0	\$4,000	\$150	\$0	\$4,152	\$0					
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 192 - 193)	PDE Project Dev & Env	\$1	\$200	\$0	\$0	\$0	\$0	\$201	\$0					
4460191	PD&E STUDY OF INTOHNG IMPROVEMENTS FOR TPK (SR91) AT GLADES RD (SR	PDE Project Dev & Env	\$233	\$0	\$0	\$0	\$0	\$0	\$233	\$0					
4233741	PD&E WIDEN MAINLINE FROM JUPITER TO FT PIERCE (MP 118-152)	PDE Project Dev & Env	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$0					
4271831	PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP 18,22)	PDE Project Dev & Env	\$455	\$0	\$0	\$0	\$0	\$0	\$455	\$0					
4490691	PD&E WIDEN SUNCOAST BKWY (SR589) - S OF VAH DYKE RD TO SR52 (MP 13.2)	PDE Project Dev & Env	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0					
442121	PD&E WIDEN TPK FROM I-595 TO WILES RD (9 TO 10 LNS) (MP 53-70)	PDE Project Dev & Env	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0					
4440001	PD&E WIDEN TPK (SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP 567-26)	PDE Project Dev & Env	\$1	\$0	\$0	\$4,000	\$200	\$0	\$4,201	\$0					
4330631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)	MINCH New Interchange	\$4,062	\$30,607	\$0	\$2,110	\$0	\$0	\$36,769	\$0					
4370634	SR 9A/195 NB FROM NW 143 ST TO JUST EAST OF NW 2ND AVENUE	MINCH Modify Interchange	\$73,323	\$0	\$0	\$0	\$0	\$0	\$73,323	\$0					
4370633	SR 9A/195 SOUTHBOUND FROM NW 135TH STREET TO BISCAYNE CANAL	MINCH Modify Interchange	\$51,436	\$0	\$1,020	\$0	\$0	\$0	\$52,456	\$0					
4000667	SR821/SR874 INTERCHANGE RAMP MODIFICATIONS, IN MIAMI-DADE CNTY (MP	MINCH Modify Interchange	\$77	\$0	\$0	\$0	\$0	\$0	\$77	\$0					
4427842	SUNCOAST II (SR589) - CR 488 TO CR 485	NR New Road	\$2	\$11,900	\$11,750	\$302,773	\$0	\$0	\$226,425	\$0					
4427843	SUNCOAST II (SR589) - CR 485 TO US 19	NR New Road	\$7	\$0	\$11,000	\$11,626	\$11,005	\$0	\$34,438	\$0					
4427841	SUNCOAST II (SR589) - SR 44 TO CR 486	NR New Road	\$35,042	\$2,120	\$0	\$0	\$0	\$0	\$37,162	\$0					
4469751	TPK (SR91) AND I95 INTERCHANGE (MP 125)	PDE Project Dev & Env	\$851	\$0	\$0	\$0	\$0	\$0	\$851	\$0					
4462242	TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)	MINCH Modify Interchange	\$1	\$0	\$0	\$10,215	\$0	\$0	\$10,217	\$0					
4156274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH CL (MP 71-)	A2-AUX Add 2 Auxiliary Lanes	\$1	\$11	\$42,896	\$0	\$0	\$0	\$42,907	\$0					
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH CL TO GLADES RD (MP 73.1-76.4)	A2-AUX Add 2 Auxiliary Lanes	\$31	\$3	\$95,041	\$0	\$0	\$0	\$95,075	\$0					
4462231	TSM&O ADD AUX LANES TO S TPK (SR91) IN BROWARD CNTY, MP 47-51	A2-AUX Add 2 Auxiliary Lanes	\$274	\$81,954	\$30	\$11	\$0	\$0	\$82,269	\$0					
4462241	TSM&O ADD AUX LANES TO S TPK (SR91) IN BROWARD CNTY, MP 51-54	A2-AUX Add 2 Auxiliary Lanes	\$271	\$95,446	\$0	\$0	\$12	\$0	\$86,729	\$0					
4357852	US27 NORTH INTOHNG (MP 289) - RAMP & SIGNAL IMPROVEMENTS	MINCH Modify Interchange	\$1,622	\$0	\$0	\$0	\$0	\$0	\$1,622	\$0					
4356615	WIDEN SAWGRASS (SR 889) UNIVERSITY DR TO SR7 (MP 14.8-18.4) (TO 10 LNS)	A4-10 Add 4 To Build 10 Lanes	\$33	\$0	\$0	\$95,891	\$0	\$0	\$95,894	\$0					
4356611	WIDEN SAWGRASS (SR889) ATLANTIC BLVD TO SAMPLE RD (MP 9-12) (TO 10 L	A4-10 Add 4 To Build 10 Lanes	\$15	\$69,710	\$0	\$0	\$0	\$0	\$69,725	\$0					
4371556	WIDEN SAWGRASS (SR889) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-	A4-10 Add 4 To Build 10 Lanes	\$0	\$220	\$642	\$110,725	\$0	\$0	\$111,688	\$0					

All Values in Thousands of "As Programmed" Dollars

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
Turnpike Enterprise Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4354514	WIDEN SAWGRASS (SR893) SAMPLE TO UNIVERSITY DR (MP 12-14.8) (TO 10 L)	A4-10: Add 4 To Build 10 Lanes	\$1	\$0	\$0	\$85,005	\$0	\$0	\$85,006	\$0					
4372241	WIDEN SAWGRASS (SR669) FROM SR7 TO POWERLINE RD (MP 18-4-22) (TO 10 L)	A4-10: Add 4 To Build 10 Lanes	\$471	\$8,200	\$12,000	\$0	\$250	\$0	\$20,921	\$0					
4371556	WIDEN SAWGRASS (SR669) S OF NW8TH TO SUNRISE BLVD (MP 0-0.5) (TO 10 L)	A4-10: Add 4 To Build 10 Lanes	\$2	\$1,269	\$2,559	\$94,782	\$0	\$0	\$98,752	\$0					
4371551	WIDEN SAWGRASS (SR669) SUNRISE BLVD TO OAKLAND PARK (MP 0.5-4.1) (TO 10 L)	A4-10: Add 4 To Build 10 Lanes	\$13,681	\$16,923	\$245,041	\$0	\$0	\$0	\$278,645	\$0					
4175451	WIDEN SEMNOLE XWAY FROM ALOMA AVE TO SR 424 (MP 38-44) (AT 08 LNS)	A4-8: Add 4 To Build 8 Lanes	\$551	\$160,049	\$0	\$0	\$0	\$0	\$160,600	\$0					
4329621	WIDEN SEMNOLE XWAY, SR424 TO N OF CR427 (MP 44-49.4) (AT 08 LNS)	A4-8: Add 4 To Build 8 Lanes	\$8	\$0	\$12,933	\$663	\$530	\$0	\$14,134	\$0					
4233735	WIDEN SPIR (SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP 0.4-3.3) (TO A2-8)	A2-8: Add 2 To Build 8 Lanes	\$1,895	\$675	\$1,285	\$0	\$32,818	\$0	\$96,693	\$0					
4429251	WIDEN SUNCOAST PKWY (SR599), VAN DYKE RD TO SR 54 (MP 13.5-19.75) (TO A4-8)	A4-8: Add 4 To Build 8 Lanes	\$0	\$0	\$0	\$0	\$0	\$4,590	\$0	\$0					
4442244	WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE	A4-8: Add 4 To Build 8 Lanes	\$1	\$183,988	\$0	\$2,190	\$0	\$0	\$186,179	\$0					
4361943	WIDEN TPK (SR 91) FROM US 192 TO PARTIN SETTLEMENT RD (MP 242-243.5) (AT A4-8)	A4-8: Add 4 To Build 8 Lanes	\$1	\$250	\$10,070	\$76,849	\$0	\$0	\$87,370	\$0					
4181430	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 95-101) (AT 08)	A4-8: Add 4 To Build 8 Lanes	\$402	\$100	\$241,693	\$0	\$4,240	\$0	\$246,435	\$0					
4441111	WIDEN TPK EXT - CAMPBELL DR TO TALLAHASSEE RD (MP 4-6) (MANAGED LAN A2-8)	A2-8: Add 2 To Build 8 Lanes	\$0	\$0	\$0	\$0	\$450	\$0	\$450	\$0					
4257903	WIDEN TPK (SR91) - O'BRIEN RD TO US27 (MP 295.9-298.9) (AT 08 LNS)	A4-8: Add 4 To Build 8 Lanes	\$137	\$4,303	\$3,262	\$113,902	\$0	\$0	\$121,604	\$0					
4357691	WIDEN TPK (SR91) - MINNEOLA INTERCH TO O'BRIEN RD (MP 279.2-285.9) (AT 08 LNS)	A4-8: Add 4 To Build 8 Lanes	\$42,777	\$2,610	\$0	\$0	\$0	\$0	\$45,387	\$0					
4371691	WIDEN TPK (SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL (MP 62.6-65.3) (WML A2-8)	A2-8: Add 2 To Build 8 Lanes	\$4	\$0	\$0	\$5,986	\$2,747	\$0	\$8,737	\$0					
4171321	WIDEN TPK (SR91) N OF GLADES RD TO N OF L-30 CANAL (MP 76.9-80.2) (WML A2-8)	A2-8: Add 2 To Build 8 Lanes	\$2	\$8,084	\$25	\$0	\$194,610	\$0	\$202,722	\$0					
4171324	WIDEN TPK (SR91) N OF L-30 CANAL TO N OF ATLANTIC AVE (MP 80.2-82.6) (WML A2-8)	A2-8: Add 2 To Build 8 Lanes	\$1	\$0	\$0	\$0	\$3,883	\$0	\$3,884	\$0					
4081436	WIDEN TPK (SR91) OKEECHOBEE BLVD TO SR 710 (AT 08 LNS)	A4-8: Add 4 To Build 8 Lanes	\$2	\$1,000	\$611	\$136,127	\$0	\$0	\$137,741	\$0					
4081435	WIDEN TPK (SR91) WFB SERVICE PLAZA TO SOUTHERN BLVD (MP 94-96) (AT 08)	A4-8: Add 4 To Build 8 Lanes	\$1,837	\$308,057	\$0	\$1,630	\$0	\$0	\$211,723	\$0					
4361941	WIDEN TPK (SR91), PARTIN SETTLEMENT RD TO OCEOLA PKWY (MP 243.5-248) (A4-8)	A4-8: Add 4 To Build 8 Lanes	\$31,091	\$132,861	\$0	\$5,910	\$0	\$0	\$229,862	\$0					
ANNUAL TOTALS			\$729,409	1,081,118	\$867,944	\$976,786	\$636,402	\$600	\$4,240,161	\$0					

All Values in Thousands of "As Programmed" Dollars

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

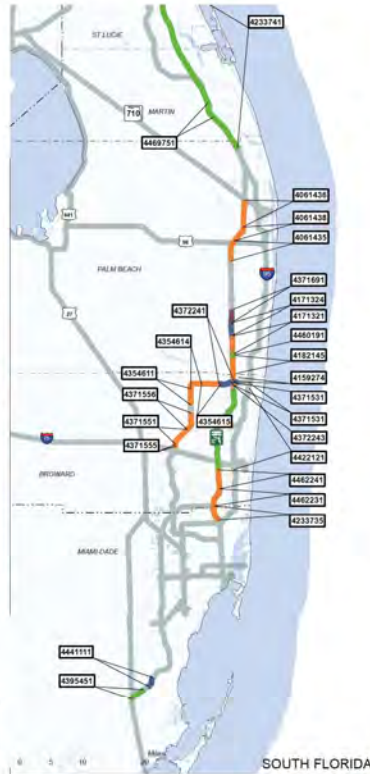
Project highlighted with dark gray background is no longer designated as SIS.

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

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The Following Projects Do Not Have Available Map Information:
448872 and 448873



Turnpike

First Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)

Legend


Project Phase

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

Notes

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







SIS ADOPTED 1ST FIVE YEAR PROGRAM

Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ERW	ROW	CON	GRA		
Aviation Capacity Improvements																			
4498841	1	PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS	AIP: Airport Improvement Proj	\$126	\$0	\$0	\$0	\$0	\$126	\$0	\$0							●	
4419811	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	TERM: Terminal Development	\$3,247	\$29,500	\$27,875	\$10,000	\$10,000	\$16,748	\$40,311	\$24,563							●	
4206211	1	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY BRZAL PHASE I	RUNWAY: Runways	\$8,991	\$2,435	\$2,626	\$2,013	\$0	\$0	\$7,110	\$8,867							●	
2169784	2	JACKSONVILLE INTL AIRPORT DESIGN & RECONSTR CONCOURSE B MOD PF	TERM: Terminal Development	\$0	\$500	\$21,997	\$20,000	\$29,000	\$26,998	\$36,748	\$9,760							●	
4326400	2	JAX INTL AIRPORT DESIGN & CONST CARGO RAMP EXPANSION PFL001300	AIP: Airport Improvement Proj	\$5,000	\$0	\$0	\$0	\$0	\$400	\$2,600	\$2,100							●	
4348322	4	FT. LAUDERDALE/HOLLYWOOD INTL AIRPORT AIRPORT ACCESS ROADW	ACROAD: Access Road	\$20,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0							●	
4448441	4	FT. LAUDERDALE/HOLLYWOOD INTL AIRPORT AUTOMATED PEOPLE MOVE	PMOVER: Terminal People Mov	\$38,000	\$65,889	\$31,669	\$22,800	\$27,200	\$78,765	\$111,057	\$25,745							●	
4408972	4	FT. LAUDERDALE/HOLLYWOOD INTL ADDITIONAL TERMINAL GATE DESIGN	TERM: Terminal Development	\$14,000	\$24,846	\$0	\$0	\$0	\$12,423	\$19,423	\$7,000							●	
4485781	5	ORANGE-ORLANDO INTL TERMINAL COMPLEX	TERM: Terminal Development	\$22,154	\$20,260	\$11,997	\$0	\$0	\$27,255	\$27,255	\$0							●	
4498971	6	MIAM INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST	TERM: Terminal Development	\$0	\$0	\$0	\$16,000	\$0	\$8,000	\$8,000	\$0							●	
4352715	6	MIAM INTL AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT	ACROAD: Access Road	\$0	\$0	\$952	\$21,036	\$0	\$10,500	\$11,017	\$481							●	
4444711	7	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINA	TERM: Terminal Development	\$64	\$8,000	\$4,000	\$4,000	\$42,800	\$21,400	\$28,410	\$8,054							●	
4387531	7	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJEC	AIP: Airport Improvement Proj	\$80,000	\$80,000	\$88,050	\$80,000	\$0	\$110,641	\$124,325	\$13,685							●	
4167963	9	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS	RESERV: Reserve	\$3,000	\$0	\$0	\$0	\$0	\$1,522	\$1,478	\$0							●	
ANNUAL TOTALS				\$174,882	\$241,630	\$169,778	\$165,849	\$109,000	\$322,768	\$427,634	\$100,338								
Spaceport Capacity Improvements																			
4370701	5	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES	LAUNCH: Launch Complex	\$24,200	\$14,431	\$18,496	\$37,500	\$35,000	\$45,000	\$63,698	\$21,029							●	
4370891	5	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/C	LAUNCH: Launch Complex	\$24,000	\$14,431	\$18,500	\$37,500	\$35,000	\$45,000	\$63,600	\$20,931							●	
4353221	5	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS	FACIY: Facility Improvement	\$28,786	\$16,541	\$23,500	\$37,500	\$35,000	\$45,000	\$72,341	\$23,886							●	
4369831	5	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE	INFRA: Infrastructure Improvement	\$32,486	\$15,631	\$9,250	\$18,750	\$17,500	\$48,762	\$0	\$45,164							●	
ANNUAL TOTALS				\$109,472	\$61,334	\$69,746	\$131,250	\$122,500	\$183,762	\$193,439	\$111,100								

All Values in Thousands of "As Programmed" Dollars

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

Project Highlighted with dark gray background is no longer designated as SIS.

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA	
Rail Capacity Improvements																		
4395601	1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	GRASEP: Grade Separation	\$2,407	\$0	\$0	\$600	\$0	\$1,675	\$0	\$1,332							
4395601	1	SR665/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACKIN	GRASEP: Grade Separation	\$6,161	\$21,200	\$0	\$0	\$0	\$22,025	\$0	\$6,336							
4406171	3	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS	TRKUPG: Track Upgrade	\$0	\$12,000	\$0	\$0	\$0	\$6,000	\$6,000	\$0							
4493931	3	BAY HARBOR SPUR	SPUR: Rail Spur	\$1,777	\$0	\$0	\$0	\$0	\$888	\$888	\$0							
4493941	3	FGA TALLAHASSEE YARD CAPACITY EXPANSION	RYARD: Rail Yard	\$2,003	\$0	\$0	\$0	\$0	\$1,502	\$501	\$0							
4170316	4	SFECC CORRIDOR TRANSIT ALT. BROWARD TO PALM BEACH	PASS: Passenger Rail	\$3,150	\$0	\$0	\$0	\$0	\$0	\$0	\$3,150							
4170317	4	SFECC CORRIDOR TRANSIT ALT. FOR PALM BEACH COUNTY	PASS: Passenger Rail	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$1,350							
4170315	4	SFECC CORRIDOR TRANSIT ALT. FROM MIAMI TO BROWARD	PASS: Passenger Rail	\$3,019	\$0	\$0	\$0	\$0	\$0	\$0	\$3,019							
4129445	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM POSITIVE TRAIN CONTROL (PTC: Positive Train Control	\$31	\$0	\$0	\$0	\$0	\$0	\$0	\$31							
4487021	5	FEC - FRONTENAC TO COCOA DOUBLE TRACK	DBLTRK: Double Track	\$9,587	\$0	\$0	\$0	\$0	\$4,793	\$4,793	\$0							
4294972	6	SFRC DOUBLE-TRACKING FROM HALEAH MARKET TO MIC	PASS: Passenger Rail	\$12,300	\$250	\$433	\$0	\$0	\$2,316	\$5,648	\$5,019							
4167964	9	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS	RESERV: Reserve	\$22,708	\$19,373	\$0	\$10,000	\$30,000	\$102,079	\$0	\$0							
ANNUAL TOTALS				\$63,141	\$62,823	\$1,783	\$10,800	\$60,000	\$141,278	\$17,831	\$19,237							
Seaport Capacity Improvements																		
4440511	1	PORT MANATEE INTERMODAL CARGO YARD IMPROVEMENTS	YARD: Seaport Container Yard	\$0	\$4,578	\$4,734	\$0	\$0	\$0	\$4,664	\$4,648							
4402641	2	BLOUNT ISLAND BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$15,600	\$17,500	\$13,100	\$0	\$0	\$34,660	\$11,650	\$0							
4402643	2	BLOUNT ISLAND BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$5,300	\$0	\$0	\$0	\$0	\$5,300	\$0	\$0							
4492201	2	JAYSPORT TALLEYRAND TERMINAL CARGO IMPROVEMENTS	YARD: Seaport Container Yard	\$7,500	\$0	\$0	\$0	\$0	\$0	\$3,750	\$3,750							
4387631	3	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS	TERM: Terminal Development	\$4,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000							
4446541	4	PORT EVERGLADES CARGO BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$0	\$13,982	\$0	\$0	\$0	\$10,896	\$2,716	\$0							
4334141	4	PORT EVERGLADES DREDGING AND WIDENING	DRCHAN: Drchan	\$16,400	\$0	\$0	\$0	\$0	\$8,200	\$8,200	\$0							
4301231	4	PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10	SEAPOR: Seaport	\$28,133	\$31,867	\$0	\$0	\$0	\$43,500	\$14,500	\$0							
4407051	4	PORT OF PALM BEACH (UPLAND) CARGO IMPROVEMENTS	YARD: Seaport Container Yard	\$2,800	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400							
4403292	5	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS	BERTH: Seaport Berth	\$10,867	\$0	\$0	\$0	\$0	\$8,000	\$2,667	\$0							
4402231	5	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$17,021	\$11,547	\$0	\$0	\$0	\$8,650	\$7,292	\$13,216							
4351331	7	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	SEAPOR: Seaport	\$6,000	\$0	\$0	\$0	\$0	\$3,000	\$3,000	\$0							
4167865	9	STRATEGIC SEAPORT INVESTMENTS - SIS	RESERV: Reserve	\$3,001	\$0	\$0	\$51,600	\$50,000	\$102,780	\$2,121	\$0							
ANNUAL TOTALS				\$116,022	\$79,074	\$17,834	\$51,900	\$60,000	\$224,966	\$63,890	\$25,014							

All Values in Thousands of "As Programmed" Dollars

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA		
Transit Capacity Improvements																			
4129943	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTEN	PASS: Passenger Rail	\$65,024	\$15,761	\$0	\$0	\$0	\$0	\$671	\$80,113							●	
ANNUAL TOTALS				\$65,024	\$15,761	\$0	\$0	\$0	\$0	\$671	\$80,113								
Multi-Modal Capacity Improvements																			
4129942	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGRADMINMARKETING &	PASS: Passenger Rail	\$0,248	\$1,500	\$0	\$0	\$0	\$0	\$0	\$10,760	●	●						
4153482	7	MULTIMODAL TERMINALS	HUB: Modal Hub Capacity	\$512	\$0	\$0	\$0	\$0	\$511	\$0	\$1					●			
ANNUAL TOTALS				\$9,760	\$1,502	\$0	\$0	\$0	\$511	\$0	\$10,761								

All Values in Thousands of "As Programmed" Dollars

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

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

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

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STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY



FIRST FIVE YEAR PLAN



Multi-Modal

FY 2020/2021 through FY 2024/2025

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

2020/2021

2024/2025

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

First Five Year Plan*

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

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

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

Second Five Year Plan

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

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



Cost Feasible Plan

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

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

TABLE KEY:

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

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

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

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

MAP ID	FACILITY	DESCRIPTION	2014	2015	2016	2017	2018	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	POISE	PE	ROW	CON
432631	DISTRICTWIDE SIS NHQ CONNECTORS PALM BEACH & BROWARD	Project Development & Environment	\$755	\$0	\$0	\$0	\$0	\$5	\$750					
425822	PORT EVERGLADES SPANGLER BLVD BYPASS ROAD TO SR-5A(S-1)	New Road	\$0	\$27,600	\$0	\$0	\$0	\$13,800	\$0	\$13,800				
4193481	SR-710 FROM PBC/MARTIN CO LINE TO CONGRESS AVE	Project Development & Environment	\$4	\$0	\$0	\$0	\$0	\$4	\$0	\$0				
2028341	SR-710 BEELINE HWY FROM W OF AUSTRALIAN AVE TO OLD DIXIE HWY	Add 2 Lanes to build 4 Lanes	\$2,556	\$700	\$20,777	\$0	\$0	\$8,714	\$25,319					
4192511	SR-710 BEELINE HWY FROM PGA BLVD TO BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$0	\$2,421	\$0	\$0	\$2,421	\$0					
4327041	SR-710 BEELINE HWY FROM W OF INDIANTOWN RD TO W OF PRATT WHITE RD	Add 2 Lanes to build 4 Lanes	\$35,428	\$0	\$0	\$0	\$0	\$35,428	\$0					
4327051	SR-710 BEELINE HWY FROM E OF SR-76 TO PALM BEACH/MARTIN CO	Add 2 Lanes to build 4 Lanes	\$3,520	\$3,960	\$0	\$90,216	\$0	\$66,696	\$0					
4327061	SR-710 BEELINE HWY FROM PALM BEACH/MARTIN CO TO W OF INDIANTOWN RD	Add 2 Lanes to build 4 Lanes	\$9,764	\$0	\$0	\$0	\$0	\$9,764	\$0					
4327071	SR-710 BEELINE HWY FROM MP 215 TO W OF SW FOX GROWN RD	Add 2 Lanes to build 4 Lanes	\$13,509	\$0	\$0	\$0	\$0	\$13,509	\$0					
4192522	SR-710 WARFIELD BLVD FR MARTIN POWER PLANT TO CROSSW ALL APATTAH	Add 2 Lanes to build 4 Lanes	\$1	\$0	\$0	\$0	\$0	\$1	\$0					
4193441	SR-710 WARFIELD BLVD FROM MARTIN/KEE COLINE TO ORANGE WALL APATTAH	Project Development & Environment	\$1	\$0	\$0	\$0	\$0	\$1	\$0					
4193482	SR-710 WARFIELD BLVD FROM EAST OF SR-76 TO PBC/MARTIN CO LINE	Project Development & Environment	\$3	\$0	\$0	\$0	\$0	\$3	\$0					
ANNUAL TOTALS			\$72,425	\$32,260	\$26,198	\$90,216	\$94,525	\$185,255	\$28,699	\$13,800				

All Values in Thousands of "As Programmed" Dollars

■ F.S.D. - Project Development & Environment Study
■ C.C.P. - Construction and Support/Other Highway Costs

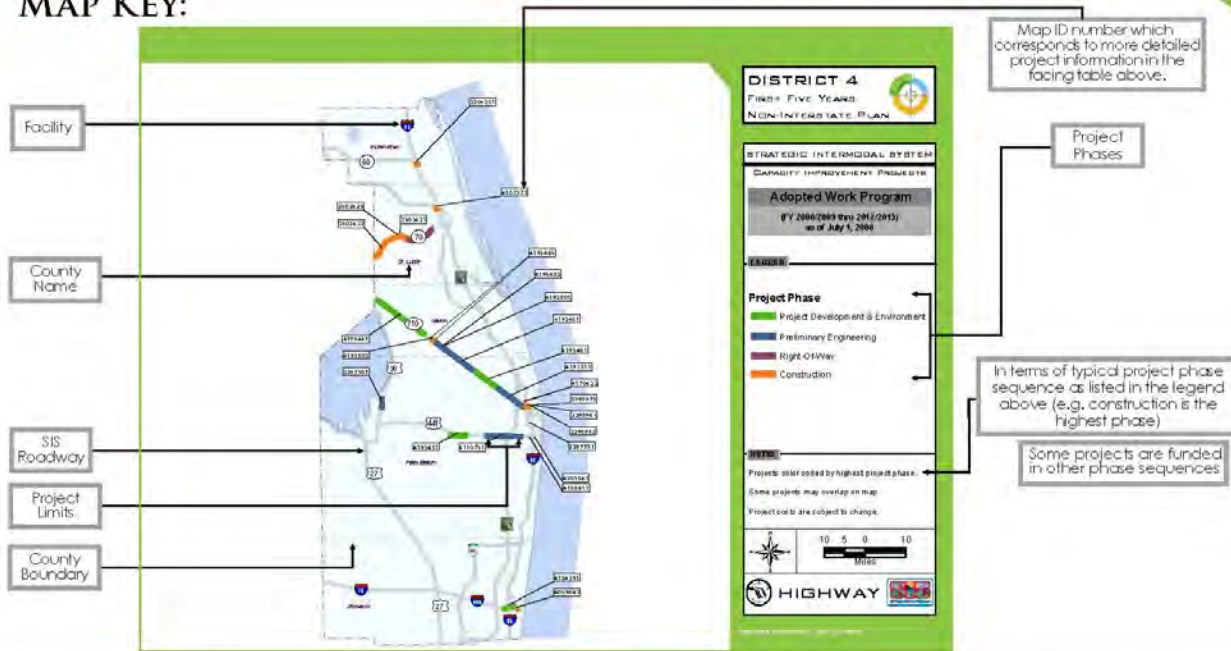
A summary row is provided for a District-wide review for both interstate and non-interstate project totals. Costs within a year could include multiple phases.

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

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

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

MAP KEY:



Project Phases

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

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

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

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

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



SIS Adopted 1st 5 Year Program District 1 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2021	2022	2023	2024	2025	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301863	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MINCH Modify Interchange	\$7,545	\$0	\$2,004	\$0	\$0	\$8,767	\$1,743	\$0					
4301865	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION - FGT	MINCH Modify Interchange	\$10,007	\$0	\$0	\$0	\$0	\$6,000	\$6,007	\$0					
2012153	I-4 (SR 400) AT SR 567	MINCH Modify Interchange	\$1,088	\$0	\$0	\$0	\$0	\$1,045	\$13	\$0					
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHAN	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0					
2012103	I-4 (SR 400) FROM W OF US 27 (SR 25) TO E OF CR 532	A4-10: Add 4 To Build 10 Lanes	\$5,571	\$0	\$0	\$0	\$0	\$0	\$5,571	\$0					
2012775	I-75 (SR 99) AT BEE RIDGE ROAD	MINCH Modify Interchange	\$15,001	\$0	\$9,600	\$0	\$0	\$29,367	\$234	\$0					
4062253	I-75 (SR 93) AT CORKSCREW INTERCHANGE	MINCH Modify Interchange	\$43	\$0	\$0	\$0	\$0	\$49	\$0	\$0					
4422961	I-75 (SR 93) AT CR 876/DANIELS PARKWAY	PDE: Project Dev. & Env.	\$1	\$2,626	\$0	\$0	\$0	\$0	\$2,829	\$0					
4208132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 760	MINCH Modify Interchange	\$1,225	\$0	\$0	\$8,929	\$600	\$5,649	\$806	\$2,200					
2012773	I-75 (SR 93) AT SR 72 (CLARK ROAD) INTERCHANGE	MINCH Modify Interchange	\$58,844	\$0	\$0	\$2,000	\$0	\$67,155	\$2,113	\$1,375					
4130651	I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE	MINCH Modify Interchange	\$10,849	\$2,000	\$0	\$0	\$0	\$5,742	\$3,088	\$3,849					
4258432	I-75 (SR 93) AT SR 351	MINCH Modify Interchange	\$8,914	\$0	\$320	\$145	\$36,222	\$101,878	\$1,085	\$1,239					
2010325	I-75 (SR 93) AT US 301 INTERCHANGE	MINCH Modify Interchange	\$171,880	\$0	\$4,000	\$0	\$0	\$165,408	\$8,692	\$1,880					
4425193	I-75 (SR 93) FROM COLLIERLEE COUNTY LINE TO SR 78 (BAYSHORE DR)	PDE: Project Dev. & Env.	\$39	\$0	\$0	\$0	\$0	\$0	\$39	\$0					
4425192	I-75 (SR 93) FROM E OF SR 951 TO COLLIERLEE COUNTY LINE	PDE: Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0					
4425193	I-75 (SR 93) FROM N RIVER RD TO N OF UNIVERSITY PARKWAY	PDE: Project Dev. & Env.	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$0					
4425192	I-75 (SR 93) FROM N UNIVERSITY PKWY TO MOCCASIN WALLOW	PDE: Project Dev. & Env.	\$12	\$0	\$0	\$0	\$0	\$0	\$12	\$0					
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY	A2-6: Add 2 To Build 6 Lanes	\$1,185	\$0	\$0	\$0	\$0	\$1,185	\$1	\$0					
2010326	I-75 AT SR 64	MINCH Modify Interchange	\$903	\$0	\$0	\$0	\$0	\$0	\$142	\$462					
4425211	INTERSTATE PROGRAMMANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$1,800	\$2,000	\$2,000	\$7,800	\$0					
ANNUAL TOTALS			\$282,264	\$6,628	\$16,424	\$10,874	\$88,772	\$377,377	\$39,644	\$10,243					

All Values in Thousands of "As Programmed" Dollars

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

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

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



Strategic Intermodal System Funding Strategy



Second Five Year Plan



Multi-Modal

FY 2025/2026 through FY 2029/2030

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

2025/2026 FY 2029/2030

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

First Five Year Plan*

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

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

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

Second Five Year Plan

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

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

Cost Feasible Plan

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

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





SIS Approved 2nd 5 Year Program District 1 Highway Plan



MAP ID	FACILITY	DESCRIPTION	2026	2027	2028	2029	2030	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	M-INCH: Modify Interchange	\$0	\$0	\$86,707	\$0	\$0	\$85,969	\$238	\$500					•
2012105	I-4 AT US 27 (SR 25)	M-INCH: Modify Interchange	\$0	\$214,107	\$0	\$0	\$0	\$214,082	\$25	\$0		•			•
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	M-INCH: Modify Interchange	\$0	\$0	\$0	\$0	\$179,177	\$179,177	\$0	\$0					•
4208132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780	M-INCH: Modify Interchange	\$110,069	\$0	\$0	\$0	\$0	\$110,063	\$6	\$0					•
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$0	\$0	\$0	\$6,000	\$0	•				
4448681	SR 15 (US 441) AT CR 58 (HE 160TH ST)	TURN: Add Turn Lane	\$750	\$0	\$0	\$0	\$0	\$0	\$750	\$0					•
4448861	SR 15 (US 441) AT POTTSP RD (NE 144TH ST)	TURN: Add Turn Lane	\$452	\$0	\$0	\$0	\$0	\$0	\$452	\$0					•
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	A2-6: Add 2 To Build 6 Lanes	\$0	\$0	\$0	\$75,347	\$0	\$75,347	\$0	\$0					•
4178785	SR 29 FROM COLLIER GIL TO CR 832 (CR 80)	A2-4: Add 2 To Build 4 Lanes	\$6,647	\$1,945	\$0	\$0	\$0	\$8,592	\$0	\$0					•
4173403	SR 29 FROM N OF NEW MARKET RD TO SR 82	A2-4: Add 2 To Build 4 Lanes	\$30,356	\$0	\$0	\$0	\$0	\$30,356	\$0	\$0					•
ANNUAL TOTALS			\$150,274	\$218,052	\$88,707	\$75,347	\$179,177	\$703,586	\$7,471	\$500					

All Values in Thousands of "As Programmed" Dollars

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

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

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



DISTRICT 1 Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

FY 2025/2026 through FY 2029/2030
(as of July 1, 2020)

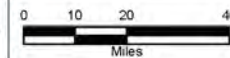
LEGEND

Project Phase

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

NOTES

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



HIGHWAY





Strategic Intermodal System

Long Range Cost Feasible Plan

FY 2029-2045



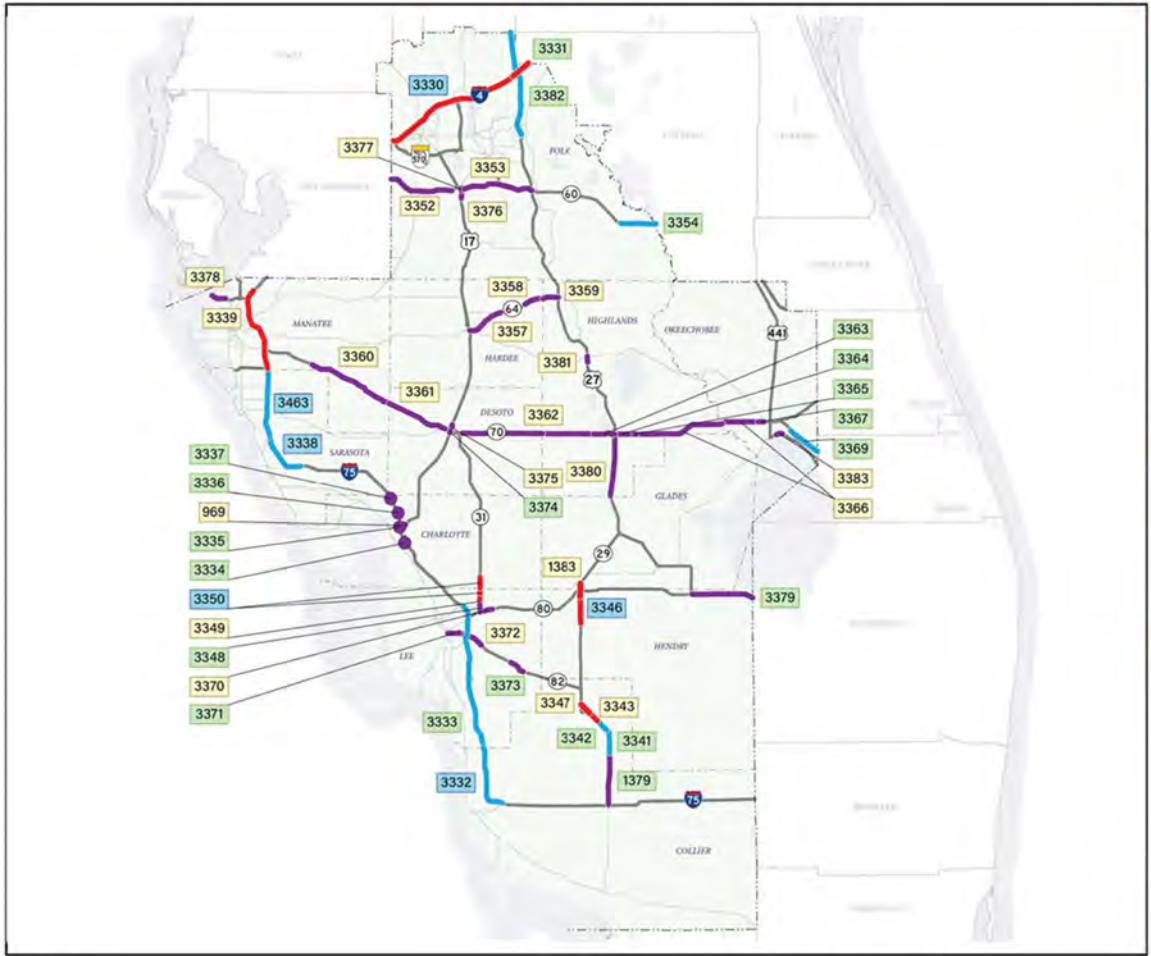
ID	FACILITY	FROM	TO	Design			Right of Way / Construction			F3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs		
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	347,080	398,766					MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	3,656,000	1,305,680					MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300					MGLANE
3334	I-75	at North Jones Loop Rd			6,500	6,500								M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500								M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500								M-INCH
3337	I-75	at CR 769/Kings Highway			6,500	6,500								M-INCH
3339	I-75	North of University Parkway	CR 6 / Moccasin Willow Rd.		60,480	60,480	175,340	821,344	996,684					MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538					MGLANE
4463	I-75	SR 681	North of University Parkway		49,014	49,014	152,421		152,421					MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427					MGLANE
1379	SR 29	I-75	Oil Well Rd		4,333	4,333								A2-4
1381	SR 29	CR80A	CR 731 (Whidden Road)					113,434	113,434					A2-4
3341	SR 29	Oil Well Rd / CR 658	Sunland Nursery Rd.				4,548		4,548					A2-4
3342	SR 29	Sunland Nursery Rd.	South of Agriculture Way				2,378		2,378					A2-4
3343	SR 29	S. of Agriculture Way	CR 846 E				5,628	23,318	28,946					A2-4
3346	SR 29	F Rd	North of Cowbay Way					47,899	47,899					A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					49,905	49,905					NR
3348	SR 31	SR 80	SR 78		9,350	9,350								A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	6,376	10,567					A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	20,424	30,934					A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830					A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.		2,500	19,500	22,000							A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27		3,000	21,000	24,000							A2-6
3359	SR 64	Hardee / Highlands County Line	US 27		1,600	4,500	6,100							A2-4
3357	SR 64	US 17	SR 636		2,000	10,250	12,250							A2-4
3358	SR 64	Old Town Creek Rd. / CR 671 / Farnell Rd.	Hardee / Highlands County Line		1,750	5,000	6,750							A2-4
3367	SR 70	NW 38th Terrace	US 98		1,200	1,700	2,900							A2-4
3363	SR 70	Jefferson Avenue	US 27				2,879		2,879					A2-4
3364	SR 70	US 27	CR 29				2,456		2,456					A2-4
3365	SR 70	CR 29	Lonesome Island Road				1,083		1,083					A2-4
3362	SR 70	East of SR 31	Jefferson Avenue		3,500	39,000	42,500							A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)		2,500	18,500	21,000							A2-4
3360	SR 70	CR 675	DeSoto County Line		3,000	26,000	29,000							A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace		4,000	35,000	39,000							A2-4
3369	SR 710	Sherman Woods Ranch	Oklawaha / Martin County Line					7,399	7,399					A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd.		1,500	4,500	6,000							A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.		2,500	4,500	7,000							HWYCAP
3373	SR 82	Alabama Road	Hometead Blvd.				2,189		2,189					A2-6
3372	SR 82	Michigan Link Ave.	Gateway Blvd		3,000	9,000	12,000							HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.		750	674	1,424							HWYCAP
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.		750	1,965	2,715							HWYCAP
3369	US 17	Copley Drive	N of CR 74 (Bermont Rd)		1,045	2,000	3,045							A2-6
3376	US 17	Main Rd.	Main St.		1,250	2,500	3,750							A2-6
3377	US 17	Main St.	SR 60A / Auto Zone Ln		1,000	3,000	4,000							A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line		3,500	4,182	7,682							A2-6
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line			16,320	16,320	6,664	6,664					HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80		2,500	18,000	20,500							FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70		3,000	18,000	21,000							A2-6
3381	US 27	South of Skipper Rd.	US 98		1,250	1,500	2,750							A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.		1,500	2,500	4,000							A2-4
Funded CFP Totals						814,080		4,245,139		Total CFP Funds= 5,059,219				

LEGEND

FY 2026/2028 - 2034/2036
FY 2035/2038 - 2039/2041
FY 2040/2041 - 2044/2045
Major Projects Phased Over Time

- NOTES**
- (1) All values in thousands of Present Day Dollars (2017)
 - (2) All phase costs shown as applied by each District.
 - (3) CON includes both Construction (CONS) and Construction Support (CEI)
 - (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
 - (5) "F3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
 - (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
 - (7) Other Funds - assumed to be full revenue or partner funded.

- IMPROVEMENT TYPES**
- | | | |
|---------------------------------|------------------------------|--------------------------------|
| A1-3: Add 1 Lane to Build 3. | ACCESS: Access | M-INCH: Modify Interchange |
| A2-4: Add 2 Lanes to Build 4. | BRIDGE: Bridge | N-INCH: New Interchange |
| A2-6: Add 2 Lanes to Build 6. | FRTCAP: Freight Capacity | NR: New Road |
| A3-8: Add 3 Lanes to Build 8. | GRASER: Grade Separation | PDE: Project Dev. Exp. |
| A4-12: Add 4 Lanes to Build 12. | HWYCAP: Highway Capacity | SERVE: Add Svc/Front/CD System |
| A1-AUX: Add 1 Auxiliary Lane | PTERM: Passenger Terminal | STUDY: Study |
| A4-SUL: Add 4 Special Use Lanes | ITS: Intelligent Transp. Sys | UP: Ultimate Plan |
| | MGLANE: Managed Lanes | |



STRATEGIC INTERMODAL SYSTEM

Long Range Cost Feasible Plan

FY 2029-2045

District 1

LEGEND

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

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

Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

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

1234 Green Band - FY 2028/2029 to FY 2034/2035

1234 Yellow Band - FY 2035/2036 to FY 2039/2040

1234 Blue Band - FY 2040/2041 to FY 2044/2045

1234 Mega Projects Phased Over Time

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

Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- ⋯⋯⋯ Planned Add

0 10 20 40 Miles



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

First Five Year Plan*

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

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

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



Second Five Year Plan

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

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

Cost Feasible Plan

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

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

Table Key:

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

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

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

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

Map ID	Facility	Description	2027	2028	2029	2030	2031	Total State Managed	Total District Managed	Total Local Funds	POLE	PE	EW	ROW	CON
420903	I-95/SR-862/ F3 FROM E. OF I-75 TO W. OF I-95	M/LANE-Managed Lines	\$72,449	\$102,794	\$13,800	\$16,739	\$18,994	\$40,297	\$18,677	\$0					
428991	SR-862/SW 10TH ST FROM EL TURNPIKE/SAWGRASS EXPRESSWAY TO W. OF I-95	AZ & Add 2 to Build 1 Lines	\$2,881	\$1,744	\$0,815	\$0	\$0	\$5,287	\$0	\$0					
427253	SR-91-96 @ 10TH AVE NORTH	M-INCH-Modify Interchange	\$0	\$0	\$50	\$2,499	\$0	\$2,449	\$0	\$0					
421552	SR-91-96 @ GATEWAY BLVD INTERCHANGE	M-INCH-Modify Interchange	\$72,973	\$1,480	\$0	\$0	\$0	\$74,453	\$0	\$0					
432571	SR-91-96 @ HYPOLLING ROAD	M-INCH-Modify Interchange	\$72,430	\$0	\$0	\$0	\$0	\$72,430	\$0	\$0					
433281	SR-91-96 @ LANTANA ROAD	M-INCH-Modify Interchange	\$0	\$0	\$0	\$0	\$45,984	\$45,987	\$78	\$0					
436382	SR-91-96 @ LINTON BOULEVARD INTERCHANGE	M-INCH-Modify Interchange	\$279	\$0	\$0	\$0	\$0	\$0	\$279	\$0					
432628	SR-91-96 @ PALM BEACH LAKES BLVD	M-INCH-Modify Interchange	\$10,200	\$0	\$0	\$0	\$0	\$0	\$3,070	\$0					
432651	SR-91-96 @ PSA BOULEVARD/CENTRAL BOULEVARD	M-INCH-Modify Interchange	\$0	\$0	\$0	\$250	\$88,388	\$89,449	\$799	\$0					
436563	SR-91-96 @ SR-405/01 THERIN BLVD INTERCHG. LOCAL IMPROV.	M-INCH-Modify Interchange	\$0	\$0	\$8,403	\$0	\$0	\$8,403	\$0	\$0					
435512	SR-91-96 @ SR-440/BONNARD BOULEVARD	M-INCH-Modify Interchange	\$0	\$0	\$0	\$0	\$8,360	\$8,360	\$0	\$0					
439778	SR-91-96 AT DAVE BOULEVARD	M-INCH-Modify Interchange	\$12,961	\$7899	\$7,040	\$0	\$0	\$28,000	\$0	\$0					
431970	SR-91-96 FROM MIAMI DADES/BONNARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	M-INCH-Modify Interchange	\$0	\$0	\$30,127	\$22,437	\$22,237	\$103,902	\$0	\$0					
436591	SR-91-96 FROM S. OF 45TH STREET TO N. OF 46TH ST	M-INCH-Modify Interchange	\$266	\$0	\$0	\$0	\$0	\$266	\$0	\$0					
430642	SR-91-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	M-INCH-Modify Interchange	\$3,200	\$3,100	\$3,100	\$0	\$0	\$9,400	\$0	\$0					
432778	SR-91-96 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	M-INCH-Modify Interchange	\$1,644	\$0	\$0	\$0	\$0	\$1,644	\$0	\$0					

All Values in Thousands of 'As Programmed' Dollars

POLE - Project Development & Environmental;
 PE - Preliminary Engineering;
 EW - Environmental Mitigation;

Project highlighted with (dark gray) background is no longer designated as DIC.

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

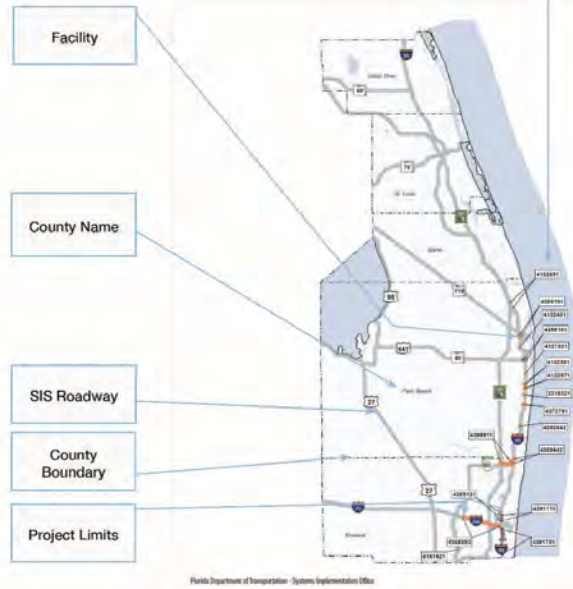
A summary row is provided for a District-wide review for project totals.

Costs are shown in thousands by year of programmed expenditures. Costs within a year could include multiple phases.

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

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

Map Key:



District 4
Second Five Years

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program
FY 2024/2027 through FY 2030/2031
(as of July 1, 2021)

Legend

Project Phase

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

Notes

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

0 5 10 20 Miles

FDOT HIGHWAY SIS

Page 11

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

Project Phases

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

Some projects are funded in other phase sequences

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

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

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

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

FDOT SIS ADOPTED 2ND FIVE YEAR PROGRAM
District 1 Highway Plan

MAP ID	FACILITY	DESCRIPTION	2028	2029	2030	2031	2032	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MINCH: Modify/Interchange	\$113,334	\$0	\$0	\$0	\$0	\$109,010	\$279	\$4,046					
2012775	I-75 (SR 93) AT BEF RIDGE ROAD	MINCH: Modify/Interchange	\$0	\$200	\$172,948	\$0	\$0	\$173,148	\$0	\$0					
2012779	I-75 AT SR 681 INTERCHANGE IMPROVEMENTS	MINCH: Modify/Interchange	\$0	\$2,501	\$0	\$3,010	\$0	\$5,511	\$0	\$0					
4425211	INTERSTATE PROGRAM/MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0					
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	A2-6: Add 2 To Build 6 Lanes	\$0	\$76,036	\$0	\$0	\$0	\$76,036	\$0	\$0					
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)	A2-4: Add 2 To Build 4 Lanes	\$0	\$0	\$165,874	\$0	\$0	\$164,874	\$0	\$1,000					
4145068	SR 70 FROM BOURNSIDE BLVD TO WATERBURY RD	A2-4: Add 2 To Build 4 Lanes	\$59,078	\$0	\$0	\$0	\$0	\$59,076	\$1	\$0					
4145064	SR 70 FROM US 27 TO CR 29	A2-4: Add 2 To Build 4 Lanes	\$4,166	\$0	\$4,795	\$90	\$22,764	\$31,776	\$0	\$0					
4193444	SR 710 FROM E OF L-65 CANAL TO SHERMAN WOOD RANCHES	A2-4: Add 2 To Build 4 Lanes	\$0	\$0	\$0	\$1,641	\$4,742	\$6,583	\$0	\$0					
4193443	SR 710 FROM US 441 TO L-65 CANAL	NP: New Road	\$0	\$0	\$0	\$77,313	\$0	\$76,754	\$0	\$559					
ANNUAL TOTALS			\$478,598	\$78,737	\$443,968	\$62,224	\$27,506	\$702,768	\$2,290	\$5,604					

All Values in Thousands of "As Programmed" Dollars

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

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

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



District 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2027/2028 through FY 2031/2032
(as of July 1, 2022)

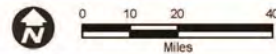
Legend

Project Phase

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

Notes

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



HIGHWAY



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FDOT **SIS ADOPTED 2ND FIVE YEAR PROGRAM** **Statewide Modal Plan**

MAP ID	D	FACILITY	DESCRIPTION	2028	2029	2030	2031	2032	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA
Aviation Capacity Improvements																	
4419811	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	TERM Terminal Development	\$10,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000						
4167863	9	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS	RESERV Reserve	\$90,000	\$90,000	\$0	\$0	\$0	\$120,000	\$0	\$0						
ANNUAL TOTALS				\$70,000	\$90,000	\$0	\$0	\$0	\$120,000	\$5,000	\$5,000						
Rail Capacity Improvements																	
4167864	9	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS	RESERV Reserve	\$42,500	\$42,500	\$0	\$0	\$0	\$85,000	\$0	\$0						
ANNUAL TOTALS				\$42,500	\$42,500	\$0	\$0	\$0	\$85,000	\$0	\$0						
Seaport Capacity Improvements																	
4167865	9	STRATEGIC SEAPORT INVESTMENTS - SIS	RESERV Reserve	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000	\$0	\$0						
ANNUAL TOTALS				\$50,000	\$50,000	\$0	\$0	\$0	\$100,000	\$0	\$0						

All Values in Thousands of "As Programmed" Dollars

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

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

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



The Following Projects Do Not Have Available Map Information:
4167863, 4167864, 4167865

Florida Department of Transportation | Systems Implementation Office

Statewide

Second Five Years

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2027/2028 through FY 2031/2032
(as of July 1, 2022)

Legend

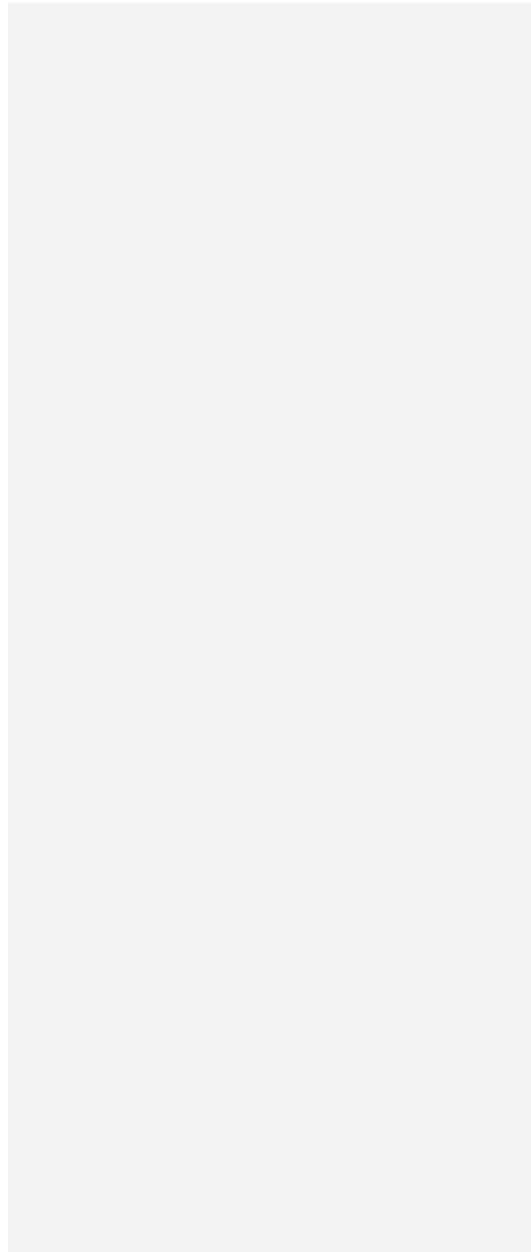
Project Phase

- 2026/2027 Projects
- 2026/2027 and 2028/2029 Projects
- 2029/2030 and 2030/2031 Projects
- 2026/2027 Projects
- 2026/2027 and 2028/2029 Projects
- 2029/2030 and 2030/2031 Projects

Notes

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

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Strategic Intermodal System
Long Range Cost Feasible Plan
FY 2029-2045



Cost Feasible Plan 2045 Executive Summary

EXECUTIVE SUMMARY

I. Purpose of SIS Cost Feasible Plan

The 2045 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) evaluates SIS needs in light of available future revenues and represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues while being guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the 2045 SIS CFP is to efficiently plan for and fund future capacity improvements. This document represents an update of the 2040 SIS CFP completed in December 2013, and complies with the Section 339.64, Florida Statutes, (F.S.) requirement for a SIS long range cost feasible plan.

The 16-year planning timeframe (FY 2029-2045) of the SIS CFP is divided into three (3), 5 to 6 year funding bands. Project phases are assigned to these particular funding bands, with no exact year specified for the projects. The Systems Implementation Office (SIO) is responsible for updating the SIS CFP every 3 to 5 years, to adjust the planning horizon consistent with the long-range planning needs of FDOT and Metropolitan Planning Organizations throughout the state. This version of the SIS CFP also sets aside funds for modal projects.

II. Florida Transportation Plan (FTP)

The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. Completed in 2015, the implementation of the 2065 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. The latest plan identifies long-range goals that are anticipated to guide transportation policy decisions for both SIS and non-SIS facilities.

The Systems Implementation Office (SIO) utilizes FTP Goals and the SIS Policy Plan to set appropriate SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to meet. The SIS CFP plays a direct role in achieving the following goals and objectives:

- ***Invest in transportation systems to support a globally competitive economy***

Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years;

- ***Make transportation decisions to support and enhance livable communities***

Vibrant cities, suburbs, small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types;

- ***Make transportation decisions to promote responsible environmental stewardship***

As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters;

- ***Provide a safe and secure transportation system for all users***

Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years; and

- ***Improve mobility and connectivity for people and freight***

The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.

IV. Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2018, designated SIS facilities included 18 commercial service airports and two general aviation reliever airports, 11 deep-water seaports, 2,287 miles of rail corridors, 1,986 miles of waterways, 19 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,400 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

2016 Strategic Intermodal System Policy Plan

The FDOT is required by statute to create a SIS Plan consistent with the FTP at least once every five years. While the FTP addresses the state's entire transportation system, regardless of ownership, the 2016 SIS Strategic Plan addresses only SIS designated facilities. Although the SIS represents a small percentage of the overall transportation facilities within the state, the SIS network is responsible for the movement of the majority of people and goods. The SIS Plan takes into account the goals of the FTP and applies them to the SIS. It also sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given the limited amount of available funding.

SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Two SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2015, which analyzed SIS data and facility designations.

SIS Eligibility

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, a portion of the remaining funds are used for SIS capacity improvement projects.

Many of the restrictions on SIS funding are guided by the definition of a "capacity project" for each mode. The Capacity Funding Eligibility Matrix for Strategic Intermodal System (SIS) Facilities (Eligibility Matrix) lists the types of projects that can and cannot use SIS funding.



V. SIS Planning Process

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

SIS Funding Strategy

The SIS Funding Strategy, includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially

feasible for implementation within the next 25 years. It is a combined set of plans composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and SIS CFP. A discussion of each of the FDOT SIS plans follows below.

Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, following the approval of the tentative SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS CFP.

SIS Cost Feasible Plan

As previously stated, the SIS CFP illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2045 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The SIS CFP is typically updated every three to five years as new revenue forecasts become available.

SIS 2045 Multimodal Unfunded Needs Plan

The FDOT SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every five years. Needs are identified by the Department and its partners, and it includes projects from long-range master plans, corridor plans, and

PD&E studies. Projects in the SIS Multimodal Unfunded Needs Plan could potentially move forward into the SIS CFP as funds become available. The plan satisfies Section 339.64, Florida Statutes, (F.S.) requirement that calls for a needs assessment for the Strategic Intermodal System.

VI. Cost Feasible Plan Development

Methodology and Process

The SIS CFP is a key element of the SIS funding strategy and answers two fundamental questions:

1. **What are the projected revenues?**
2. **What projects can be funded with the projected revenues?**

The development of the SIS CFP is completed in the following steps:

1. Development of revenue forecast
2. Identification of district project priorities. The following strategies are used to identify and evaluate proposed projects:
 - Does the project improve SIS mobility?
 - Does the project result in the widening of major trade and tourism corridors?
 - Does the project result in the widening of "missing links" to complete important regional networks?
 - Does the project investment fund cost-effective interim construction in major urbanized areas where the ultimate construction is too costly to build at one time?
3. Development of draft SIS CFP by Central Office Systems Implementation Office
4. Review and comment by district and local partners
5. Update based on district and partner comments
6. Review of final draft by Executive Management
7. Approval of SIS CFP by FDOT Executive Board
8. Publishing of SIS CFP





SIS CFP Project Selection

As part of this effort the Districts provided regional priority information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential SIS CFP projects along with any previously unidentified projects. When considering each project for inclusion in the SIS CFP the following questions are asked:

- **Is the project of statewide importance?**
Does the project support statewide SIS goals?
- **Does the project contribute to the expansion of major roadway trade and tourism corridors?**
Florida's continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- **Does the project contribute to the completion of a corridor?**
SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- **Does the project contribute to the overall connectivity of the SIS?**
SIS routes are interconnected to form a statewide system that enhances mobility.

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is "cost feasible." Priorities assigned by the districts and statewide priorities are also considered as part of the project selection process. As part of the process, several iterations of the plan have been developed for district review and approval by FDOT leadership.

This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.

VII. Current and Future Transportation Initiatives

Bottlenecks

Increased traffic congestion and bottlenecks on Florida's streets and highways is a major concern to travelers, transportation officials, merchants, developers and to the community at large. Their detrimental impacts in longer journey times, higher fuel consumption, increased emissions of air pollutants, greater transport and other affected costs are increasingly recognized. Congestion and bottlenecks reduce accessibility to residents, activities, and jobs and result in lost opportunities for both the public and businesses. Eliminating bottlenecks by better managing traffic, travel demands, and/or by modifying land use requires gathering basic information on why, where, and to what extent congestion occurs. The FDOT SIO has completed a study identifying bottlenecks on SIS facilities.

Managed Lanes

Managed Lanes are a transportation systems management and operations (TSM&O) approach defined as highway facilities or a set of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Some examples of managed lanes are high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes, truck only lanes, bus rapid transit lanes, reversible lanes, and express lanes. Tolling is not a requirement for a managed lane; however, in situations where facilities experience extreme congestion, tolling is a tool used to provide individuals with a choice of paying a toll to move through a congested area and experience a more reliable trip, with less travel time.

In Florida, express lanes are a type of managed lane located in a separate tolled corridor inside an existing facility where congestion is managed with pricing, access, and eligibility. When the express lanes begin to reach their capacity, the price is increased to discourage drivers from entering the lanes. This allows the express lanes to maintain a certain level of trip reliability. The higher prices deter more drivers from using the express lanes and to opt for the general purpose lanes instead, ensuring traffic continues to flow in the express lanes.

Future Corridors

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. With an anticipated increase in population and visitors by 2045, the need exists for the state to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight;
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship;
- Provide solutions or alternatives to major highways that already are congested; and
- Improve connectivity between Florida and other states and nations to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

A statewide transportation corridor is one that connects Florida to other states, broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as Interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines, telecommunications, or utility transmission lines.

Future Corridor projects included as part of the SIS CFP may include the transformation of existing facilities to serve a new function, such as adding tolled express lanes, truck only lanes, fixed guideway systems to an existing highway or adding passenger service to an existing freight rail line. New inter-regional corridors may be identified and included in future SIS CFPs.

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ID	FACILITY	FROM	TO	Design			Right of Way / Construction			F3 Funds			Other Funds	IMPRV TYPE
				PDE	FE	TOTAL	ROW	CON	TOTAL	CODE	Begin Yr	End Yr		
1331	I-4	West of US 27 / SR 25	Duval / Duval County Line				31,650	147,050	398,766					MGLANE
1380	I-4	West of SR 520 / Polk Parkway (West)	West of US 27 / SR 75	59,360	99,360	99,360	759,800	1,606,000	1,905,680					MGLANE
1383	I-75	Collier / Lee County Line	SR 76	136,800	136,800	136,800	271,400		271,300					MGLANE
1384	I-75	at North Jones Lane Rd		6,500	6,500	6,500								M-INTCH
1385	I-75	at US 17/SR 85		7,500	7,500	7,500								M-INTCH
1386	I-75	at CR 776/Harbor View		6,500	6,500	6,500								M-INTCH
1387	I-75	at CR 769/Kings Highway		6,500	6,500	6,500								M-INTCH
1389	I-75	North of University Parkway	CR E / Moccasin Willow Rd.	60,440	60,440	60,440	175,240	821,340	996,584					MGLANE
1338	I-75	South of River Road	SR 681	34,200	34,200	34,200	60,930		64,538					MGLANE
1393	I-75	SR 681	North of University Parkway	49,014	49,014	49,014	128,351		132,891					MGLANE
1392	I-75	East of SR 951	Collier / Lee County Line	68,245	68,245	68,245	165,427		145,427					MGLANE
1378	SR 26	I-75	CR West Rd	4,333	4,333	4,333								A2-4
1383	SR 29	CR80A	CR 732 (Whisper Road)				113,834		113,434					A2-5
1341	SR 29	CR West Rd / CR 65B	Summitland Nursery Rd				4,548		4,548					A2-4
1342	SR 29	Summitland Nursery Rd	South of Agriculture Way				3,378		3,378					A2-4
1344	SR 29	% of Agriculture Way	CR 54A E				5,628	23,918	29,546					A2-4
1346	SR 29	F Rd	North of Cowley Way				27,605		47,859					A2-0
1347	SR 29	CR 846 E	N. of New Market Road N.				49,905		49,905					NE
1348	SR 33	SR 80	SR 78	9,350	9,350	9,350								A2-4
1349	SR 33	SR 78	CR 78/River Rd	958	958	958	4,101	6,376	10,567					A2-4
1350	SR 33	CR 78/River Rd	Coak Brown Rd	3,049	3,049	3,049	10,000	20,324	30,914					A2-4
1354	SR 60	East of CR 630	Polk / Duval County Line				7,300	20,324	7,830					A2-4
1352	SR 60	Hillsborough / Polk County Line	CR 552 / Agraria Rd.	2,540	19,500	22,000								A2-6
1351	SR 60	SR 60A / Ken Fleet Dr.	SR 25 / US 27	3,000	21,000	24,000								A2-6
1359	SR 64	Harder / Highlands County Line	US 27	1,600	4,500	6,100								A2-4
1357	SR 64	US 27	SR 636	2,000	10,250	12,250								A2-4
1358	SR 64	Old Town Creek Rd. / CR 671 / Patrell Rd.	Harder / Highlands County Line	1,250	5,000	6,250								A2-4
1367	SR 70	Way 38th Terrace	US 98	3,200	1,300	2,900								A2-4
1368	SR 70	Jefferson Avenue	US 27	2,879	2,879	2,879								A2-4
1364	SR 70	US 27	CR 29	2,436	2,436	2,436								A2-4
1365	SR 70	CR 29	Comesque Island Road	3,693	3,693	3,693								A2-4
1362	SR 70	East of SR 81	Jeddiggon Avenue	3,500	39,000	42,500								A2-4
1361	SR 70	Manatee County Line	West of Fodge River (American Legion Rd)	2,500	38,500	41,000								A2-4
1360	SR 70	CR 975	DeFonso County Line	3,000	26,000	29,000								A2-4
1366	SR 70	Comesque Island Road	NW 38th Terrace	4,000	35,000	39,000								A2-4
1369	SR 70	Sherman Woods Ranch	Chambersburg / Manatee County Line				7,399		7,399					A2-4
1370	SR 80	SR 81 / Arcadia Rd.	Bassingham Rd.	1,500	6,500	8,000								A2-0
1372	SR 82	SR 72 / Fowler Ave.	Meloygo Ave.	2,500	4,500	7,000								HWYCAP
1374	SR 84	Auburn Road	Horstman Blvd.		2,189	2,189								A2-6
1374	SR 84	Michigan Ave.	Michigan Ave.	3,000	3,000	3,000								HWYCAP
1374	US 17	Palmetto St	SR 70 / Hickory St	750	1,778	2,528								HWYCAP
1375	US 17	SR 70 / Hickory St	SR 85 / Desoto Ave	750	3,965	4,715								HWYCAP
969	US 17	Spoley Drive	N of SR 78 (Barnett Rd)	1,945	2,000	3,945								A2-6
1376	US 17	Main St	Main St	2,250	2,500	4,750								A2-6
1377	US 17	Main St	SR 60A / Auto Zone Ln	1,000	3,000	4,000								A2-6
1378	US 19	I-75 Ramp	Skyway Br. Hillsborough County Line	3,500	4,182	7,682								A2-6
1382	US 27	North of Kokomo Rd.	West of Lake County Line	2,500	36,430	38,930	6,668		6,664					HWYCAP
1379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500								HWYCAP
1380	US 27	Gladys / Highlands County Line	SR 70	3,000	18,000	21,000								A2-6
1381	US 27	South of Wimper Rd.	US 98	1,250	1,500	2,750								A2-6
1383	US 94 / US 441	18th Terrace	88th Ave	1,500	2,500	4,000								A2-4
Funded CFP Totals						814,080			4,245,139				Total CFP Funds= 5,059,219	

LEGEND

FY 2026/2029 - 2040/2045
FY 2025/2028 - 2036/2040
FY 2020/2024 - 2044/2048
Major Projects/Phase One/Two

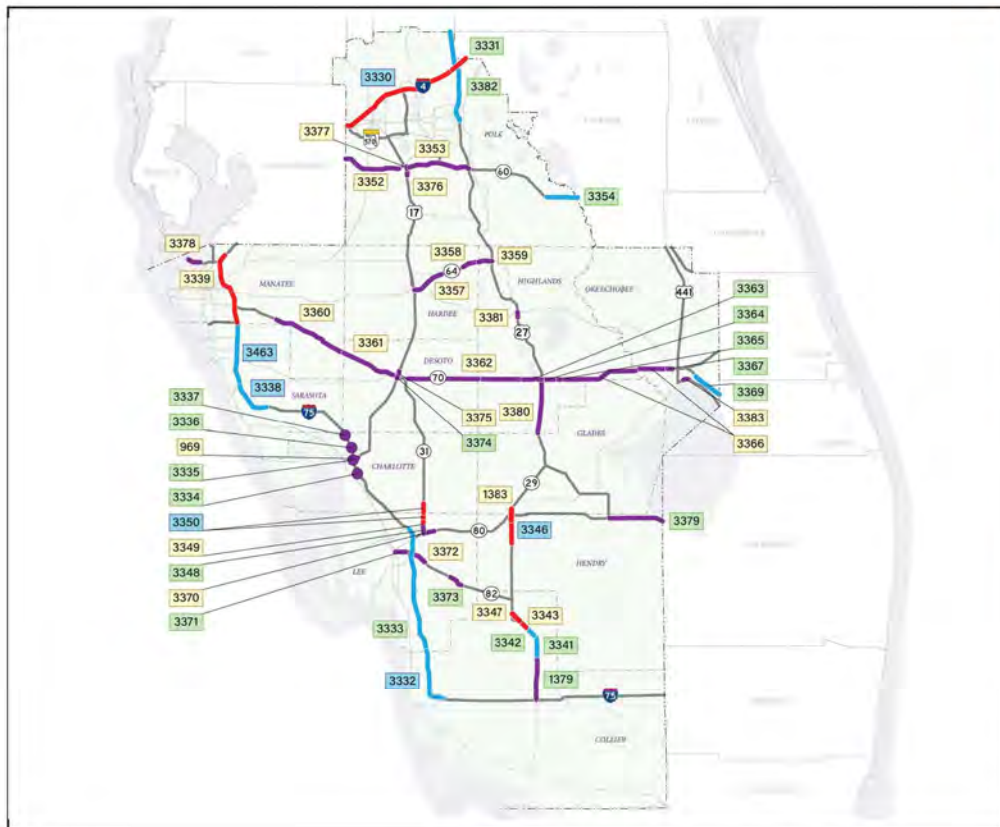
NOTES

- (1) All values in thousands of Federal Day Dollars (DDT).
- (2) All phase costs shown as applied by each District.
- (3) CON includes both Construction (CON2) and Construction Support (CE).
- (4) ROW includes both Right-of-Way Acquisition/Migration (ROW4240) and Right-of-Way Support.
- (5) "F3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and FE than for ROW and CON.
- (7) Other Funds - assumed to be full revenue as partner funds.

IMPROVEMENT TYPES

- A1-1: Add 1 Lane to Build 1
- A2-1: Add 2 Lanes to Build 1
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A1-12: Add 1 Lane to Build 12
- A1-AUX: Add 1 Auxiliary Lane
- A1-SUL: Add 1 Special Use Lane

- ACCESS: Access
- BRIDGE: Bridge
- HWYCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- SYSTEM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes
- M-INTCH: Modify Interchange
- NR: New Road
- PDE: Protected Div. Eln
- SERVE: Add Svc/Facility/UCD System
- STUDY: Study
- UP: Ultimate Plan



FLORIDA STATE HIGHWAY SYSTEM

Long Range Cost Feasible Plan FY 2029-2045

District 1

LEGEND

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

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

Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

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

1234 Green Band - FY 2028/2029 to FY 2034/2035

1234 Yellow Band - FY 2035/2036 to FY 2039/2040

1234 Blue Band - FY 2040/2041 to FY 2044/2045

1234 Mega Projects Phased Over Time

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

Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- ⋯ Planned Add

0 10 20 40 Miles

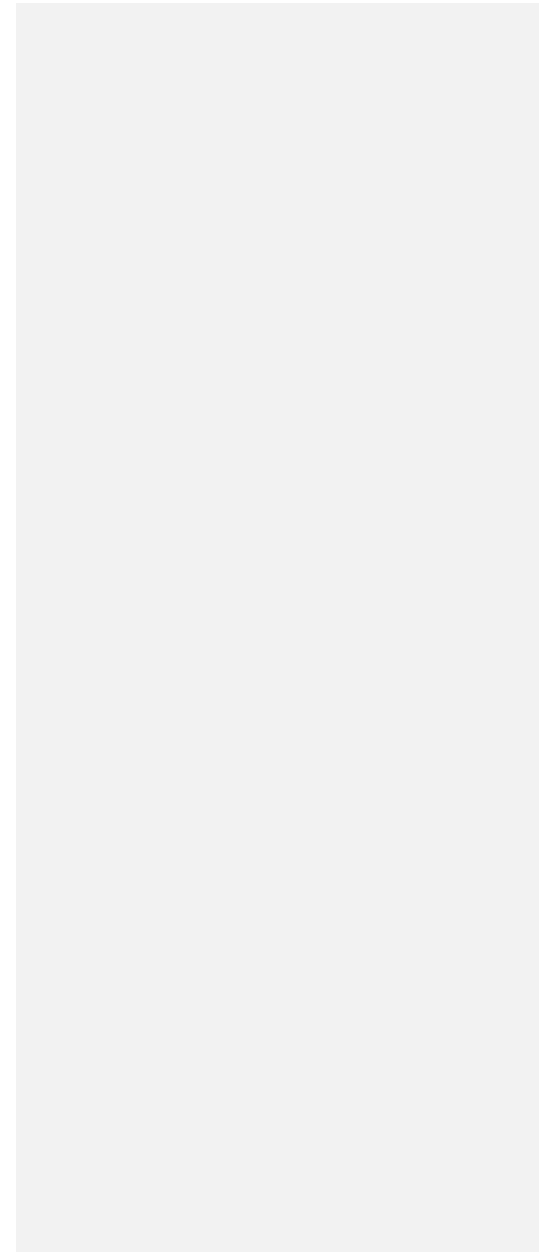


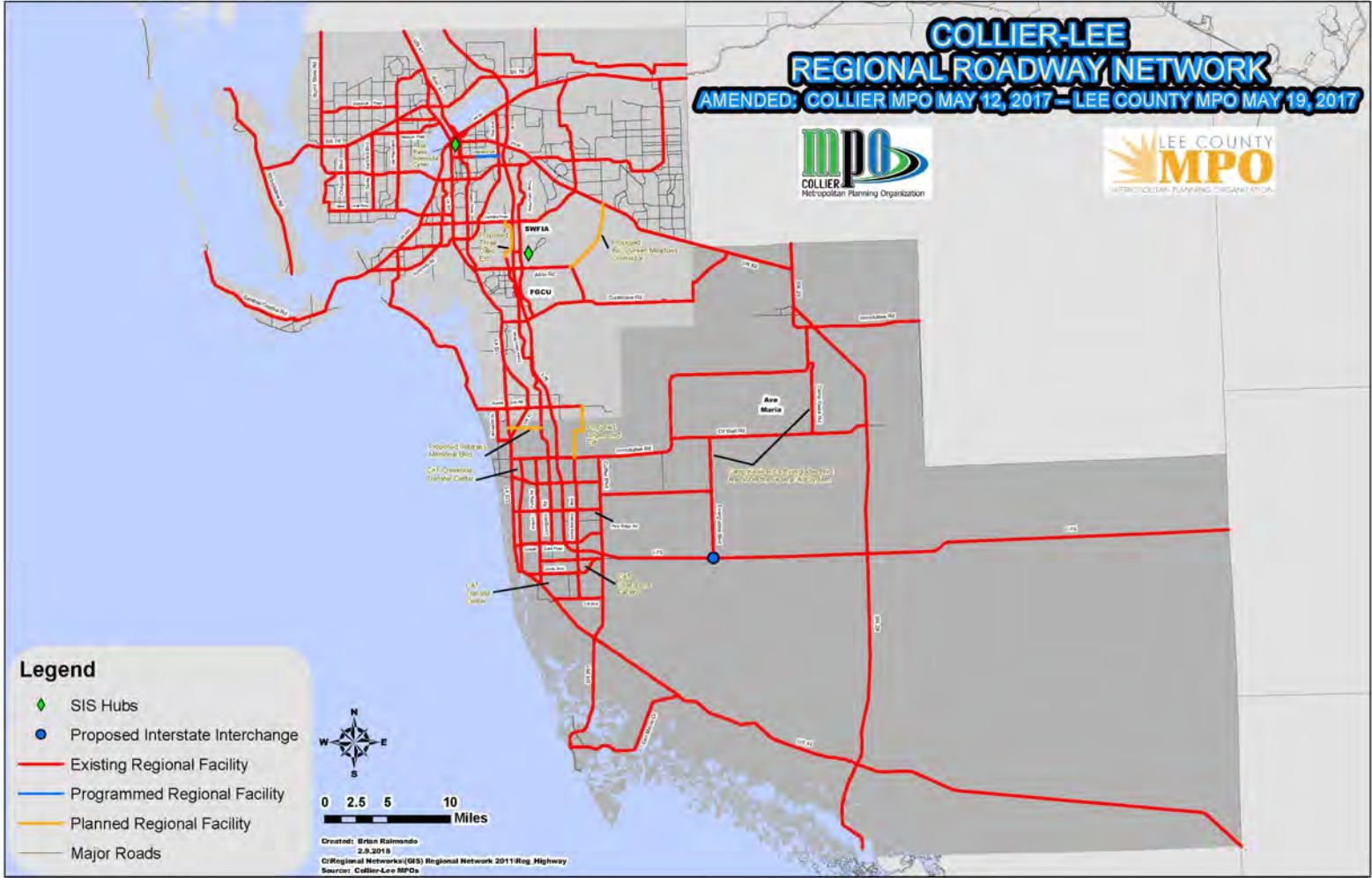
State of Florida Department of Transportation

Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

www.dot.state.fl.us

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP





APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)

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

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

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

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

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

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

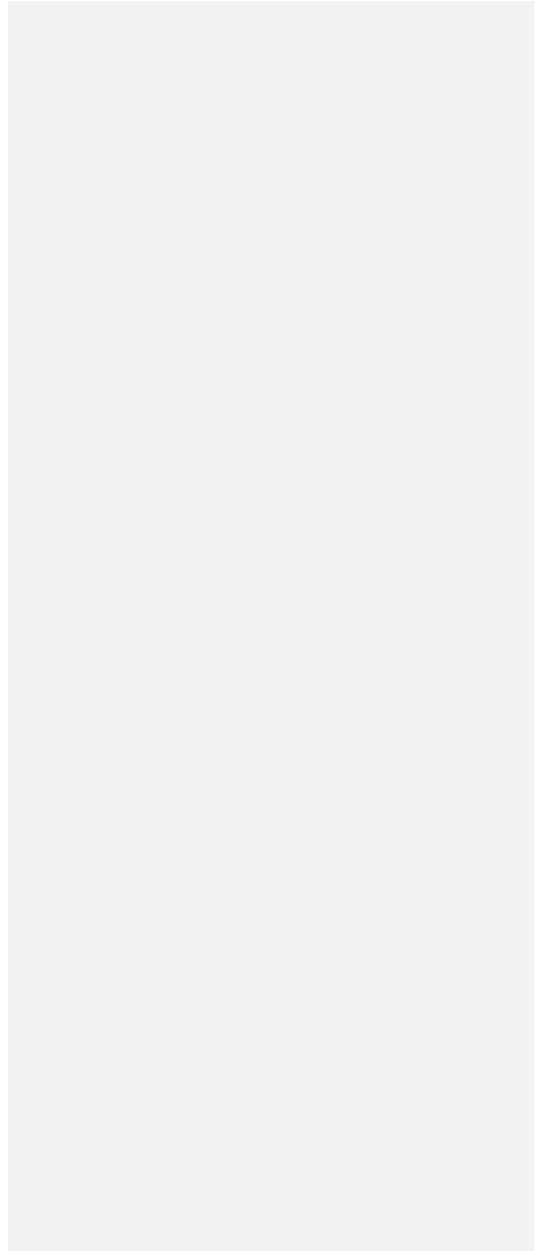
Airport: Immokalee Regional Airport		Local ID: IMM	NPIAS No.: 12-0031				
Sponsor: Collier County Airport Authority		Sponsor ID: MKY	Site No.: 03245.*A				
Project Description:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			
				Federal	State	Local	
Construct Airport Maintenance and Operations Building							
UPIN: PFL0006320			2024	\$0	\$2,000,000	\$500,000	\$2,500,000
Environmental Assessment for Airpark Boulevard Extension							
UPIN: PFL0013386			2024	\$0	\$8,350	\$8,350	\$16,700
Yearly Total			2024	\$0	\$2,008,350	\$508,350	\$2,516,700
Environmental Assessment for Runway Extension							
UPIN: PFL0005823		441784 1	2025	\$150,000	\$0	\$0	\$150,000
Yearly Total			2025	\$150,000	\$0	\$0	\$150,000
Land acquisition for runway extension (103 acres) & PHU Mitigation							
UPIN: PFL0003877			2026	\$2,814,840	\$0	\$0	\$2,814,840
Environmental Assessment for Runway Extension							
UPIN: PFL0005823		441784 1	2026	\$0	\$7,500	\$7,500	\$15,000
Design Airpark Boulevard Extension							
UPIN: PFL0008317		446358 1	2026	\$0	\$1,000,000	\$250,000	\$1,250,000
Yearly Total			2026	\$2,814,840	\$1,007,500	\$257,500	\$4,079,840
Land acquisition for runway extension (103 acres) & PHU Mitigation							
UPIN: PFL0003877			2027	\$0	\$156,380	\$156,380	\$312,760
Design and permit construction of extension of runway 09/27 and Taxiway B							
UPIN: PFL0008315		5	2027	\$500,000	\$0	\$0	\$500,000
Construct Airpark Boulevard Extension							
UPIN: PFL0008321			2027	\$0	\$1,615,680	\$403,920	\$2,019,600
Rehabilitate and Replace Fuel Farm							
UPIN: PFL0012903		446361 1	2027	\$0	\$960,000	\$240,000	\$1,200,000

Yearly Total	2027		\$500,000	\$2,732,060	\$800,300	\$4,032,360		
Construct Runway Extension 9/27/Extend Taxiway B								
UPIN:	PFL0005828	FDOT Item No.:	2028	\$8,550,000	\$0	\$0	\$8,550,000	
Design and permit construction of extension of runway 09/27 and Taxiway B								
UPIN:	PFL0008315	FDOT Item No.:	5	2028	\$0	\$26,000	\$26,000	\$52,000
Design, Permit and Construct Hangar Facilities								
UPIN:	PFL0013387	FDOT Item No.:	2028	\$0	\$4,400,000	\$1,100,000	\$5,500,000	
Yearly Total	2028		\$8,550,000	\$4,426,000	\$1,126,000	\$14,102,000		

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

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

Project Description:	UPIN:	FDOT Item No.:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			
						Federal	State	Local	
Expand Fuel Farm Capacity	PFL0012374	446362 1			2024	\$0	\$360,000	\$90,000	\$450,000
Yearly Total	2024					\$0	\$360,000	\$90,000	\$450,000
Design, Permit & Bid Apron Lighting	PFL0012904				2025	\$300,000	\$0	\$0	\$300,000
Yearly Total	2025					\$300,000	\$0	\$0	\$300,000
Preliminary Planning and Design of Air Traffic Control Tower	PFL0009401		5		2026	\$285,000	\$7,500	\$7,500	\$300,000
Design, Permit & Bid Apron Lighting	PFL0012904				2026	\$0	\$30,000	\$30,000	\$60,000
Yearly Total	2026					\$285,000	\$37,500	\$37,500	\$360,000
Construct ATCT	PFL0006538		5		2027	\$2,398,750	\$63,125	\$63,125	\$2,525,000
Yearly Total	2027					\$2,398,750	\$63,125	\$63,125	\$2,525,000



2/7/2022

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

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

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

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2/7/2022

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

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

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

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

Airport: Naples Municipal Airport		Local ID: APF		NPIAS No.: 12-0053				
Sponsor: City of Naples Airport Authority		Sponsor ID: APF		Site No.: 03379.*A				
Project Description:		Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
						State	Local	
Expand Airport Maintenance Facility Design and Construction				2022	\$0	\$0	\$200,000	\$200,000
UPIN:	FDOT Item No.:							
PFL0013287								
Airport Office Building (AOB) Improvements				2022	\$0	\$0	\$700,000	\$700,000
UPIN:	FDOT Item No.:							
PFL0013683								
Class 3 ARFF Vehicle				2022	\$0	\$0	\$500,000	\$500,000
UPIN:	FDOT Item No.:							
PFL0013320								
Emergency Generator for the Vault including Vault and Transformer Upgrade				2022	\$0	\$0	\$2,000,000	\$2,000,000
UPIN:	FDOT Item No.:							
PFL0013680								
Airport Perimeter Fencing Improvements Design/Build				2022	\$0	\$500,000	\$500,000	\$1,000,000
UPIN:	FDOT Item No.:	1						
PFL0013285								
Construct RW 5 Service Road, Relocate RW 23 Service Road, Relocate RW 32 Service Road				2022	\$116,480	\$6,471	\$6,471	\$129,422
UPIN:	FDOT Item No.:	2	1					
PFL0013286								
Fuel Farm Capacity Upgrade				2022	\$0	\$0	\$2,000,000	\$2,000,000
UPIN:	FDOT Item No.:							
PFL0013290								
Solar Canopy - GA Long Term Parking				2022	\$0	\$0	\$3,000,000	\$3,000,000
UPIN:	FDOT Item No.:							
PFL0013682								
North Quadrant Site Preparation (regrade site and stormwater pond)				2022	\$0	\$0	\$3,100,000	\$3,100,000
UPIN:	FDOT Item No.:							
PFL0013288								
Taxiways A and B Safety Improvements Design and Construction				2022	\$93,428	\$5,190	\$5,190	\$103,808
UPIN:	FDOT Item No.:	3	2					
PFL0013032								
14 CFR Part 150 Study Update				2022	\$150,000	\$7,500	\$7,500	\$165,000
UPIN:	FDOT Item No.:	446899	1					
PFL0012915								
Runway 5-23 Drainage Swale Improvements				2022	\$2,937,578	\$163,199	\$163,199	\$3,263,976
UPIN:	FDOT Item No.:	441765	1					
PFL0011686								

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

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

Project Description:		Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
						State	Local	
Commercial Airline Terminal Apron Improvements- Design and Construction								
UPIN:	PFL0012395			2023	\$720,000	\$40,000	\$40,000	\$600,000
	FDOT Item No.:							
Remove and Install Airport Perimeter Fence								
UPIN:	PFL0013285	1		2023	\$0	\$300,000	\$300,000	\$600,000
	FDOT Item No.:							
Expand Airport Maintenance Facility Design and Construction								
UPIN:	PFL0013287			2023	\$0	\$0	\$500,000	\$500,000
	FDOT Item No.:							
North Quadrant Landfill Relocation								
UPIN:	PFL0013288			2023	\$0	\$0	\$3,000,000	\$3,000,000
	FDOT Item No.:							
Fuel Farm Capacity Upgrade								
UPIN:	PFL0013290			2023	\$0	\$0	\$1,500,000	\$1,500,000
	FDOT Item No.:							
Master Drainage Plan Update								
UPIN:	PFL0013291			2023	\$0	\$0	\$800,000	\$800,000
	FDOT Item No.:							
North Road Terminal Improvements Phase II								
UPIN:	PFL0013684			2023	\$0	\$0	\$1,500,000	\$1,500,000
	FDOT Item No.:							
NAVAIDS								
UPIN:	PFL0013969		1	2023	\$950,000	\$25,000	\$25,000	\$1,000,000
	FDOT Item No.:							
Yearly Total	2023				\$1,670,000	\$365,000	\$7,665,000	\$9,700,000
Taxiway B Extension and North Apron - Design and Construction								
UPIN:	PFL0011418	4		2024	\$0	\$0	\$5,000,000	\$5,000,000
	FDOT Item No.:							
Box and T-Hangar Design/Construct - South Quadrant								
UPIN:	PFL0011685		446353 1	2024	\$0	\$800,000	\$800,000	\$1,600,000
	FDOT Item No.:							
Commercial Airline Terminal Apron Improvements- Design and Construction								
UPIN:	PFL0012395			2024	\$5,400,000	\$300,000	\$300,000	\$6,000,000
	FDOT Item No.:							

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Box and T-Hangar Design/Construct - South Quadrant								
UPIN:	PFL0011685	FDOT Item No.:	446353 1	2027	\$0	\$2,500,000	\$2,500,000	\$5,000,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build								
UPIN:	PFL0013299	FDOT Item No.:		2027	\$4,957,877	\$275,438	\$275,438	\$5,508,753
Yearly Total	2027				\$4,957,877	\$4,015,138	\$4,015,138	\$12,988,153

Taxiway B Extension and North Apron - Design and Construction								
UPIN:	PFL0011418	FDOT Item No.:	4	2025	\$0	\$0	\$4,560,000	\$4,560,000
Box and T-Hangar Design/Construct - South Quadrant								
UPIN:	PFL0011685	FDOT Item No.:	446353 1	2025	\$0	\$2,500,000	\$2,500,000	\$5,000,000

Construct Commercial Airline Terminal Apron Phase 2								
UPIN:	PFL0013295	FDOT Item No.:		2025	\$1,800,000	\$100,000	\$100,000	\$2,000,000
Taxilane E Rehabilitation								
UPIN:	PFL0014185	FDOT Item No.:		2025	\$450,000	\$25,000	\$25,000	\$500,000
Yearly Total	2025				\$2,812,500	\$2,656,250	\$7,216,250	\$12,685,000
East Quadrant Apron Reconstruction								
UPIN:	PFL0009409	FDOT Item No.:	446385 1 5	2026	\$10,908,000	\$606,000	\$606,000	\$12,120,000
Box and T-Hangar Design/Construct - South Quadrant								
UPIN:	PFL0011685	FDOT Item No.:	446353 1	2026	\$0	\$2,500,000	\$2,500,000	\$5,000,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build								
UPIN:	PFL0013299	FDOT Item No.:		2026	\$540,000	\$30,000	\$30,000	\$600,000
Yearly Total	2026				\$11,448,000	\$3,136,000	\$3,136,000	\$17,720,000
Box and T-Hangar Design/Construct - South Quadrant								
UPIN:	PFL0011685	FDOT Item No.:	446353 1	2027	\$0	\$2,500,000	\$2,500,000	\$5,000,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction								
UPIN:	PFL0013284	FDOT Item No.:		2027	\$0	\$0	\$270,000	\$270,000
New General Aviation Terminal, Landside Parking and Entry - Design								
UPIN:	PFL0013296	FDOT Item No.:		2027	\$0	\$0	\$1,500,000	\$1,500,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build								
UPIN:	PFL0013299	FDOT Item No.:		2027	\$5,130,000	\$285,000	\$285,000	\$5,700,000
Aircraft Bulk Storage Hangars Aviation Dr S - Design/Construct								
UPIN:	PFL0013429	FDOT Item No.:		2027	\$0	\$340,000	\$340,000	\$680,000
Yearly Total	2027				\$5,130,000	\$3,125,000	\$4,895,000	\$13,150,000
New General Aviation Terminal Construction								
UPIN:	PFL0008813	FDOT Item No.:		2028	\$0	\$11,000,000	\$11,000,000	\$22,000,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction								
UPIN:	PFL0013284	FDOT Item No.:		2028	\$0	\$0	\$4,000,000	\$4,000,000
Aircraft Bulk Storage Hangars Aviation Dr S - Design/Construct								
UPIN:	PFL0013429	FDOT Item No.:		2028	\$0	\$5,010,000	\$5,010,000	\$10,020,000

Yearly Total 2028

\$0 \$16,010,000 \$20,010,000 \$36,020,000

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

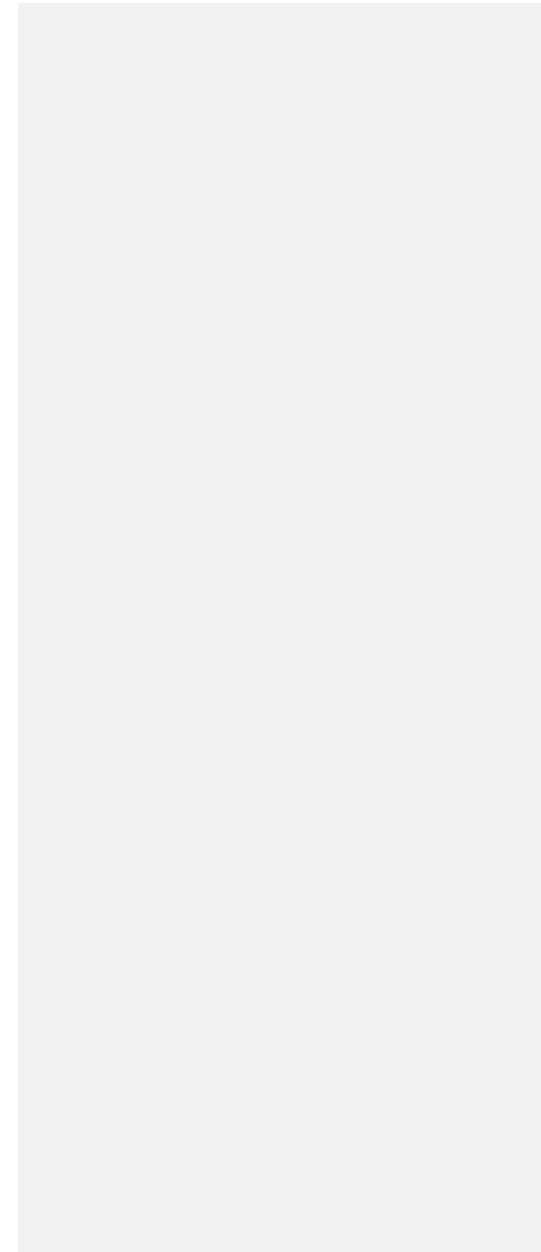


Table ES-5. Collier MPO 2045 LRTP SIS Cost Feasible Plan Projects
(in millions \$)

Map ID	Facility (FID No.)	Limits From	Limits To	Description	TP Funding 2023-25 (YOE)	Plan Period 1 (TP): 2024-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-92) Managed (Toll) Lanes (4425133)	E of Collier Blvd (SR 99)	Collier/Jean County Line	New 4 Lane Express (Toll) Lanes (10-lanes)	\$0.03	0.02						03.75				143.48	\$208.57	
46	SR 29 (4178784)	SR 82	Hardy County Line	Widen from 2-Lanes to 4-Lanes	\$1.37	0.05	1.82										\$0.00	
48	SR 29 (4344901)	I-75 (SR 99)	Oil Well Rd	Widen from 2-Lane to 4-Lanes	\$0.02	0.02						4.53					\$4.33	
60	SR 29 (4175406)	New Market Rd North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)	\$1.52	0.43	1.08			31.36							\$30.36	
51	SR 29/New Market Rd W (New) (4175405)	Immelallee Rd (CR 846)	New Market Rd N	New 4-Lane Road	\$6.82	1.05	5.77									14.85	\$49.91	
52	SR 29 (4175404)	Agriculture Way	Ch 346 E	Widen from 2-Lanes to 4-Lanes	\$0.30	0.30						3.43			14.32		\$28.95	
53	SR 29 (SEGMENT D) (4175403)	Suniland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	\$0.50	0.50						3.38					\$3.38	
54	SR 29 (SEGMENT E) (4175402)	Oil Well Rd	Suniland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.95					\$4.55	
Totals					\$17.47	\$10.70	\$8.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$17.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.14
PRE-ENG	PRE-ENG Includes POB&and Design																	
YOE	Present Day Cost																	
ROW	Right-of-Way																	
CST	Construction																	
YOE	Year of Expenditure																	

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (FYC 2019 \$)	TIP Funding 2023-25 (YOE)	Plan Period 1 (FY): 2023-2025			Plan Period 2: 2026-2029			Plan Period 3: 2030-2035			Plan Period 4: 2036-2045			Total Cost 2023-2045 (FYC \$ without \$IS)	Total \$IS Costs	County	DA PRE-ENG	DA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
12	Overglades Blvd	Academy Blvd Rd	Randall Blvd	Widen from 2-lanes to 6-lanes	\$22.80				\$8.59	\$2.38	\$95.03							\$43.27	\$43.27			County		
24	I-75 (SR-92) Interchange (new)	Golden Gate Pkwy Rd		Interchange improvement	\$9.59			\$9.58	\$9.58									\$12.81		\$0.58	\$12.24	DA		
25	I-75 (SR-92)	Irmoaklee Rd		Interchange improvement (DDI proposed)	\$9.59			\$9.58	\$9.58									\$12.81		\$0.58	\$12.24	DA		
27	Old West Road / CR 92A (SR-44)	Overglades Blvd	CR West Grade Rd	Widen from 2-lanes to 6-lanes	\$36.78	\$1.00	\$0.90		\$6.79	\$6.79	\$93.21							\$48.83	\$48.83			County		
57	US 41 (SR 90) (Turnament Trail) E	Goodwin-Frank Rd		Major intersection improvement	\$13.00			\$6.63	\$2.97	\$13.68								\$17.61		\$0.63	\$16.98	DA		
58	CR 41 (SR 90) (Turnament Trail) E	Greenway Rd	S.L. Farm Rd	Widen from 2-lanes to 6-lanes	\$31.88			\$9.81	\$6.46	\$10.80								\$41.90		\$3.91	\$37.98	DA		
66	Irmoaklee Rd	Livingston Rd		Major intersection improvement	\$24.50			\$11.63	\$11.63	\$11.63								\$26.82		\$26.82		County		
76	Golden Gate Pkwy (Interchange)	Livingston Rd		Major intersection improvement	\$24.50			\$11.63	\$11.63	\$11.63								\$12.45		\$12.45		County		
111	US 41	Irmoaklee Rd		Intersection improvement	\$17.50			\$5.13	\$12.37									\$11.24		\$3.13	\$20.11	DA		
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
39	Old US 41	US 41	Just Collier County Line	Widen from 2-lanes to 6-lanes	\$22.50			\$5.85	\$1.70				\$18.95					\$35.61		\$3.85	\$31.76	DA		
42	Randall Blvd	SR 92 NE	Overglades Blvd	Widen from 2-lanes to 6-lanes	\$51.57			\$7.29	\$8.26				\$36.02					\$77.87		\$77.87		County		
59	US 41	Collier Blvd		Major intersection improvement	\$17.25			\$2.81					\$14.44					\$18.47		\$2.81	\$23.66	DA		
60	US 41 (SR 90) (Turnament Trail) E	Irmoaklee Rd	Old US 41	Further Study Required (Complete Gravel Study for TSM&C improvement)	\$17.25			\$6.46			\$3.80		\$7.99					\$26.12		\$2.46	\$23.66	DA		
90	How Ridge Rd	Jagan Blvd	Collier Blvd	Widen from 4-lanes to 6-lanes	\$22.72			\$1.88					\$4.82	\$16.02				\$31.51		\$11.11		County		

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

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

Map ID	Funding	Limits from	Limits to	Description	Total Project Cost (POC 2019 \$)	TP Funding 2021-25 (FOI)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (POC \$ without SS)	Total SS Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source	
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST							
PLAN PERIOD 6 CONSTRUCTION FUNDED PROJECTS																									
11		Wendell Blvd	South of CH Wall St	Widen from 2-Lanes to 4-Lanes	\$16.42																				County
22		I-75 (SR-93) Interchange (New)	Vicinity of Sunnyside Blvd	New Interchange	\$42.26																				CA
31		Formaliner Rd (CR 940)	Alpark Blvd	Widen from 2-Lanes to 4 Lanes	\$3.90																				County
36		Uglen Blvd	Pine Ridge Rd	Widen from 2-Lanes to 4-Lanes	\$22.21																				County
37		Wachino Street Cut	Little League Rd	New 2-Lane Road	\$3.01																				County
65		Whitson Blvd	Kane Ave	Golden Gate Blvd	\$36.15																				County
97		Interoak Rd (Intersections)	Uglen Blvd	Major Intersection Improvement	\$11.50																				County
99		Vanderbilt Beach Rd (Intersections)	Uglen Blvd	Minor Intersection Improvement	\$11.50																				County
101		Pine Ridge Rd	Goodette-Frank Rd	Minor Intersection Improvement	\$5.75																				County
C1		Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	\$17.07																				CA
C2		Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	\$80.00																				CA

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (YOE 2024 \$)	TP Funding 2023-25 (YOE)	Plan Period 1 (TP): 2023-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without IS)	Total IS Costs	County	CA PRE-ENG	DA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PARTIALLY FUNDED PROJECTS																								
1	Berthold Rd (New) (SOS 23)	Tim Lords Way	City Gate Blvd N	New 2-Lane Road (Expansible to 6-)	\$37.31	\$11.00	\$0.00	\$4.00	\$1.00									\$0.00	\$0.00			County		
5	Big Cypress Pkwy	Wendell's Beach Rd Ext.	331 Well Rd	New 2-Lane Road (Expansible to 6-)	\$37.31													\$7.70	\$4.04		\$11.74	\$11.74	County	
33	Ironlake Rd (SOS 04)	Camp Lake Rd	South Ave	Further Study Required (Implications of Planning Study)	\$2.00					\$2.00												\$2.00	\$2.00	County
33	Little League Rd Ext.	SR 82	Wendell St.	New 2-Lane Road	\$40.00													\$8.66	\$7.33		\$15.99	\$15.99	County	
41A	Randall Blvd (Rover) (SOS 47)	Ironlake Rd		Ultimate Intersection Improvement Program	\$15.66	\$9.75	\$0.00	\$0.00										\$8.66			\$9.46	\$0.00	DA	
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-Lanes to 6-Lanes	\$40.25						\$9.06							\$8.01	\$43.88		\$53.89	\$9.95	\$43.88	DA
62B	Wendell's Beach Rd Ext.	Emeralds Blvd	Big Cypress Pkwy	New 2-Lane Road (Expansible to 6-)	\$43.17													\$0.38	\$10.67		\$11.45	\$11.45	County	
63	Emeralds Blvd	331 Well Rd / CR 80A	Ironlake Rd	Widen 2 to 4 Lanes	\$72.75				\$9.32	\$3.00											\$8.12	\$8.12	County	
74	Ironlake Rd (SOS 04) Intersection	Wilson Blvd		Major Intersection Improvement	\$17.25													\$4.00			\$6.60	\$0.00	DA	
33	Ironlake Rd	43rd Ave/Chaucky Willow Blvd I	North of 47th Ave NE	Widen from 2-Lanes to 4-Lanes	\$9.79													\$2.26	\$0.48		\$2.74	\$2.74	County	
34	Royal Village Blvd	Ironlake Rd	Ironlake Rd	New 4-Lane Road	\$23.41													\$5.88	\$2.96		\$8.90	\$8.90	County	
38	Wendell's Beach Rd	Julington Rd		Minor Intersection Improvement	\$11.50													\$2.40			\$2.40	\$2.40	County	
103	SR 41 (SR 90) (Turnpike Trail I)	Wendell's Beach Rd		Major Intersection Improvement	\$2.50													\$4.00			\$4.00	\$0.00	DA	
103	SR 41 (SR 90) (Turnpike Trail I)	Stone Ridge Rd		Major Intersection Improvement	\$2.50													\$4.99			\$4.99	\$0.00	DA	
104	SR 42 (SR 90) (Turnpike Trail I)	Golden Gate Pkwy		Major Intersection Improvement	\$3.50	\$0.50	\$0.37	\$0.33										\$4.00			\$4.40	\$0.00	DA	

Notes:
 Partially funded for construction
 PRE-ENG includes PD&E and Design
 Present Day Cost
 Right-of-Way
 Construction
 YOE: Year of Expenditure

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

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

Table ES-10. 2045 Transit Cost Feasible Summary

Funded Need	Plan Period 1: 2021–2025 (YOE)	Plan Period 2: 2026–2030 (YOE)	Plan Period 3: 2031–2035 (YOE)	Plan Period 4: 2036–2045 (YOE)	Total Costs 2026–2045 (YOE)
<i>Other Capital Needs</i>					
Bus Shelters	\$4,286,000	\$2,781,000	\$3,037,000	\$6,951,000	\$12,769,000
Safety/Security	\$538,000	\$586,000	\$642,000	\$1,468,000	\$2,696,000
Driver Protection Barriers	\$82,000	\$0	\$0	\$0	\$0
Technology	\$2,585,000	\$50,000	\$265,000	\$605,000	\$920,000
Study: Santa Barbara	\$25,000	\$0	\$0	\$0	\$0
Study: SUF/IFAS	\$25,000	\$0	\$0	\$0	\$0
Study: I-75	\$25,000	\$0	\$0	\$0	\$0
Study: Everglades City	\$25,000	\$0	\$0	\$0	\$0
Study: Fares	\$50,000	\$0	\$0	\$0	\$0
Study: MoD	\$50,000	\$0	\$0	\$0	\$0
CAT Bus and Maintenance Building*	\$7,065,497	\$0	\$0	\$0	\$0
<i>Total Other Capital Costs</i>	\$14,756,500	\$3,417,000	\$3,944,000	\$9,024,000	\$16,385,000
<i>Total Capital Costs</i>	\$27,226,500	\$16,129,000	\$15,713,000	\$36,720,000	\$68,579,000

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

6-4 Freight Network Projects

FDOT updated its Freight Mobility and Trade Plan (FMTP) in April 2020 (FDOT 2020b). The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP identified freight hotspots as presented in Figure 6-11. Collier County has low to medium freight activity along the I-75 corridor. According to the data from the FMTP, there are two Freight Intensive Areas in the County: East Naples Industrial area and the Immokalee Airport Industrial area. A Freight Intensive Area is a cluster or group of freight facilities that generates, distributes, or attracts large amounts of freight activities and has a significant impact on Florida's transportation system and economy. Out of 70 Freight Intensive Areas within the state, the East Naples and Immokalee Airport areas ranked 42nd and 43rd, respectively, by total freight parcel floor area.

The FMTP *Technical Memorandum 6, Project Prioritization and Selection* (FDOT 2020b) presents the methodology and the freight project selection and prioritization process. Noted on the list of prioritized projects in the FMTP as a low priority were the I-75 at CR 846 (Immokalee Road) and I-75 at Pine Ridge Road interchange modification projects. All projects listed in Table 6-1, 2045 SIS Cost Feasible Projects, are part of the Regional Freight Mobility Corridors within the Collier MPO boundary (refer to Figure 4-4 in Chapter 4). A total of 20 of the cost feasible projects identified in this 2045 LRTP update are on the freight network within Collier MPO boundary.

Figure 6-11. Freight Hotspot Locations



6-5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 31, Immokalee Road from Airpark Boulevard to SR 29, has been identified as cost feasible for construction in FY2036 to FY2045. The project includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport. Approximately \$7.2 million has been dedicated to this off-airport roadway project in the Cost Feasible Plan using County funds.

Table 5-3. Airport Capital Revenue Projections

Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island Executive Airport	FAA, FDOT, Local		\$4,100,000	\$5,000,000	\$9,250,000	\$18,350,000
City of Naples						
Naples Airport	FAA, FDOT	\$39,950,000				\$39,950,000

Project no. 114 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While the project is not part of the Cost Feasible Plan, it will remain on Needs Plan. Naples Airport

estimates their development costs for airport operations at \$56.8 million for short term (2020–2024), \$67 million for intermediate (2025–2029), and \$83 million for long-term (2030–2039) expenses, for a total of \$206.9 million.

APPENDIX E: FEDERAL LANDS APPROPRIATIONS

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



FY2022-FY2025 Transportation Improvement Program Federal Highway Administration Eastern Federal Lands Highway Division

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

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

Awaiting from FHWAThere are no Federal Lands Highways
Projects in Collier County to Report

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APPENDIX F: SUMMARY OF PUBLIC COMMENTS

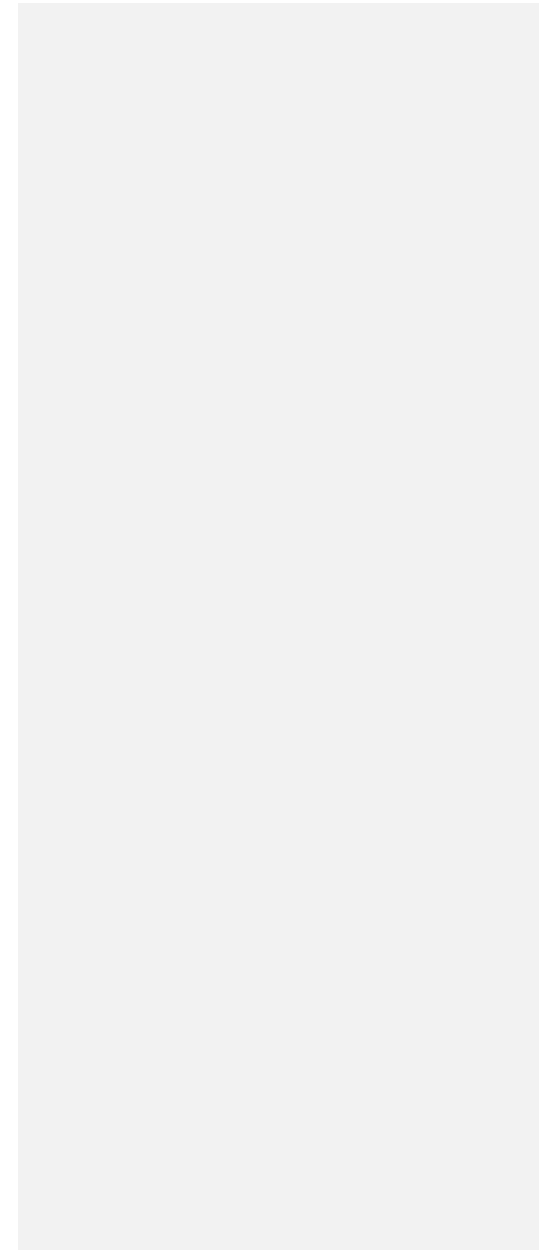
<u>Date</u>	<u>From</u>	<u>Email/phone</u>	<u>Comment</u>	<u>Response</u>
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APPENDIX G: FISCAL CONSTRAINT

Awaiting April Work Program Snapshot from FDOT. ~~Insert here – wait for April snapshot~~

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APPENDIX H: CRITERIA USED FOR PROJECT PRIORITIZATION



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

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

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

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$18.17			\$18.17			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$18.17			\$18.17			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.96			\$9.80	\$19.70
Safety			\$1.84			\$1.84			\$1.50	\$3.10

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

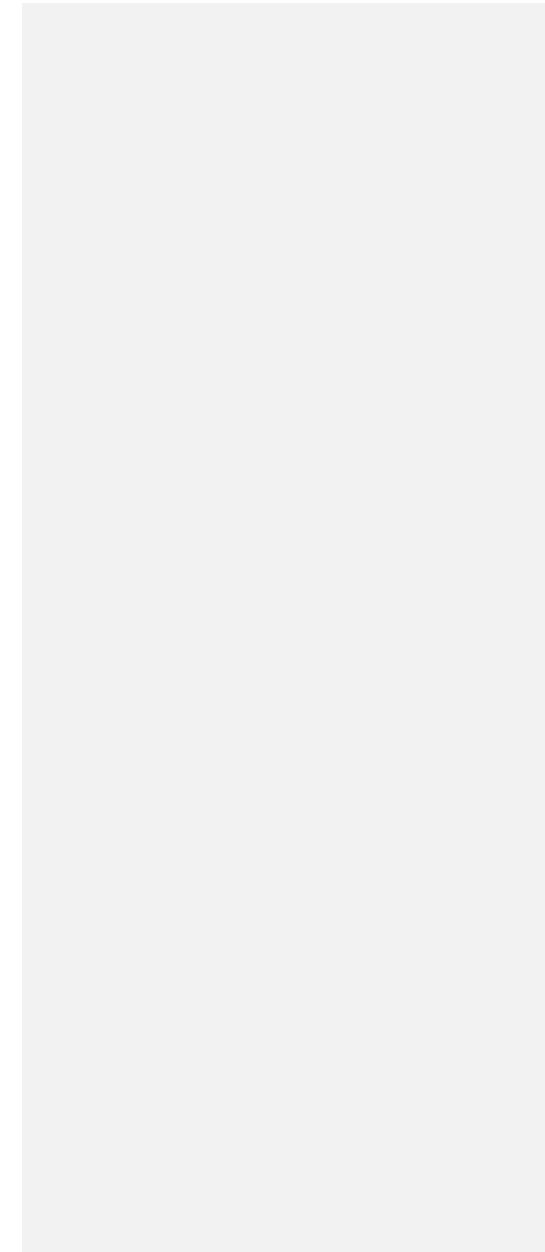
- Bicycle and Pedestrian Master Plan
- Congestion Management Process (2017) and Transportation System Performance Report (2020)
- Local Roads Safety Plan (2021)

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

Bicycle and Pedestrian Projects

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

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



Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX I: ADDITIONAL PLANS AND STUDIES

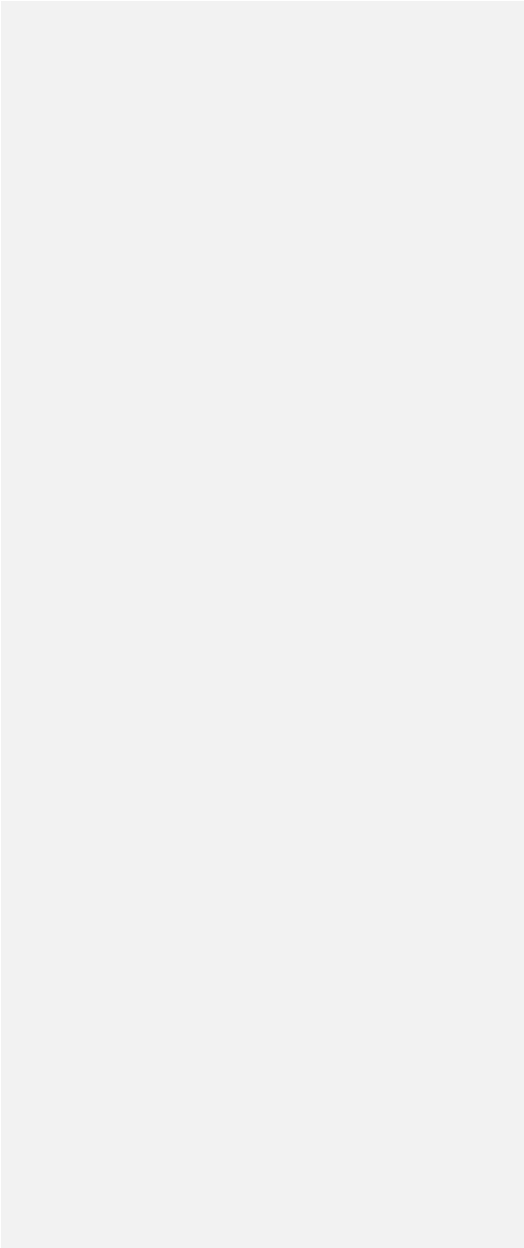
Plans and studies that are in the UPWP and that are using SU funds, but that are not included in the TIP.

~~***Awaiting adoption of UPWP to include programmed SU funds.TBD Final Work Program Snapshot***~~

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

APPENDIX J: ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP



INSERT PDF OF TPM UPDATED REPORT

APPENDIX K: AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

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COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2024 - FY2028

Pending Adoption: June 9, 2023



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

COLLIER METROPOLITAN PLANNING ORGANIZATION

Council Member Greg Folley, MPO Chair

City of Marco Island

Commissioner Chris Hall, MPO Vice-Chair

Collier County (District 2)

Commissioner Rick LoCastro

Collier County (District 1)

Commissioner Burt Saunders

Collier County (District 3)

Commissioner Dan Kowal

Collier County (District 4)

Commissioner William L. McDaniel Jr.

Collier County (District 5)

Council Member Tony Pernas

City of Everglades City

Council Member Paul Perry

City of Naples

Council Member Ted Blankenship

City of Naples

Anne McLaughlin

MPO Executive Director

Scott R. Teach, Esq.

Collier County Deputy Attorney

MPO RESOLUTION #2023-2
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ADOPTING
THE FY 2023/24 – 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

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

1. The FY 2023/24 – 2027/28 Transportation Improvement Program and the projects programmed therein are hereby adopted.
2. The Collier Metropolitan Planning Organization’s Chairman is hereby authorized to execute this Resolution certifying the MPO Board’s endorsement of the FY 2023/24 – 2027/28 Transportation Improvement Program and the projects programmed therein.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 9th day of June 2023.

Attest:
ORGANIZATION

COLLIER METROPOLITAN PLANNING

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Council Member Greg Folley
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Acronyms

Acronym	Description	Acronym2	Description2
ADA	Americans with Disabilities Act	HSIP	Highway Safety Improvement Program
AUIR	Annual Update and Inventory Report	HWY	Highway
BCC/BOCC	Board of County Commissioners	I	Interstate
BIL	Bipartisan Infrastructure Law	IIJA	Infrastructure Investment & Jobs Act
BPAC	Bicycle & Pedestrian Advisory Committee	INC	Contract Incentives
BPMP	Bicycle & Pedestrian Master Plan	ITS	Intelligent Transportation System
BRT	Bus Rapid Transit	JACIP	Joint Airport Capital Improvement Program
CAP	Capital	JARC	Job Access and Reverse Commute
CAT	Collier Area Transit	JPA	Joint Participation Agreement
CEI	Construction Engineering Inspection	LCB	Local Coordinating Board
CFR	Code of Federal Regulations	LOPP	MPO's annual List of Project Priorities
CAC	Citizens Advisory Committee	LRTP	Long Range Transportation Plan
CIGP	County Incentive Grant Program	MAP-21	Moving Ahead for Progress in the 21 st Century
CMC	Congestion Management Committee	MNT	Maintenance
CMP	Congestion Management Process	MPA	Metropolitan Planning Area
CMS	Congestion Management System	MPO	Metropolitan Planning Organization
COA	Comprehensive Operational Analysis	NHS	National Highway System
CPG	Consolidated Planning Grant	OA	Other Arterial
CR	County Road	OPS	Operations
CRA	Community Redevelopment Agency	PD&E	Project Development & Environmental
CST	Construction	PE	Preliminary Engineering
CTC	Community Transportation Coordinator	PL	FHWA Planning (PL) Funds
CTD	Commission for the Transportation Disadvantaged	PL	Metropolitan Planning (PL) Program
CTST	Community Traffic Safety Team	PTO	Public Transportation Organization
DEO	Florida Department of Economic Opportunity	RACEC	Rural Area of Critical Economic Concern
DSB	Design Build	ROW	Right of Way
EIS	Environmental Impact Study	RRU	Railroad & Utilities
EMO	Environmental Management Office	RTP	Recreational Trails Program
ENG	Engineering	SA	Surface Transportation Program – Any Area
ENV	Environmental	SE, TE	Surface Transportation Program – Enhancement
FAA	Federal Aviation Administration	SHS	State Highway System
FAST	Fixing America's Surface Transportation Act	SIS	Strategic Intermodal System
FASTLANE	Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies grants	SR	State Road
FDOT	Florida Department of Transportation	SRTS, SR2S	Safe Routes to School
FHWA	Federal Highway Administration	STBG	Surface Transportation Block Grant Program
FM	Financial Management	STBGP	Surface Transportation Block Group Program
FPN	Financial Project Number	STIP	State Transportation Improvement Program
FS	Florida Statute	STP	Surface Transportation Program
FTA	Federal Transit Administration	SU, XU	Surface Transportation Funds for Urbanized Area formula based – population over 200,000
FY	Fiscal Year	TA	Transportation Alternatives

Acronym	Description	Acronym2	Description2
TAC	Technical Advisory Committee	TMC	Traffic Management Center
TAP	Transportation Alternative Program	TOC	Traffic Operations Center
TD	Transportation Disadvantaged	TRIP	Transportation Regional Incentive Program
TDTF	Transportation Disadvantaged Trust Fund	TSM	Transportation System Management
TDP	Transit Development Plan	UPWP	Unified Planning Work Program
TDSP	Transportation Disadvantaged Service Plan	UZA	Urbanized Area
TIP	Transportation Improvement Program	WP	FDOT 5-year Work Program
TMA	Transportation Management Area	YOE	Year of Expenditure

Phase Codes

CAP	Capital
CST	Construction
DSB	Design Build
ENV	Environmental
INC	Contract Incentives
MNT	Maintenance
OPS	Operations
PDE	Project Development & Environment (PD&E)
PE	Preliminary Engineering
PLN	Planning
ROW	Right-of-Way
RRU	Railroad & Utilities

FDOT Fund Codes

As Of: 2/23/2023

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/support/appendixd.aspx?CT=FC>

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F22	NH - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F22	NH - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F22	NH - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACPR	AC - PROTECT GRANT PGM	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSM	STBG AREA POP. W/ 5K TO 49,999	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F22	NH - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ARAL	AMER. RESCUE PLAN ALIEN FUND	F49	100% FEDERAL NON-FHWA
ARDR	ARPA- SCETS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARHF	ARPA- SHS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARPA	AMERICAN RESCUE PLAN ACT	F49	100% FEDERAL NON-FHWA
ARSC	AMER. RESCUE PLAN SCOP PGM	F49	100% FEDERAL NON-FHWA
ARSR	AMER. RESCUE PLAN SCRAP PGM	F49	100% FEDERAL NON-FHWA
ART	ARTERIAL HIGHWAYS PROGRAMS	N11	100% STATE
ARTW	ARTERIAL WIDENING PROGRAM	N11	100% STATE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS

BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRRR	BRIDGE REPAIR RAILROADS	N11	100% STATE
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F21	NH - REGULAR FUNDING
CARB	CARBON REDUCTION GRANT PGM	F31	O.F.A. - REGULAR FUNDS
CARL	CARB FOR URB. LESS THAN 200K	F31	O.F.A. - REGULAR FUNDS
CARM	CARB FOR SM. URB. 5K - 49,999	F31	O.F.A. - REGULAR FUNDS
CARN	CARB FOR RURAL AREAS < 5K	F31	O.F.A. - REGULAR FUNDS
CARU	CARB FOR URB. AREA > THAN 200K	F31	O.F.A. - REGULAR FUNDS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT

DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DUCA	TRANSIT CARES/CRRSAA ACT	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM22	GAA EARMARKS FY 2022	N11	100% STATE
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER19	2019 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER20	2020 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.

FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATN	F49	100% FEDERAL NON-FHWA
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GfBR	GEN FUND BRIDGE REPAIR/REPLACE	F21	NH - REGULAR FUNDING
GFBZ	GENERAL FUND BRIDGE OFF-SYSTEM	F31	O.F.A. - REGULAR FUNDS
GFEV	GEN. FUND EVEHICLE CHARG. PGM	F21	NH - REGULAR FUNDING
GFNP	NP FEDERAL RELIEF GENERAL FUND	F31	O.F.A. - REGULAR FUNDS
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR23	GAA EARMARKS FY2023	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F21	NH - REGULAR FUNDING
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSABLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE

MCOR	MULTI-USE COR S.338.2278,F.S.	N11	100% STATE
NFP	NATIONAL FREIGHT PROGRAM	F21	NH - REGULAR FUNDING
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F21	NH - REGULAR FUNDING
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
PROT	PROTECT GRANT PROGRAM	F21	NH - REGULAR FUNDING
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS

REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
ROWR	ROW LEASE REVENUES	N11	100% STATE
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F21	NH - REGULAR FUNDING
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SM	STBG AREA POP. W/ 5K TO 49,999	F31	O.F.A. - REGULAR FUNDS
SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALM	TAP AREA POP. 5K TO 50,000	F31	O.F.A. - REGULAR FUNDS

TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TCSP	TRANS, COMMUNITY & SYSTEM PRES	F43	100% FEDERAL DEMO/EARMARK
TD23	TD COMMISSION EARMARKS FY 2023	N11	100% STATE
TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
TDPD	TD PAYROLL REDIST D FUNDS	N11	100% STATE
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TFBD	TOLL FACILITY BOND PROCEEDS	N41	TOLL CAPITAL IMPROVEMENT
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TIMP	TRANSPORTATION IMPROVEMENTS	F33	O.F.A. - DEMO/EARMARK FUNDS
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBC	GARCON POINT BRIDGE	N43	TOLL MAINTENANCE
TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBK	TAMPA BAY EXPRESS LANES-MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS

TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS
TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBK	TAMPA BAY EXP LANES OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS
WKOC	2012 SB1998-REPAYMNT OOC DEBT	N11	100% STATE

EXECUTIVE SUMMARY

The Collier MPO Transportation Improvement Program (TIP) is the federally mandated, collaboratively developed, five-year program of surface transportation projects that will receive federal funding or are subject to federal review or action within the Collier Metropolitan Planning Area (MPA). (Figures 1 & 2 on following pages) The Collier MPA encompasses all of Collier County, and the Cities of Naples, Everglades City, and Marco Island. The Collier MPO is the federally designated Metropolitan Planning Organization (MPO) for the Collier MPA and is the body designated by federal and state statutes to develop and administer the TIP. The TIP is updated annually, and all projects in the TIP must be consistent with the Collier MPO Long Range Transportation Plan (LRTP).

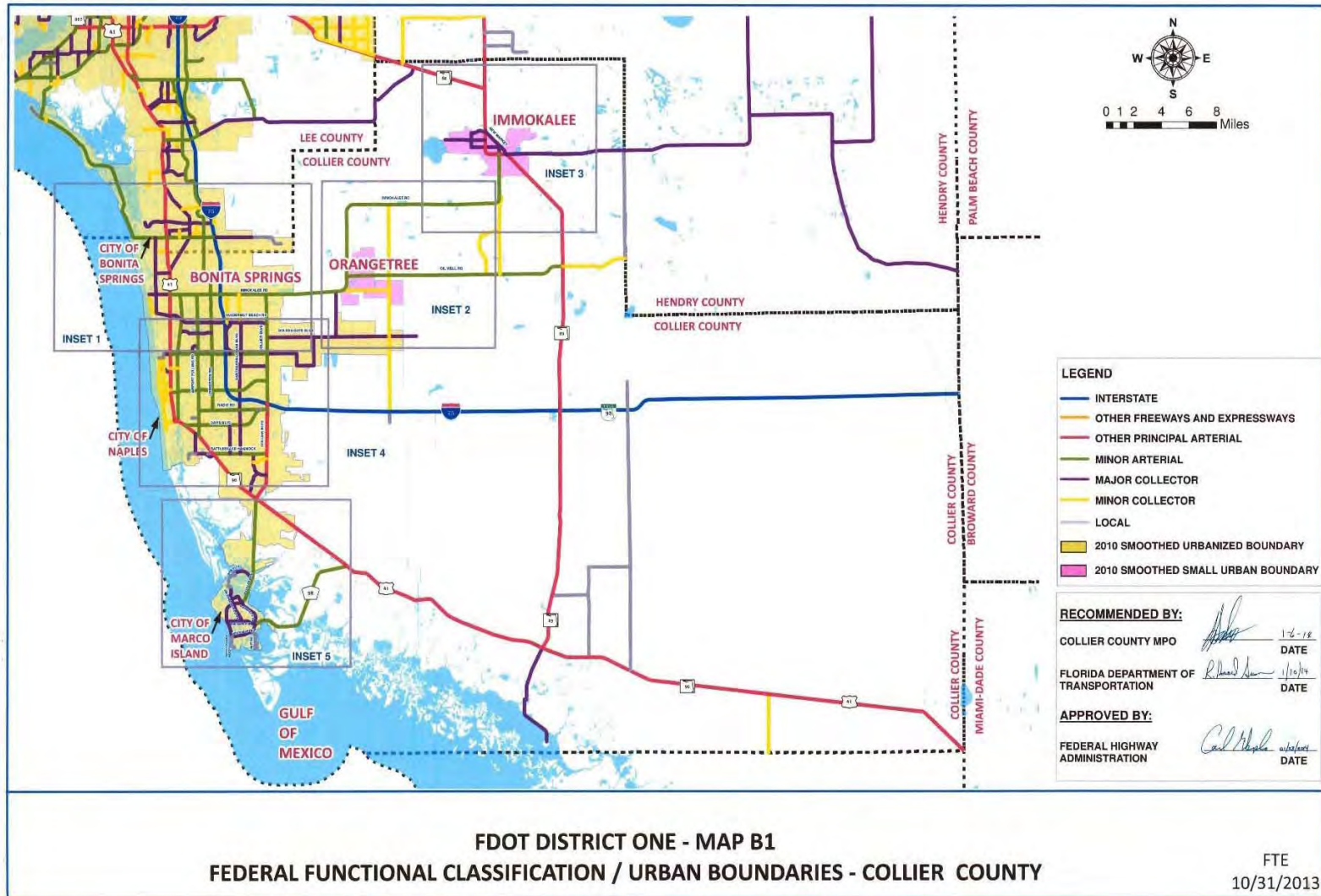
The TIP represents the transportation improvement priorities for the Collier MPO planning area and is financially constrained. This means that each project programmed in the TIP has been vetted by the MPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local partners to address the planning area's transportation needs and provides sufficient financial information to demonstrate that the projects can be funded as programmed. Only projects with funds that are reasonably expected to be available may be programmed in the TIP. The TIP is subject to approval by FDOT, FHWA, and FTA, and may be periodically amended or modified to reflect changes to a project's scope, schedule, and/or cost, or to add a new or remove an existing project. In addition to federal and FDOT approvals, the TIP is also reviewed by the Florida Department of Economic Opportunity (DEO) to ensure the projects programmed in the TIP are consistent with local government comprehensive plans.

The Collier MPO's TIP has been developed with input and assistance from FDOT, FHWA, FTA, elected officials, municipal staff, and the public. Projects identified in the TIP are prioritized by the MPO and its partners to implement, support, and enhance regional mobility, and improve the safety, condition, and efficiency of the region's transportation system. The TIP includes projects for all transportation modes including roadways, bicycle and pedestrian, transit, and aviation. Development of the TIP includes input from all transportation system users, including those traditionally underserved by existing transportation systems who may face challenges accessing employment and other services.

Figure 1: Collier Metropolitan Planning Area (MPA)



Figure 2: Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes¹; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 133(h) §1109) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. (Public Law 117-58). This legislation carries forward the policies, programs and initiatives established by preceding legislation and addresses new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching and deploying new technologies, and improving safety for all users. Project eligibility and flexibility have been added to existing programs such as the Surface Transportation Block Grant Program (STBG) and the Highway Safety Improvement Program (HSIP). For example, the STBG program project eligibility has been expanded to include electric vehicle charging infrastructure and the HSIP has been expanded to introduce new eligible project types to calm traffic and reduce vehicle speeds to improve pedestrian and bicycle safety. The legislation also introduced new competitive grant programs that require further guidance from federal and state governments before they are put into effect.

¹ 23 United States Code (U.S.C.) 134(j) and (k)(3) and (4); 23 U.S.C. 204; 49 U.S.C. 5303; 23 Code of Federal Regulations Part 450 Sections 326, 328, 330, 332 and 334; and Florida Statutes (F.S.) s.339.175, s339.135(4)(c) and 4(d), and 427.051(1)

The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account. TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. The TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds are shown in Appendix G – Fiscal Constraint.

The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a new List of Project Priorities (LOPP) and submits these to FDOT prior to July 1st. This new set of priorities is drawn from the Collier 2045 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-year program. The MPO's LRTP and TIP are developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

FUNDING SUMMARY

The projects identified in this TIP are funded with Federal, State, and local revenues as shown in the FDOT Fiscal Year (FY) 2024- 2028 Work Program approved by the State Legislature. The tables and charts below compare funding amounts from year to year and by project type. The total funding fluctuates from one TIP to the next and from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. (See Figure 3 on the following page.)

Total funding for the current TIP, based on the Work Program “Public Hearing Report” snapshot released in December 2022, is \$431 million. The major funding source is Federal (47%), followed by State (41%), and Collier County (12%), as shown in Figure 4 on the following page. Major investment categories are shown as percentages in Figure 5. (The summary chart of the prior TIP, FY 2023-2027, is shown in Figure 5 for comparison purposes.) Multimodal investments are comparable to last year’s TIP; and State investment in Maintenance and Operations has grown slightly relative to Highway Capacity. The two largest categories of funding are Maintenance and Operations and Highway Capacity Improvements.

Figure 3: Total Initial Funding Amounts, Last 5 TIPs

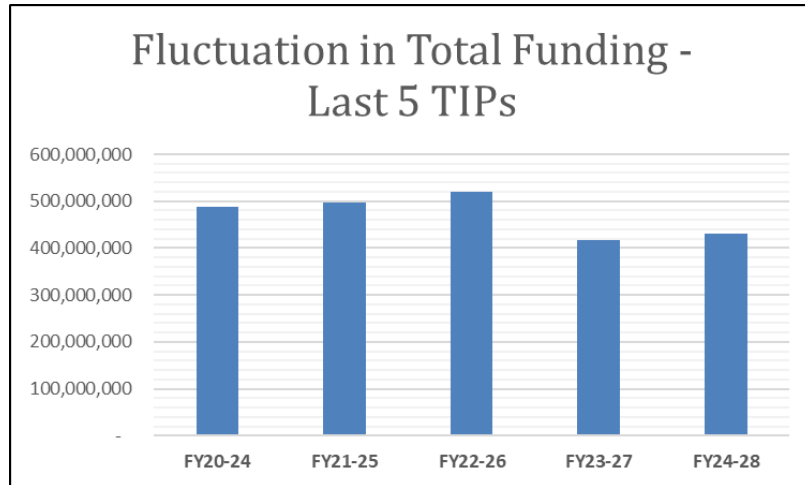


Figure 4: Funding Sources

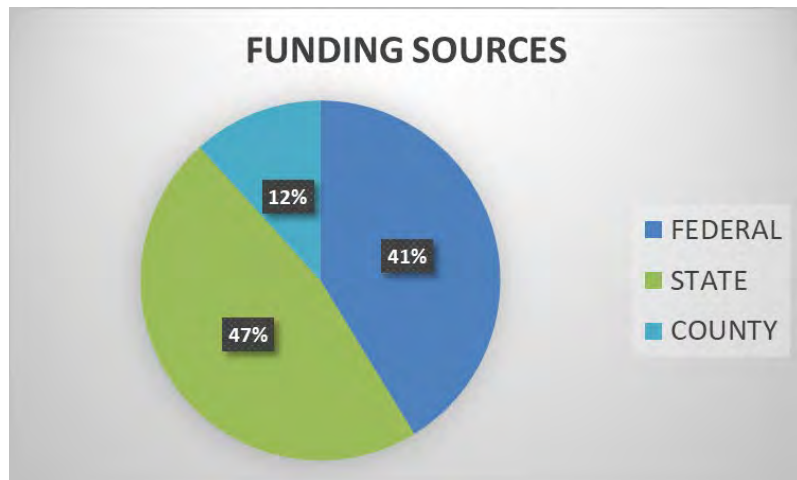


Figure 5: Percent Funding by Major Category FY 24-28

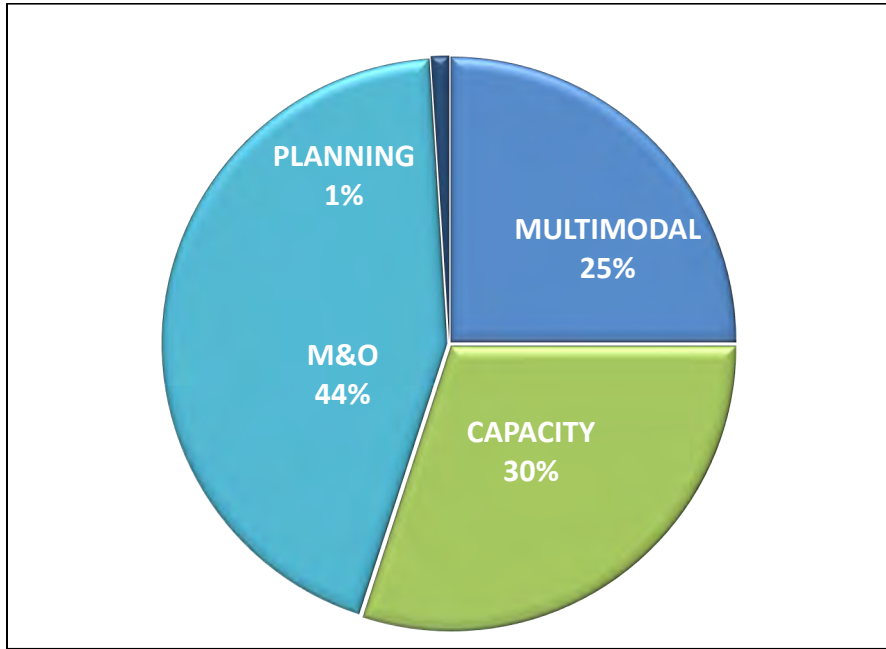
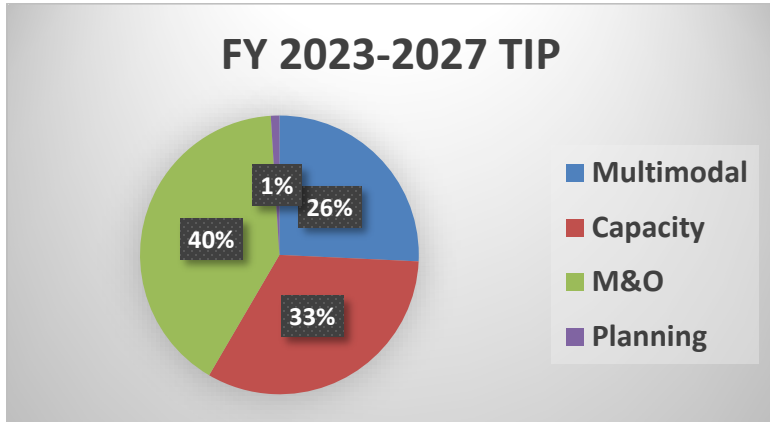


Figure 6: Percent Funding by Major Category FY23-27

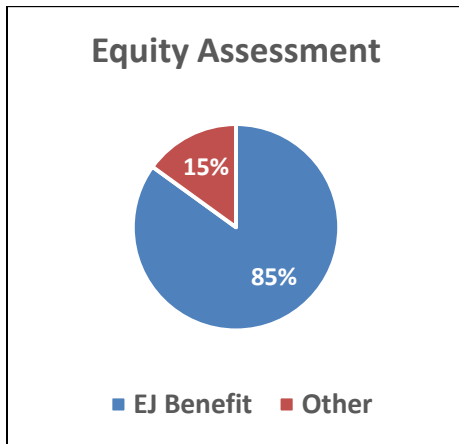


The Equity Assessment shows that 85% of the programmed investment in Highway Capacity, Safety, Bicycle and Pedestrian, Bridge, Transit and Congestion Management (SU Box Funds) is of benefit to traditionally underserved minority populations within Collier County.

Table 1: Equity Funding Analysis

Category	Totals	EJ Serving
Transit	\$57,572,910	\$57,572,910
Bike-Ped	\$17,234,447	\$9,036,020
CM	\$9,755,833	\$8,011,089
Capacity	\$125,533,937	\$110,649,560
Safety	\$3,128,685	\$3,128,685
Bridge	\$14,451,208	\$4,715,000
	\$227,677,020	\$193,113,264
		85%

Figure 7: Equity Assessment



HIGHWAY FUNDING SOURCES

The following highlights the primary federal and state funding sources used to support MPO planning activities; the design and construction of transportation projects; and facilitation of transit operations and capital acquisitions.

Federal (FHWA)

Surface Transportation Block Group Program (STBGP): The STBGP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. These flexible funds are not based on a restrictive definition of program eligibility and allow local areas to choose local planning priorities. There are also flexible FTA Urban Formula Funds. STBGP funds can be used to increase capacity, improve safety, relieve congestion and enhance transportation systems. The level of STBGP funding is determined by a formula. STBGP-Urban (SU) funds are allocated to MPOs

with over 200,000 population, such as Collier MPO. Such MPOs are referred to as Transportation Management Areas (TMA).

Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities include Transportation Alternatives (TA) as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103. TA funds are primarily used for the construction, planning and design of bicycle and pedestrian facilities, traffic calming techniques, compliance with the Americans with Disabilities Act of 1990 [42 USC 1201 et seq.], environmental mitigation activities, the Recreational Trails Program (RTP) under 23 USC 206, and Safe Routes to Schools. TA funds cannot be used for routine maintenance and operations.

Highway Safety Improvement Program (HSIP): HSIP funds highway safety improvements and may be used to fund any identified highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail; or any project to maintain minimum levels of retro reflectivity with respect to a public road without regard to whether the project is included in an applicable State strategic highway safety plan. Terms, including “highway safety improvement project” are defined in 23 U.S.C. 148.

Metropolitan Planning Program (PL): FHWA allocates funding for this program to FDOT, which in turn allocates funds by formula to MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other planning documents.

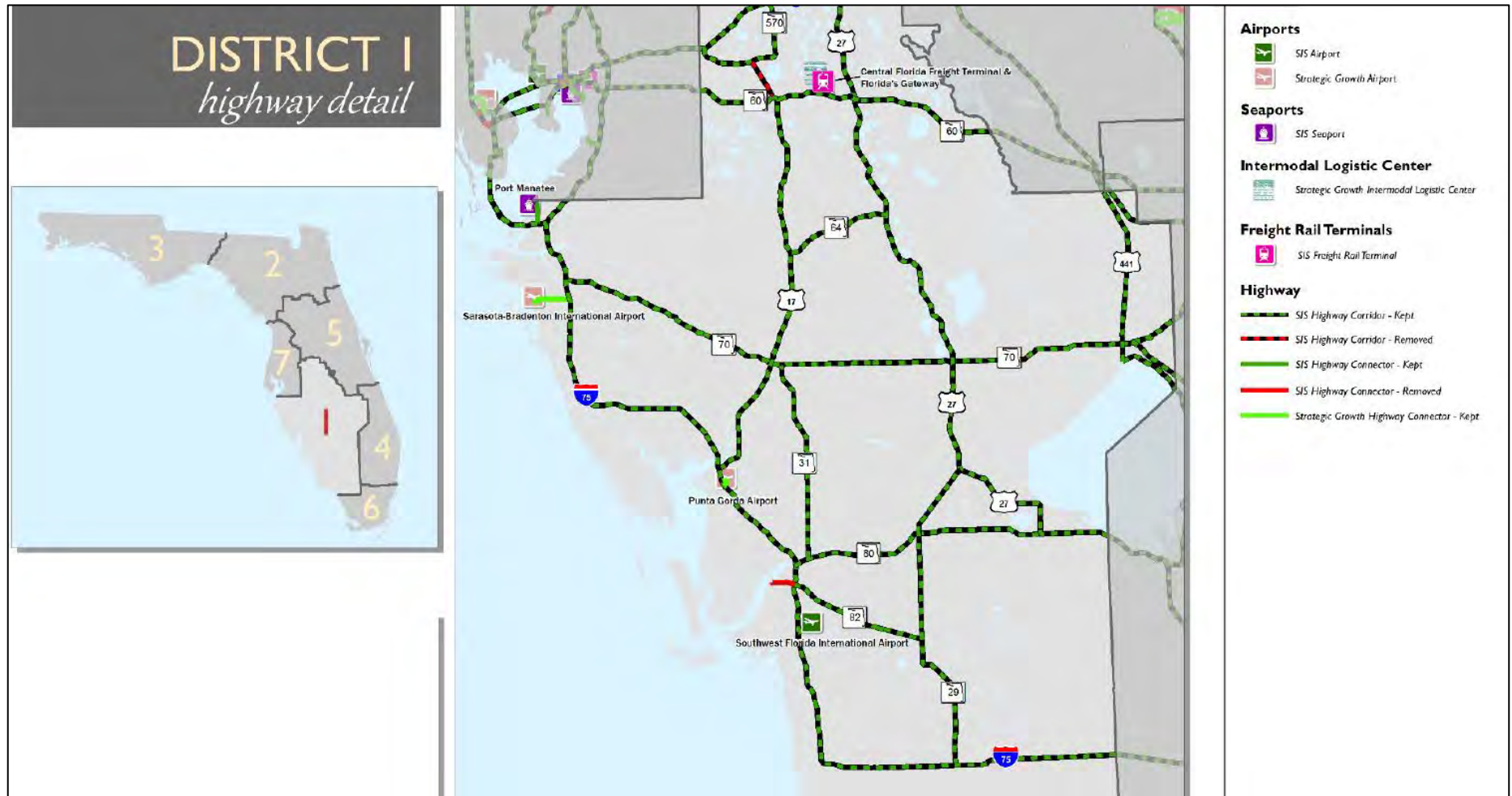
State (FDOT)

Strategic Intermodal System (SIS): Created in 2003, the SIS is a high priority network of transportation facilities critical to Florida’s economic competitiveness and quality of life. The SIS, shown in Figure 8 on the following page, includes the State’s largest and most significant highways, commercial service airports, spaceports, waterways and deep-water seaports, rail corridors, freight rail terminals, and passenger rail and intercity bus terminals.

I-75, State Route 29 and State Route 82 are identified as SIS facilities. FDOT programs SIS funds through the development of the Strategic Intermodal System Funding Strategy (Appendix A). See Figure 8 on the following page.

Transportation Regional Incentive Program (TRIP): The TRIP was created pursuant to § 339.2819 and §339.155 Florida Statutes to provide an incentive for regional cooperation to leverage investments in regionally significant transportation facilities including both roads and public transportation. TRIP funds provide state matching funds for improvements identified and prioritized by regional partners which meet certain criteria. TRIP funds are used to match local or regional funds by providing up to 50% of the total project cost for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. The Collier MPO and Lee County MPO Boards jointly adopt regional priorities to access TRIP funds. Regionally significant projects are projects that are located on the Lee County/Collier MPO Joint Regional Roadway Network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Figure 8: SIS System



Local

Local Funds: Local Funds are programmed when a portion of a project's funding is being provided from a local or third party source. This source could be a city, a county, an expressway authority, etc. Local funds may be used for all program areas and may be required for some federal and state programs. For example, projects funded under the Transportation Regional Incentive Program and County Incentive Grant Program require up to a 50% local match. Projects funded with federal aid that are off-system - off the state highway system (SHS) - also require up to a 50% local match. Please refer to Individual program areas for these requirements.

TRANSIT FUNDING SOURCES

FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be "flexed" for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.

§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate §5305 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g) emphasize preservation of the existing transportation system.

Starting in FY 2023 FDOT and the MPOs will participate in the Consolidated Planning Grant (CPG) program. This program merges FTA 5305(d) Metropolitan Planning funds with FHWA Planning (PL) funds. Once the two funding sources are consolidated, the funds will be administered by FHWA and will be considered FHWA PL funds. The CPG streamlines the delivery of MPO funds, provides the MPO greater flexibility to use their planning funds and reduces the number of grants being administered by the MPO.

§5307 - Urbanized Area (UZA) Formula Program Funds: The Bonita Springs (Naples) FL UZA receives an annual allocation of § 5307 funding which may be used for: (a) transit capital and operating assistance in urbanized areas; (b) transportation-related planning; (c) planning, engineering, design and evaluation of transit projects; and (d) other technical transportation-related studies. Eligible capital investments include: (a) replacement, overhaul and rebuilding of buses; (b) crime prevention and security equipment; (c) construction of maintenance and passenger facilities; (d) new and existing fixed guide-way systems including rolling stock and rail stations; and (e) overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered eligible capital costs. MAP-21 amended this program to include expanded eligibility for operating expenses for systems with 100 or fewer buses. Collier County receives at least \$2 million dollars each year to assist in transit capital expenses. Local/State matches for §5307 consist of toll revenue credits issued by FDOT and local funds which follow FTA match guidelines. For urbanized areas with populations greater than 200,000, including Collier County, funds are apportioned and flow directly to a locally selected designated recipient. Collier County is the designated recipient for the urbanized area §5307 funding.

§5310 – Transportation for Elderly Persons and Persons with Disabilities: The Federal goal of the §5310 program is to provide assistance in meeting the needs of elderly persons and persons with disabilities where public transit services are unavailable, insufficient or inappropriate. Funds are apportioned based on each state's population share of these groups of people. Eligible activities for §5310 funding include: (a) services developed that are beyond what is required by the Americans with Disabilities Act; (b) projects that will improve access to fixed route service and/or decrease reliance by individuals with disabilities on complementary paratransit; and (c) projects that provide an alternative to public transportation that assists seniors and individuals with disabilities.

MAP-21 apportions these funds to designated recipients based on a formula. In Florida, the §5310 Program is administered by FDOT on behalf of FTA with funding allocated to the Bonita Springs (Naples) Urbanized Area. Projects selected must be included in a locally developed, coordinated public transit human services transportation

plan. FDOT calls for § 5310 applications annually and awards funds through a competitive process.

§ 5311 - Rural Area Formula Grant: This program (49 U.S.C. 5311) provides formula funding to states to support public transportation in areas with populations less than 50,000. Program funds are apportioned to each state based on a formula that uses land area, population, and transit service. According to Federal program rules, program funds may be used for capital operating, state administration, and project administration expenses; however, Florida allows eligible capital and operating expenses.

In Florida, the §5311 Program is administered by FDOT. Program funds are distributed to each FDOT district office based on its percentage of the state's rural population. Each district office allocates program funds to designated eligible recipients through an annual grant application process. §5311 funds in Collier County are used to provide fixed route service to rural areas such as Immokalee and Golden Gate Estates.

§5339 – Bus and Bus Facilities Funds: This program makes federal resources available to state and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible recipients include direct recipients that operate fixed-route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Native American tribes that operate fixed route bus service that are eligible to receive direct grants under §5307 and §5311.

Transportation Disadvantaged Program Funds: Chapter 427, Florida Statutes, established the Florida Commission for the Transportation Disadvantaged (CTD) with the responsibility to coordinate transportation services provided to the transportation disadvantaged through the Florida Coordinated Transportation System. The CTD also administers the Transportation Disadvantaged Trust Fund. Transportation disadvantaged individuals are those who cannot obtain their own transportation due to disability, age, or income.

The Collier MPO, through the Local Coordinating Board (LCB), identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged [Chapter 427, Florida Statutes]. The Collier County Board of County Commissioners (BCC) is designated as the CTC for Collier County and is responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population of Collier

County.

Public Transit Block Grant Program: The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit [341.052 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's §5307 and §5311 programs and to CTCs. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.

PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

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

the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, FDOT Maintenance and Operations, Transportation Planning, Transit, Transportation Disadvantaged and Aviation.,. Many of these projects require multiple phases which must be completed sequentially. Project phases may include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi-year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

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

The MPO's 2022 Transportation Project Priorities, for inclusion in the FY2024 – FY2028 TIP, were adopted by the MPO Board as a separate item from the adoption of the FY2023 - FY2027 TIP, on the same day of June 10, 2022. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a “new fifth year” which maintains rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. Each year, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of SU funds, State Transportation Trust Funds and other funding programs. The MPO's LOPP is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration (see Appendix H for a description of the criteria used for project prioritization). The LOPP includes Highway, Bicycle/Pedestrian, Congestion Management, Safety, Bridge, Transit and Planning projects which are illustrated on the following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 2 shows the general timeframe for the MPO's establishment of project priorities and the development of the FY2024 – FY2028 TIP.

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

Table 2: General Timeframe for FY2024-2028 TIP Process

Mar 2021 - March 2022	MPO solicits candidate projects for potential funding in the new 5 th year of FDOT’s FY2024 - FY2028 Work Program, aka the MPO’s FY 2024-2028 TIP.
June 2022	MPO adopts prioritized list of projects for funding in the MPO FY2024 - FY2028 Work Program/TIP
Jan 2023 – April 2023	FDOT releases Tentative Five-year Work Program for FY2024 - FY2028
March – June 2023	MPO produces draft FY2024 - 2028 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2023	MPO Board adopts FY2024 – FY2028 TIP which is derived from FDOT’s Tentative Five-year Work Program. MPO adopts LOPP for funding in the FY2024 - FY2028 TIP
July 2023	FDOT’s Five-Year Work Program FY2024 - FY2028 (which includes the MPO TIP) is adopted and goes into effect. (The Statewide Transportation Improvement Program goes into effect October 1, 2023)
September 2023	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2022 HIGHWAY (& FREIGHT) PRIORITIES

Highway priorities submitted in 2022 are consistent with the 2045 LRTP Cost Feasible Plan. The MPO Board approved the Highway priorities list on June 10, 2022 (Table 3), which was forwarded to FDOT for consideration of future funding.

Table 3: Highway (& Freight) Priorities

**Collier MPO Priorities for Highway Projects from 2040 LRTP
and MPO Priority Safety Projects**

2022 Highways & Freight Priorities
Adopted June 10, 2022

HIGHWAY PRIORITIES - 2045 LRTP- Cost Feasible Plan

LRTP MAP ID	Facility	Limit From	Limit To	Final Proposed Improvement - 2045 LRTP	Total Project Cost (POC)	Construction Time Frame	5-Year Window in which CST is Funded by Source				PROJECT STATUS in Final Work Program / MPO TIP FY23-27					
							2026-2030 PLAN PERIOD 2			Projects Funded In CFP	FPN	Phase	Source	FY	Amount	
							Phase	Source	YOE Cost							YOE
50	SR 29	N of New Market Rd	SR 82	Widen from 2 lanes to 4 lanes (with center turn lane)	\$64,792,368	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV CST	TALT ACNP, D1	2023 & 26 2027	\$680,000 \$33,752,368	
23	I-75 (SR93) Interchange	Golden Gate Pkwy		Interchange Improvement	\$9,590,000	2026-30	PE CST	OA OA	\$580,000 \$12,240,000	\$12,820,000						
25	I-75 (SR93) Interchange	Immokalee Rd		Interchange Improvement (DDI Proposed)	\$9,590,000	2026-30	PE CST	OA OA	\$580,000 \$12,240,000	\$12,820,000						
57	US41 (SR90)(Tamiami Trail E)	Goodlette-Frank Rd		Major Intersection Improvement	\$13,000,000	2026-30	PE ROW CST	OA OA OA	\$630,000 \$2,970,000 \$13,410,000	\$17,010,000						
58	US41 (SR90)(Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2-lane to 4-lanes	\$31,880,000	2026-30	PE ROW CST	OA OA OA	\$ 3,910,000 \$ 4,460,000 \$ 33,530,000	\$41,900,000						
111	US41 (SR90) (Tamiami Trail)	Immokalee Rd		Intersection Innovation / Improvements	\$17,500,000	2026-30	PE CST	OA OA	\$ 9,130,000 \$ 20,120,000	\$23,250,000						
\$146,352,368											Subtotal					\$34,432,368
Plan Period 3 & 4 Construction Funded Projects - Initiated in Plan Period 2							2026-2030			CFP	PROJECT STATUS Final Work Program / MPO TIP FY23-27					
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (POC)	CST Time Frame	Phase	Source	Funding Request	2026-2030 TOTAL	FPN	Phase	Source	FY	Amount	
39	Old US41	US41	Lee/Collier County Line	Widen from 2 lanes to 4 lanes	\$22,590,000	2031-2035	PE ROW	OA OA	\$3,850,000 \$170,000	\$4,020,000						
59	US 41 (SR90) (Tamiami Trail)	Collier Blvd		Major Intersection Improvement	\$17,250,000	2031-2035	PE	OA	\$2,810,000	\$2,810,000						
60	US41 (SR90)(Tamiami Trail)	Immokalee Rd	Old US 41	Complete Streets Study for TSM&O Improvements	\$17,250,000	2031-2035	PE	OA	\$460,000	\$460,000						
22	I-75 (SR93) New Interchange	Vicinity of Everglades Blvd		New Interchange	\$42,260,000	2036-2045	PE	OA	\$3,760,000	\$3,760,000						
C1	Connector Roadway from New I-75 Interchange	Golden Gate Blvd	Vanderbilt Beach Rd	4-lane Connector Roadway from New Interchange (Specific Location TDD during Interchange PD&E	\$17,570,000	2036-2045	PE	OA	\$440,000	\$440,000						
C2	Connector Roadway from New I-75 Interchange	I-75 (SR93)	Golden Gate Blvd	4-lane Connector Roadway from New Interchange (Specific Location TDD during Interchange PD&E	\$80,590,000	2036-2045	PE	OA	\$2,000,000	\$2,000,000						
Subtotal											\$13,490,000					

HIGHWAYS - Freight Priorities							2026-2030			CFP	Project Status Final Work Program / MPO TIP FY 23-27				
MAP ID	Facility	Limit From	Limit To	Project Description	Total Project Cost (POC)	CST Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount
50	SR 29	New Market Rd N	N of SR 82	Widen from 2 lanes to 4 lanes (with center turn lane)	\$74,820,266	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV/ROW CST	SIS SIS	2026 2027	\$7,016,919 \$33,752,368
51	SR 29	Immokalee Rd (CR B16)	New Market Rd N	New 4 lane Rd (aka The Immokalee Bypass)	\$33,103,090	<i>unfunded in 2045 LRTP; would require amendment</i>	CST	SIS	\$32,793,090	TBD	4175405	ENV ROW	SIS SIS	2024 & 25 2024 & 25	\$310,000 \$6,676,616
Subtotal											\$63,153,090				

2020 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2045 LRTP. The 2020 Bridge Priorities (Table 4) were approved by the MPO Board on June 12, 2020 and forwarded to FDOT for consideration of future funding. The Board of County Commissioners approved the East of CR951 Bridge Reevaluation Study on May 25, 2021, updating a 2008 study.

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

Rank	Location	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
2	47th Avenue NE, west of Everglades Boulevard	\$8,000,000	PD&E completed

*Priorities date from the East of 951 Bridge Study (2008)

2021 TRANSIT PRIORITIES

Florida State Statutes require each transit provider in Florida that receives State Transit Block Grant funding to prepare an annual Transit Development Plan (TDP). The TDP is a ten-year plan for Collier Area Transit (CAT) that provides a review of existing transportation services and a trend analysis of these services. The TDP is incorporated into the 2045 LRTP – Cost Feasible Plan. Table 5 on the following page shows the 2022 Transit Priorities approved by the MPO Board on June 10, 2022 and submitted to FDOT for consideration of future funding.

Table 5 – 2022 Transit Priorities

2022 Transit Priorities Adopted 6-10-22							
Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost
Maintenance and Operations Facility Replacement	Transit Asset Management (TAM)	1	2025	\$ -	\$ -	\$ -	\$7,900,000
Administration/Passenger Station Roof Replacement	Transit Asset Management (TAM)	2	2022	\$ -	\$ -	\$ -	\$357,000
Route 15 from 90 to 45 minutes	Increase Frequency	3	2023	\$163,238	\$489,715	\$1,632,384	\$503,771
Route 11 from 30 to 20 minutes	Increase Frequency	4	2023	\$652,954	\$1,958,861	\$6,529,536	\$503,771
Route 12 from 90 to 45 minutes	Increase Frequency	5	2023	\$282,947	\$848,840	\$2,829,466	\$503,771
Route 16 from 90 to 45 minutes	Increase Frequency	6	2024	\$156,105	\$468,316	\$1,561,054	\$503,771
Immokalee Transfer Facility (Building)	Transit Asset Management (TAM)	7	2025		\$0		\$585,000
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	8	2023	\$ -	\$ -	\$ -	\$520,000
Route 14 from 60 to 30 minutes	Increase Frequency	9	2024	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	10	2024	\$ -	\$ -	\$ -	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	11	2024	\$ -	\$ -	\$ -	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	12	2024	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	13	2024	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	14	2025	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	15	2025	\$ -	\$ -	\$ -	\$150,000
Study: Fares	Other Improvements	16	2025	\$ -	\$ -	\$ -	\$150,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	17	2024	\$ -	\$ -	\$ -	\$30,000
New Bayshore Shuttle	New Service	18	2026	\$201,000	\$602,999	\$2,009,995	\$531,029
Support Vehicle - Replacement	Transit Asset Management (TAM)	19	2025	\$ -	\$ -	\$ -	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	20	2027	\$ -	\$ -	\$ -	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	21	2027	\$ -	\$ -	\$ -	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	22	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	23	2027	\$ -	\$ -	\$ -	\$525,000
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	24	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	25	2027	\$ -	\$ -	\$ -	\$525,000
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	26	2028	\$29,288	\$87,863	\$292,876	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	27	2027	\$ -	\$ -	\$ -	\$525,000
Route 24 - Extend Hours to 10:00 PM	Service Expansion	28	2028	\$30,298	\$90,893	\$302,976	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	29	2027	\$ -	\$ -	\$ -	\$525,000
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	30	2028	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD – North Naples	New Service	31	2030	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	32	2030	\$52,411	\$157,232	\$524,105	\$569,681
MOD – Marco Island	New Service	33	2030	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD – Golden Gate Estates	New Service	34	2030	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	35	2030	\$82,213	\$246,638	\$822,125	\$569,681
MOD – Naples	New Service	36	2030	\$193,889	\$581,666	\$1,938,887	\$81,961

2021 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 C.F.R. 450.322 to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities by using travel demand reductions and operational management strategies. CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures.



The MPO allocates its SU funds² on a five-year rotating basis. In 2021, congestion management received 100% of the SU funds, approximately \$5 million. The 2021 congestion management priorities are shown in Table 5 (next page). The projects are consistent with the 2017 Congestion Management Process, the 2020 Transportation System Performance Report and the 2045 LRTP. They were adopted by the MPO Board on June 11, 2021.



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

TABLE 6: 2021 CONGESTION MANAGEMENT PROJECT PRIORITIES

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

BICYCLE and PEDESTRIAN PRIORITIES

The priorities were derived from the 2019 Collier MPO Bicycle and Pedestrian Master Plan (BPMP), which is incorporated by reference into the 2045 LRTP. The BPMP continues the MPO’s vision of providing a safe, connected and convenient on- road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices. See Table 7 on the following page with accompanying location maps.

Table 7: 2022 Bicycle and Pedestrian Priorities

2022 BICYCLE & PEDESTRIAN PROJECT PRIORITIES - adopted June 10, 2022				
Rank	Project Name	Submitting Agency	LAP	Funding Request
1	Immokalee Sidewalks	Collier County	County	\$ 1,079,000
2	Bayshore CRA Sidewalks	Collier County	County	\$ 239,824
3	Naples Manor Sidewalks	Collier County	County	\$ 1,100,000
4	Golden Gate City Sidewalks	Collier County	County	\$ 309,100
5	Everglades City Phase 4 Bike/Ped Improvements	Everglades City	FDOT	\$ 563,380
6	Marco Island - Bald Eagle Dr Bike Lanes	Marco Island	Marco Is.	\$ 802,475
7	Naples Park Sidewalks - 106 Ave North	Collier County	County	\$ 621,000
8	Naples Park Sidewalks - 108 Ave North	Collier County	County	\$ 627,000
9	Naples Park Sidewalks - 109 Ave North	Collier County	County	\$ 622,000
10	Vanderbilt Beach Rd Pathway	Collier County	County	\$ 703,000
			Total	\$ 6,666,779

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities. The Lee County and Collier MPOs entered an Interlocal Agreement by which they set policies to prioritize regional projects. The Transportation Regional Incentive Program (TRIP). TRIP is a discretionary program that funds regional projects prioritized by the two MPOs. The TRIP priorities approved by the MPO Board on June 10, 2022, are shown in Table 8 on the following page.

Table 8: 2022 Regional Priorities – Joint List for Lee and Collier Counties

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
2021/2022										
Lee County	Corkscrew Road	E. of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	Funded	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
2022/2023										
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
2023/2024										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
2024/2025										
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24
2025/2026										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			
2026/2027										
2027/2028										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Collier County	Immokalee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000			

PLANNING PRIORITIES

The MPO prioritizes the use of SU funds to supplement the MPO’s PL (planning) and 5305 (transit planning) funds to prepare the Long Range Transportation Plan update every five years and the plans that feed into the LRTP. These include the Local Roads Safety Plan, Transportation System Performance Report, Congestion Management Process, Bicycle and Pedestrian Master Plan and Transit Development Plan shown in Table 9 below.

Table 9: 2022 Planning Study Priorities – SU BOX FUNDS

Priority	Fiscal Year	Project Cost	Plan or Study
1	2028	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
2	2029	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
3	2030	\$ 350,000	2055 LRTP, LRSP, TSPR, CMP, BPMP, TDP
	TOTAL	\$ 1,050,000	

Major Projects Implemented or Delayed from the Previous TIP (FY2023 – FY2027)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP for which phases were implemented and to identify any significant delays in the planned implementation of major projects. **Major Projects are defined as multi-laning or a new facility type capacity improvement.**

Major Projects - Phases Implemented/Completed/Advanced

- FPN 4258432 I-75 @ SR951, Interchange Improvement; environmental phase, consistent with prior year TIP. Construction was deferred last year, then brought back into the FY 2024 – FY 2028 work program.
- FPN 4308481 - SR 82; Hendry County Line to Gator Slough Lane; widen from 2-4 lanes; originally programmed for construction in 2024, advanced to FY 2023 in prior year TIP (FY23-27). **Checking with Victoria – will construction complete be at end of FY 2023?**
- FPN 4351112 SR 951 (Collier Blvd) from Manatee Rd to N of Tower Rd, add lanes & rehabilitate pavement; last TIP held this as a placeholder with no funding sources; it now has various funding sources and programmed for construction in FY 28.
- FPN 4463381 Vanderbilt Beach Rd from US 41 to E of Goodlette Frank, add lanes and reconstruct; programmed for construction in FY 24.

Major Projects - Phases Significantly Delayed, Reason for Delay and Revised Schedule

- n/a

Major Projects in the FY2024 – FY2028 TIP

Multi-Laning or New Facility Capacity Improvement Projects

- FPN 4175402 SR 29 from Oil Well Road to Sunniland Nursery Road, widen from 2 to 4 lanes; preliminary engineering phase.
- FPN 4175405 SR 29 from CR 846 E to N of New Market Road W, new road construction with freight priority; programmed for various phases.

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

TIP AMENDMENTS

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

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

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

CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The 2022 MPO process was certified by FDOT and the MPO Board on March 10, 2023. In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MPO's transportation planning process was jointly certified by FHWA and FTA on January 14, 2021. The next FHWA / FTA joint certification will occur in late summer, early fall of 2024.

- FPN 4175406 SR 29 from N of New Market to SR 82, widen from 2 to 4 lanes with freight priority; programmed for various phases, construction FY 27.
- FPN 4351102 Old US 41 from US 41 to Lee/Collier County Line, add lanes and reconstruct; preliminary engineering phase with SU funds, programmed for construction in FY 28.
- FPN 4463381 Vanderbilt Beach Rd from US 41 to E of Goodlette Frank, add lanes & reconstruct; LF, TRIP, and TRWR funding sources programmed for construction in FY 24.
- FPN 4463411 Goodlette Frank Rd from Vanderbilt Rd to Immokalee Rd, add lanes & reconstruct; LF, TRIP, and TRWR funding sources programmed for construction in FY 25.
- FPN 4464121 CR 951 (Collier Blvd) from Golden Gate canal to Green Bvd, widen/resurface existing lanes; CIGP and LF funding sources programmed for construction in FY 24.
- FPN 4464511 US 41 and Golden Gate at US 41 and Golden Gate Pkwy, intersection improvement; SU funds programmed for construction in FY 27.
- FPN 4515251 Immokalee Rd (CR846), shoulder improvements; LF and SCRC funds, programmed for construction in FY 24.
- FPN 4522471 Immokalee Rd from Livingston Rd to Logan Blvd, pave shoulders; CIGP, LF, TRIP, and TRWR funds, programmed for construction in FY 28.
- FPN 4522481 Immokalee Rd at Livingston Rd, add turn lane(s); CIGP, LF, TRIP, and TRWR funds in preliminary engineering phase in FY 24.
- FPN 4522491 Randall Blvd from 8th St NE to Everglades Blvd, add lanes & reconstruct; CIGP, LF, and TRIP funds in preliminary engineering phase in FY 25.

PUBLIC INVOLVEMENT

The MPO amended the Public Participation Plan (PPP) in June 2020 to address the COVID-19 pandemic and the need to hold virtual public meetings and expand opportunities for public to comment on-line. The PPP follows Federal regulations for TIP related public involvement [23 C.F.R. 450.326(b)] and [23 U.S.C. 134 (i)(6) and (7)] providing adequate public notice of public participation activities and time for public review and comment at key decision points. During the time period that the FDOT Work Program and MPO TIP for FY 2023-2027 were out for public comment, the MPO had returned to holding in-person advisory committee meetings. MPO Board meetings were conducted as hybrid remote/in-person.

PROJECT ORGANIZATION

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

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

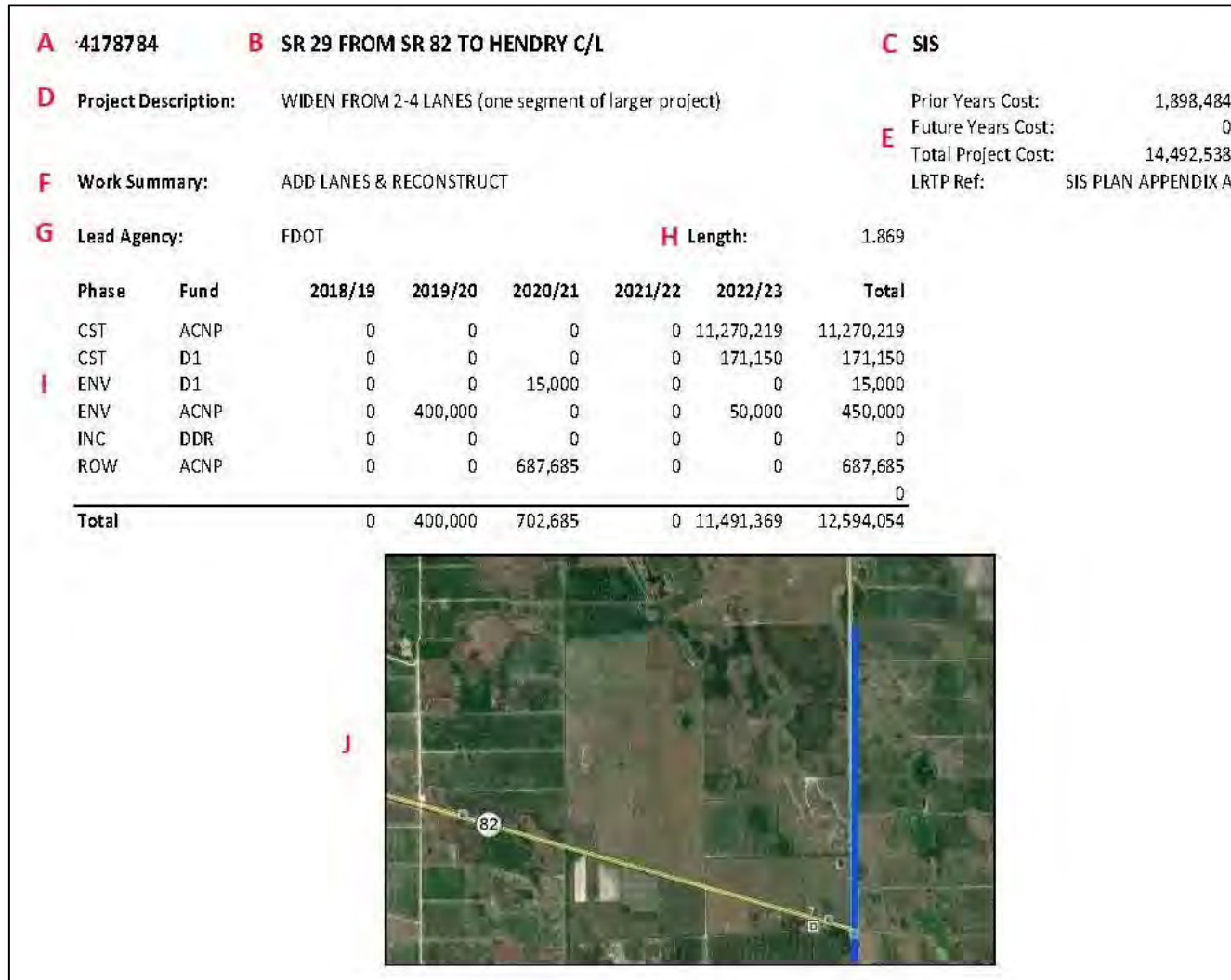
EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2023 – FY2027 TIP. The projects are divided into five categories: Highway Capacity Enhancement, Safety, Bridge, Congestion Management, Bicycle and Pedestrian, State Maintenance & Operations, Transportation Planning, Transit, Transportation Disadvantaged, and Aviation. Each project is illustrated on a separate project page. Future costs are presented in Year of Expenditure Dollars (YOE), which takes inflation into account. The inflation factors were developed by the State. Current and prior year costs are reflected in nominal dollars.

Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes constructed in smaller segments and may be shown in multiple TIPs. When this happens, the project description (Letter D) will indicate that the current project is a segment/phase of a larger project. An example project sheet is shown on the next page as Figure 5.

- A. Federal Project Number (FPN)
- B. Project Location
- C. Denotes if Project is on SIS
- D. Project Description
- E. Prior, Future, and Total Project Cost; LRTP and TIP References (if needed)
- F. FDOT Work Summary
- G. Lead Agency for Project
- H. Project Length (if applicable)
- I. Project Phase, Fund Code Source and Funding Amounts by Year, Phase and Source
- J. Project Location Map of Project Area

Figure 5 – Project Sheet Example



PROJECT COST DISCLAIMER:
 The “Total Project Cost” amount displayed for of the federal and state funded projects in the TIP represents data provided by FDOT in the “Public Hearing Report” Work Program FY 2024-2028. For a more comprehensive view of a specific project’s estimated total budget cost for all phases; refer to the LRTP.

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

Project sheets are currently unavailable. See following Collier County Draft Tentative Work Program.

DISTRICT 1

FDOT

**TENTATIVE
WORK PROGRAM
PUBLIC HEARING REPORT**

FISCAL YEAR 2024 TO FISCAL YEAR 2028

DETAIL REPORT - COLLIER COUNTY

AS OF **11/17/2022-9:16 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1
PROJECTS FUNDED JULY 1, 2023 TO JUNE 30, 2028
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT1

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
 Florida Department of Transportation - District One

COLLIER COUNTY Freight Logistics And Passenger Operations Program: Aviation

441784-1 - IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 EXTENSION

Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDP			\$10,000		
	FAA			\$180,000		
	LF			\$10,000		
Total for Project 441784-1				\$200,000		

448363-1 - NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Administration	DDP				\$2,500,000	
	DPTO			\$2,500,000		\$2,500,000
Total for Project 448363-1				\$2,500,000	\$2,500,000	\$2,500,000

446360-1 - MARCO ISLAND EXED ARPT MAINTENANCE FACILITY

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTO			\$600,000		
	LF			\$150,000		
Total for Project 446360-1				\$750,000		

446385-1 - NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPYC			\$515,000		
	FAA			\$9,270,000		
	LF			\$515,000		
Total for Project 446385-1				\$10,300,000		

448717-1 - IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION

Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDP	\$8,335				
	FAA	\$150,080				
	LF	\$8,335				
Total for Project 448717-1		\$166,750				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
 Florida Department of Transportation - District One

COLLIER COUNTY **Freight Logistics And Passenger Operations Program: Aviation**

450316-1 - MARCO ISLAND AIRPORT JET-A REFUELER
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR		\$300,000			
	LF		\$50,000			
Total for Project 450316-1			\$350,000			

450766-1 - MARCO ISLAND EXECUTIVE AIRPORT AIRCRAFT HANGAR
 Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTC	\$505,000				
	FAA	\$1,050,000				
	LF	\$505,000				
Total for Project 450766-1		\$2,060,000				

451492-1 - NAPLES AIRPORT TAXIWAY B & C LIGHTING UPGRADE
 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPTC	\$135,000				
	FAA	\$524,000				
	LF	\$135,000				
Total for Project 451492-1		\$800,000				

452120-1 - NAPLES AIRPORT INTERIOR PERIMETER ROADS
 Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DDR	\$112,500				
	FAA	\$2,025,000				
	LF	\$112,500				
Total for Project 452120-1		\$2,250,000				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
Florida Department of Transportation - District One

COLLIER COUNTY Freight Logistics And Passenger Operations Program; Intermodal

446359-1 - IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION
Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DPFV				\$3,000,000	
Total for Project 446359-1					\$3,000,000	

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
Florida Department of Transportation - District One

COLLIER COUNTY Freight Logistics And Passenger Operations Program: Transit

410120-1 - COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE

Type of Work: OPERATING/ADMIN ASSISTANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations:	DU	\$374,767	\$484,276	\$581,526	\$697,432	\$404,325
	LF	\$374,767	\$484,276	\$581,626	\$697,432	\$404,325
Total for Project 410120-1		\$749,534	\$968,552	\$1,163,152	\$1,314,864	\$808,650

410139-1 - COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations:	DDP			\$1,259,254	\$1,397,031	\$1,335,942
	DPTD	\$1,191,631	\$1,222,576			
	LF	\$1,191,631	\$1,222,576	\$1,259,254	\$1,397,031	\$1,335,942
Total for Project 410139-1		\$2,383,262	\$2,445,152	\$2,518,508	\$2,694,062	\$2,671,884

410146-1 - COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital:	FTA	\$3,765,148	\$4,136,465	\$4,550,103	\$4,741,514	\$6,590,514
	LF	\$942,037	\$1,036,116	\$1,137,527	\$1,165,379	\$1,647,625
Total for Project 410146-1		\$4,707,185	\$5,172,581	\$5,687,630	\$5,906,893	\$8,238,139

410146-2 - COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Operations:	FTA	\$875,430	\$736,900	\$500,000	\$75,490	\$1,193,000
	LF	\$875,430	\$736,900	\$500,000	\$75,490	\$1,193,000
Total for Project 410146-2		\$1,750,860	\$1,473,800	\$1,000,000	\$150,980	\$2,386,000

434030-1 - COLLIER CO/BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital:	FTA	\$509,334	\$760,267	\$816,294	\$592,109	\$708,668
	LF	\$137,333	\$146,063	\$154,073	\$148,102	\$177,167
Total for Project 434030-1		\$646,667	\$906,330	\$970,367	\$740,211	\$885,835

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
 Florida Department of Transportation - District One

COLLIER COUNTY Freight Logistics And Passenger Operations Program: Transit

448810-1 - 5310 CAPITAL COLLIER COUNTY BOCC (CAT) - BONITA SPRINGS UZA
 (Type of Work: PURCHASE/PERIODIC EQUIPMENT)

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DP/O	\$000				
	DU	\$7,520				
	LP	\$000				
Total for Project 448810-1		\$7,520				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
Florida Department of Transportation - District One

COLLIER COUNTY

Highways

000151-1 - TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY

Type of Work: TOLL PLAZA

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	TOLL	\$5,463,204	\$5,024,652	\$5,700,401	\$5,963,243	\$6,141,277
Total for Project 000151-1		\$5,463,204	\$5,024,652	\$5,700,401	\$5,963,243	\$6,141,277

412666-1 - COLLIER COUNTY TSMCA

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDP		\$431,959	\$451,263	\$274,631	\$52,172
	DITS	\$413,622		\$200,000	\$474,920	
Total for Project 412666-1		\$413,622	\$431,959	\$651,263	\$749,551	\$52,172

413627-1 - CITY OF NAPLES TSMCA

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDP	\$130,163	\$135,656	\$141,902	\$114,403	\$153,458
	DITS				\$33,177	
Total for Project 413627-1		\$130,163	\$135,656	\$141,902	\$147,580	\$168,458

417540-2 - SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	ACNP	\$1,200,000				
	DI	\$6,140,000				
Total for Project 417540-2		\$7,340,000				

417540-6 - SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W

Type of Work: NEW ROAD CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	ACNP	\$250,050	\$6,541,564			
	BNHR	\$59,543	\$521,563			
Environmental	TALT	\$250,000	\$50,000			
Total for Project 417540-6		\$559,593	\$7,113,127			

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

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	ACNP		\$316,966			
	DI		\$803,000	\$1,263,697		
Roadway & Utilities	DI		\$576,000			
Construction	ACNP				\$4,504,002	
	DI				\$32,138,588	
Environmental	TALT		\$75,000	\$225,000		
Total for Project 417540-6			\$1,772,966	\$1,478,697	\$36,632,670	

425843-2 - I-75 (SR 93) AT SR 951

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Environmental	TALT	\$100,000				
Total for Project 425843-2		\$100,000				

435043-1 - COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS

Type of Work: BRIDGE REPAIR/REHABILITATION

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	BRRP	\$200,000				
Construction	BRRP		\$1,693,808			
	DII		\$5,300			
Total for Project 435043-1		\$200,000	\$1,699,108			

435110-2 - OLD US 41 FROM US 41 TO LEE/COLLIER COUNTY LINE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$3,001,000
Total for Project 435110-2						\$3,001,000

435111-2 - SR 951 FROM MANATEE RD TO N OF TOWER RD

Type of Work: ADD LANES & REHABILITATE PAVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Roadway & Utilities	DI					\$600,000
	LF					\$1,795,968
Construction	DII					\$11,580
	DI					\$12,802,036
	LF					\$173,500
Total for Project 435111-2						\$14,884,377

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436389-1 - ALLIGATOR ALLEY FIRE STATION @ MM63
 Type of Work: MISCELLANEOUS STRUCTURE

Phase	Fund Code	2024	2025	2026	2027	2028
Capital	DISB2	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	
Total for Project 436389-1		\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	

437103-1 - COLLIER TMC OPS FUND COUNTY WIDE
 Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$79,500	\$79,500	\$79,500		
Total for Project 437103-1		\$79,500	\$79,500	\$79,500		

437104-1 - NAPLES TMC OPERATIONS FUNDING CITY WIDE
 Type of Work: OTHER ITS

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	DDR	\$29,500	\$29,500	\$29,500		
Total for Project 437104-1		\$29,500	\$29,500	\$29,500		

437925-1 - SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS
 Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CM			\$462,561		
Total for Project 437925-1				\$462,561		

440436-1 - ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SLL		\$45,362			
Construction	SU				\$349,407	
Total for Project 440436-1			\$45,362		\$349,407	

440437-1 - SOUTH GOLF DR FROM GULF SHORE BLVD TO WUS 41
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CARLI	\$887,180				
	TALI	\$1,263,619				
Total for Project 440437-1		\$1,980,749				

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441512-1 - SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	DDR		\$1,143,365			
	DH	\$76,000	\$150,000			
	DS	\$122,200	\$660,000			
Construction	WCNP				\$9,298,061	
	DH				\$1,123	
	SA				\$6,988,496	
Total for Project 441512-1		\$200,200	\$2,493,365		\$18,286,652	

443375-3 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CARU		\$700,672			
	TALU		\$99,583			
Total for Project 443375-3			\$800,255			

443375-4 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SO		\$200,669			
	TALU		\$572,007			
Total for Project 443375-4			\$772,676			

444006-4 - I-75 (SR 93) FROM MILE POINT 33.989 TO MILE POINT 46.000
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DS		\$1,058,000			
	DSBC		\$21,849,677			
Total for Project 444006-4			\$22,907,677			

446296-3 - I-75 (SR 83) FROM GOLDEN GATE PKWY TO PINE RIDGE RD
 Type of Work: LANDSCAPING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$5,000				
Construction	DDR	\$399,000				
	DH	\$5,000				
Total for Project 446296-3		\$400,000				

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446460-1 - CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112
Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	GFBR	\$465,730				
	LF	\$155,243				
Retained & Utilities	GFBR				\$1,150,000	
	LF				\$950,000	
Construction	GFBR				\$4,300,221	
	LF				\$7,425,019	
Total for Project 446460-1		\$620,972			\$7,026,140	

446251-1 - TRAVEL TIME DATA COLLIER COUNTY ITS
Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SA		\$176,981			
	SL		\$564,019			
Total for Project 446251-1			\$741,000			

446263-1 - BICYCLE DETECTION CITY OF NAPLES ITS
Type of Work: ITS SURVEILLANCE SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$674,297				
Total for Project 446263-1		\$674,297				

446264-1 - VEHICLE COUNT STATION COLLIER COUNTY ITS
Type of Work: TRAFFIC CONTROL DEVICES SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$312,582			
Total for Project 446264-1			\$312,582			

446317-1 - HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR
Type of Work: ROUNDABOUT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SL	\$692,211				
Total for Project 446317-1		\$692,211				

446317-2 - MOORING ROUNDABOUT FROM CRAYTON RD TO MOORLING LINE DR
Type of Work: ROUNDABOUT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU		\$138,000			
Construction	SU			\$726,533		
Total for Project 446317-2			\$126,000	\$726,533		

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446323-2 - CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE
Type of Work: WIDEN/SURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	AC/SLI	\$1,321,000				
Total for Project 446323-2		\$1,321,000				

446338-1 - VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK
Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF	\$4,214,458				
	TRIP	\$3,134,906				
	TRWR	\$1,079,632				
Total for Project 446338-1		\$8,428,996				

446341-1 - GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD
Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF		\$2,750,000			
	TRIP		\$381,063			
	TRWR		\$3,395,937			
Total for Project 446341-1			\$6,500,000			

446342-1 - TRAFFIC CONTROL COLLIER COUNTY ITS
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$118,000				
Construction	SU		\$78,000			
Total for Project 446342-1		\$118,000	\$78,000			

446412-1 - CR 951 (COLLIER BLVD) FROM GOLDEN GATE CANAL TO GREEN BLVD
Type of Work: WIDEN/SURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CTGE	\$1,800,000				
	LF	\$1,800,000				
Total for Project 446412-1		\$3,600,000				

446461-1 - US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY
Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2024	2025	2026	2027	2028
Right of Way	SU		\$265,693			
Construction	SU				\$1,325,857	
Total for Project 446461-1			\$265,693		\$1,325,857	

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446550-2 - SHADOWLAWN ELEMENTARY - SR27
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SR27		\$771,516			
Total for Project 446550-2			\$771,516			

447514-1 - LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE
 Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
FO&E	TLV&R	\$1,100,000				
Total for Project 447514-1		\$1,100,000				

447666-1 - I-75 (SR 93) FROM SR 951 TO LEE COUNTY LINE
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ACNP	\$32,817,969				
Total for Project 447666-1		\$32,817,969				

448069-1 - WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SLI		\$320,409			
Construction	CAPU				\$714,090	
	SLI				\$890,749	
	TALU				\$500,185	
Total for Project 448069-1			\$320,409		\$2,105,024	

448126-1 - IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$719,046				
Total for Project 448126-1		\$719,046				

448126-2 - GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$162,456			
	TALU		\$573,200			
Total for Project 448126-2			\$735,656			

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448127-1 - COLLIER ALTERNATE - MULTIPLE SEGMENTS

Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU	\$1,043,099				
Total for Project 448127-1		\$1,043,099				

448128-2 - PINE ST SIDEWALKS FROM BECCA AVE TO US 41

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU		\$270,611			
Total for Project 448128-2			\$270,611			

448129-1 - NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$300,264				
Construction	CDRI			\$713,890		
	SU			\$191,556		
	TALL			\$456,788		
Total for Project 448129-1		\$300,264		\$1,363,214		

448130-1 - GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU			\$287,511		
Construction	TALT					\$1,203,962
Total for Project 448130-1				\$287,511		\$1,203,962

448131-1 - NAPLES SIDEWALKS ON 26TH AVE

Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU	\$55,000				
Construction	SU			\$678,588		
Total for Project 448131-1		\$55,000		\$678,588		

448929-1 - SR 29 FROM N OF WAGON WHEEL RD TO S OF I-76

Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	DDR		\$432,657			
	DH		\$5,280			
	SA		\$3,687,503			
Total for Project 448929-1			\$4,345,360			

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448930-1 - SR 90 (US 41) FROM N OF THOMASSON DR TO S OF SOUTHWEST BLVD
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	ACTR		\$6,496,492			
	CM		\$227,095			
	DDP		\$701,895			
	DH		\$5,200			
Total for Project 448930-1			\$10,432,686			

449397-1 - VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD
 Type of Work: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	SU			\$431,000		
Total for Project 449397-1				\$431,000		

449484-1 - LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SR2T		\$185,673			
Construction	SR2T				\$850,499	
Total for Project 449484-1			\$185,673		\$850,499	

449514-1 - 91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU		\$189,216			
Construction	SU				\$609,209	
	TALU				\$350,033	
Total for Project 449514-1			\$189,216		\$969,242	

449526-1 - ITS FIBER OPTIC & FPL
 Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU			\$831,000		
Total for Project 449526-1				\$831,000		

449581-1 - ITS VEHICLE DETECTION UPDATE
 Type of Work: ITS COMMUNICATION SYSTEM

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	CRFD					\$74,880
	SU					\$277,110
Total for Project 449581-1						\$352,000

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451272-1 - SR 45 (US 41) FROM LEE COUNTY LINE TO N OF OLD US 41
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$72,567				
Construction	DDC			\$3,207,448		
	DS			\$519,801		
Total for Project 451272-1		\$73,567		\$3,727,250		

451275-1 - SR 29 FROM N OF BRIDGE NO 030299 TO S OF I-75
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$63,153				
Construction	DDR			\$3,959,975		
Total for Project 451275-1		\$64,153		\$3,960,975		

451276-1 - SR 29 FROM S OF I-75 TO N OF BRIDGE NO 030298
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$377,340				
Construction	ACPR			\$3,919,582		
	DDR			\$474,893		
	DS			\$750,889		
Total for Project 451276-1		\$378,340		\$5,145,364		

451277-1 - SR 29 FROM N OF OIL WELL RD (CR 669) TO N OF BRIDGE NO 030304
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DH	\$1,000				
	DS	\$274,428				
Construction	DDR			\$4,945,206		
Total for Project 451277-1		\$275,428		\$4,946,206		

451278-1 - SR 29 FROM S OF CR 646 TO N OF NEW MARKET RD
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DDR		\$1,420,448			
Total for Project 451278-1			\$1,420,448			

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451279-1 - SR 29 FROM N OF SR 82 TO HENDRY COUNTY LINE
 Type of Work: RESURFACING

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	DEI	\$4,000				
	DE	\$536,462				
Construction	DE			\$1,046,287		
	SA			\$200,144		
Total for Project 451279-1		\$540,462		\$1,246,431		

451283-1 - 18TH ST BRIDGE NE FROM GOLDEN GATE FROM 12TH AVE NE
 Type of Work: NEW BRIDGE CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	BU	\$4,716,000				
Total for Project 451283-1		\$4,716,000				

451625-1 - IMMOKALEE RD (CR 846) SHOULDER IMPROVEMENTS
 Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	LF	\$180,088				
	SCR	\$818,575				
Total for Project 451625-1		\$998,663				

451642-1 - IMMOKALEE SIDEWALKS
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$182,000	
Total for Project 451642-1					\$182,000	

451643-1 - BAYSHORE CRA SIDEWALK
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$28,669	
Total for Project 451643-1					\$28,669	

452052-1 - EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS
 Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$126,468	
Total for Project 452052-1					\$126,468	

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452064-1 - MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$156,000
Total for Project 452064-1						\$156,000

452065-1 - GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$36,672
Total for Project 452065-1						\$36,672

452207-1 - VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41
 Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU					\$101,000
Total for Project 452207-1						\$101,000

452208-1 - 106TH AVE N FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452208-1						\$73,000

452209-1 - BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD
 Type of Work: BIKE LAINE/SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Construction	SU				\$802,475	
Total for Project 452209-1						\$802,475

452210-1 - 109TH AVE N FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452210-1						\$73,000

452211-1 - 108TH AVE N FROM VANDERBILT DR TO US 41
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	SU				\$73,000	
Total for Project 452211-1						\$73,000

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452247-1 - IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD
 Type of Work: PAVEMENT/RESURF

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP			\$750,000		
	LF			\$750,000		
Construction	CIGP					\$5,672,503
	LF					\$10,049,000
	TRIP					\$4,624,731
	TRWR					\$2,638
Total for Project 452247-1				\$1,500,000		\$20,498,000

452248-1 - IMMOKALEE RD AT LIVINGSTON RD
 Type of Work: ADD TURN LANE(S)

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP	\$75,042				
	LF	\$2,500,000				
	TRIP	\$1,792,290				
	TRWR	\$632,681				
Total for Project 452248-1		\$5,000,000				

452249-1 - RANDALL BLVD FROM 8TH ST NE TO EVERGLADES BLVD
 Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	CIGP		\$1,115,960			
	LF		\$2,080,000			
	TRIP		\$1,761,110			
Total for Project 452249-1			\$5,760,000			

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COLLIER COUNTY Maintenance

408261-1 - COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway Contract Maintenance	D	\$36,000				
Total for Project 408261-1		\$36,000				

408262-1 - COLLIER CO(PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway Contract Maintenance	D	\$50,000				
Total for Project 408262-1		\$50,000				

412674-1 - COLLIER COUNTY HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway Contract Maintenance	D	\$388,913				
Total for Project 412674-1		\$388,913				

412919-2 - COLLIER COUNTY ASSET MAINTENANCE
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway Contract Maintenance	D	\$1,928,898	\$2,913,698	\$3,083,010	\$200,000	
Total for Project 412919-2		\$2,928,898	\$2,913,698	\$3,083,010	\$200,000	

413537-1 - NAPLES HIGHWAY LIGHTING DDR FUNDING
Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2024	2025	2026	2027	2028
Bridge/Roadway Contract Maintenance	D	\$165,567				
Total for Project 413537-1		\$165,567				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
 Florida Department of Transportation - District One

COLLIER COUNTY

Miscellaneous

446265-1 - PHASE 3 EVERGLADES CITY BIKE/PEDE MASTERPLAN
 Type of Work: SIDEWALK

Phase	Fund Code	2024	2025	2026	2027	2028
Preliminary Engineering	STU			\$34,830		
	TALU			\$405,439		
Total for Project 446265-1				\$440,269		

452200-3 - ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLANT PHASE II-IMMOKALEE
 Type of Work: ELECTRIC VEHICLE CHARGING

Phase	Fund Code	2024	2025	2026	2027	2028
Operations	OFEV		\$1,500,000			
Capital	OFEV	\$900,000				
Total for Project 452200-3		\$900,000	\$1,500,000			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2031
 Florida Department of Transportation - District One

COLLIER COUNTY Transportation Planning

439314-4 - COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP
 Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL	\$205,374				
	SLJ	\$340,000				
Total for Project 439314-4		\$1,169,974				

439314-5 - COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP
 Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL		\$818,359	\$207,931		
	SLJ		\$150,000	\$240,100		
Total for Project 439314-5			\$1,189,999	\$1,177,931		

439314-6 - COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP
 Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028
Planning	PL				\$827,931	\$827,931
Total for Project 439314-6					\$827,931	\$827,931

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of November 17, 2022

July 1, 2023 through June 30, 2028
 Florida Department of Transportation - District One

Fund Codes

Federal	ACNP - ADVANCE CONSTRUCTION NHPP	ACNR - AC NAT HWY PERFORM RESURFACING	ACPR - AC - PROTECT GRANT PGM
	ACSU - ADVANCE CONSTRUCTION (SU)	CARU - CARB FOR URB. AREA > THAN 200K CM	CM - CONGESTION MITIGATION - AQ
	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN	FTA - FEDERAL TRANSIT ADMINISTRATION
	GFBR - GEN FUND BRIDGE REPAIR/REPLACE	GFBS - GENERAL FUND BRIDGE OFF-SYSTEM	GFEV - GEN. FUND EVEHICLE CHARG. PGM
	PL - METRO PLAN (85% FA; 15% OTHER)	SA - STP, ANY AREA	SR2T - SAFE ROUTES - TRANSFER
	SU - STP, URBAN AREAS > 200K	TALT - TRANSPORTATION ALTS- ANY AREA	TALU - TRANSPORTATION ALTS->200K
Local	LF - LOCAL FUNDS		
R/W and Bridge Bonds	BNIR - INTRASTATE R/W & BRIDGE BONDS		
State	BRRP - STATE BRIDGE REPAIR & REHAB	CIGP - COUNTY INCENTIVE GRANT PROGRAM	D - UNRESTRICTED STATE PRIMARY
	DDR - DISTRICT DEDICATED REVENUE	DI - ST. - S/W INTERINTRASTATE HWY	DIN - STATE IN-HOUSE PRODUCT SUPPORT
	DITS - STATEWIDE ITS - STATE 100%	DPTD - STATE - PTD	DS - STATE PRIMARY HIGHWAYS & PTD
	SCRC - SCOP FOR RURAL COMMUNITIES	TLWR - 2015 SB2514A-TRAIL NETWORK	TRIP - TRANS REGIONAL INCENTIVE PROGRAM
	TRWR - 2015 SB2514A-TRAH REG INCT PRG		

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SECTION I: TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2024 – FY2028. The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier County Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY 2028 are all consistent with the Transportation Disadvantaged Service Plan (TDSP) major update which was adopted by the Collier Local Coordinating Board (LCB) on October 24, 2018. The two Transportation Disadvantaged program projects are listed below.

The amount of the MPO's LCB assistance and the Transportation Disadvantaged Trust Fund (TDTF) for FY2024 was not yet available when this TIP was adopted. The amounts listed below are from FY2023.

Collier MPO LCB Assistance

The FY 2023 Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,954. This grant allocation is used by the Collier MPO to support the LCB.

Collier County FY 2023 TDTF / Trip and Equipment Grant

The TDTF and Trip and Equipment Grant are funded by the Florida Commission for the Transportation Disadvantaged. The estimated amount of the grant is \$805,151. These funds are used to cover a portion of the operating expenses for the Collier Area Paratransit Program

PART II: REQUIRED DOCUMENTATION

Section A. COLLIER COUNTY CAPITAL IMPROVEMENT PROJECTS

The projects included in this section of the TIP are generally located outside of the Cities of Marco Island and Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments.

Priorities are established by the Collier County Board of County Commissioners based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The five-year schedule of Capital Improvement Projects approved by the Board of County Commissioners is shown on the next page. All improvements are consistent with the Collier County Comprehensive Plan and Collier County Growth Management Plan.

Attachment D
2023 Year Work Program
(Dollars shown in Thousands)

Project #	Project Name	FY23 Amount	FY24 Amount	FY25 Amount	FY26 Amount	FY27 Amount	FY 23-27 Amount
SUMMARY OF PROJECTS							
60201	Pine Ridge Rd (Livingston to I79)	1,452	10,450	A			11,902
60147	Randall/Immokalee Road Intersection	-	4,023	C			4,023
60190	Airport Rd/Vanderbilt Bch Rd to Inmk Rd	9,923	D	15,697	CM		15,697
60212	47th Ave NE Bridge	4,963	RD				4,963
60212	Wilson Blvd South Bridge		4,407	DA			4,407
60212	62nd Ave NE Bridge			300	C		300
60212	10th Ave SE Bridge			6,759	C		6,759
60198	16th Street NE Bridge			1,147	C		1,147
60198	Veterans Memorial PH II	5,000	6,500	DA	14,100		26,747
60198	VBR (US41 to E of Goodlette)	4,354	9,672	C			14,026
60129	Wilson Bentland (Lords Way to City Gate N)	1,499	2,500	A	3,069	2,500	12,068
60144	Oil Well (Everglades to Oil Well Canal)	1,408	800	A	800	800	4,608
68056	Collier Blvd (Green to GG Main Canal)	1,600	20,488	A	RCM		52,088
60065	Randall Blvd/8th to Everglades	5,657	R	30,000			5,657
60259	Everglades Blvd - VBR to Oil Well Rd	500	3,935	A	7,290	33,589	44,814
TBD	Goodlette Rd (VBR to Immokalee Rd)		2,100	D			20,425
TBD	Green Blvd (Santa Barbara to Sunshine)		500	S			500
60229	Wilson Blvd (GG Blvd to Immokalee)	1,751	3,783	DR	60,312		62,063
60249	Vanderbilt Bch Rd (8th to Everglades)		200				17,049
TBD	Railhead Crossing						200
60258	Poinciana Professional Park	300					300
60257	Tree Farm PUD	450	500	S			450
TBD	Golden Gate Parkway at Livingston				6,000		6,500
TBD	Immokalee Rd at Livingston				6,000		6,000
TBD	Pine Ridge Rd Logan Blvd to Collier Blvd					8,290	8,290
60252	Vanderbilt @ Logan	2,000	C				2,000
60253	Inmk Rd Shoulder Imp	999				8,290	2,000
60256	Everglades & 43rd Ave NE	1,500	C	7,879			999
TBD	Santa Barbara/Logan Turnlane		879	D			1,500
TBD	SR 92				300		8,738
60225	White Blvd (Collier to 23rd ST SW)	2,950	4,050	DC		2,000	2,000
	Shoulder Projects	8,682				350	10,750
	Contingency						8,682
	Total	54,888	74,787	150,944	52,600	47,529	380,748
Operations Improvements/Programs							
68066	Bridge Repairs/Improvements**	8,910	5,000	5,000	3,000	3,000	24,910
60130	Wall/Barrier Replacement	452	250	250	250	250	1,452
60131	Road Resurfacing 11/1/01	8,300	10,000	13,000	14,000	14,500	59,800
60077	Striping and Marking	800	800	800	800	800	4,000
60172	Traffic Ops Upgrades/Enhancements**	616	1,290	660	660	660	3,886
60118	Countywide Pathways/Sidewalks Non P/L/LAP	1,250	350	475	475	300	3,025
60037	Asset Mgmt	150	150	150	150	100	700
60197	RH Facility Fund 310	500	500	500	500	500	2,000
TBD	Mast Arm Painting	225	225	225	225	225	1,125
	Subtotal Operations Improvements/Programs	20,703	18,565	21,235	20,060	20,335	100,898
Congestion Mgmt Fee							
60086	TIS Review	-	250	\$	250	\$	250
60108	Planning Consulting	500	500	\$	500	\$	1,000
60163	Traffic Studies	210	300	\$	300	\$	1,410
60171	Multi Project	50					50
	Impact Fee Refunds	250	250	250	250	250	1,250
	Debt Service Payments**	13,900	13,671	13,622	13,622	13,622	40,593
	Total Funding Request All Funds	99,501	108,323	187,101	73,960	69,164	338,049
REVENUES							
	Sales Tax	14,886	8,373	-	-	-	23,259
	Impact Fees Revenue	19,100	15,500	15,500	15,500	15,500	81,100
	Gas Tax Revenue	22,503	22,650	22,775	22,900	23,025	113,853
	Grants/Reimbursements	6,633	4,414	13,128	-	-	24,175
	Transfer 001 to 310	10,626	10,626	10,626	10,626	10,626	53,130
	Transfer 111 to 310	3,800	3,800	3,800	3,800	3,800	19,000
	Interest Gas Tax/Impact Fees	887	1,000	1,000	1,000	1,000	4,687
	Carry Forward 313-310/Impact Fees	23,285	-	-	-	-	23,285
	Potential Debt Funding/Undeveloped Needs	(2,019)	43,985	122,297	22,159	17,238	205,679
	Revenue Reserve 3%	(2,025)	(2,025)	(2,025)	(2,025)	(2,025)	(10,119)
	Total Revenues	99,501	108,323	187,101	73,960	69,164	538,049
Grant Funds for Projects							
	VBR US41 to E Goodlette	FY 2023 1,600	FY 2024 4,214	FY 2025 2,750	FY 2026 5,450	FY 2027 4,928	
	Collier Blvd GG to Green						
	Goodlette VBR to Inmk						
	Pine Ridge/Livingston						
	Airport VBR to Inmk	1,600	4,214	13,128	0	0	
	Totals	1,600	4,214	13,128	0	0	

Key:
A = Adv Construction / S = Study / D = Design
M = Mitigation / C = Construction / R = ROW
LS = Landscape / L = Litigation / I = Inspection
AM = Access Mgmt / LP = SIB Loan Repayment
* = Project constructed with funds appropriated in previous years
** The 3-cent Local Option Fuel Tax is earmarked towards debt service, bridges, and intersection improvements.

Section B: CITY OF NAPLES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

The following two page shows the City of Naples's DraftFY2022-2026 Capital Improvement Program Budget for Streets & Traffic (Fund 190). The City Council will adopt its FY2022-FY2026 budget after the adoption of this TIP.

STREETS AND TRAFFIC FUND - FUND 190
FINANCIAL ESTIMATES FOR CAPITAL PROJECTS
 Fiscal Year 2023-27

	Budget 2021-22	Projected 2022-23	2023-24	2024-25	2025-26	2026-27
9/30 Fund Balance	3,333,448	2,122,651	1,195,899	458,063	(321,180)	(806,693)
Estimated Revenues						
Telecom Taxes	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Gas Taxes	1,260,000	1,272,600	1,285,326	1,311,033	1,330,698	1,344,005
Impact Fees	200,000	200,000	200,000	200,000	200,000	200,000
DOT Revenue	665,121	599,593	3,327,902	664,745	996,088	0
State Revenue Sharing	220,000	220,000	220,000	220,000	220,000	220,000
Interest/Other	120,000	81,840	67,938	56,871	45,182	37,900
Total Revenues	3,465,121	3,374,033	6,101,166	3,452,648	3,791,968	2,801,905
Estimated Expenditures						
Personal Services	787,688	827,072	868,426	894,479	921,313	948,953
Street Lighting	350,000	350,000	350,000	350,000	350,000	350,000
Operating Expenses	1,984,032	2,023,713	2,064,187	2,105,471	2,147,580	2,190,532
Total Expenditures	3,121,720	3,200,785	3,282,613	3,349,949	3,418,893	3,489,484
<i>Operating expenditures excludes road resurfacing, which is shown as Capital in this document only.</i>						
Net Income before Capital	343,401	173,248	2,818,554	102,699	373,075	(687,580)
Available for Capital Projects	3,676,849	2,295,899	4,014,452	560,762	51,895	(1,494,272)
TOTAL REQUESTS (from list)	665,000	830,000	565,000	530,000	180,000	180,000
FDOT Projects not reimbursements	349,407	270,000	2,991,389	351,942	678,588	0
TOTAL Projects	1,014,407	1,100,000	3,556,389	881,942	858,588	180,000
Prior Year Rollovers	539,791					

Minimum Fund Balance is 16-30% of prior year's operating budget, per Resolution 16-13831

**CAPITAL IMPROVEMENT PROJECTS
STREETS & TRAFFIC - FUND 190**

CIP ID	PROJECT DESCRIPTION	AMENDED BUDGET	DEPT REQUEST	2023-24	2024-25	2025-26	2026-27
		2021-22	2022-23				
	Annual Pavement Resurfacing Program (1)	700,000	750,000	750,000	750,000	750,000	750,000
	Total Programs Budgeted in the Operations Budget	700,000	750,000	750,000	750,000	750,000	750,000
23U08	Traffic Management Center & System Improvements	25,000	25,000	30,000	30,000	30,000	30,000
23U29	Pedestrian & Bicycle Master Plan Projects (2)	140,000	175,000	150,000	150,000	150,000	150,000
23U01	Intersection/Signal System Improvements (4)	475,000	375,000	295,000	350,000	0	0
23U09	CRA Improvements - Pavement Markings, Signage	0	125,000	75,000	0	0	0
23U05	Lantern Lane Drainage & Street Resurfacing Project (3)	25,000	80,000	0	0	0	0
23U04	Crew Truck #2 Addition	0	50,000	0	0	0	0
	Trailer Replacement	0	0	15,000	0	0	0
	Total Streets and Traffic CIP Budget	665,000	830,000	565,000	530,000	180,000	180,000
TOTAL STREETS AND TRAFFIC FUND		1,365,000	1,580,000	1,315,000	1,280,000	930,000	930,000

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

FDOT FUNDED PROJECTS		2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
FDOT	Reimbursement for Traffic Signal Operations on US41	129,650	138,848	143,013	147,303	150,000	0
FDOT	Reimbursement for US41 Street Lighting	156,064	160,745	163,500	165,500	167,500	0
FDOT	Reimbursement for Traffic Operations Center	30,000	30,000	30,000	0	0	0
FDOT	Golden Gate Parkway & US41 Improvements	0	270,000	0	225,942	0	0
FDOT	Orchid Drive Pedstrian Bicycle Connection	349,407	0	0	0	0	0
FDOT	South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41	0	0	1,976,749	0	0	0
FDOT	Crayton Road & Harbour Drive Improvements - Roundabout	0	0	892,211	0	0	0
FDOT	*Crayton Road & Mooring Line Drive Improvements - Roundabout	0	0	0	126,000	0	0
FDOT	Bicycle Detection Systems at 4 intersections	0	0	67,429	0	0	0
FDOT	26th Avenue North Sidewalks	0	0	55,000	0	678,588	0
FDOT	TOTAL	665,121	599,593	3,327,902	664,745	996,088	0

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

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

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

City of Marco Island FY 2023 Budget



Five Year Capital Funding Plan

ITEM #	PROJ	PUBLIC WORKS INFRASTRUCTURE & OTHER	COST	QTY
2	16024	PW - Annual Bridge Rehabilitation Project	300,000	
4	16027	PW - Citywide Drainage Improvement Projects	302,000	
5	16028	PW - Master Plan Drainage Project - Citywide	295,000	
6	21030	PW - Shared Use Pathway - Design	Varies	
7	16031	PW - Street Resurfacing - Citywide	500,000	
8	16035	PW - Bike Paths -Design & Construction	214,000	
9	20004	PW - Swale & Stormwater Improvements	Varies	
10	22016	PW - Storage Building	285,000	
11	TBD	PW - Intelligent Traffic System	250,000	
Public Works Infrastructure & Other Total			2,146,000	

FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL 5 YR FUNDING
500,000	500,000	500,000	500,000	500,000	2,500,000
1,302,000	302,000	302,000	302,000	302,000	2,510,000
295,000	1,295,000	1,295,000	295,000	295,000	3,475,000
90,000	90,000	90,000	90,000	90,000	450,000
1,500,000	1,500,000	1,500,000	500,000	500,000	5,500,000
224,080	224,080	224,080	224,080	224,080	1,120,400
100,000	100,000	100,000	100,000	100,000	500,000
-	-	-	-	-	-
250,000	-	-	-	-	250,000
4,261,080	4,011,080	4,011,080	2,011,080	2,011,080	16,305,400

Section D: CITY OF EVERGLADES CAPITAL IMPROVEMENT PROJECTS – TRANSPORTATION

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

BUDGET SUMMARY

CITY OF EVERGLADES CITY - FISCAL YEAR 2022-2023

GENERAL FUND 6.0754

ESTIMATED REVENUES	GENERAL FUND	ENTERPRISE FUND	TOTAL ALL FUNDS
TAXES: MILAGE PER \$1000			
Ad Valorem Taxes 6.0754	\$682,979.00		\$682,979.00
Franchise Fees	\$30,000.00		\$30,000.00
Gas Tax	\$34,967.00		\$34,967.00
Local Business Tax	\$3,450.00		\$3,450.00
Local Government Infrastructure Tax	\$105,801.00		\$105,801.00
State Communications Services Tax	\$16,892.00		\$16,892.00
Utility Services Tax	\$72,000.00	\$79,500.00	\$151,500.00
License and Permits	\$2,575.00		\$2,575.00
Intergovernmental Revenue	\$708,609.00	\$4,477,433.00	\$5,186,042.00
Charges for Services	\$31,010.00	\$1,998,650.00	\$2,029,660.00
Miscellaneous Revenue	\$125,970.00	\$25.00	\$125,995.00
Proceeds from New SRF Loan		\$5,910,960.00	\$5,910,960.00
TOTAL REVENUES	\$1,814,253.00	\$12,466,568.00	\$14,280,821.00
Fund balances/Reserves/Net Assets	\$1,162,000.00	\$1,939,000.00	\$3,101,000.00
TOTAL REVENUES, TRANSFERS & BALANCES	\$2,976,253.00	\$14,405,568.00	\$17,381,821.00
EXPENDITURES			
General Government	\$497,037.00	\$12,500.00	\$509,537.00
Public Safety	\$124,264.00		\$124,264.00
Physical Environment	\$0.00	\$1,402,648.00	\$1,402,648.00
Transportation	\$191,400.00		\$191,400.00
Human Services	\$39,398.00		\$39,398.00
Culture and Recreation	\$207,828.00		\$207,828.00
Debt Servicing		\$205,535.00	\$205,535.00
Capital Expenditures	\$559,258.00	\$10,374,421.00	\$10,933,679.00
TOTAL EXPENDITURES	\$1,619,185.00	\$11,995,104.00	\$13,614,289.00
Capital Outlay Reserves	\$263,175.00	\$471,464.00	\$734,639.00
Reserves	\$1,093,893.00	\$1,939,000.00	\$3,032,893.00
TOTAL APPROPRIATED EXPENDITURES, RESERVES & BALANCES	\$2,976,253.00	\$14,405,568.00	\$17,381,821.00
THE TENTATIVE, ADOPTED AND/OR FINAL BUDGETS ARE ON FILE IN THE OFFICE OF THE ABOVE MENTIONED TAXING AUTHORITY AS PUBLIC RECORD.			

Section E: FEDERAL FUNDING OBLIGATIONS

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

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

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	344
TOTAL 436970 1	344
TOTAL 436970 1	344

ITEM NUMBER: 437096 1 PROJECT DESCRIPTION: COPELAND AVE SIDEWALK FROM CHOKOLOSKEE BAY BRDG TO N OF BROADWAY AVE *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: SIDEWALK
ROADWAY ID: 03600000 PROJECT LENGTH: 1.277MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	5,000
TALP	5,400
TALU	8,246
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
REPE	86,333
SU	485,948
TALU	401,685
TOTAL 437096 1	991,112
TOTAL 437096 1	991,112

ITEM NUMBER: 437926 1 PROJECT DESCRIPTION: SIGNAL TIMING US41 FROM SR954/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: TRAFFIC SIGNAL UPDATE
ROADWAY ID: 03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-30,000
TOTAL 437926 1	-30,000
TOTAL 437926 1	-30,000

ITEM NUMBER: 438059 1 PROJECT DESCRIPTION: SR00 (US 41) / MIAMI TRL FM E OF SR64 (DAVIS BLVD) TO COURTHOUSE SHADOWS *NON-SIS*
DISTRICT: 01 COUNTY: COLLIER TYPE OF WORK: RESURFACING
ROADWAY ID: 03010000 PROJECT LENGTH: 1.465MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HERE	5,000
SA	86,288
TOTAL 438059 1	91,288
TOTAL 438059 1	91,288

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 439002 1 PROJECT DESCRIPTION: SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03090000 PROJECT LENGTH: .524MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-10,754
TOTAL 439002 1	-10,753
TOTAL 439002 1	-10,753

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

ITEM NUMBER: 439555 1 PROJECT DESCRIPTION: SR 951 FROM JUDGE JOLLEY BRIDGE TO FIDDLERS CREEK PARKWAY
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03030000 PROJECT LENGTH: 3.031MI

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,000
TOTAL 439555 1	1,000
TOTAL 439555 1	1,000

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

ITEM NUMBER: 440435 2 PROJECT DESCRIPTION: COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	50,000
TOTAL 440435 2	50,000
TOTAL 440435 2	50,000

NON-SIS
TYPE OF WORK: TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER: 441480 1 PROJECT DESCRIPTION: EDEN PARK ELEMENTARY
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SR2T	838
TOTAL 441480 1	838
TOTAL 441480 1	838

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

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

HIGHWAYS

ITEM NUMBER: 441879 1 PROJECT DESCRIPTION: BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03510000 PROJECT LENGTH: .895MI

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	291,944
TOTAL 441879 1	291,944
TOTAL 441878 1	281,944

NON-SIS
TYPE OF WORK: SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER: 442788 1 PROJECT DESCRIPTION: HURRICANE IRMA FENCE REPAIR I-75 (SR 93) MP 59.6 - 116
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03175000 PROJECT LENGTH: 57.470MI

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BR17	-17,655
TOTAL 442788 1	-17,655
TOTAL 442788 1	-17,655

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

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

FUND CODE	2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	279,074
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	23,701
TOTAL 446320 1	301,675
TOTAL 446320 1	301,675

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

ITEM NUMBER: 446323 1 PROJECT DESCRIPTION: CORESCREW RD NORTH FROM S OF WILDCAT DR TO E WILDCAT DR
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000529 PROJECT LENGTH: .150MI

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
GFSU	704,613
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSU	1,000
TOTAL 446323 1	704,613
TOTAL 446323 1	704,613

NON-SIS
TYPE OF WORK: WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 0/ 2/ 0

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COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

PLANNING

DATE RUN: 10/03/2023
TIME RUN: 10:39:52
MEMORITP

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

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
EL	447,727
SU	24,615
TOTAL 439314 3	492,352
TOTAL 439314 3	492,352

ITEM NUMBER: 439314 4 PROJECT DESCRIPTION: COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
EL	338,387
SU	250,000
TOTAL 439314 4	688,387
TOTAL 439314 4	688,387
TOTAL DIST: 01	1,180,739
TOTAL PLANNING	1,180,739

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COLLIER MPO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

TRANSIT

DATE RUN: 10/03/2022
TIME RUN: 10:39:52
MEMORIAL

ITEM NUMBER: 448065 2 PROJECT DESCRIPTION: COLLIER AREA TRANSIT MAINTENANCE BUILDING
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	3,000,000
TOTAL 448065 2	3,000,000
TOTAL 448065 2	3,000,000
TOTAL DIST: 01	3,000,000
TOTAL TRANSIT	3,000,000

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT

MISCELLANEOUS

ITEM NUMBER: 433002 1 PROJECT DESCRIPTION: HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FCOT	
BR17	-8,277
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
BR17	-2,904
TOTAL 433002 1	-8,181
TOTAL 433002 1	-8,181

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

ITEM NUMBER: 435013 1 PROJECT DESCRIPTION: ITS INTEGRATE/STANDARDIZE NETWORK COMMUNICATION
DISTRICT: 01 COUNTY: COLLIER
ROADWAY ID: 03000000 PROJECT LENGTH: .001MI

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
GPSU	1,108,409
TOTAL 435013 1	1,108,409
TOTAL 435013 1	1,108,409
TOTAL DIST: 01	1,100,228
TOTAL MISCELLANEOUS	1,100,228
<hr/>	
GRAND TOTAL	8,273,889

NON-SIS
TYPE OF WORK: ITS COMMUNICATION SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

Section F: FTA OBLIGATED PROJECTS FOR 2021

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

Awaiting Obligated FTA Funds for FTA Obligated Projects from PTNE.

Section G: COLLIER COUNTY FUNDING SUMMARY (FDOT)

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

Awaiting April Work Program Snapshot from FDOT.

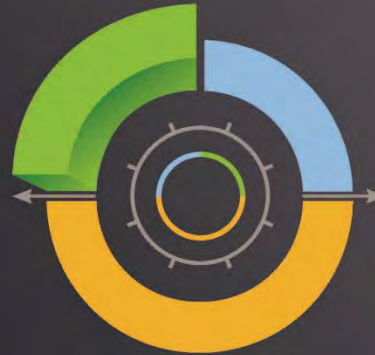
APPENDICES

APPENDIX A: FDOT'S STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

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



Strategic Intermodal System Funding Strategy

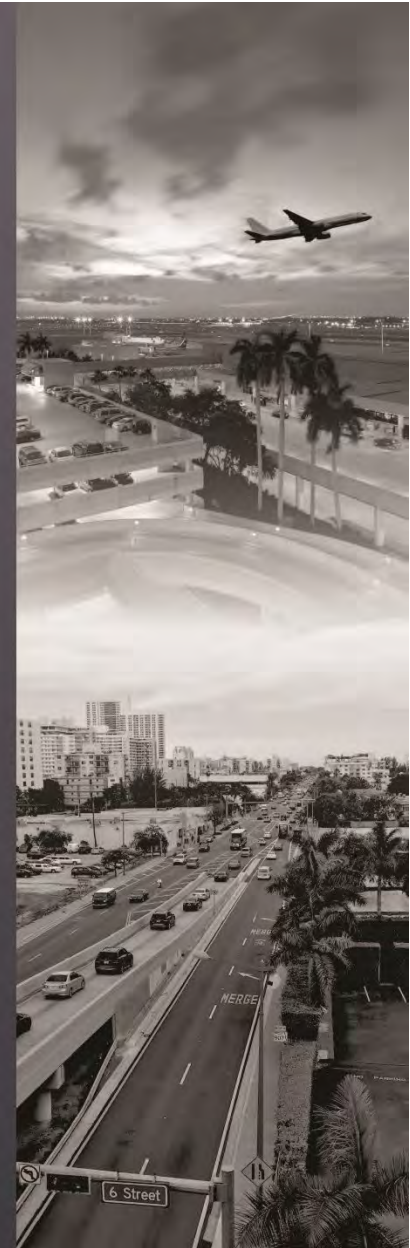


First Five Year Plan

MULTI-MODAL

FY 2022/2023 through
FY 2026/2027

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



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

First Five Year Plan*

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

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

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



Second Five Year Plan

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

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

Cost Feasible Plan

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

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


Table Key:

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

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

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

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

 SIS ADOPTED 1ST FIVE YEAR PROGRAM District 4 Interstate Plan 															
Map ID	Facility	Description	2022	2023	2024	2025	2026	Total State Managed	Total District Managed	Total Local Funds	PD&E	PE	ENV	ROW	CON
4331096	SR-9/1-96 FROM BROWARD/PALM BEACH COUNTY LINE TO NORTH OF LINTON BLVD.	PE: Preliminary Engineering	\$501	\$0	\$0	\$0	\$0	\$501	\$1	\$0					
4132542	SR-9/1-96 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS	PDE: Project Dev. & Env.	\$0	\$0	\$550	\$1,800	\$0	\$2,350	\$0	\$0	●				
4391701	SR-9/1-96 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	M-INCH: Modify Interchange	\$500	\$4,500	\$0	\$20	\$14,860	\$19,845	\$0	\$235	●	●	●		
436519	SR-9/1-96 FROM S OF 46TH STREET TO N OF 46TH ST	M-INCH: Modify Interchange	\$87	\$2,264	\$0	\$1,115	\$12,583	\$7,416	\$13,634	\$0		●		●	●
4368082	SR-9/1-96 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD	M-INCH: Modify Interchange	\$538	\$367	\$0	\$0	\$0	\$0	\$905	\$0				●	
4368081	SR-9/1-96 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD	PDE: Project Dev. & Env.	\$89	\$0	\$0	\$0	\$0	\$0	\$7	\$82		●			
4442021	SR-9/1-96 FROM SOUTH OF LINTON BLVD/CR-782 TO 6TH AVE SOUTH	PDE: Project Dev. & Env.	\$450	\$2,050	\$0	\$0	\$0	\$0	\$2,500	\$0	●				
4369641	SR-9/1-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	M-INCH: Modify Interchange	\$18,271	\$0	\$0	\$0	\$0	\$18,188	\$83	\$0		●	●	●	
4369642	SR-9/1-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	M-INCH: Modify Interchange	\$20,260	\$4,674	\$467,498	\$6,175	\$1,498	\$500,105	\$0	\$0		●	●	●	●
4372791	SR-9/1-96 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	M-INCH: Modify Interchange	\$4,323	\$5,10	\$0	\$200	\$0	\$9,632	\$0	\$0		●		●	●
4369645	SR-9/1-96 NORTH OF SW 10TH STREET TO HILLSBORO BLVD	M-INCH: Modify Interchange	\$0	\$90	\$732	\$60,771	\$0	\$61,592	\$0	\$0		●	●		●
4337611	SR-9/1-96 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	M-INCH: Modify Interchange	\$5,745	\$17	\$0	\$0	\$0	\$0	\$5,699	\$63		●			●
ANNUAL TOTALS															

All Values in Thousands of "As Programmed" Dollars

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

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

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

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

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

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

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

Map Key:

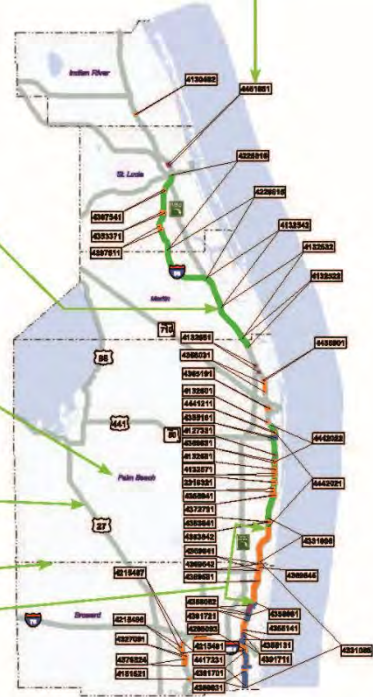
Facility

County Name

SIS Roadway

County Boundary

Project Limits



Florida Department of Transportation - Systems Implementation Office

District 4

First Five Years
Interstate Plan

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2021/2022 through FY 2025/2026
(as of July 1, 2021)

Legend

Project Phase

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

Notes

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

Page 21

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

Project Phases

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

Some projects are funded in other phase sequences

PROJECT PHASES

Work Program Phase consists of Phase Group (major areas of work performed) and Phase Type (who is being paid to perform the work). Phases include all Phase Types other than Phase Type 1 (In-House) and Phase Type 9 (Indirect Support). See the Work Program Instructions at www.fdot.gov/workprogram/development/wp-instructions.shtml for additional information.

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

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM District 1 Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MHNC: Modify Interchange	\$8,747	\$3,265	\$0	\$0	\$20	\$9,984	\$47	\$0					
2012153	I-4 (SR 400) AT SR 557	MHNC: Modify Interchange	\$56	\$0	\$0	\$0	\$0	\$33	\$23	\$0					
4425122	I-4 (SR 400) FROM W OF SR 570 (POLK PARKWAY) TO W OF US 27 INTERCHAN	PDE: Project Dev. & Env.	\$30	\$0	\$0	\$0	\$0	\$0	\$30	\$0					
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	MHNC: Modify Interchange	\$14,469	\$5,746	\$0	\$0	\$0	\$20,195	\$19	\$0					
4206132	I-75 (SR 93) AT FRUITVILLE ROAD/CR 780	MHNC: Modify Interchange	\$69	\$0	\$0	\$30	\$108,895	\$109,000	\$605	\$2,000					
4258432	I-75 (SR 93) AT SR 951	MHNC: Modify Interchange	\$272	\$100	\$0	\$0	\$0	\$372	\$372	\$0					
4425193	I-75 (SR 93) FROM COLLIER/LEE COUNTY LINE TO SR 78 (BAYSHORE RD)	PDE: Project Dev. & Env.	\$38	\$0	\$0	\$0	\$0	\$38	\$38	\$0					
4062254	I-75 (SR 93) FROM S OF CORKSCREW ROAD TO S OF DANIELS PARKWAY	A2-6: Add 2 To Build 6 Lanes	\$600	\$0	\$0	\$0	\$0	\$600	\$0	\$0					
2010326	I-75 AT SR 64	MHNC: Modify Interchange	\$801	\$0	\$0	\$0	\$0	\$142	\$459	\$0					
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$0	\$1,800	\$1,000	\$2,000	\$2,000	\$0	\$6,800	\$0					
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	MHNC: Modify Interchange	\$0	\$0	\$18,345	\$0	\$0	\$18,345	\$0	\$0					
ANNUAL TOTALS			\$22,882	\$10,911	\$19,345	\$2,030	\$110,915	\$155,688	\$8,393	\$2,000					

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with dark grey background is no longer designated as SIS.

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



Florida Department of Transportation - Systems Implementation Office

District 1

First Five Years Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)

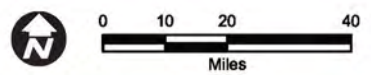
Legend

Project Phase

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

Notes

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





SIS ADOPTED 1ST FIVE YEAR PROGRAM District 1 Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
2012105	I-4 AT US 27 (SR 25)	MHNC: Modify Interchange	\$35	\$0	\$1,652	\$3,474	\$152,662	\$157,822	\$0	\$0	●	●	●	●	●
4449041	REGIONAL PLANNING STUDY	PDE: Project Dev. & Env.	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	●				
4449581	SR 15 (US 441) AT CR 68 (NW 160TH ST)	TURN: Add Turn Lane	\$0	\$41	\$0	\$0	\$0	\$0	\$41	\$0		●			
4448861	SR 15 (US 441) AT POTTER RD (NE 144TH ST)	TURN: Add Turn Lane	\$0	\$55	\$0	\$0	\$0	\$0	\$55	\$0	●				
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	A2-6: Add 2 To Build 6 Lanes	\$6,700	\$20	\$50	\$0	\$0	\$6,596	\$74	\$100	●	●	●		
4192432	SR 25 (US 27) FROM HIGHLANDS COUNTY LINE TO CR 630A	A2-6: Add 2 To Build 6 Lanes	\$4,860	\$50	\$100	\$0	\$0	\$3,784	\$926	\$300	●	●	●		
4424031	SR 25 (US 27) FROM SOUTH OF SUN'N LAKE TO NORTH OF SUN'N LAKE	TURN: Add Turn Lane	\$200	\$0	\$0	\$0	\$0	\$0	\$200	\$0	●				
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)	A2-4: Add 2 To Build 4 Lanes	\$216	\$3,314	\$6,165	\$0	\$0	\$9,566	\$4	\$125	●	●	●		
4175406	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NR: New Road	\$2	\$1,106	\$5,768	\$0	\$0	\$6,564	\$312	\$0	●	●	●		
4344901	SR 29 FROM I-75 TO OIL WELL RD	PDE: Project Dev. & Env.	\$17	\$0	\$0	\$0	\$0	\$0	\$17	\$0	●				
4175406	SR 29 FROM N OF NEW MARKET RD TO SR 82	A2-4: Add 2 To Build 4 Lanes	\$576	\$0	\$0	\$300	\$33,752	\$33,910	\$718	\$0	●	●	●	●	
4175401	SR 29 FROM OIL WELL ROAD TO SR 82	PDE: Project Dev. & Env.	\$156	\$0	\$0	\$0	\$0	\$0	\$156	\$0	●				
4175402	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD	A2-4: Add 2 To Build 4 Lanes	\$0	\$7,440	\$0	\$0	\$0	\$7,440	\$0	\$0	●				
4178784	SR 29 FROM SR 82 TO HENDRY C/L	A2-4: Add 2 To Build 4 Lanes	\$51	\$0	\$0	\$0	\$0	\$50	\$1	\$0	●	●			
4419501	SR 31 FROM CR 74 TO CR 74	MHNT: Modify Intersection	\$1,012	\$0	\$7,034	\$0	\$0	\$7,033	\$1,013	\$0	●	●	●	●	
4289171	SR 31 FROM SR 78 TO CR 78	PDE: Project Dev. & Env.	\$23	\$0	\$0	\$0	\$0	\$0	\$23	\$0	●				
4419421	SR 31 FROM SR 80 (PALMBEACH BLVD) TO SR 78 (BAYSHORE RD)	PDE: Project Dev. & Env.	\$21	\$0	\$0	\$0	\$0	\$0	\$21	\$0	●				
4419422	SR 31 FROM SR 80 (PALMBEACH BLVD) TO SR 78 (BAYSHORE RD)	A4-6: Add 4 To Build 6 Lanes	\$0	\$9,950	\$0	\$0	\$0	\$9,600	\$50	\$300	●				
4338582	SR 80 FROM CR 630 TO GRAPE HAMMOCK RD	A2-4: Add 2 To Build 4 Lanes	\$110	\$0	\$0	\$0	\$0	\$110	\$0	\$0	●				
4145065	SR 70 FROM CR 29 TO LONESOME ISLAND ROAD	PDE: Project Dev. & Env.	\$29	\$0	\$0	\$0	\$0	\$0	\$29	\$0	●				
4503341	SR 70 FROM CR 721 S TO CR 559/128 AVE	PDE: Project Dev. & Env.	\$4,000	\$0	\$0	\$0	\$0	\$4,000	\$0	\$0	●	●			
4498511	SR 70 FROM LONESOME ISLAND RD TO SOUTHERN LEG OF CR 721	PDE: Project Dev. & Env.	\$2,000	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	●				
4145062	SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD	PDE: Project Dev. & Env.	\$16,264	\$0	\$0	\$0	\$0	\$0	\$16,164	\$100	●	●	●		
4145067	SR 70 FROM LORRAINE ROAD TO BOURNSIDE BLVD	A2-4: Add 2 To Build 4 Lanes	\$79,849	\$0	\$0	\$0	\$0	\$77,564	\$958	\$1,327					●
4193445	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)	A2-4: Add 2 To Build 4 Lanes	\$84	\$0	\$0	\$0	\$0	\$84	\$0	\$0					
4193443	SR 710 FROM US 441 TO L-63 CANAL	NR: New Road	\$51	\$0	\$5,966	\$0	\$0	\$5,957	\$60	\$0	●		●		
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE	A2-4: Add 2 To Build 4 Lanes	\$51,212	\$0	\$0	\$0	\$0	\$49,308	\$1,905	\$0	●	●	●	●	
4420273	STATE SIB LOAN FOR SR 31 (ABCOCK RANCH)	A4-6: Add 4 To Build 6 Lanes	\$4,482	\$0	\$0	\$0	\$0	\$0	\$0	\$4,482					●
4420274	STATE SIB LOAN FOR SR 31 (ABCOCK RANCH) FROM SR 78 (BAYSHORE RD)	A4-6: Add 4 To Build 6 Lanes	\$4,543	\$0	\$0	\$0	\$0	\$4,541	\$2	\$0	●	●	●	●	
4349861	US 27 AT SR 64	MHNT: Modify Intersection	\$93	\$0	\$0	\$0	\$0	\$92	\$1	\$0					●
4495031	US 27 CORRIDOR ALTERNATIVE STUDY	PDE: Project Dev. & Env.	\$6,500	\$0	\$0	\$0	\$0	\$0	\$6,500	\$0	●				
ANNUAL TOTALS			\$188,086	\$21,976	\$26,735	\$3,774	-\$186,414	\$386,021	\$34,230	\$6,734					

All Values in Thousands of "As Programmed" Dollars

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

Project highlighted with dark grey background is no longer designated as SIS.

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



Florida Department of Transportation - Systems Implementation Office

District 1

First Five Years Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program
 FY 2022/2023 through FY 2026/2027
 (as of July 1, 2022)

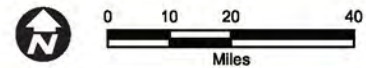
Legend

Project Phase

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

Notes

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



HIGHWAY





SIS ADOPTED 1ST FIVE YEAR PROGRAM
Turnpike Enterprise Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4443011	ADD ONE LANE TO NB OFF RAMP AT SAMPLE RD / TPK INTCHNG. (SR 91, MP 6)	MINCH: Modify Interchange	\$141	\$0	\$0	\$0	\$0	\$0	\$141	\$0	●	●	●	●	●
4439561	ATLANTIC BLVD INTCHNG IMPROVEMENTS (SAWGRASS XWAY MP 8)	MINCH: Modify Interchange	\$5	\$205	\$0	\$0	\$0	\$0	\$210	\$0	●	●	●	●	●
4408972	CENTRAL POLK PARKWAY - FROM POLK PKWY (SR 570) TO US 17 (SR 35)	NR: New Road	\$230,381	\$0	\$2,150	\$0	\$0	\$0	\$232,531	\$0	●	●	●	●	●
4408973	CENTRAL POLK PARKWAY - FROM US 17 (SR 35) TO SR 60	NR: New Road	\$11,062	\$9,707	\$152,731	\$450	\$2,190	\$0	\$176,141	\$0	●	●	●	●	●
4372243	EXTEND AUX LANE ALONG TPK SB ENTRANCE RAMP FROM SAWGRASS (MP 70)	A1-AUX: Add 1 Auxiliary Lane	\$1	\$104	\$1,153	\$0	\$0	\$0	\$1,258	\$0	●	●	●	●	●
4370535	GOLDEN GLADES INTERCHANGE IMPROVEMENTS - SPUR	MINCH: Modify Interchange	\$55,170	\$0	\$710	\$0	\$0	\$0	\$55,880	\$0	●	●	●	●	●
4370531	GOLDEN GLADES INTERCHANGE IMPROVEMENTS (MAINLINE SPUR MP 0X)	MINCH: Modify Interchange	\$82,689	\$0	\$0	\$0	\$0	\$500	\$82,189	\$0	●	●	●	●	●
4412242	KISSIMMEE PARK ROAD INTERCHANGE IMPROVEMENTS (MP 240)	MINCH: Modify Interchange	\$24,471	\$3,919	\$0	\$0	\$0	\$0	\$28,390	\$0	●	●	●	●	●
4449801	NEW INTCHNG ON TPK MAINLINE (SR91) AT TAFT VINELAND RD (~MP 253)	MINCH: New Interchange	\$168	\$18,446	\$8,587	\$0	\$49,066	\$0	\$76,266	\$0	●	●	●	●	●
4385472	ORLANDO SOUTH ULTIMATE INTERCHANGE - PHASE I	MINCH: Modify Interchange	\$509	\$0	\$6,815	\$12,719	\$229,691	\$0	\$249,734	\$0	●	●	●	●	●
4395451	PD&E FOR WIDEN HEFT FROM US-1/SOUTH OF PALMDR TO CAMPBELL DR (M)	PDE: Project Dev. & Env.	\$13	\$0	\$0	\$0	\$0	\$0	\$13	\$0	●	●	●	●	●
4233743	PD&E FOR WIDEN TPK FROM N OF SR60 TO KISSIMMEE PARK RD (MP 193-238)	PDE: Project Dev. & Env.	\$2	\$0	\$0	\$4,000	\$150	\$0	\$4,152	\$0	●	●	●	●	●
4233742	PD&E FOR WIDEN TPK FROM N OF SR70 TO N OF SR60 (MP 152 - 193)	PDE: Project Dev. & Env.	\$1	\$200	\$0	\$0	\$0	\$0	\$201	\$0	●	●	●	●	●
4460191	PD&E STUDY OF INTCHG IMPROVEMENTS FOR TPK(SR91) AT GLADES RD (SR	PDE: Project Dev. & Env.	\$233	\$0	\$0	\$0	\$0	\$0	\$233	\$0	●	●	●	●	●
4233741	PD&E WIDEN MAINLINE FROM JUPITER TO FT PIERCE (MP 116-152)	PDE: Project Dev. & Env.	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$0	●	●	●	●	●
4371531	PD&E WIDEN SAWGRASS S OF US 441 TO POWERLINE (MP 18-22)	PDE: Project Dev. & Env.	\$455	\$0	\$0	\$0	\$0	\$0	\$455	\$0	●	●	●	●	●
4480681	PD&E WIDEN SUNCOAST PKWY(SR589) - S OF VAN DYKE RD TO SR52 (MP13-2	PDE: Project Dev. & Env.	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	●	●	●	●	●
4422121	PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)	PDE: Project Dev. & Env.	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●	●	●	●	●
4440061	PD&E WIDEN TPK(SR91) FROM S OF SAND LAKE RD TO S OF SR 408 (MP 257-26	PDE: Project Dev. & Env.	\$1	\$0	\$0	\$4,000	\$200	\$0	\$4,201	\$0	●	●	●	●	●
4336631	SAND LAKE RD / TPK INTERCHANGE (SR482/SR91) (MP 257)	MINCH: New Interchange	\$4,052	\$80,607	\$0	\$2,110	\$0	\$0	\$86,769	\$0	●	●	●	●	●
4370534	SR 9A/I-95 NB FROM NW 143 ST TO JUST EAST OF NW 2ND AVENUE	MINCH: Modify Interchange	\$73,323	\$0	\$0	\$0	\$0	\$0	\$73,323	\$0	●	●	●	●	●
4370533	SR 9A/I-95 SOUTHBOUND FROM NW 135TH STREET TO BISCAYNE CANAL	MINCH: Modify Interchange	\$51,436	\$0	\$1,020	\$0	\$0	\$0	\$52,456	\$0	●	●	●	●	●
4060967	SR821/SR874 INTERCHANGE RAMP MODIFICATIONS, IN MIAMI-DADE CNTY (MP	MINCH: Modify Interchange	\$77	\$0	\$0	\$0	\$0	\$0	\$77	\$0	●	●	●	●	●
4427642	SUNCOAST II (SR589) - CR 486 TO CR 495	NR: New Road	\$2	\$11,900	\$11,750	\$202,773	\$0	\$0	\$226,425	\$0	●	●	●	●	●
4427643	SUNCOAST II (SR589) - CR 495 TO US 19	NR: New Road	\$7	\$0	\$11,800	\$11,628	\$11,005	\$0	\$34,439	\$0	●	●	●	●	●
4427641	SUNCOAST II (SR589) - SR 44 TO CR 486	NR: New Road	\$85,042	\$2,120	\$0	\$0	\$0	\$0	\$87,162	\$0	●	●	●	●	●
4469751	TPK (SR91) AND I-95 INTERCHANGE (MP 125)	PDE: Project Dev. & Env.	\$851	\$0	\$0	\$0	\$0	\$0	\$851	\$0	●	●	●	●	●
4462242	TPK (SR91) GRIFFIN ROAD INTERCHANGE IMPROVEMENTS (MP 54)	MINCH: Modify Interchange	\$1	\$0	\$0	\$10,215	\$0	\$0	\$10,217	\$0	●	●	●	●	●
4159274	TPK (SR91) TSM&O ADD LANES N OF SAWGRASS TO PALM BEACH CIL (MP 71-	A2-AUX: Add 2 Auxiliary Lanes	\$1	\$11	\$42,896	\$0	\$0	\$0	\$42,907	\$0	●	●	●	●	●
4182145	TPK (SR91) TSM&O ADD LANES PALM BEACH CIL TO GLADES RD (MP 73.1-76.4)	A2-AUX: Add 2 Auxiliary Lanes	\$31	\$3	\$85,041	\$0	\$0	\$0	\$85,075	\$0	●	●	●	●	●
4462231	TSM&O ADD AUX LANES TO S TPK (SR91) IN BROWARD CNTY, MP 47-51	A2-AUX: Add 2 Auxiliary Lanes	\$274	\$61,954	\$30	\$11	\$0	\$0	\$62,269	\$0	●	●	●	●	●
4462241	TSM&O ADD AUX LANES TO S TPK(SR91) IN BROWARD CNTY, MP 51-54	A2-AUX: Add 2 Auxiliary Lanes	\$271	\$65,446	\$0	\$0	\$12	\$0	\$65,729	\$0	●	●	●	●	●
4357862	US27 NORTH INTCHG (MP 289)- RAMP & SIGNAL IMPROVEMENTS	MINCH: Modify Interchange	\$1,822	\$0	\$0	\$0	\$0	\$0	\$1,822	\$0	●	●	●	●	●
4354615	WIDEN SAWGRASS (SR 869) UNIVERSITY DR TO SR7 (MP 14.8-18.4) (TO 10 LNS)	A4-10: Add 4 To Build 10 Lanes	\$33	\$0	\$0	\$95,861	\$0	\$0	\$95,894	\$0	●	●	●	●	●
4354611	WIDEN SAWGRASS (SR869) ATLANTIC BLVD TO SAMPLE RD (MP 9-12) (6 TO 10 L	A4-10: Add 4 To Build 10 Lanes	\$15	\$69,710	\$0	\$0	\$0	\$0	\$69,725	\$0	●	●	●	●	●
4371556	WIDEN SAWGRASS (SR869) OAKLAND PARK BLVD TO ATLANTIC BLVD (MP 4.1-	A4-10: Add 4 To Build 10 Lanes	\$0	\$220	\$642	\$110,725	\$0	\$0	\$111,588	\$0	●	●	●	●	●

All Values in Thousands of "As Programmed" Dollars

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM Turnpike Enterprise Plan



MAP ID	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4354614	WIDEN SAWGRASS (SR869) SAMPLE TO UNIVERSITY DR (MP 12-14.8)(6TO10 L	A4-10: Add 4 To Build 10 Lanes	\$1	\$0	\$0	\$85,005	\$0	\$0	\$85,006	\$0					
4372241	WIDEN SAWGRASS(SR869) FROM SR7 TO POWERLINE RD (MP 18.4-22)(6TO10 L	A4-10: Add 4 To Build 10 Lanes	\$471	\$8,200	\$12,000	\$0	\$250	\$0	\$20,921	\$0					
4371555	WIDEN SAWGRASS(SR869) S OF NW8TH TO SUNRISE BLVD (MP0-0.5) (6TO10L	A4-10: Add 4 To Build 10 Lanes	\$2	\$1,369	\$2,599	\$94,782	\$0	\$0	\$98,752	\$0					
4371551	WIDEN SAWGRASS(SR869) SUNRISE BLVD TO OAKLAND PARK (MP0.5-4.1)(6TO	A4-10: Add 4 To Build 10 Lanes	\$13,681	\$16,923	\$248,041	\$0	\$0	\$0	\$278,645	\$0					
4175451	WIDEN SEMINOLE XWAY FROM ALOMA AVE TO SR 434 (MP 38 - 44) (4TO8 LANE	A4-8: Add 4 To Build 8 Lanes	\$561	\$160,049	\$0	\$0	\$0	\$0	\$160,610	\$0					
4378521	WIDEN SEMINOLE XWAY, SR434 TO N OF CR427 (MP44-49.4) (4TO8 LNS)	A4-8: Add 4 To Build 8 Lanes	\$8	\$0	\$12,933	\$663	\$530	\$0	\$14,134	\$0					
4233735	WIDEN SPUR(SR91), GOLDEN GLADES TP TO BROWARD CNTY (MP0.4-3.3)(6TO	A2-8: Add 2 To Build 8 Lanes	\$1,865	\$675	\$1,265	\$60	\$92,818	\$0	\$96,693	\$0					
4426651	WIDEN SUNCOAST PKWY(SR589), VAN DYKE RD TO SR 54 (MP13.5-19.75) (4TO	A4-8: Add 4 To Build 8 Lanes	\$0	\$0	\$0	\$0	\$4,560	\$0	\$4,560	\$0					
4412244	WIDEN TPK (SR 91) (MP 239-242) & NEW NOLTE ROAD INTERCHANGE	A4-8: Add 4 To Build 8 Lanes	\$1	\$153,986	\$0	\$2,190	\$0	\$0	\$156,177	\$0					
4361943	WIDEN TPK (SR91) FROM US 192 TO PARTIN SETTLEMENT RD (MP242-243.5)4T	A4-8: Add 4 To Build 8 Lanes	\$1	\$350	\$10,170	\$76,849	\$0	\$0	\$87,370	\$0					
4061438	WIDEN TPK (SR91) SOUTHERN BLVD TO OKEECHOBEE BLVD (MP 98-101) (4TO8	A4-8: Add 4 To Build 8 Lanes	\$402	\$100	\$241,693	\$0	\$4,240	\$0	\$246,435	\$0					
4441111	WIDEN TPK EXT - CAMPBELL DR TO TALLAHASSEE RD (MP4-6)(MANAGED LAN	A2-6: Add 2 To Build 6 Lanes	\$0	\$0	\$0	\$0	\$450	\$0	\$450	\$0					
4357863	WIDEN TPK(SR91) - O'BRIEN RD TO US27 (MP 285.9-289.6) (4TO8 LNS)	A4-8: Add 4 To Build 8 Lanes	\$137	\$4,303	\$3,262	\$113,902	\$0	\$0	\$121,604	\$0					
4357861	WIDEN TPK(SR91)- MINNEOLA INTCHG TO O'BRIEN RD (MP279.2-285.8)(4TO8LN	A4-8: Add 4 To Build 8 Lanes	\$42,777	\$2,610	\$0	\$0	\$0	\$0	\$45,387	\$0					
4371691	WIDEN TPK(SR91) N OF ATLANTIC AVE TO N OF L-30 CANAL (MP82.6-85.3)W/M	A2-8: Add 2 To Build 8 Lanes	\$4	\$0	\$0	\$5,986	\$2,747	\$0	\$8,737	\$0					
4171321	WIDEN TPK(SR91) N OF GLADES RD TO N OF L-38 CANAL(MP76.8-80.2)W/MGD L	A2-8: Add 2 To Build 8 Lanes	\$2	\$6,084	\$25	\$0	\$194,610	\$0	\$200,722	\$0					
4171324	WIDEN TPK(SR91) N OF L-38 CANAL TO N OF ATLANTIC AVE(MP80.2-82.6) W/M	A2-8: Add 2 To Build 6 Lanes	\$1	\$0	\$0	\$0	\$3,883	\$0	\$3,884	\$0					
4061436	WIDEN TPK(SR91) OKEECHOBEE BLVD TO SR 710 (4TO8 LNS)	A4-8: Add 4 To Build 8 Lanes	\$2	\$1,000	\$611	\$135,127	\$0	\$0	\$136,741	\$0					
4061426	WIDEN TPK(SR91) WPB SERVICE PLAZA TO SOUTHERN BLVD (MP94-98)(4TO8L	A4-8: Add 4 To Build 8 Lanes	\$1,837	\$206,057	\$0	\$1,830	\$0	\$0	\$211,723	\$0					
4361941	WIDEN TPK(SR91), PARTIN SETTLEMENT RD TO OSCEOLA PKWY(MP243.5-249)	A4-8: Add 4 To Build 8 Lanes	\$31,091	\$192,861	\$0	\$5,910	\$0	\$0	\$229,862	\$0					
ANNUAL TOTALS			\$728,409	1,081,119	\$857,944	\$976,786	\$596,402	\$500	\$4,240,161	\$0					

All Values in Thousands of "As Programmed" Dollars

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

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

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

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The Following Projects Do Not Have Available Map Information:
4408972 and 4408973



Turnpike

First Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program
 FY 2022/2023 through FY 2026/2027
 (as of July 1, 2022)

Legend

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

Notes

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





SIS ADOPTED 1ST FIVE YEAR PROGRAM

Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA
Aviation Capacity Improvements																	
4498641	1	PUNTA GORDA AIRPORT ROADWAY NETWORK IMPROVEMENTS	AIP: Airport Improvement Proj	\$126	\$0	\$0	\$0	\$0	\$126	\$0	\$0						
4419811	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	TERM: Terminal Development	\$3,247	\$29,500	\$27,875	\$10,000	\$10,000	\$15,748	\$40,311	\$24,563						
4206521	1	SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I	RUNWAY: Runways	\$8,991	\$2,435	\$2,628	\$2,013	\$0	\$0	\$7,110	\$8,957						
2169784	2	JACKSONVILLE INTL AIRPORT DESIGN & RECONST CONCOURSE B MOD PF	TERM: Terminal Development	\$0	\$500	\$21,997	\$20,000	\$29,000	\$25,998	\$35,748	\$9,750						
4326402	2	JAX INTL AIRPORT DESIGN & CONST CARGO RAMP EXPANSION PFL001360	AIP: Airport Improvement Proj	\$5,000	\$0	\$0	\$0	\$0	\$400	\$2,500	\$2,100						
4348322	4	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT, AIRPORT ACCESS ROADW	ACROAD: Access Road	\$20,000	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0						
4448441	4	FT. LAUDERDALE/HOLLYWOOD INT'L AIRPORT AUTOMATED PEOPLE MOVE	PMOVR: Terminal People Mov	\$38,000	\$95,889	\$31,669	\$22,800	\$27,200	\$78,755	\$111,057	\$25,745						
4400972	4	FT. LAUDERDALE/HOLLYWOOD INT'L ADDITIONAL TERMINAL GATE DESIGN	TERM: Terminal Development	\$14,000	\$24,846	\$0	\$0	\$0	\$12,423	\$19,423	\$7,000						
4485781	5	ORANGE-ORLANDO INTL TERMINAL COMPLEX	TERM: Terminal Development	\$22,154	\$20,360	\$11,997	\$0	\$0	\$27,255	\$27,255	\$0						
4486871	6	MIAMI INTERNATIONAL AIRPORT - SOUTH TERMINAL EXPANSION EAST	TERM: Terminal Development	\$0	\$0	\$0	\$16,000	\$0	\$8,000	\$8,000	\$0						
4292715	6	MIAMI INT'L AIRPORT PERIMETER ROAD BRIDGE REPLACEMENT	ACROAD: Access Road	\$0	\$0	\$862	\$21,066	\$0	\$10,500	\$11,017	\$481						
4444714	7	ST PETE-CLEARWATER INTERNATIONAL AIRPORT - PASSENGER TERMINA	TERM: Terminal Development	\$64	\$8,000	\$4,000	\$4,000	\$42,800	\$21,400	\$29,410	\$8,054						
4387531	7	TAMPA INTERNATIONAL AIRPORT - PHASE 2 AND 3 MASTER PLAN PROJEC	AIP: Airport Improvement Proj	\$60,000	\$60,000	\$68,660	\$60,000	\$0	\$110,641	\$124,325	\$13,685						
4167863	9	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS	RESERV: Reserve	\$3,000	\$0	\$0	\$0	\$0	\$1,522	\$1,478	\$0						
ANNUAL TOTALS				\$174,682	\$241,530	\$169,778	\$155,849	\$109,000	\$322,768	\$427,834	\$100,336						
Spaceport Capacity Improvements																	
4370701	5	BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES	LAUNCH: Launch Complex	\$24,200	\$14,431	\$18,496	\$37,500	\$35,000	\$45,000	\$63,598	\$21,029						
4370691	5	BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/C	LAUNCH: Launch Complex	\$24,000	\$14,431	\$18,500	\$37,500	\$35,000	\$45,000	\$63,500	\$20,931						
4363221	5	BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS	FACTY: Facility Improvement	\$28,786	\$16,541	\$23,500	\$37,500	\$35,000	\$45,000	\$72,341	\$23,986						
4368631	5	BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE	INFRA: Infrastructure Improvement	\$32,486	\$15,931	\$9,250	\$18,750	\$17,500	\$48,762	\$0	\$45,154						
ANNUAL TOTALS				\$109,472	\$61,334	\$69,746	\$131,250	\$122,500	\$183,762	\$199,439	\$111,100						

All Values in Thousands of "As Programmed" Dollars

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA
Rail Capacity Improvements																	
4365591	1	SR 60 GRADE SEPARATION OVER CSX RAILROAD	GRASEP: Grade Separation	\$2,407	\$0	\$0	\$600	\$0	\$1,675	\$0	\$1,332						
4365601	1	SR655/RECKER HWY CONSTRUCT A BRIDGE SPANNING CSX RR TRACK IN	GRASEP: Grade Separation	\$6,161	\$21,200	\$0	\$0	\$0	\$22,025	\$0	\$5,336						
4408171	3	APALACHICOLA NORTHERN RAILROAD IMPROVEMENTS	TRKUPG: Track Upgrade	\$0	\$12,000	\$0	\$0	\$0	\$6,000	\$6,000	\$0						
4498931	3	BAY HARBOR SPUR	SPUR: Rail Spur	\$1,777	\$0	\$0	\$0	\$0	\$889	\$889	\$0						
4498941	3	FGA TALLAHASSEE YARD CAPACITY EXPANSION	RYARD: Rail Yard	\$2,003	\$0	\$0	\$0	\$0	\$1,502	\$501	\$0						
4170316	4	SFECC CORRIDOR TRANSIT ALT, BROWARD TO PALM BEACH	PASS: Passenger Rail	\$3,150	\$0	\$0	\$0	\$0	\$0	\$0	\$3,150						
4170317	4	SFECC CORRIDOR TRANSIT ALT, FOR PALM BEACH COUNTY	PASS: Passenger Rail	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$1,350						
4170315	4	SFECC CORRIDOR TRANSIT ALT, FROM MIAMI TO BROWARD	PASS: Passenger Rail	\$3,019	\$0	\$0	\$0	\$0	\$0	\$0	\$3,019						
4129945	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM POSITIVE TRAIN CONTROL (PTC: Positive Train Control	\$31	\$0	\$0	\$0	\$0	\$0	\$0	\$31						
4487021	5	FEC - FRONTENAC TO COCOA DOUBLE TRACK	DBLTRK: Double Track	\$9,587	\$0	\$0	\$0	\$0	\$4,793	\$4,793	\$0						
4294872	6	SFRC DOUBLE-TRACKING FROM HIALEAH MARKET TO MIC	PASS: Passenger Rail	\$12,300	\$250	\$433	\$0	\$0	\$2,315	\$5,648	\$5,019						
4167864	9	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS	RESERV: Reserve	\$22,706	\$19,373	\$0	\$10,000	\$50,000	\$102,079	\$0	\$0						
ANNUAL TOTALS				\$63,141	\$52,823	\$1,783	\$10,600	\$50,000	\$141,278	\$17,831	\$19,237						
Seaport Capacity Improvements																	
4442511	1	PORT MANATEE INTERMODAL CARGO YARD IMPROVEMENTS	YARD: Seaport Container Yard	\$0	\$4,578	\$4,734	\$0	\$0	\$0	\$4,664	\$4,648						
4402641	2	BLOUNT ISLAND BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$15,600	\$17,500	\$13,100	\$0	\$0	\$34,650	\$11,550	\$0						
4402643	2	BLOUNT ISLAND BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$5,300	\$0	\$0	\$0	\$0	\$5,300	\$0	\$0						
4468201	2	JAXPORT TALLEYRAND TERMINAL CARGO IMPROVEMENTS	YARD: Seaport Container Yard	\$7,500	\$0	\$0	\$0	\$0	\$0	\$3,750	\$3,750						
4387631	3	PORT OF PANAMA CITY TERMINAL IMPROVEMENTS	TERM: Terminal Development	\$4,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000						
4448541	4	PORT EVERGLADES CARGO BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$0	\$13,582	\$0	\$0	\$0	\$10,866	\$2,716	\$0						
4334141	4	PORT EVERGLADES DREDGING AND WIDENING	DRCHAN: Drchan	\$16,400	\$0	\$0	\$0	\$0	\$8,200	\$8,200	\$0						
4301231	4	PORT EVERGLADES NEW BULKHEAD AT BERTHS 9 AND 10	SEAPOR: Seaport	\$26,133	\$31,867	\$0	\$0	\$0	\$43,500	\$14,500	\$0						
4407051	4	PORT OF PALM BEACH UPLAND CARGO IMPROVEMENTS	YARD: Seaport Container Yard	\$2,800	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400						
4403232	5	BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS	BERTH: Seaport Berth	\$10,667	\$0	\$0	\$0	\$0	\$8,000	\$2,667	\$0						
4403231	5	BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS	BERTH: Seaport Berth	\$17,621	\$11,547	\$0	\$0	\$0	\$8,660	\$7,292	\$13,216						
4351301	7	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	SEAPOR: Seaport	\$6,000	\$0	\$0	\$0	\$0	\$3,000	\$3,000	\$0						
4167865	9	STRATEGIC SEAPORT INVESTMENTS - SIS	RESERV: Reserve	\$3,001	\$0	\$0	\$51,900	\$50,000	\$102,780	\$2,121	\$0						
ANNUAL TOTALS				\$115,022	\$79,074	\$17,834	\$51,900	\$50,000	\$224,956	\$63,880	\$25,014						

All Values in Thousands of "As Programmed" Dollars

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

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

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



SIS ADOPTED 1ST FIVE YEAR PROGRAM
Statewide Modal Plan



MAP ID	D	FACILITY	DESCRIPTION	2023	2024	2025	2026	2027	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA
Transit Capacity Improvements																	
4129948	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM OPERATIONS AND MAINTEN	PASS: Passenger Rail	\$65,024	\$15,761	\$0	\$0	\$0	\$0	\$671	\$80,113						●
ANNUAL TOTALS				\$65,024	\$15,761	\$0	\$0	\$0	\$0	\$671	\$80,113						
Multi-Modal Capacity Improvements																	
4129942	5	CENTRAL FLORIDA COMMUTER RAIL SYSTEM ENGR/ADMIN/MARKETING &	PASS: Passenger Rail	\$9,248	\$1,502	\$0	\$0	\$0	\$0	\$0	\$10,750	●	●				
4153482	7	MULTIMODAL TERMINALS	HUB: Modal Hub Capacity	\$512	\$0	\$0	\$0	\$0	\$511	\$0	\$1				●		
ANNUAL TOTALS				\$9,760	\$1,502	\$0	\$0	\$0	\$511	\$0	\$10,751						

All Values in Thousands of "As Programmed" Dollars

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

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

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

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Statewide

First Five Years Modal Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

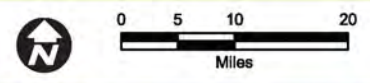
FY 2022/2023 through FY 2026/2027
(as of July 1, 2022)

Legend

- Project Phase**
- 2021/2022 Projects
 - 2022/2023 and 2023/2024 Projects
 - 2024/2025 and 2025/2026 Projects
 - 2021/2022 Projects
 - 2022/2023 and 2023/2024 Projects
 - 2024/2025 and 2025/2026 Projects

Notes

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



The Following Projects Do Not Have Available Map Information:
4167865 and 4153482

Florida Department of Transportation - Systems Implementation Office





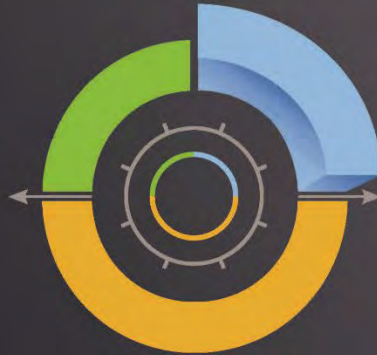
State of Florida Department of Transportation

Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

www.fdot.gov



Strategic Intermodal System Funding Strategy



Second Five Year Plan

MULTI-MODAL

**FY 2027/2028 through
FY 2031/2032**

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



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

First Five Year Plan*

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

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

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



Second Five Year Plan

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

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

Cost Feasible Plan

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

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

Table Key:

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

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

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

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

SIS ADOPTED 2ND FIVE YEAR PROGRAM

District 4 Highway Plan

Map ID	Facility	Description	2027	2028	2029	2030	2031	Total State Managed	Total District Managed	Total Local Funds	PD&E	PE	ENV	ROW	CON
4208093	L-895/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95	MGLANE: Managed Lanes	\$7,588	\$109,794	\$13,800	\$16,798	\$18,994	\$401,797	\$135,777	\$0		●			●
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESWAY TO W OF I-95	A2-6 Add 2 To Build 6 Lanes	\$2,018	\$1,744	\$1,825	\$0	\$0	\$0	\$5,687	\$0					●
4127331	SR-9/1-95 @ 10TH AVE NORTH	M-INCH: Modify Interchange	\$0	\$0	\$60	\$12,098	\$0	\$12,148	\$0	\$0					●
2319321	SR-9/1-95 @ GATEWAY BLVD. INTERCHANGE	M-INCH: Modify Interchange	\$7,873	\$1,400	\$0	\$0	\$0	\$79,273	\$0	\$0					●
4132571	SR-9/1-95 @ HYPOLLUXO ROAD	M-INCH: Modify Interchange	\$72,430	\$0	\$0	\$0	\$0	\$72,430	\$0	\$0					●
4132581	SR-9/1-95 @ LANTANA ROAD	M-INCH: Modify Interchange	\$0	\$0	\$0	\$0	\$0	\$45,984	\$45,787	\$198					●
4353842	SR-9/1-95 @ LINTON BOULEVARD INTERCHANGE	M-INCH: Modify Interchange	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279					●
4132601	SR-9/1-95 @ PALM BEACH LAKES BLVD	M-INCH: Modify Interchange	\$10,200	\$0	\$0	\$0	\$0	\$0	\$10,117	\$83					●
4132651	SR-9/1-95 @ PGA BOULEVARD/CENTRAL BOULEVARD	M-INCH: Modify Interchange	\$0	\$0	\$0	\$250	\$89,398	\$89,449	\$199	\$0					●
4356161	SR-9/1-95 @ SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.	M-INCH: Modify Interchange	\$0	\$0	\$8,403	\$0	\$0	\$8,403	\$0	\$0				●	●
4356131	SR-9/1-95 @ SR-842/BROWARD BOULEVARD	M-INCH: Modify Interchange	\$0	\$0	\$0	\$0	\$16,350	\$16,350	\$0	\$0					●
4391711	SR-9/1-95 AT DAVIE BOULEVARD	M-INCH: Modify Interchange	\$11,292	\$2,650	\$7,440	\$0	\$0	\$26,082	\$0	\$0				●	●
4391701	SR-9/1-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	M-INCH: Modify Interchange	\$0	\$0	\$39,127	\$22,437	\$22,237	\$83,802	\$0	\$0					●
4365191	SR-9/1-95 FROM S OF 45TH STREET TO N OF 46TH ST	M-INCH: Modify Interchange	\$256	\$0	\$0	\$0	\$0	\$256	\$0	\$0					●
4369642	SR-9/1-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	M-INCH: Modify Interchange	\$3,210	\$3,100	\$3,100	\$0	\$0	\$3,410	\$0	\$0					●
4372791	SR-9/1-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD	M-INCH: Modify Interchange	\$14,844	\$0	\$0	\$0	\$0	\$14,844	\$0	\$0					●

All Values in Thousands of "As Programmed" Dollars

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

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

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

A summary row is provided for a District-wide review for project totals.

Costs are shown in thousands by year of programmed expenditure. Costs within a year could include multiple phases.

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

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

Map Key:

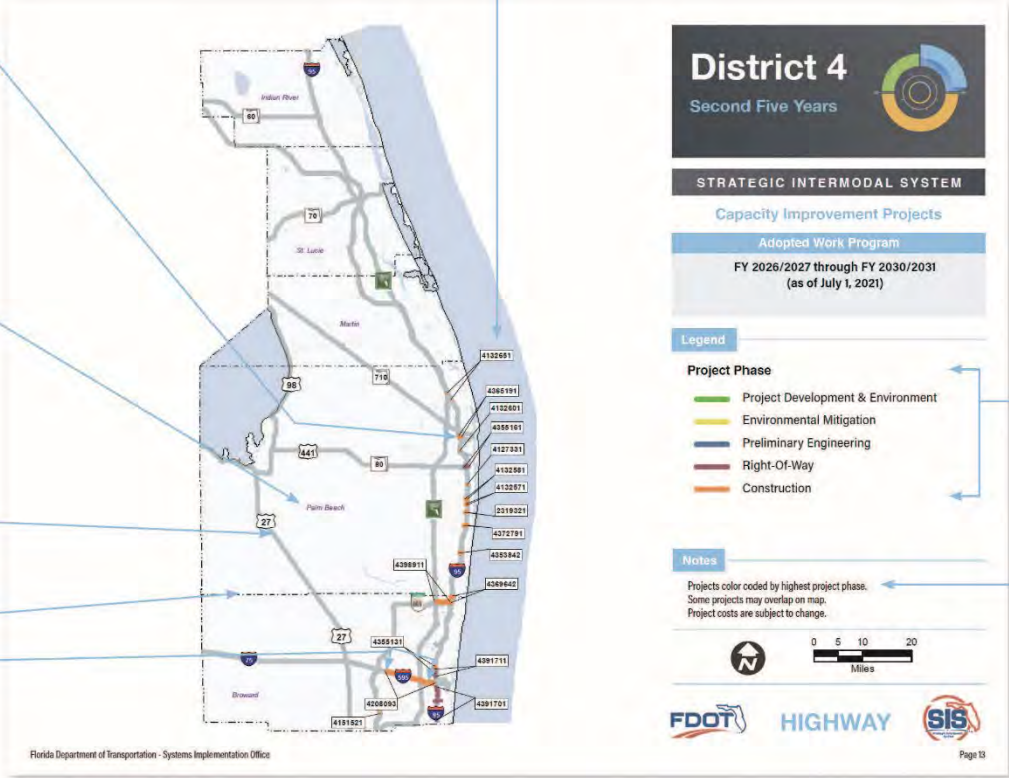
Facility

County Name

SIS Roadway

County Boundary

Project Limits



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

Project Phases

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

Some projects are funded in other phase sequences

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

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

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

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



SIS ADOPTED 2ND FIVE YEAR PROGRAM District 1 Highway Plan



MAP ID	FACILITY	DESCRIPTION	2028	2029	2030	2031	2032	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 (SR 400) AT SR 33 INTERCHANGE MODIFICATION	MNCH: Modify Interchange	\$113,334	\$0	\$0	\$0	\$0	\$109,010	\$279	\$4,045					
2012775	I-75 (SR 93) AT BEE RIDGE ROAD	MNCH: Modify Interchange	\$0	\$200	\$172,948	\$0	\$0	\$173,148	\$0	\$0					
2012779	I-75 AT SR 681 INTERCHANGE IMPROVEMENTS	MNCH: Modify Interchange	\$0	\$2,501	\$0	\$3,010	\$0	\$5,511	\$0	\$0					
4425211	INTERSTATE PROGRAM MANAGER - GEC	PDE: Project Dev. & Env.	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0					
4192433	SR 25 (US 27) FROM CR 630A TO PRESIDENTS DRIVE	A2-6: Add 2 To Build 6 Lanes	\$0	\$76,036	\$0	\$0	\$0	\$76,036	\$0	\$0					
4178788	SR 29 FROM CR 80A (COWBOY WAY) TO CR 731 (WHIDDEN RD)	A2-4: Add 2 To Build 4 Lanes	\$0	\$0	\$165,874	\$0	\$0	\$164,874	\$0	\$1,000					
4145068	SR 70 FROM BOURNSIDE BLVD TO WATERBURY RD	A2-4: Add 2 To Build 4 Lanes	\$59,078	\$0	\$0	\$0	\$0	\$59,076	\$1	\$0					
4145064	SR 70 FROM US 27 TO CR 29	A2-4: Add 2 To Build 4 Lanes	\$4,186	\$0	\$4,766	\$60	\$22,764	\$31,776	\$0	\$0					
4193444	SR 710 FROM E OF L-63 CANAL TO SHERMAN WOOD RANCHES	A2-4: Add 2 To Build 4 Lanes	\$0	\$0	\$0	\$1,841	\$4,742	\$6,583	\$0	\$0					
4193443	SR 710 FROM US 441 TO L-63 CANAL	NR: New Road	\$0	\$0	\$0	\$77,313	\$0	\$76,764	\$0	\$559					
ANNUAL TOTALS			\$178,598	\$78,737	\$343,588	\$82,224	\$27,506	\$702,768	\$2,280	\$5,604					

All Values in Thousands of "As Programmed" Dollars

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

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

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



District 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program
 FY 2027/2028 through FY 2031/2032
 (as of July 1, 2022)

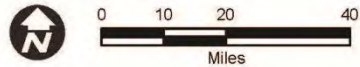
Legend

Project Phase

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

Notes

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





SIS ADOPTED 2ND FIVE YEAR PROGRAM
Statewide Modal Plan



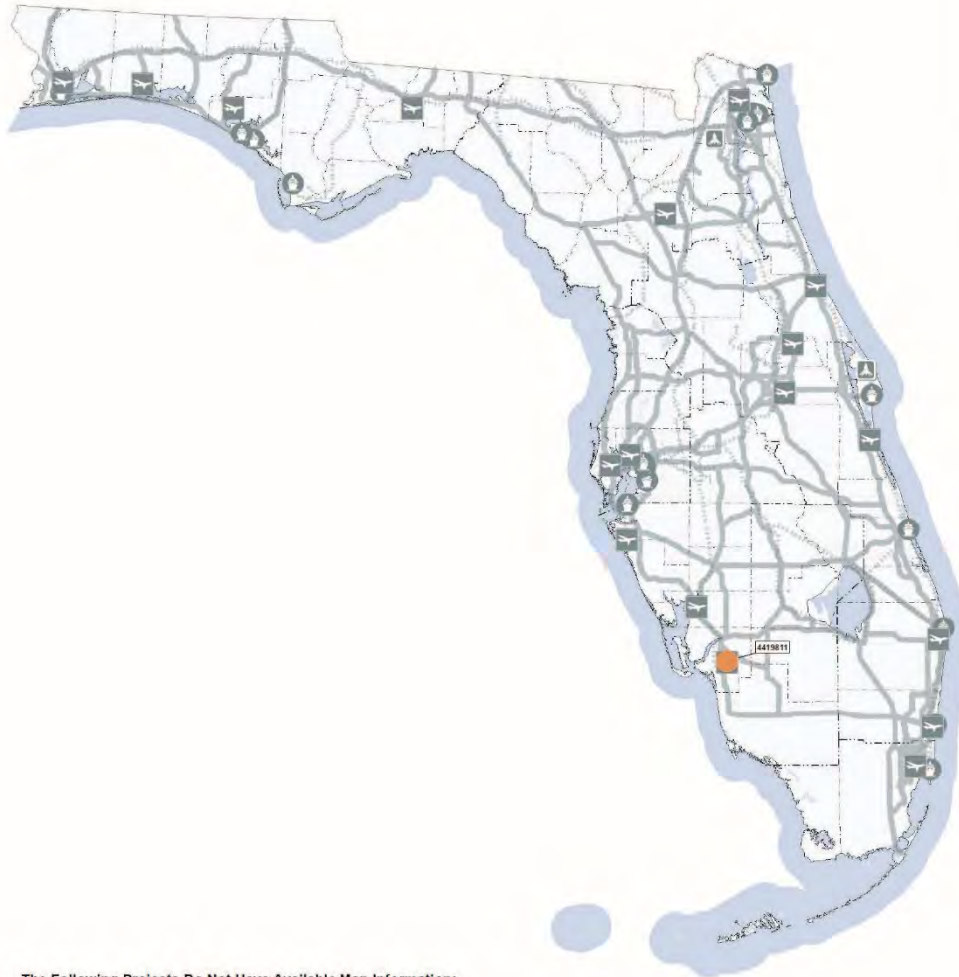
MAP ID	D	FACILITY	DESCRIPTION	2028	2029	2030	2031	2032	TOTAL SIS FUNDS	TOTAL LOCAL FUNDS	TOTAL OTHER FUNDS	PD&E	PE	ENV	ROW	CON	GRA
Aviation Capacity Improvements																	
4419811	1	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL EXPANSION	TERM: Terminal Development	\$10,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000						●
4167863	9	STRATEGIC AIRPORT CAPACITY IMPROVEMENTS - SIS	RESERV: Reserve	\$60,000	\$60,000	\$0	\$0	\$0	\$120,000	\$0	\$0						●
ANNUAL TOTALS				\$70,000	\$60,000	\$0	\$0	\$0	\$120,000	\$5,000	\$5,000						
Rail Capacity Improvements																	
4167864	9	RAIL FREIGHT INVESTMENTS & IMPROVEMENTS - SIS	RESERV: Reserve	\$42,500	\$42,500	\$0	\$0	\$0	\$85,000	\$0	\$0						●
ANNUAL TOTALS				\$42,500	\$42,500	\$0	\$0	\$0	\$85,000	\$0	\$0						
Seaport Capacity Improvements																	
4167865	9	STRATEGIC SEAPORT INVESTMENTS - SIS	RESERV: Reserve	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000	\$0	\$0						●
ANNUAL TOTALS				\$50,000	\$50,000	\$0	\$0	\$0	\$100,000	\$0	\$0						

All Values in Thousands of "As Programmed" Dollars

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

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

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



The Following Projects Do Not Have Available Map Information:
4167863, 4167864, 4167865

Florida Department of Transportation | Systems Implementation Office

Statewide

Second Five Years

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2027/2028 through FY 2031/2032
(as of July 1, 2022)

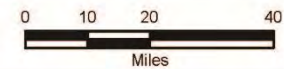
Legend

Project Phase

- 2026/2027 Projects
- 2026/2027 and 2028/2029 Projects
- 2029/2030 and 2030/2031 Projects
- 2026/2027 Projects
- 2026/2027 and 2028/2029 Projects
- 2029/2030 and 2030/2031 Projects

Notes

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



MODAL





State of Florida Department of Transportation

Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

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Strategic Intermodal System Long Range Cost Feasible Plan FY 2029-2045



Cost Feasible Plan 2045 Executive Summary

EXECUTIVE SUMMARY

I. Purpose of SIS Cost Feasible Plan

The 2045 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) evaluates SIS needs in light of available future revenues and represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues while being guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the 2045 SIS CFP is to efficiently plan for and fund future capacity improvements. This document represents an update of the 2040 SIS CFP completed in December 2013, and complies with the Section 339.64, Florida Statutes, (F.S.) requirement for a SIS long range cost feasible plan.

The 16-year planning timeframe (FY 2029-2045) of the SIS CFP is divided into three (3), 5 to 6 year funding bands. Project phases are assigned to these particular funding bands, with no exact year specified for the projects. The Systems Implementation Office (SIO) is responsible for updating the SIS CFP every 3 to 5 years, to adjust the planning horizon consistent with the long-range planning needs of FDOT and Metropolitan Planning Organizations throughout the state. This version of the SIS CFP also sets aside funds for modal projects.

II. Florida Transportation Plan (FTP)

The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. Completed in 2015, the implementation of the 2065 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. The latest plan identifies long-range goals that are anticipated to guide transportation policy decisions for both SIS and non-SIS facilities.

The Systems Implementation Office (SIO) utilizes FTP Goals and the SIS Policy Plan to set appropriate SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to meet. The SIS CFP plays a direct role in achieving the following goals and objectives:

- **Invest in transportation systems to support a globally competitive economy**
Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years;
- **Make transportation decisions to support and enhance livable communities**
Vibrant cities, suburbs, small towns and villages, rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types;
- **Make transportation decisions to promote responsible environmental stewardship**
As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters;
- **Provide a safe and secure transportation system for all users**
Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years; and
- **Improve mobility and connectivity for people and freight**
The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.

IV. Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2018, designated SIS facilities included 18 commercial service airports and two general aviation reliever airports, 11 deep-water seaports, 2,297 miles of rail corridors, 1,986 miles of waterways, 19 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,400 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

2016 Strategic Intermodal System Policy Plan

The FDOT is required by statute to create a SIS Plan consistent with the FTP at least once every five years. While the FTP addresses the state's entire transportation system, regardless of ownership, the 2016 SIS Strategic Plan addresses only SIS designated facilities. Although the SIS represents a small percentage of the overall transportation facilities within the state, the SIS network is responsible for the movement of the majority of people and goods. The SIS Plan takes into account the goals of the FTP and applies them to the SIS. It also sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given the limited amount of available funding.

SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Two SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2015, which analyzed SIS data and facility designations.

SIS Eligibility

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, a portion of the remaining funds are used for SIS capacity improvement projects.

Many of the restrictions on SIS funding are guided by the definition of a "capacity project" for each mode. The Capacity Funding Eligibility Matrix for Strategic Intermodal System (SIS) Facilities (Eligibility Matrix) lists the types of projects that can and cannot use SIS funding.



V. SIS Planning Process

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990's. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

SIS Funding Strategy

The SIS Funding Strategy, includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially

feasible for implementation within the next 25 years. It is a combined set of plans composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and SIS CFP. A discussion of each of the FDOT SIS plans follows below.

Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, following the approval of the tentative SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS CFP.

SIS Cost Feasible Plan

As previously stated, the SIS CFP illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2045 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The SIS CFP is typically updated every three to five years as new revenue forecasts become available.

SIS 2045 Multimodal Unfunded Needs Plan

The FDOT SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every five years. Needs are identified by the Department and its partners, and it includes projects from long-range master plans, corridor plans, and

PD&E studies. Projects in the SIS Multimodal Unfunded Needs Plan could potentially move forward into the SIS CFP as funds become available. The plan satisfies Section 339.64, Florida Statutes, (F.S.) requirement that calls for a needs assessment for the Strategic Intermodal System.

VI. Cost Feasible Plan Development

Methodology and Process

The SIS CFP is a key element of the SIS funding strategy and answers two fundamental questions:

1. **What are the projected revenues?**
2. **What projects can be funded with the projected revenues?**

The development of the SIS CFP is completed in the following steps:

1. Development of revenue forecast
2. Identification of district project priorities. The following strategies are used to identify and evaluate proposed projects:
 - Does the project improve SIS mobility?
 - Does the project result in the widening of major trade and tourism corridors?
 - Does the project result in the widening of "missing links" to complete important regional networks?
 - Does the project investment fund cost-effective interim construction in major urbanized areas where the ultimate construction is too costly to build at one time?
3. Development of draft SIS CFP by Central Office Systems Implementation Office
4. Review and comment by district and local partners
5. Update based on district and partner comments
6. Review of final draft by Executive Management
7. Approval of SIS CFP by FDOT Executive Board
8. Publishing of SIS CFP





SIS CFP Project Selection

As part of this effort the Districts provided regional priority information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential SIS CFP projects along with any previously unidentified projects. When considering each project for inclusion in the SIS CFP the following questions are asked:

- **Is the project of statewide importance?**
Does the project support statewide SIS goals?
- **Does the project contribute to the expansion of major roadway trade and tourism corridors?**
Florida's continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- **Does the project contribute to the completion of a corridor?**
SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- **Does the project contribute to the overall connectivity of the SIS?**
SIS routes are interconnected to form a statewide system that enhances mobility.

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is "cost feasible." Priorities assigned by the districts and statewide priorities are also considered as part of the project selection process. As part of the process, several iterations of the plan have been developed for district review and approval by FDOT leadership.

This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.

VII. Current and Future Transportation Initiatives

Bottlenecks

Increased traffic congestion and bottlenecks on Florida's streets and highways is a major concern to travelers, transportation officials, merchants, developers and to the community at large. Their detrimental impacts in longer journey times, higher fuel consumption, increased emissions of air pollutants, greater transport and other affected costs are increasingly recognized. Congestion and bottlenecks reduce accessibility to residents, activities, and jobs and result in lost opportunities for both the public and businesses. Eliminating bottlenecks by better managing traffic, travel demands, and/or by modifying land use requires gathering basic information on why, where, and to what extent congestion occurs. The FDOT SIO has completed a study identifying bottlenecks on SIS facilities.

Managed Lanes

Managed Lanes are a transportation systems management and operations (TSM&O) approach defined as highway facilities or a set of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Some examples of managed lanes are high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes, truck only lanes, bus rapid transit lanes, reversible lanes, and express lanes. Tolling is not a requirement for a managed lane; however, in situations where facilities experience extreme congestion, tolling is a tool used to provide individuals with a choice of paying a toll to move through a congested area and experience a more reliable trip, with less travel time.

In Florida, express lanes are a type of managed lane located in a separate tolled corridor inside an existing facility where congestion is managed with pricing, access, and eligibility. When the express lanes begin to reach their capacity, the price is increased to discourage drivers from entering the lanes. This allows the express lanes to maintain a certain level of trip reliability. The higher prices deter more drivers from using the express lanes and to opt for the general purposes lanes instead, ensuring traffic continues to flow in the express lanes.

Future Corridors

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. With an anticipated increase in population and visitors by 2045, the need exists for the state to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight;
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship;
- Provide solutions or alternatives to major highways that already are congested; and
- Improve connectivity between Florida and other states and nations to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

A statewide transportation corridor is one that connects Florida to other states, broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines, telecommunications, or utility transmission lines.

Future Corridor projects included as part of the SIS CFP may include the transformation of existing facilities to serve a new function, such as adding tolled express lanes, truck only lanes, fixed guideway systems to an existing highway or adding passenger service to an existing freight rail line. New inter-regional corridors may be identified and included in future SIS CFPs.

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ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds		Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr		
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,666	347,080	398,766				MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	1,656,000	1,905,680				MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300				MGLANE
3334	I-75	at North Jones Loop Rd			6,500	6,500							M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500							M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500							M-INCH
3337	I-75	at CR 769/Kings Highway			6,500	6,500							M-INCH
3339	I-75	North of University Parkway	CR 6 / Moccasin Wallow Rd.		60,480	60,480	175,240	821,344	996,584				MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538				MGLANE
3463	I-75	SR 681	North of University Parkway		49,014	49,014	152,341		152,341				MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427				MGLANE
1379	SR 29	I-75	Oil Well Rd		4,333	4,333							A2-4
1383	SR 29	CR80A	CR 731 (Whidden Road)					113,434	113,434				A2-4
3341	SR 29	Oil Well Rd. / CR 658	Suniland Nursery Rd.				4,548		4,548				A2-4
3342	SR 29	Suniland Nursery Rd.	South of Agriculture Way				2,378		2,378				A2-4
3343	SR 29	S. of Agriculture Way	CR 846 E				5,628	23,318	28,946				A2-4
3346	SR 29	F Rd	North of Cowboy Way					47,899	47,899				A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					49,905	49,905				NR
3348	SR 31	SR 80	SR 78		9,350	9,350							A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	6,376	10,567				A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	20,324	30,934				A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830				A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.		2,500	19,500	22,000						A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27		3,000	21,000	24,000						A2-6
3359	SR 64	Hardlee / Highlands County Line	US 27		1,600	4,500	6,100						A2-4
3357	SR 64	US 17	SR 636		2,000	10,250	12,250						A2-4
3358	SR 64	Old Town Creek Rd. / CR 671 / Parnell Rd.	Hardlee / Highlands County Line		1,750	5,000	6,750						A2-4
3367	SR 70	NW 38th Terrace	US 98		1,200	1,700	2,900						A2-4
3363	SR 70	Jefferson Avenue	US 27			2,879	2,879						A2-4
3364	SR 70	US 27	CR 29			2,456	2,456						A2-4
3365	SR 70	CR 29	Lonesome Island Road			1,083	1,083						A2-4
3362	SR 70	East of SR 31	Jefferson Avenue		3,500	39,000	42,500						A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)		2,500	18,500	21,000						A2-4
3360	SR 70	CR 675	DeSoto County Line		3,000	26,000	29,000						A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace		4,080	35,880	39,960						A2-4
3369	SR 710	Sherman Woods Ranch	Okeechobee / Martin County Line				7,399		7,399				A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd		1,500	4,500	6,000						A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.		2,500	4,500	7,000						HWYCAP
3373	SR 82	Alabama Road	Homestead Blvd			2,189	2,189						A2-6
3372	SR 82	Michigan Link Ave.	Gateway Blvd		3,000	9,000	12,000						HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.		750	674	1,424						HWYCAP
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.		750	1,965	2,715						HWYCAP
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)		1,045	2,000	3,045						A2-6
3376	US 17	Mann Rd.	Main St.		1,250	2,500	3,750						A2-6
3377	US 17	Main St.	SR 60A / Auto Zone Ln		1,000	3,000	4,000						A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line		3,500	4,182	7,682						A2-6
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line			16,320	16,320	6,664	6,664				HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80		2,500	18,000	20,500						FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70		3,000	18,000	21,000						A2-6
3381	US 27	South of Skipper Rd.	US 98		1,250	1,500	2,750						A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.		1,500	2,500	4,000						A2-4
Funded CFP Totals							814,080		4,245,139				Total CFP Funds= 5,059,219

LEGEND

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

NOTES

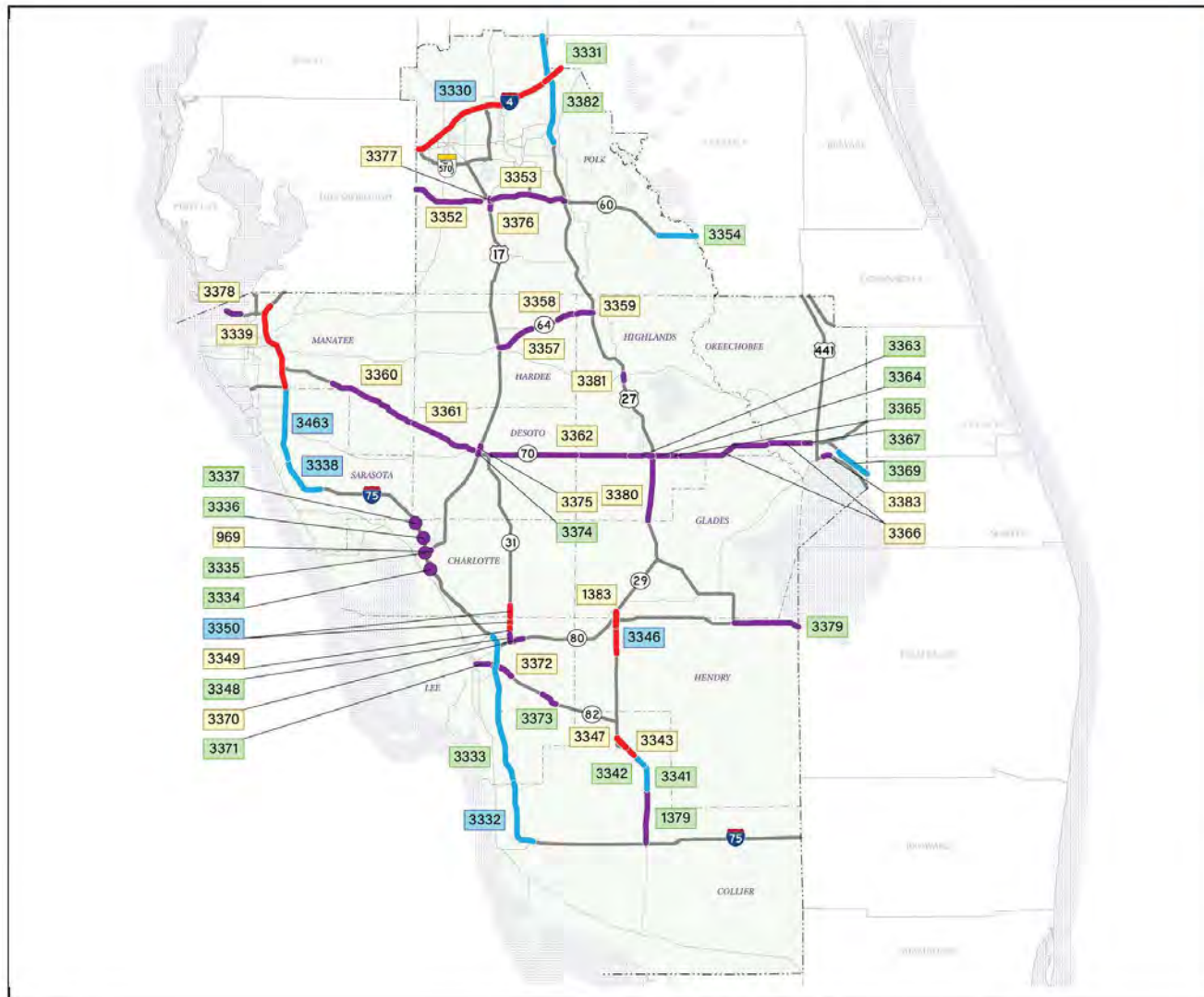
- (1) All values in thousands of Present Day Dollars (2017)
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI)
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3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

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-5: Add 2 Lanes to Build 5
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxiliary Lane
- A4-SUL: Add 4 Special Use Lanes

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

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



FDOT STRATEGIC INFRASTRUCTURE SYSTEM

Long Range Cost Feasible Plan FY 2029-2045

District 1

LEGEND

**Bridge, Interchange, Intersection Improvements
(Project with highest phase funded)**

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

**Add Lanes, New Roads, etc. Improvements
(Project with highest phase funded)**

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

1234 Green Band - FY 2028/2029 to FY 2034/2035
1234 Yellow Band - FY 2035/2036 to FY 2039/2040
1234 Blue Band - FY 2040/2041 to FY 2044/2045
1234 Mega Projects Phased Over Time

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

Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add



State of Florida Department of Transportation

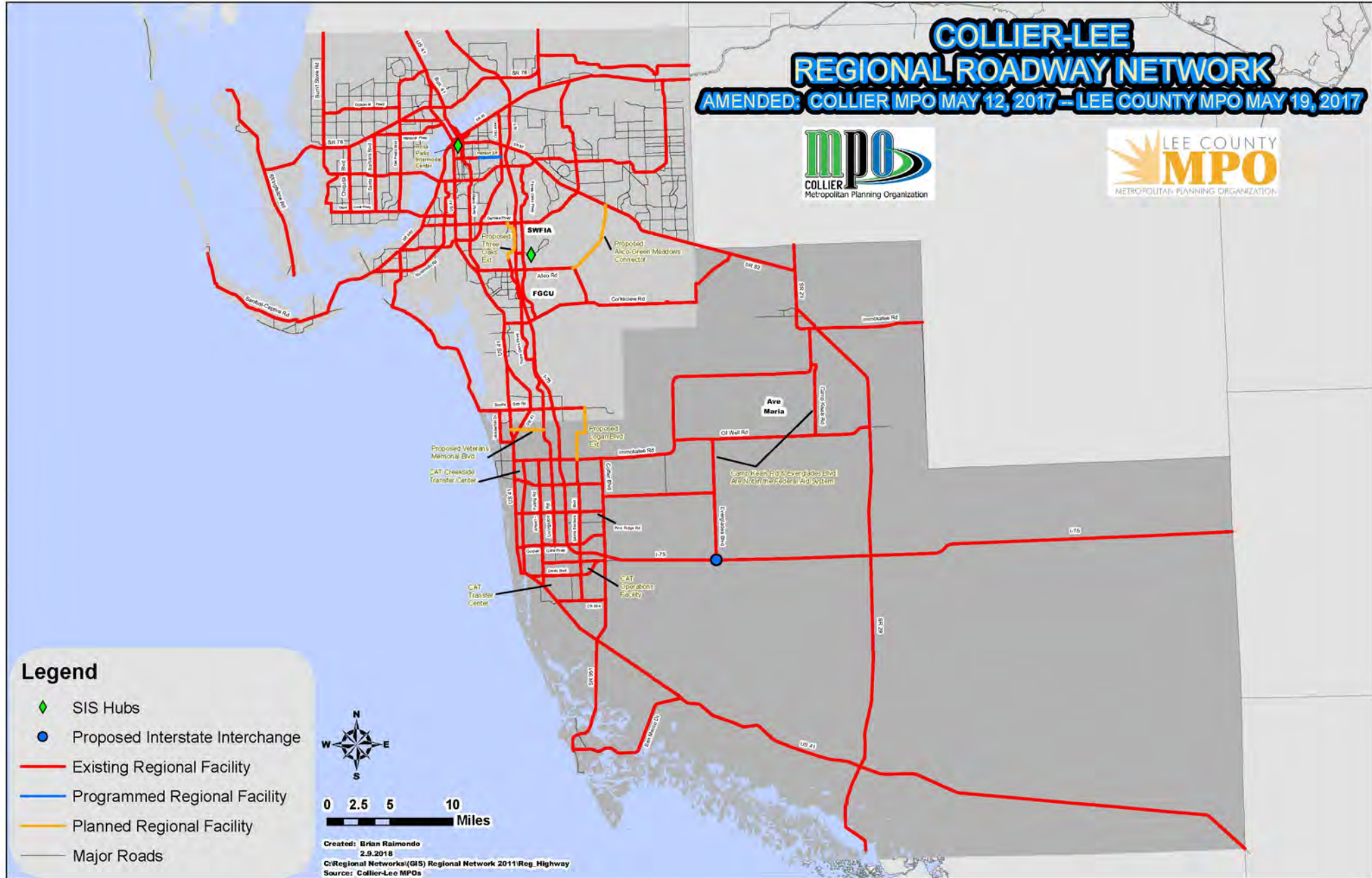
Systems Implementation Office
605 Suwannee Street • Tallahassee, FL 32399

www.dot.state.fl.us

APPENDIX B: COLLIER-LEE REGIONAL HIGHWAY MAP

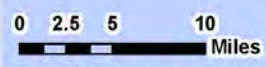
COLLIER-LEE REGIONAL ROADWAY NETWORK

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



Legend

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



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

APPENDIX C: AIRPORT CAPITAL IMPROVEMENT PROGRAMS (JACIP)

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

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

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

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

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
					State	Local	
Design, Permit, Construct T-Hangar							
UPIN: PFL0008311 FDOT Item No.:			2024	\$0	\$800,000	\$150,000	\$750,000
Design, Permit, Bid and Construct Apron							
UPIN: PFL0008820 FDOT Item No.:			2024	\$0	\$192,500	\$57,500	\$250,000
Yearly Total 2024				\$0	\$792,500	\$207,500	\$1,000,000
Design, Permit, Bid & Construct General Aviation Terminal Building							
UPIN: PFL0008821 FDOT Item No.:			2025	\$0	\$800,000	\$200,000	\$1,000,000
Yearly Total 2025				\$0	\$800,000	\$200,000	\$1,000,000

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

Airport: Immokalee Regional Airport		Local ID: IMM		NPIAS No.: 12-0031			
Sponsor: Collier County Airport Authority		Sponsor ID: MKY		Site No.: 03245.*A			
Project Description:		Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown	
						State	Local
Construct Airport Maintenance and Operations Building				2024	\$0	\$2,000,000	\$500,000
UPIN: PFL0008320	FDOT Item No.:						\$2,500,000
Environmental Assessment for Airpark Boulevard Extension				2024	\$0	\$8,350	\$8,350
UPIN: PFL0013386	FDOT Item No.:						\$16,700
Yearly Total	2024				\$0	\$2,008,350	\$508,350
Environmental Assessment for Runway Extension				2025	\$150,000	\$0	\$0
UPIN: PFL0005823	FDOT Item No.: 441784 1						\$150,000
Yearly Total	2025				\$150,000	\$0	\$0
Land acquisition for runway extension (103 acres) & PHU Mitigation				2026	\$2,814,840	\$0	\$0
UPIN: PFL0003877	FDOT Item No.:						\$2,814,840
Environmental Assessment for Runway Extension				2026	\$0	\$7,500	\$7,500
UPIN: PFL0005823	FDOT Item No.: 441784 1						\$15,000
Design Airpark Boulevard Extension				2026	\$0	\$1,000,000	\$250,000
UPIN: PFL0008317	FDOT Item No.: 446358 1						\$1,250,000
Yearly Total	2026				\$2,814,840	\$1,007,500	\$257,500
Land acquisition for runway extension (103 acres) & PHU Mitigation				2027	\$0	\$156,380	\$156,380
UPIN: PFL0003877	FDOT Item No.:						\$312,760
Design and permit construction of extension of runway 09/27 and Taxiway B			5	2027	\$500,000	\$0	\$0
UPIN: PFL0008315	FDOT Item No.:						\$500,000
Construct Airpark Boulevard Extension				2027	\$0	\$1,615,680	\$403,920
UPIN: PFL0008321	FDOT Item No.:						\$2,019,600
Rehabilitate and Replace Fuel Farm				2027	\$0	\$960,000	\$240,000
UPIN: PFL0012903	FDOT Item No.: 446361 1						\$1,200,000

Yearly Total	2027		\$500,000	\$2,732,060	\$800,300	\$4,032,360		
Construct Runway Extension 9/27/Extend Taxiway B								
UPIN:	PFL0005828	FDOT Item No.:	2028	\$8,550,000	\$0	\$0	\$8,550,000	
Design and permit construction of extension of runway 09/27 and Taxiway B								
UPIN:	PFL0008315	FDOT Item No.:	5	2028	\$0	\$26,000	\$26,000	\$52,000
Design, Permit and Construct Hangar Facilities								
UPIN:	PFL0013387	FDOT Item No.:	2028	\$0	\$4,400,000	\$1,100,000	\$5,500,000	
Yearly Total	2028		\$8,550,000	\$4,426,000	\$1,126,000	\$14,102,000		

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

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

Project Description:	Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown		
				Federal	State	Local
Expand Fuel Farm Capacity						
UPIN: PFL0012374 FDOT Item No.: 448362 1			2024	\$0	\$360,000	\$90,000
Yearly Total 2024				\$0	\$360,000	\$90,000
Design, Permit & Bid Apron Lighting						
UPIN: PFL0012904 FDOT Item No.:			2025	\$300,000	\$0	\$0
Yearly Total 2025				\$300,000	\$0	\$0
Preliminary Planning and Design of Air Traffic Control Tower						
UPIN: PFL0009401 FDOT Item No.:	5		2026	\$285,000	\$7,500	\$7,500
Design, Permit & Bid Apron Lighting						
UPIN: PFL0012904 FDOT Item No.:			2026	\$0	\$30,000	\$30,000
Yearly Total 2026				\$285,000	\$37,500	\$37,500
Construct ATCT						
UPIN: PFL0006538 FDOT Item No.:	5		2027	\$2,398,750	\$63,125	\$63,125
Yearly Total 2027				\$2,398,750	\$63,125	\$63,125

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

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

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
					State	Local	
Commercial Airline Terminal Apron Improvements- Design and Construction							
UPIN: PFL0012395 FDOT Item No.:			2023	\$720,000	\$40,000	\$40,000	\$800,000
Remove and Install Airport Perimeter Fence							
UPIN: PFL0013285 FDOT Item No.:	1		2023	\$0	\$300,000	\$300,000	\$600,000
Expand Airport Maintenance Facility Design and Construction							
UPIN: PFL0013287 FDOT Item No.:			2023	\$0	\$0	\$500,000	\$500,000
North Quadrant Landfill Relocation							
UPIN: PFL0013288 FDOT Item No.:			2023	\$0	\$0	\$3,000,000	\$3,000,000
Fuel Farm Capacity Upgrade							
UPIN: PFL0013290 FDOT Item No.:			2023	\$0	\$0	\$1,500,000	\$1,500,000
Master Drainage Plan Update							
UPIN: PFL0013291 FDOT Item No.:			2023	\$0	\$0	\$800,000	\$800,000
North Road Terminal Improvements Phase II							
UPIN: PFL0013684 FDOT Item No.:			2023	\$0	\$0	\$1,500,000	\$1,500,000
NAVAIDS							
UPIN: PFL0013969 FDOT Item No.:		1	2023	\$950,000	\$25,000	\$25,000	\$1,000,000
Yearly Total 2023				\$1,670,000	\$365,000	\$7,665,000	\$9,700,000
Taxiway B Extension and North Apron - Design and Construction							
UPIN: PFL0011418 FDOT Item No.:	4		2024	\$0	\$0	\$5,000,000	\$5,000,000
Box and T-Hangar Design/Construct - South Quadrant							
UPIN: PFL0011685 FDOT Item No.: 446353 1			2024	\$0	\$800,000	\$800,000	\$1,600,000
Commercial Airline Terminal Apron Improvements- Design and Construction							
UPIN: PFL0012395 FDOT Item No.:			2024	\$5,400,000	\$300,000	\$300,000	\$6,000,000

Taxiways A and B Safety Improvements Design and Construction											
UPIN:	PFL0013032	FDOT Item No.:	450764	1	3	2	2024	\$720,000	\$50,000	\$50,000	\$820,000
Construct RW 5 Service Road, Relocate RW 23 Service Road											
UPIN:	PFL0013286	FDOT Item No.:	452129	1	2	3	2024	\$2,025,000	\$112,500	\$112,500	\$2,250,000
Expand Airport Maintenance Facility Design and Construction											
UPIN:	PFL0013287	FDOT Item No.:					2024	\$0	\$0	\$2,500,000	\$2,500,000
Fuel Farm Capacity Upgrade											
UPIN:	PFL0013290	FDOT Item No.:					2024	\$0	\$0	\$2,500,000	\$2,500,000
Master Drainage Plan Update											
UPIN:	PFL0013291	FDOT Item No.:					2024	\$0	\$0	\$500,000	\$500,000
Expand Airport Observation Deck											
UPIN:	PFL0013297	FDOT Item No.:					2024	\$0	\$0	\$1,000,000	\$1,000,000
New Taxiway A-3 Relocation - Design and Construction											
UPIN:	PFL0013489	FDOT Item No.:	450765	1		4	2024	\$900,000	\$50,000	\$50,000	\$1,000,000
Vault/Generator Improvements Construction											
UPIN:	PFL0013680	FDOT Item No.:				5	2024	\$945,000	\$52,500	\$52,500	\$1,050,000
Taxiway B and C Lights to LED											
UPIN:	PFL0013681	FDOT Item No.:					2024	\$534,000	\$136,000	\$136,000	\$806,000
Solar Canopy - GA Long Term Parking											
UPIN:	PFL0013682	FDOT Item No.:					2024	\$0	\$0	\$5,000,000	\$5,000,000
North Road Terminal Improvements Phase II											
UPIN:	PFL0013684	FDOT Item No.:					2024	\$0	\$0	\$8,500,000	\$8,500,000
Yearly Total	2024							\$10,524,000	\$1,501,000	\$26,501,000	\$38,526,000
East Quadrant Apron Reconstruction											
UPIN:	PFL0009409	FDOT Item No.:	446385	1		5	2025	\$562,500	\$31,250	\$31,250	\$625,000
Taxiway B Extension and North Apron - Design and Construction											
UPIN:	PFL0011418	FDOT Item No.:				4	2025	\$0	\$0	\$4,560,000	\$4,560,000
Box and T-Hangar Design/Construct - South Quadrant											
UPIN:	PFL0011685	FDOT Item No.:	446353	1			2025	\$0	\$2,500,000	\$2,500,000	\$5,000,000

Construct Commercial Airline Terminal Apron Phase 2									
UPIN:	PFL0013295	FDOT Item No.:		2025	\$1,800,000	\$100,000	\$100,000		\$2,000,000
Taxilane E Rehabilitation									
UPIN:	PFL0014185	FDOT Item No.:		2025	\$450,000	\$25,000	\$25,000		\$500,000
Yearly Total	2025				\$2,812,500	\$2,656,250	\$7,216,250		\$12,685,000
East Quadrant Apron Reconstruction									
UPIN:	PFL0009409	FDOT Item No.:	446385 1	5	2026	\$10,908,000	\$606,000	\$606,000	\$12,120,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2026	\$0	\$2,500,000	\$2,500,000	\$5,000,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build									
UPIN:	PFL0013299	FDOT Item No.:			2026	\$540,000	\$30,000	\$30,000	\$600,000
Yearly Total	2026				\$11,448,000	\$3,136,000	\$3,136,000		\$17,720,000
Box and T-Hangar Design/Construct - South Quadrant									
UPIN:	PFL0011685	FDOT Item No.:	446353 1		2027	\$0	\$2,500,000	\$2,500,000	\$5,000,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction									
UPIN:	PFL0013284	FDOT Item No.:			2027	\$0	\$0	\$270,000	\$270,000
New General Aviation Terminal, Landside Parking and Entry - Design									
UPIN:	PFL0013296	FDOT Item No.:			2027	\$0	\$0	\$1,500,000	\$1,500,000
Rehabilitate Primary Runway 5-23 with LED MILs and Blastpads - Design/Build									
UPIN:	PFL0013299	FDOT Item No.:			2027	\$5,130,000	\$285,000	\$285,000	\$5,700,000
Aircraft Bulk Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2027	\$0	\$340,000	\$340,000	\$680,000
Yearly Total	2027				\$5,130,000	\$3,125,000	\$4,895,000		\$13,150,000
New General Aviation Terminal Construction									
UPIN:	PFL0008813	FDOT Item No.:			2028	\$0	\$11,000,000	\$11,000,000	\$22,000,000
East Quadrant Clearspan Hangars Phase I Design and Phase II Construction									
UPIN:	PFL0013284	FDOT Item No.:			2028	\$0	\$0	\$4,000,000	\$4,000,000
Aircraft Bulk Storage Hangars Aviation Dr S - Design/Construct									
UPIN:	PFL0013429	FDOT Item No.:			2028	\$0	\$5,010,000	\$5,010,000	\$10,020,000

Yearly Total 2028

\$0

\$16,010,000

\$20,010,000

\$36,020,000

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

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

Map ID	Facility (FPO No.)	Limits From	Limits To	Description	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
29	I-75 (SR-93) Managed (Toll) Lanes [4425102]	E of Collier Blvd (SR 951)	Collier/Lee County Line	New 4-Lane Express (Toll) Lanes (10-Lanes)	\$0.03	0.02						63.25				145.43	\$208.67	
46	SR 29 [4178784]	SR 82	Hendry County Line	Widen from 2-Lanes to 4-Lanes	\$1.57	0.05	1.32										\$0.00	
48	SR 29 [4344901]	I-75 (SR 99)	Oil Well Rd	Widen from 2-Lane to 4-Lanes	\$0.02	0.02						4.33					\$4.33	
50	SR 29 [4175406]	New Market Rd North	North of SR 82	Widen from 2-Lanes to 4-Lanes (with center turn lane)	\$1.52	0.43	1.08			30.35							\$30.35	
51	SR 29/New Market Rd W (New) [4175405]	Immokalee Rd (CR 846)	New Market Rd N	New 4-Lane Road	\$6.82	1.05	5.77									44.15	\$49.91	
52	SR 29 [4175404]	Agriculture Way	CR 846 E	Widen from 2-Lanes to 4-Lanes	\$0.50	0.30						5.63				14.50	\$28.95	
53	SR 29 (SEGMENT D) [4175403]	Summitland Nursery Rd	Agriculture Way	Widen from 2-Lanes to 4-Lanes	\$0.50	0.50						2.18					\$2.38	
54	SR 29 (SEGMENT E) [4175402]	Oil Well Rd	Summitland Nursery Rd	Widen from 2-Lanes to 4-Lanes	\$8.33	8.33						4.55					\$4.55	
Totals					\$17.47	\$10.70	\$8.18	\$0.00	\$0.00	\$0.00	\$30.36	\$67.58	\$12.55	\$0.00	\$0.00	\$145.43	\$73.22	\$329.34
						\$18.88			\$0.36			\$80.13			\$218.65			

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2019 \$)	TP Funding 2023-25 (YOE)	Plan Period 1 (TP): 2023-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOC \$ without STS)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source	
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST							
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																									
12	Everglades Blvd	Arndt/Bell Bch Rd Int.	Randall Blvd	Widen from 2-Lanes to 4-Lanes	\$12.80					\$8.58	\$2.38	\$19.11								\$43.27	\$43.27			County	
23	I-75 (SR-91) Interchange (new)	Golden Gate Pkwy		Interchange Improvement	\$9.59					\$9.58		\$8.13								\$12.81		\$0.53	\$12.24	OA	
25	I-75 (SR-91)	Immokalee Rd		Interchange Improvement (DDI proposed)	\$9.59					\$9.58		\$8.13								\$12.81		\$0.58	\$12.24	OA	
37	Oil Well Road / CR 858 (SR 44)	Everglades Blvd	Oil Well Grade Rd	Widen from 2-Lanes to 6-Lanes	\$36.78	\$1.81	\$6.93	None		\$4.78		\$42.11								\$48.83	\$48.83			County	
57	US 41 (SR 90) (Tamiami Trail E)	Goodfellow-Frank Rd		Major Intersection Improvements	\$19.00					\$9.83	\$2.97	\$11.14								\$17.01		\$0.83	\$16.38	OA	
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	S.L. Farm Rd	Widen from 2-Lane to 6 Lanes	\$31.88					\$19.91	\$4.46	\$24.53								\$41.90		\$1.91	\$17.98	OA	
66	Immokalee Rd	Livingston Rd		Major Intersection Improvement	\$24.50							\$24.43								\$26.82		\$26.82			County
78	Golden Gate Pkwy (Interchange)	Livingston Rd		Major Intersection Improvement	\$24.50					\$8.83		\$28.42								\$32.45		\$32.45			County
111	US 41	Immokalee Rd		Intersection Removal Improvements	\$17.50					\$13.13		\$28.12								\$23.24		\$3.13	\$20.12	OA	
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																									
30	Old US 41	US 41	Law/Collier County Line	Widen from 2-Lanes to 4-Lanes	\$22.58					\$18.85	\$1.70				\$28.89					\$35.61		\$3.85	\$31.76	OA	
42	Randall Blvd	Wb St NE	Everglades Blvd	Widen from 2-Lanes to 6-Lanes	\$51.57					\$7.29	\$3.33				\$43.95					\$77.67		\$77.67			County
59	US 41	Collier Blvd		Major Intersection Improvement	\$17.25					\$2.81		\$20.06								\$28.47		\$2.81	\$23.66	OA	
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	Further Study Required (Complete Streets Study for TDM&O Improvements)	\$17.25					\$9.46				\$2.46		\$13.89				\$26.12		\$2.46	\$23.66	OA	
90	Pine Ridge Rd	Jagan Blvd	Collier Blvd	Widen from 4-Lanes to 6-Lanes	\$21.72					\$1.89					\$4.32		\$25.46			\$31.51		\$11.51			County

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2015 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026-2045 (YOE \$ without \$IS)	Total \$S Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																								
11	Everglades Blvd	Randall Blvd	South of OH Wall Rd	Widen from 2-Lanes to 4-Lanes	\$16.42								\$3.80	\$1.83					\$3.44	\$29.18		\$29.18		County
23	I-75 (SR-93) Interchange (New)	Vicinity of Everglades Blvd		New Interchange	\$42.26				\$3.76				\$3.30	\$6.30					\$3.14	\$73.03		\$9.07	\$63.97	OA
31	Immokalee Rd (CR 946)	SR 25	Airpark Blvd	Widen from 2-Lanes to 4-Lanes	\$3.90											\$0.77	\$0.46	\$4.08	\$7.20			\$7.20		County
36	Jogen Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Widen from 2-Lanes to 4-Lanes	\$22.25				\$3.49						\$0.34			\$4.33	\$38.87			\$38.87		County
82	Wachton Street Cst.	Little League Rd	West of Carson Rd	New 2-Lane Road	\$3.01								\$0.11				\$0.50	\$6.40	\$5.51			\$5.51		County
85	Wilson Blvd	Seane Ave.	Golden Gate Blvd	New 2-Lane Road (Expandable to 4-Lane)	\$36.15								\$4.82	\$4.23				\$40.73	\$63.35			\$63.35		County
87	Immokalee Rd (Intersection)	Jogen Blvd		Major Intersection Improvement	\$11.50								\$3.12					\$12.58	\$20.67			\$20.67		County
89	Vanderbilt Beach Rd (Intersection)	Jogen Blvd		Minor Intersection Improvement	\$11.50								\$2.13					\$14.23	\$20.67			\$20.67		County
101	Pine Ridge Rd	Doodette-Frank Rd		Minor Intersection Improvement	\$5.75											\$1.20		\$6.28	\$10.48			\$10.48		County
C1	Connector Roadway from I-75 Interchange (New)	Golden Gate Blvd	Vanderbilt Beach Rd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$17.57				\$0.48				\$1.80	\$1.82				\$23.28	\$31.34			\$3.24	\$27.90	OA
C2	Connector Roadway from I-75 Interchange (New)	I-75 (SR-93)	Golden Gate Blvd	4-Lane Connector Roadway from New Interchange (Specific Location TBD During Interchange PD&E Study)	\$80.09				\$2.89				\$13.28	\$7.43				\$138.62	\$142.70			\$15.28	\$127.43	OA

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

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

Map ID	Facility	Limits from	Limits to	Description	Total Project Cost (POC 2015 \$)	TP Funding 2021-25 (YOE)	Plan Period 1 (TP): 2021-2025			Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2020-2045 (YOE \$ without SIS)	Total SIS Costs	County	OA PRE-ENG	OA ROW and CST	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PARTIALLY FUNDED PROJECTS																								
1	Berfield Rd (New) (R0229)	The Loritz Way	City Gate Blvd N	New 2-Lane Road Expandable to 4-	\$37.31	\$11.00	\$8.00	\$4.00	\$3.00	\$4.00		\$3.00					\$9.00		\$9.00			County		
5	Big Cypress Pkwy	Wendelbilt Beach Rd Ext.	Oil Well Rd	New 2-Lane Road Expandable to 4-	\$37.31											\$7.70	\$4.04	\$11.74		\$11.74		County		
30	Immokalee Rd (CR 846)	Camp Kala Rd	Surtis Ave	Further Study Required (Immokalee Rd Planning Study)	\$2.00				\$2.00								\$2.00		\$2.00			County		
33	Little League Rd Ext.	CR 82	Winkler St.	New 2-Lane Road	\$40.99											\$8.88	\$7.88	\$15.81		\$15.81		County		
41A	Randall Blvd (Yover) (R0147)	Immokalee Rd		Formal Intersection Improvement: Divest	\$35.66	\$9.75	\$8.00									\$8.86		\$8.86		\$9.46	\$0.00	OA		
55	35.84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4-lanes to 5-lanes	\$40.25						\$9.88					\$8.01	\$45.88	\$55.81		\$9.95	\$45.88	OA		
62B	Wendelbilt Beach Rd Ext.	Sargleden Blvd	Big Cypress Pkwy	New 2-Lane Road Expandable to 4-	\$41.17											\$8.38	\$18.87	\$24.46		\$24.46		County		
63	Swargades Blvd	Oil Well Rd / CR 853	Immokalee Rd	Widen 2 to 4 Lanes	\$72.75				\$3.42	\$3.00								\$8.13		\$8.13		County		
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd		Major Intersection Improvement	\$17.25											\$4.80		\$6.60		\$6.60	\$0.00	OA		
93	Immokalee Rd	43rd Ave/Shady Hollow Blvd E	North of 47th Ave, NE	Widen from 2-lanes to 4-lanes	\$9.78											\$2.38	\$8.88	\$2.74		\$2.74		County		
94	Rural Village Blvd	Immokalee Rd	Immokalee Rd	New 4-Lane Road	\$23.41											\$5.88	\$1.98	\$8.80		\$8.80		County		
88	Wendelbilt Beach Rd	Livingston Rd		Minor Intersection Improvement	\$21.50											\$2.40		\$2.40		\$2.40		County		
102	US 41 (SR 90) (Tamiami Trail E)	Wendelbilt Beach Rd		Major Intersection Improvement	\$2.50											\$4.90		\$4.90		\$4.90	\$0.00	OA		
103	US 41 (SR 90) (Tamiami Trail E)	Pine Ridge Rd		Major Intersection Improvement	\$2.00											\$4.90		\$4.90		\$4.90	\$0.00	OA		
104	US 41 (SR 90) (Tamiami Trail E) (4464511)	Golden Gate Pkwy		Major Intersection Improvement	\$3.50	\$0.50	\$0.37	\$0.33								\$4.88		\$4.40		\$4.40	\$0.00	OA		

Notes:
 Partially funded for construction
 PRE-ENG includes POC& Design
 Present Day Cost
 Right-of-Way
 Construction
 YOE: Year of Expenditure

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

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.90	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

Table ES-10. 2045 Transit Cost Feasible Summary

Funded Need	Plan Period 1: 2021–2025 (YOE)	Plan Period 2: 2026–2030 (YOE)	Plan Period 3: 2031–2035 (YOE)	Plan Period 4: 2036–2045 (YOE)	Total Costs 2026–2045 (YOE)
<i>Other Capital Needs</i>					
Bus Shelters	\$4,286,000	\$2,781,000	\$3,037,000	\$6,951,000	\$12,769,000
Safety/Security	\$538,000	\$586,000	\$642,000	\$1,468,000	\$2,696,000
Driver Protection Barriers	\$82,000	\$0	\$0	\$0	\$0
Technology	\$2,585,000	\$50,000	\$265,000	\$605,000	\$920,000
Study: Santa Barbara	\$25,000	\$0	\$0	\$0	\$0
Study: SUF/IFAS	\$25,000	\$0	\$0	\$0	\$0
Study: I-75	\$25,000	\$0	\$0	\$0	\$0
Study: Everglades City	\$25,000	\$0	\$0	\$0	\$0
Study: Fares	\$50,000	\$0	\$0	\$0	\$0
Study: MoD	\$50,000	\$0	\$0	\$0	\$0
CAT Bus and Maintenance Building*	\$7,065,497	\$0	\$0	\$0	\$0
<i>Total Other Capital Costs</i>	\$14,756,500	\$3,417,000	\$3,944,000	\$9,024,000	\$16,385,000
<i>Total Capital Costs</i>	\$27,226,500	\$16,129,000	\$15,713,000	\$36,720,000	\$68,579,000

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

6-4 Freight Network Projects

FDOT updated its Freight Mobility and Trade Plan (FMTP) in April 2020 (FDOT 2020b). The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP identified freight hotspots as presented in Figure 6-11. Collier County has low to medium freight activity along the I-75 corridor. According to the data from the FMTP, there are two Freight Intensive Areas in the County: East Naples Industrial area and the Immokalee Airport Industrial area. A Freight Intensive Area is a cluster or group of freight facilities that generates, distributes, or attracts large amounts of freight activities and has a significant impact on Florida's transportation system and economy. Out of 70 Freight Intensive Areas within the state, the East Naples and Immokalee Airport areas ranked 42nd and 43rd, respectively, by total freight parcel floor area.

The FMTP *Technical Memorandum 6, Project Prioritization and Selection* (FDOT 2020b) presents the methodology and the freight project selection and prioritization process. Noted on the list of prioritized projects in the FMTP as a low priority were the I-75 at CR 846 (Immokalee Road) and I-75 at Pine Ridge Road interchange modification projects. All projects listed in Table 6-1, 2045 SIS Cost Feasible Projects, are part of the Regional Freight Mobility Corridors within the Collier MPO boundary (refer to Figure 4-4 in Chapter 4). A total of 20 of the cost feasible projects identified in this 2045 LRTP update are on the freight network within Collier MPO boundary.

Figure 6-11. Freight Hotspot Locations



6-5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 31, Immokalee Road from Airpark Boulevard to SR 29, has been identified as cost feasible for construction in FY2036 to FY2045. The project includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport. Approximately \$7.2 million has been dedicated to this off-airport roadway project in the Cost Feasible Plan using County funds.

Table 5-3. Airport Capital Revenue Projections

Airport	Funding Source	2020-2024	2026-2030	2031-2035	2036-2045	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local		\$8,400,000	\$15,000,000	\$38,800,000	\$62,200,000
Everglades Airpark	FAA, FDOT, Local		\$2,000,000	\$3,000,000	\$5,100,000	\$10,100,000
Marco Island Executive Airport	FAA, FDOT, Local		\$ 4,100,000	\$5,000,000	\$9,250,000	\$18,350,000
City of Naples						
Naples Airport	FAA, FDOT	\$39,950,000				\$39,950,000

6-4 Freight Network Projects

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Project no. 114 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While the project is not part of the Cost Feasible Plan, it will remain on Needs Plan. Naples Airport

estimates their development costs for airport operations at \$56.8 million for short term (2020–2024), \$67 million for intermediate (2025–2029), and \$83 million for long-term (2030–2039) expenses, for a total of \$206.9 million.

APPENDIX E: FEDERAL LANDS APPROPRIATIONS

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

There are no Federal Lands Highway Projects in Collier County to report.

APPENDIX F: SUMMARY OF PUBLIC COMMENTS

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

*****Awaiting April Work Program Snapshot from FDOT.*****

APPENDIX H: CRITERIA USED FOR PROJECT PRIORITIZATION

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

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

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

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
Bicycle Pedestrian Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$1.80			\$0.30			\$1.50	\$3.10

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

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

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

Bicycle and Pedestrian Projects

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

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

Congestion Management Projects

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

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

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

Bridge Project Application Criteria

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

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

Transit Project Selection

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

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

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

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

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

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

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

The LRTP and the TIP

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

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

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

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

APPENDIX I: ADDITIONAL PLANS AND STUDIES

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

Pending Final TIP Snapshot

APPENDIX J
ADDRESSING PERFORMANCE MANAGEMENT REQUIREMENTS IN THE TIP



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

Office of Policy Planning
Florida Department of Transportation

February 2023 updates



COLLIER MPO
FY 2024-2028 TIP

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1 - PURPOSE

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules.

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

The document is consistent with the Transportation Performance Measures (TPM) Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the federal transportation performance management requirements.

The document is organized as follows:

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

2 - BACKGROUND

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress:

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

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting.

3 - HIGHWAY SAFETY MEASURES (PM1)

The first of FHWA’s performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

3.1 Highway Safety Targets

3.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023. Table 3.1 presents FDOT’s statewide targets.

Table 3.1. Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2023 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

3.1.2 MPO Safety Targets

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

The **Collier MPO**, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on **December 9, 2022**, the **Collier MPO** agreed to support FDOT's statewide safety performance targets for calendar year 2023, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

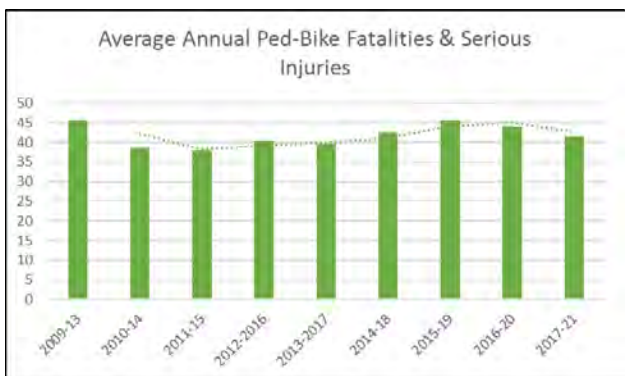
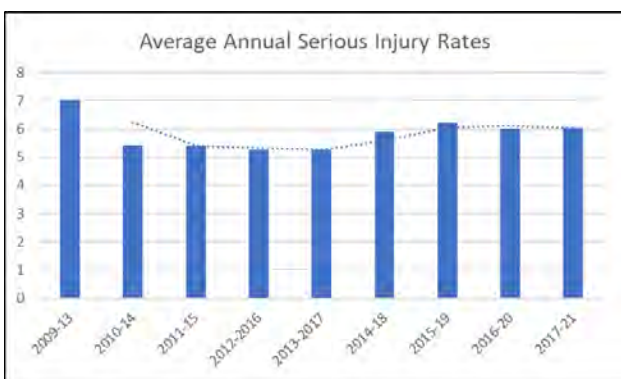
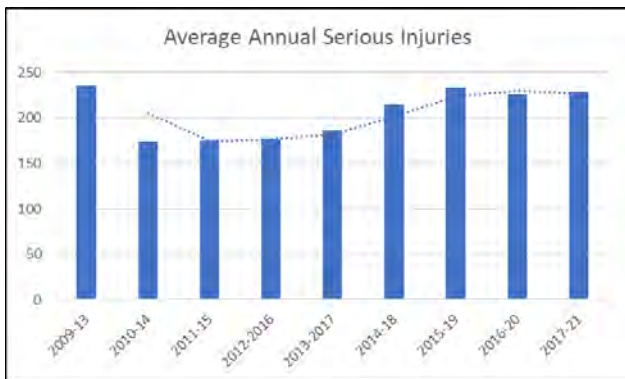
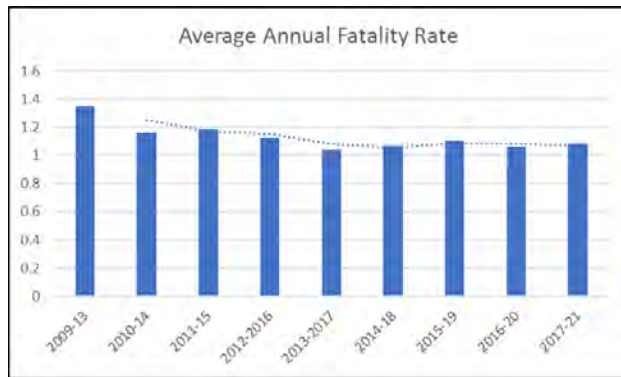
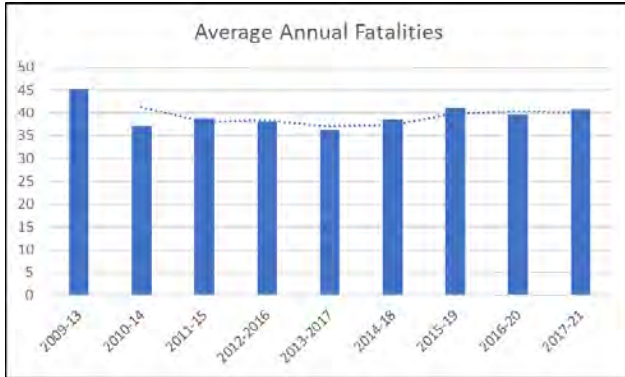
Table 3.2. MPO Safety Performance Targets

Performance Measure	Calendar Year 2023 MPO Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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3.2 Safety Trends in the MPO Area

Collier MPO monitors the traffic safety data received from FDOT. Trends are reported in the TIP, the MPO's Annual Report, produced each October, and at the time the MPO Board adopts FDOT's Vision Zero targets for the upcoming calendar year. Here are the tables the Board reviewed at their February 10, 2023 meeting:



3.3 FDOT Safety Planning and Programming

3.3.1 Florida's Strategic Highway Safety Plan

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

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

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

3.3.2 Florida's Highway Safety Improvement Program

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

As discussed above, in the 2022 HSIP Annual Report, FDOT reported 2023 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 21, 2022, FHWA reported the results of its 2020 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2020 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2022

and is available at [insert link when available](#). *Note: FDOT will send updated text once FHWA sends the 2021 safety target assessment.*

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2022 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

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

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

Florida received an allocation of approximately \$189 million in HSIP funds for use during the 2021 state fiscal year from July 1, 2021 through June 30, 2022, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$159.7 million in infrastructure investments on state-maintained roadways and \$22.1 million in infrastructure investments on local roadways. The remaining \$7.2 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2021 Annual Report](#).

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

3.3.3 Additional FDOT Safety Planning Activities

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

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

3.4 Safety Investments in the TIP

The Collier MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Collier MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP). In addition, the MPO adopted a Local Roads Safety Plan in 2020 and is implementing the Plan's recommendations through proactive public outreach and education, partnering with local and regional safety advocacy groups and setting aside a portion of its SU allocation to fund local safety projects and studies

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

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

- Infrastructure examples: Installation of new sidewalks, bike lanes and shared use paths; school flashing signals, roadway lighting, traffic calming, traffic signals, bike lanes, sidewalks (see Section E: Bike/Ped Project Sheets), installing roundabouts, innovative intersection improvements, constructing a truck bypass on a state road to limit heavy commercial through traffic on an historic Main Street in a community with a large minority and immigrant population and high number of crashes involving pedestrian and cyclists (FPN 4175405 SR 29 from CR 846 to N of New Market Road W), lane repurposing projects (County has approved lane repurposing on CR 29 in Everglades City to add bike lanes in both directions as part of repaving project), new and improved pedestrian crosswalks; improved curve radii and lane width on Corkscrew Road (FPN 4463232); and Safe Routes to Schools projects 446550-2 and 449484-1.
- Behavioral safety examples: Safe Routes to Schools education/enforcement activities, pedestrian/bicycle safety education in partnership with the Community Traffic Safety Team.
- Emergency services – FPN 4353891 funds operations at fire station 3 on I-75 which enhances emergency response time.

None of these projects use HSIP funds.

Because safety is inherent in so many FDOT and Collier MPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

4 – PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

FHWA’s Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

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

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

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

4.1 Bridge & Pavement Condition Targets

4.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida’s performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. Table 4.1 presents the statewide targets.

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%	10.0%
Percent of Interstate pavements in good condition	60.0%	60.0%
Percent of Interstate pavements in poor condition	5.0%	5.0%
Percent of non-Interstate pavements in good condition	40.0%	40.0%
Percent of non-Interstate pavements in poor condition	5.0%	5.0%

For comparative purposes, the baseline (2021) conditions are as follows:

- 61.3 percent of NHS bridges (by deck area) is in good condition and 0.5 percent is in poor condition.
- 70.5 percent of the Interstate pavement is in good condition and 0.7 percent is in poor condition;
- 47.5 percent of the non-Interstate NHS pavement is in good condition and 1.1 percent is in poor condition; and

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

In addition, FDOT develops a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s first TAMP was approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2021 exceeded the

established targets. Based on anticipated funding levels, FDOT believes the previous targets are still appropriate for 2023 and 2025.

In early 2021, FHWA determined that FDOT made significant progress toward the 2019 targets; FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

4.1.2 MPO Targets

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets

On November 9, 2018 and again on April 14, 2023, the Collier MPO agreed to support FDOT's statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

Collier MPO's NHS roadways are:

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

There are no bridges on CR951 and the pavement is in excellent condition. Thus it's incumbent upon Collier MPO to support FDOT's bridge replacement and resurfacing projects on the NHS.

4.2 Bridge & Pavement Investments in the TIP

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

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

The Collier MPO tracks and reports on performance targets in the Director's Annual Report to the MPO Board, presented in October. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance on the NHS. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. According to the "Public Hearing Report" November Work Program snapshot, the FDOT's FY 2024-2028 Work Program includes \$158.4 million for resurfacing and operations, \$125.5 million for new capacity and \$14.5 million for bridge replacement within Collier County.

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

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

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

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

5.1 System Performance and Freight Targets

5.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent performance at the

end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 5.1 presents the statewide targets.

Table 5.1. Statewide System Performance and Freight Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	75.0%	70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.0%	50.0%
Truck travel time reliability (Interstate)	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 truck travel time reliability index.

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

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA’s assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

The methodologies for the PM3 measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida’s performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s

TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

5.1.2 MPO Targets

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

On November 9, 2018 and again on April 14, 2023, the Collier MPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

Collier MPO's NHS roadways are:

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

FDOT reported on the 2021 conditions within Collier County as follows:

- 96% of NHS Interstate Person-Miles Traveled are reliable
- 96% of NHS Non-Interstate Person-Miles Traveled are reliable
- 1.12 truck travel time reliability index on the NHS

5.2 System Performance and Freight Investments in the TIP

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

- Corridor improvements
- Intersection improvements (on NHS roads)

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

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

The Collier MPO TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include \$76.3 million for resurfacing and corridor improvements on the NHS, which also support the MPO's regional priority freight corridors. The FDOT FY 2024-2028 Work Program funds \$8 million for congestion management projects; and \$9 million for bike/ped projects.

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

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 6.1 identifies the TAM performance measures.

Table 6.1. FTA TAM Performance Measures

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

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

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as

report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group.

6.1 Transit Asset Management Targets

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

6.1.1 Transit Provider Targets

On October 12, 2018 and again on December 9, 2022, the Collier MPO agreed to support Collier County Board of County Commissioners (BCC) /CAT’s transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. See Tables 6.2 and 6.3 below.

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

Table 6.2 Collier Area Transit 2018 Transit Asset Management Targets

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

Facilities			
Bus Passenger Transfer Station - Base 1			
<i>Facility Type</i>	<i>Component</i>	<i>Condition Rating - *Pre-Assessment</i>	<i>Performance Targets</i>
Administration		4	4
	Substructure	4	4
	Shell	2	4
	Interior	2	4
	Conveyance	5	4
	Plumbing	3	4
	HVAC	3	4

	Fire Protection	5	4
	Electrical	3	4
	Site	5	4
Maintenance		3	4
	Substructure	4	4
	Shell	1	3
	Interior	1	4
	Conveyance	4	4
	Plumbing	4	4
	HVAC	2	3
	Fire Protection	5	4
	Electrical	3	4
	Equipment	4	4
	Fare Collections	5	4
	Site	3	4
Fuel Station		5	4
	Substructure	3	4
	Shell	5	4
	Interior	5	4
	Plumbing	5	4
	HVAC	5	4
	Fire Protection	5	4
	Electrical	5	4
	Equipment	5	4
	Site	5	4
Bus Wash		5	4
	Substructure	5	4
	Shell	5	4
	Interior	5	4
	Plumbing	5	4
	HVAC	5	4
	Fire Protection	5	4
	Electrical	5	4
	Equipment	5	4
	Site	5	4

Intermodal Passenger Transfer Station - Base 2			
<i>Facility Type</i>	<i>Component</i>	<i>Condition Rating -* Pre-Assessment</i>	<i>Performance Targets</i>
Administration		5	4
	Substructure	4	4
	Shell	5	4
	Interior	5	4
	Plumbing	5	4
	HVAC	5	4

Fire Protection	5	4
Electrical	5	4
Site	5	4

General Condition Assessment Rating Scale

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

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

Table 6.3. 2023 Transit Asset Management Targets for Collier Area Transit

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Collier County	Equipment	Non Revenue/Service Automobile	25%	0%	100%	100%	100%	0%
Collier County	Equipment	Other Rubber Tire Vehicles	25%	0%	0%	0%	40%	60%
Collier County	Facilities	Maintenance	25%	100%	100%	100%	0%	0%
Collier County	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
Collier County	Facilities	Bus Wash Facility		0%	0%	0%	0%	0%
Collier County	Facilities	Fuel Station		0%	0%	0%	0%	0%
Collier County	Revenue Vehicles	BU - Bus	25%	0%	0%	4%	12%	12%
Collier County	Revenue Vehicles	CU - Cutaway	25%	0%	0%	4%	8%	0%
Collier County	Revenue Vehicles	VN - Van	25%	100%	25%	25%	0%	0%

6.2.2 MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On October 12, 2018 and again on December 9, 2022, the Collier MPO agreed to support Collier County Board of County Commissioners (BCC) /CAT's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets

6.3 Transit Asset Management Investments in the TIP

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

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

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities – such as the transfer of \$5.5 million in SU funds to FTA in the previous TIP (FY2023-2027) for the replacement of the CAT maintenance building.

7 - TRANSIT SAFETY PERFORMANCE

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

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

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

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

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs). When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the **Collier MPO** must reflect those targets in LRTP and TIP updates.

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

7.1 Transit Safety Targets

Collier Area Transit is responsible for developing a PTASP and establishing transit safety performance targets annually. The Collier MPO adopted CAT's PTA Safety Targets, shown in Table 7-1 below, on September 11, 2020.

Table 7-1 Collier Area Transit Safety Targets 2020

Section 3.1 – Annual Safety Performance Targets

VRM = Vehicle Revenue Miles

MB = Motor Bus (Fixed Route)

DR = Demand Response (Paratransit)

SPT Category	2015		2016		2017		2018		2019		5-Year Average		Target	
	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR	MB	DR
Total Number of Fatalities	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Fatality Rate per 100,000 VRM	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0	0.0
Total Number of Injuries	5	0	5	1	3	2	5	1	3	2	4.2	1.2	3.0	1.0
Injury Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.39	0	0.22	0	0.3	0.1	0.0	0.0
Total Number of Safety Events	5	0	5	1	3	2	2	1	3	3	3.6	1.4	2.0	1.0
Safety Event Rate per 100,000 VRM	0.38	0	0.38	0	0.23	0	0.16	0	0.22	0	0.3	0.1	0.0	0.0
Total Number of Major Mechanical System Failures	31	30	23	26	54	87	98	82	15	9	52.2	46.8	20.0	20.0
Vehicle Failures Per 100,000 VRM)	2.35	3.15	1.74	2.49	7.31	7.69	7.72	6.49	1.09	0.64	4.0	4.1	2.0	2.0
Annual VRM	1,320,547	952,694	1,318,931	1,044,873	1,285,354	1,131,859	1,268,696	1,261,684	1,378,866	1,406,143	1,314,479	1,159,852	1,200,000	1,200,000

7.2 Transit Safety Investments in the TIP

The Collier MPO TIP was developed and is managed in cooperation with Collier Area Transit. It reflects the investment priorities established in the 2045 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. Transit safety is a consideration in the methodology Collier MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. Collier MPO relies on Collier Area Transit to include transit safety related projects in the annual list of transit priorities it submits to the MPO.

EXECUTIVE SUMMARY
DISTRIBUTION
ITEM 10A

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

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

CONSIDERATIONS: FDOT has requested that Collier MPO administratively modify the TIP by adding a project to the 2023 – 2027 TIP:

452749-1 Collier Area Transit Operating Assistance Corridor US 41 – FDOT has added District Dedicated Revenue state funds in FY23 to provide operating assistance to fixed route transit services along US 41. (**Attachment 1**)

FDOT's letter, dated March 9, 2023, requesting the administrative modifications is shown in **Attachment 2**.

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

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

ATTACHMENT(S):


1. TIP Administrative Modification - Collier Area Transit Operating Assistance Corridor US 41
2. FDOT Request Letter dated 3/9/23

**TIP Administrative Modification 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 & Limits</u>	<u>Requested By</u>	<u>Fund</u>	<u>Phase</u>	<u>FY</u>	<u>Amount</u>
Collier Area Transit Operating Assistance Corridor US 41	452749-1	Operating assistance to fixed transit services along US 41	N/A	FDOT	DDR	OPS (84)	23	\$491,530

Total Project Cost: TBD
Responsible Agency: Collier County
TIP Reference Page: H-10
LRTP Reference Page: Table 5-1 P5-3

COLLIER METROPOLITAN
PLANNING ORGANIZATION

Approved By: 

Date: 3/15/23

Anne McLaughlin, MPO Executive Director

COLLIER MPO FY 2023 - 27 TIP

452749-1 **Collier Area Transit Operating Assistance Corridor US 41**

Project Description:

Prior Years Cost: N/A

Work Summary: Operating Assistance to fixed transit services along US 41

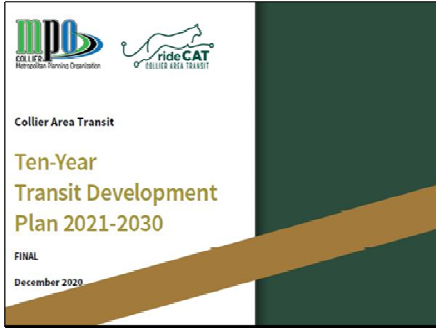
Future Years Cost: N/A

Total Project Cost: N/A

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

2045 LRTP: Table 5-1, P5-3

Phase	Fund	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DDR	491,530					491,530
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
		0	0	0	0	0	0
Total		491,530	0	0	0	0	491,530





Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Ave, Bartow FL 33830

JARED W. PERDUE, P.E.
SECRETARY

March 9, 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.

452749-1 COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41

FPN Number	Federal Project Description	Phase	Amount	Funding Type	Fiscal Year	Comments
452749-1	COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41	84 OPERATING	\$ 491,530	DDR	2023	This is a new project to provide operating assistance to fixed route transit services along US41. The State funds are coming from 204397-1-84-13 and were programmed in SFY23.

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

Sincerely,

DocuSigned by:

Victoria Peters

Victoria . BBDEB55AB69A48A...

Community Liaison