

CALL FOR CONGESTION MANAGEMENT PROJECTS MARCH 2023

Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix.

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

The Congestion Management Process (CMP) 2022 Update, Congestion Hotspots Corridor Fact Sheets 2022, and 2019 Transportation System Performance Report (TSPR) provide policy guidance. These documents can be viewed and downloaded from the Collier MPO website at the following link: <https://www.colliermopo.org/congestion-management>

SCHEDULE

- ☐ **March 8, 2023:** Call for Projects Announced
- ☐ **September 29, 2023:** Applications Due by Close of Business (Friday)
- ☐ **November 15, 2023:** Submitting Agencies present projects to the Congestion Management Committee (CMC) for review, comment, question & answer session
- ☐ **January 2024:** CMC conducts preliminary rating and ranking of projects
- ☐ **March 2024:** CMC conducts final rating and ranking of projects
- ☐ **April 2024:** Submitting agencies present to the Technical and Citizen Advisory Committees for their review and endorsement of project rankings
- ☐ **May 2024:** Preliminary MPO Board Review - Presentations by Submitting Agencies
- ☐ **June 2024:** MPO Board approval of Final List of Prioritized Projects

Attachment 1: Project Submittal Requirements

Attachment 2: Project Evaluation Criteria and Scoring Matrix

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2023/2024 CALL FOR PROJECTS – CONGESTION MANAGEMENT

SUBMITTAL REQUIREMENTS

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

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

See attached:

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

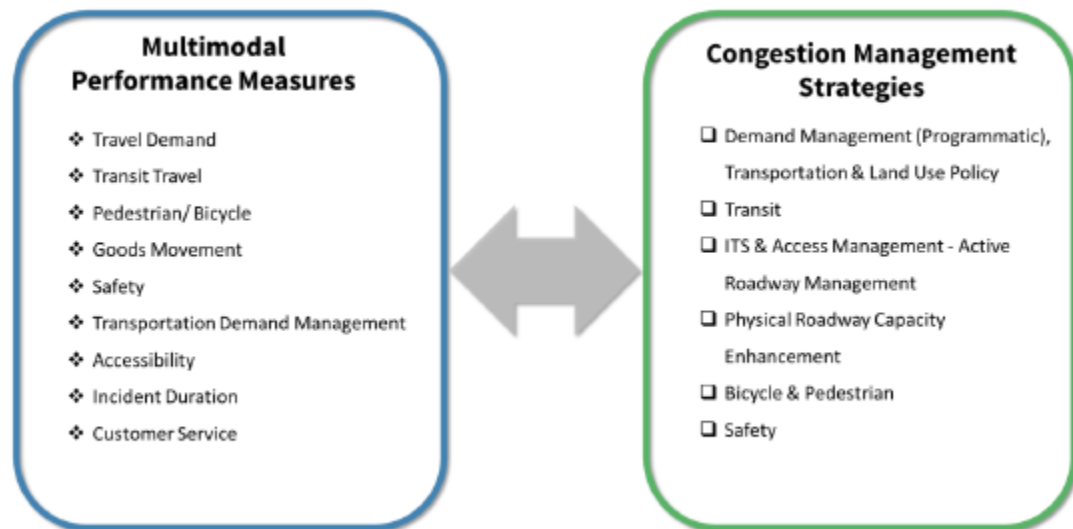
2022 CMP UPDATE

CHAPTER 7.0 IMPLEMENTATION PROCESS AND STRATEGY SELECTION

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

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

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



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

Appendix C: Congestion Management Committee Strategy Evaluation Criteria



Congestion Management Committee Evaluation Criteria and Scores

A. Pre-Project Evaluation

Q1 – Does this project address a congested roadway?

- Yes
- No

B. General Project Evaluation

Q2 – Is this application supported by multiple jurisdictions?

- Yes – 3 pt.
- No (blank) – 0 pt.

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

- Yes – 3 pt.
- No – 0 pt.

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

- Yes – 0 pt.
- No – 3 pt.

C. Project Specific Evaluation:

Q5 – Uses TSM Approach?

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

Q6 – Uses TDM strategy?

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



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

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

Q8 - Increases Security?

- Yes – 3 pt.
- No (blank) – 0 pt.

Q9 - Increases Safety?

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

Q10 - Promote Regional Connectivity?

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

Q11 - Promotes Multi-Modal Solutions?

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

Q12 - Protect Environmental Resources?

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



Q13 - Promotes Economic Development or Freight Movement?

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



Appendix D: Congestion Management Process Project Application Submittal Form Example



Collier MPO Congestion Management – Project Concept Sheet Example

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

A. REQUIRED PROJECT INFORMATION:

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

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

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

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

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

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

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



B. PROJECT SPECIFIC DESCRIPTION:

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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





**District One
Priority Project Information Packet**

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

Name of Applying Agency: Click here to enter text.

Project Name: Click here to enter text.

Project Category:

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

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

Is applicant LAP certified? Yes ☐ No ☐

Is project on State Highway System? Yes ☐ No ☐

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

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

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

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

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

Detailed Project Limits/Location:

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

Click here to enter text.

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

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

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

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

Project Description

Phase(s) requested:

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

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

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

Total Project Cost: \$ [Number]

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

[Click here to enter text.](#)

Constructability Review

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

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

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

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

[Click here to enter text.](#)

3. Is there a rail crossing along the project?

Yes ☐ No ☐

What is the Rail MP?

[Enter MP](#)

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

Yes ☐ No ☐

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

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

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

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

Yes ☐ No ☐

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

[Click here to enter text.](#)

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

If none are needed, state the qualified exemption:

[Click here to enter text.](#)

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

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

[Click here to enter text.](#)

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

Yes ☐ No ☐

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

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

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

[Click here to enter text.](#)

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

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

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

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

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

Required Attachments

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

Applicant Contact Information

Agency Name:

Mailing Address: Click here to enter text.

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

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

Maintaining Agency:

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

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

MPO/TPO:

Contact Name and Title: Click here to enter text.

Email: Click here to enter text.

Phone: Click here to enter text.

Signature: _____ **Date:** _____

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

Attachment 2

2022 CMP Congestion Management Strategy & Performance Measure Matrix

[illegible]

Evaluation Criteria and Scoring Matrix

2023-2024 Call for Projects Congestion Management

7B Attachment 2

			General Project Evaluation			Project Specific											
			Supported by Multiple Jurisdictions Yes - 3 pts No - 0 pts	Local Technical and/or Monetary Contribution? Yes 3pt No 0 pts	Requires Acquisition of ROW Yes 0 pts No 3 pts	Uses TSM Approach *High 5 pts Med 3pts Low 1 pt	Uses TDM Strategy *High 5pts Med 3 pts Low 1 pt	Existing ITS *High 5 pts Med 3pts Low 1 pt	Increases Security Yes 3pt No 0 pt	Increases Safety *High 5pts Med 3 pts Low or No 0 pts	Promotes Regional Connectivity *High 5pts Med 3pts Low 1 pt	Promotes Multi-Modal Solutions *High 5pts Med 3 pts Low 1 pt	Protects Environmental Resources *High 5 pts Med 3 pts Low 1 pt	Promotes Economic Development or Freight Movement *High 5 pts Med 3pts Low 1 pt			
Project No.	Project Name	Submitting Agency/ Jurisdiction													TOTAL POINTS	RANKING	

*TSM Scoring

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

TDM Scoring

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

Environmental Scoring

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

ITS Scoring

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

Safety Scoring

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

Economic Development/Freight Movement Scoring

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

Regional Connectivity

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

Multimodal Scoring

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