



Agenda CAC

Citizens Advisory Committee

IN-PERSON MEETING

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

May 22, 2023, 2 P.M.

1. Call to Order

2. Roll Call

3. Approval of the Agenda

4. Approval of the April 24, 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 and Endorse Final Draft FY2024-2028 Transportation Improvement Program (TIP)
- B. Endorse Annual List of Project Priorities

8. Reports & Presentations*

- A. FDOT Update on the Marco Island Loop Trail Feasibility Study and Conceptual Design
- B. Status of Moving Florida Forward (MFF) and Planning (PL) Distribution Formula
- C. Joint Workshop with Lee County MPO Technical and Citizens Advisory Committees

9. Member Comments

10. Distribution Items

11. Next Meeting Date

- A. August 3, 2023, Tentative Joint Workshop with Lee MPO CAC, 1:30 p.m. – 3:30 p.m., Location TBD
- B. August 28, 2023, regular meeting

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.

**CITIZEN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
April 24, 2023, 2:00 p.m.**

1. Call to Order

Ms. Middelstaedt called the meeting to order at 2:00 p.m.

2. Roll Call

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

CAC Members Present

Elaine Middelstaedt, Chair
Dennis DiDonna
Dennis Stalzer
Josh Rincon
Karen Homiak
Rick Hart

CAC Members Absent

Fred Sasser
Josephine Medina
Neal Gelfand, Vice Chair
Stephen Spahr

MPO Staff

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Dusty Siegler, Senior Planner

Others Present

Alex Showalter, Collier Area Transit (CAT)
Lorraine Lantz, Collier County Transportation Planning
Victoria Peters, FDOT Community Liaison

3. **Approval of the Agenda**

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

4. **Approval of the March 27, 2023 Meeting Minutes**

Ms. Siegler indicated that there was a scrivener's error in the minutes circulated in the agenda packet; Ms. Middelstaedt's last name was misspelled. The minutes have since been revised and the corrected minutes will be the minutes of record.

Ms. Homiak moved to approve the March 27, 2023 meeting minutes, as revised. Mr. Stalzer seconded. Carried unanimously.

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

None.

6. **Agency Updates**

A. FDOT

Ms. Peters: Councilman Pernas asked me after last Board meeting when the project in Everglades City on sidewalks will start – May 1. At the same time, the sidewalk project was bid with a turn lane at the Oasis Visitors Center on SR 29. The higher priority project is the sidewalk project for evident safety reasons. Once a contract is awarded, FDOT cannot dictate to the contractor which project goes first. We asked Interim FDOT Secretary Kubler, and he said that we have good relationships with the majority of our contractors and that we can ask whether we can start one project before the other. Both projects will start at the same time.

Ms. Middelstaedt: There are potholes and other barriers which were installed. **Ms. Peters:** Patty Huff contacted me. Because it is not a State road, it is unclear how it will be addressed. City of Everglades may because it is their road. FEMA needs to do an assessment. **Ms. Middelstaedt:** They are still working on Hurricane Irma damage.

Ms. Peters: It will be a great project for the community. Later, another project will go to design. David Agacinski has been working on it as design project manager. He used to be the bike safety contact for the district. The other project, the resurfacing project for bike lanes on CR 29 – the County will take care of those items when it is going to resurfacing. Another on 951 and I-75 for utility relocates will have construction between May and June, along with a resurfacing project on I-75 which will be finishing up soon. Councilman Pernas has spoken with Wayne Gaither from FDOT to give updates at 7pm on May 2. If Wayne is late, I plan to attend on Zoom.

FDOT has a speed management workshop on May 1 at Manatee Operations Center in Sarasota, and another in Bartow in the FDOT auditorium on May 18. We will have a quick programming cycle this year, programming projects very quickly this summer. We will find out in a week or two which projects will be receiving money for Moving Florida Forward projects in Collier on I-75 and SR 29.

Mr. DiDonna: There are people working at the Immokalee and I-75 bridge – what about that? **Ms. Lantz:** I believe they were doing a road safety audit or some safety initiative about wrong way travel at that location. **Mr. DiDonna:** Does this have to do with Moving Florida Forward? **Ms. McLaughlin:** Moving Florida Forward has to do with expansion of the I-75 and the Pine Ridge intersection. **Ms. Lantz:** Moving Florida Forward has to do with the Diverging Diamond Interchange (DDI) at Pine Ridge and I-75 and the expansion of I-75 throughout Collier County. **Ms. McLaughlin:** The other projects with Moving Florida Forward are the two SR 29 projects around Immokalee including the loop road and another.

B. MPO Executive Director

Ms. McLaughlin announced that Dusty Siegler was promoted to Senior Planner and the vacancy for Administrative Support Specialist II has been advertised and should close on Friday, MPO staff is moving fast to try to fill the vacancy.

7. Committee Action

A. Endorse Amendment #3 to FY 22/23-23/24 Unified Planning Work Program (UPWP)

Ms. Siegler indicated that MPO staff requested the endorsement of Amendment 3 to FY 22/23-23/24 UPWP. The UPWP provides a planning work program that identifies and describes the MPO's budget for activities, studies and technical support expected to be undertaken in the metropolitan area on behalf of the MPO Board. It also lists the funding source(s) for each planning task and specifies whether the task will be conducted by MPO staff, consultants or county agencies. The current Fiscal Year (22/23) ends on June 30, 2023.

An amendment is necessary to: (1) in FY 22/23, reallocate personnel PL funds (totaling \$50,000) from Tasks 2, 4, 5, and 6 to personnel PL funds for Task 1 to fund the task work that MPO staff has been working on, and anticipates working on, for the remainder of the current fiscal year - a net zero revision. (2) in FY 23/24, reallocate \$3,000 in PL funds from personnel within Tasks 1, 3 and 5 to PL funds for consultants in the corresponding tasks so that the consultant projects that will remain ongoing at the end of the current fiscal year (June 30, 2023) can continue to be funded with FY 22/23 fund allocations in upcoming FY 23/24. This is a net zero revision. (3) in FY 23/24, include additional \$2,667 in PL funds for Task 6. - the 5305(d) program PL fund allocation increased by \$2,667. The Amendment allocates the funds to the TDSP Major Update to ensure that the ongoing project can be funded with FY 22/23 fund allocations in upcoming FY 23/24.

Other changes contained in the proposed Amendment include updates to some target dates for deliverables and updated FDOT soft match amounts. The public comment period for the proposed Amendment began on April 14, 2023 and will close at the MPO Board meeting on May 12, 2023.

Ms. Homiak moved to endorse Amendment #3 of the FY 22/23-23/24 Unified Planning Work Program (UPWP). Mr. Rincon seconded. Carried unanimously.

B. Review and Comment on Draft FY 2024-2028 Transportation Improvement Program (TIP) Project Sheets

Mr. Kingston provided an overview and indicated that the draft FY 2024-2028 TIP project sheets are provided for committee's review and comment. Capital Consulting Solutions developed the project sheet template, leaving space available to add project maps. FDOT plans to distribute a final TIP download in late April. Time allowing, MPO staff will work with the consultant to update project sheets as needed. The final project sheets for the FY2024-2028 TIP will be brought to TAC/CAC for endorsement in May, and the entire TIP will go to the MPO Board in June.

Ms. Middelstaedt recommended to make the print a little darker in the descriptions to make the documents more legible. **Ms. McLaughlin** mentioned TAC commented to add "lead agency" instead of "funding source." **Ms. Peters** mentioned that checklists are updated frequently and are good guides.

8. Reports and Presentation (May Require Committee Action)

A. Collier County Transportation Planning Overview Informational Presentation

Ms. Lantz provided an overview of how Collier County Transportation Planning works and how they coordinate with Collier MPO and the Planning Commission. Ms. Lantz is the Transportation Planning Manager, with a vacancy for Planner III, Mike Sawyer is Project Manager II, and a vacancy for the Management Analyst position.

Long-term planning is done by the MPO. They deal with vision, needs and what to do. FDOT looks at things long-term too. Collier County is looking at things short-term. The MPO comes up with Long-Range Transportation Plan (LRTP). Collier County looks at an Annual Updated Inventory Report (AIUR). It evaluates what is happening on the roads today and what is projected to happen in the future. We have a budget, similar to the MPO, which we derive our priorities from. Our projects are consistent with the LRTP. There are Traffic Impact Statements (TIS). As developers come in, they complete a TIS to state how their development impacts the roadway network.

The planning process starts with transportation facilities being added or improved. This increases accessibility for people to get home quicker. Because they can do this, their land value may increase. As this happens, land uses change. Land can be rezoned, or potential business opportunities happen. As new trips happen, more needs are generated. Level of Service then decreases. As level of service deteriorates, then transportation facilities are added or improved. This process is circular.

The MPO's long-range transportation planning process is similar. Socioeconomic data is evaluated, which is added to the district model for modeling efforts, about which roads are deficient, what

needs improved, what they can afford, which goes to the Board. These then contribute to the Cost Feasible Plan.

The opposite side of the house is transportation review process. A project is submitted to zoning or planning to change use or zoning, which requires a TIS telling us how their development affects roadways. It is taken to Collier County Planning Commission and then the BOCC approves this. Ultimately, they build. Their site plan becomes specific as to what they will actually build. We then look at this to see if transportation adjustments need to be made.

The MPO's vision is the LRTP, but the BOCC also has a vision, which work together and which we need to be consistent with. Regarding implementation, we continually must analyze what is being built with the plan. That's why we do the AUIR. The AUIR is monitored every year with trip counters and monitored by transportation planners. The AUIR is the cornerstone document of transportation. The AUIR contemplates many things: budget, acceptable Level of Service, what projects are coming in, and what projects are moving forward. This is monitored to see if projects are causing deficiencies, and what is good to be built. The TIS looks at what is deficient, what we are doing to fix it, as the Site Development Plan comes in, are there sufficient access points, interconnections, the impact on the network, and safety.

Mr. Stalzer: What is the average length of time from the start of the development to the project being developed? **Ms. Lantz:** From project start, it depends.

Mr. DiDonna: At Wiggins Pass, when they're putting up the building, they pay impact fees. Are there any counties that expedite reviews with infrastructure first? **Ms. Lantz:** We would look at our AUIR. For Wiggins pass, the current Level of Service is B. There are 533 trips currently remaining on it. The AUIR provides what trips there are today. It also takes trip bank into consideration. We predict between now and next AUIR that 27 of those trips will come out of the ground. They then paid for their impact fees and are built. If the Level of Service is low (a D or a C), there would be more hurdles in building. If there is an existing deficiency, then they would have to pay their proportionate share in order to build.

Mr. Hart: What is proportionate share? **Ms. Lantz:** If the road is moving toward failure, they will pay for a percentage of repair calculated by the TIS. **Mr. Hart:** What is deficient? **Ms. Lantz:** Levels of Service are grades. An A means there is not very many cars on the road-completely free-flowing. F is failing with complete gridlock. That is where there is congestion. We look at peak hour and peak direction. The Level of Service changes during the day. FDOT has different criterion for their roads. A road with a poor Level of Service can be expected to be deficient. **Mr. Hart:** How can a road be expected to be deficient? **Ms. Lantz:** We look at how many cars are on the road by trip counters and by looking at the capacity on the road (how many lanes). We look at what developments are growing in that area. Sometimes there are anomalies, like during COVID, when there was less congestion because less people were on the roads. **Mr. Hart:** What's the goal for the Level of Service? **Ms. Lantz:** Roads are not built for the peak; a little congestion is acceptable. A Level of Service D is acceptable on several roads. We weigh the budget with what is failing and come up with priorities and what can be implemented.

Mr. DiDonna: The impact fees are supposed to be used toward what's impacted on that road, so which goes into the general fund? **Ms. Lantz:** Impact fees are collected for many things, not just roads.

For roads, they can go to adjacent districts. If the impact fee is for District 1 and the adjacent District 2 has a regional facility is coming in, then the question is posed that, does this road affect District 1 but can be used for District 2? It is then reviewed to see if impact fees gathered in District 1 can be used in 2.

Ms. Homiak: The roads were not built to accommodate the changes in growth. People are constantly playing catch-up. **Ms. Lantz:** If the developer comes in and pays all their fees, the development is built. We look at the AUIR and look for deficiencies and then come up with our capital budget, much like the MPO does.

9. Member Comments

Ms. Middelstaedt: Have you gotten any feedback on whether we will be meeting over the summer?
Ms. McLaughlin: I expect to have an answer in May. We will not know for sure the outcome of funding for the Moving Florida Forward in the State Legislature for a week or two. That will affect whether we will be amending the LRTP. I am still communicating with Lee MPO on when we will be holding the joint Board meeting about things like SU funding and PL funding across county lines. This is also moving slowly as it goes to the MPO Advisory Council on the PL issue. This affects the urban area. It is unclear, at this time, when a joint meeting can occur.

Ms. Middelstaedt: On Saturday, April 29, an event in Everglades City is being held by the Museum of Everglades starting at 10 a.m. There will be a parade, Naples Jazz Band will play and Cesar Prosero will be giving a lecture on the Trail, with stilt walkers and jugglers from Miami. It is the 25th anniversary of the opening of the Friends of the Museum of the Everglades, 95th anniversary of the opening of the Tamiami Trail, and the County's Centennial. The official Centennial will be on May 8th at City Hall. Everglades City was the first county seat. Naples was developed as a tourist town. In 1955 before Hurricane Donna, the county seat was moved to east Naples where the government center is in an unincorporated area.

10. Distribution Items

None.

11. Next Meeting Date

May 22, 2023, 2 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Middelstaedt adjourned the meeting at 3:05 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Review and Endorse Final Draft FY 2024-2028 Transportation Improvement Program (TIP)

OBJECTIVE: For the committee to review and endorse the final draft of the FY 2024-2028 TIP.

CONSIDERATIONS: Part One of the TIP contains the narrative and project sheets; Part Two contains supporting documentation required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The committee reviewed and commented on the draft narrative component of the FY 2024-2028 TIP on March 27th and on the draft project sheets on April 24th.

Staff has completed updating the draft narrative. The MPO's consultant, Capital Consulting Solutions, has updated the project sheets to match FDOT's April Work Program Snapshot and is developing a searchable GIS map. Staff anticipates the GIS map will be completed by the MPO Board meeting on June 9th. Upon completion of the map, staff will insert individual maps on the applicable project sheets.

The MPO Board will approve the final FY 2024-2028 TIP at its June 9th meeting. The deadline for staff to submit the approved TIP to FDOT is June 30th.

Staff will give a brief presentation at the committee meeting, as shown in **Attachment 1**.

The Final Draft TIP is available for viewing in its entirety at this link to the MPO's website: [TAC-CAC Review Final Draft FY24-28 TIP.pdf](#)

The Project Sheets are provided in **Attachment 2**.

The public comment period for the final draft of the FY 2024-2028 TIP began on May 12, 2023, and will close at the MPO Board meeting on June 9, 2023.

STAFF RECOMMENDATION: That the committee review and endorse the final draft of the FY 2024-2028 TIP.

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Overview FY24-28- TIP
2. Project Sheets - Final Draft FY2024-2028 TIP



FY 2024-2028 TIP

TAC/CAC 5-22-23

Part One Background, Narrative, Project Sheets

Part Two Required Documentation including
Transportation Performance Measures

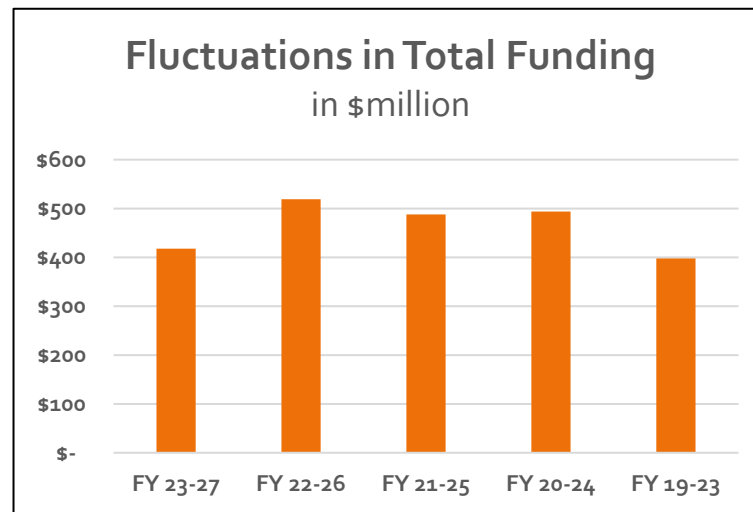
Purpose and Requirements

- ❑ **Purpose** - required by State and Federal Statutes
- ❑ **Requirements can change** with each new federal appropriations act once signed into law, but it takes a year or more to institute new policy guidance at federal then at state level, as exemplified with the **Bipartisan Infrastructure Law (BIL)**
- ❑ Must be **consistent with 2045 Long Range Transportation Plan – Cost Feasible Plan**
- ❑ Must demonstrate **fiscal constraint**
- ❑ Must address **performance measures** and link project selection to meeting targets
- ❑ Collaboratively developed in **partnership** with **FDOT**
- ❑ Reviewed and **approved by FHWA and FTA**

Funding Summary

Pages 16-20

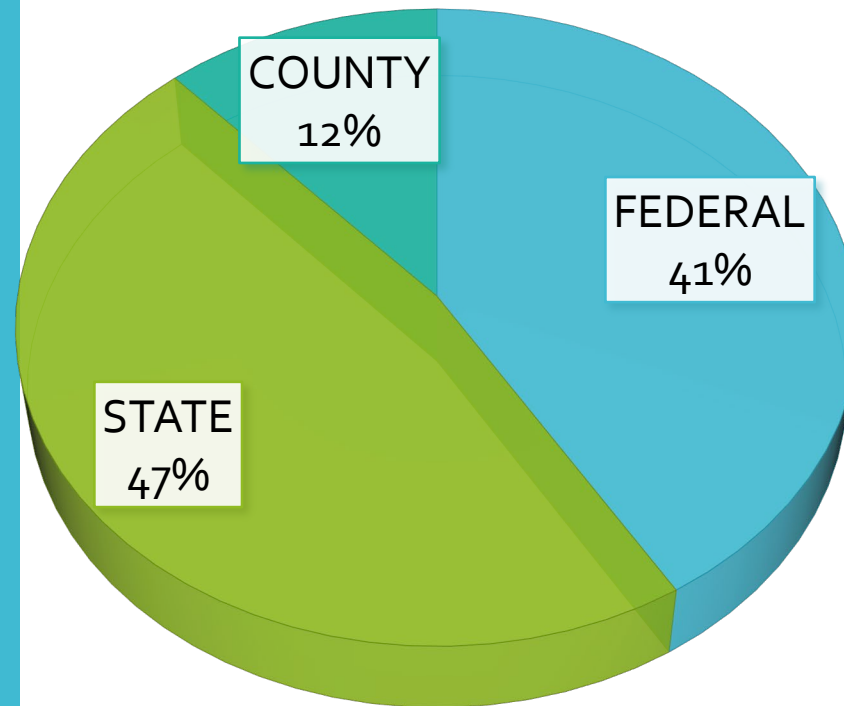
Amounts are
based on FDOT's
"Public Hearing
Report" released
in December 2022



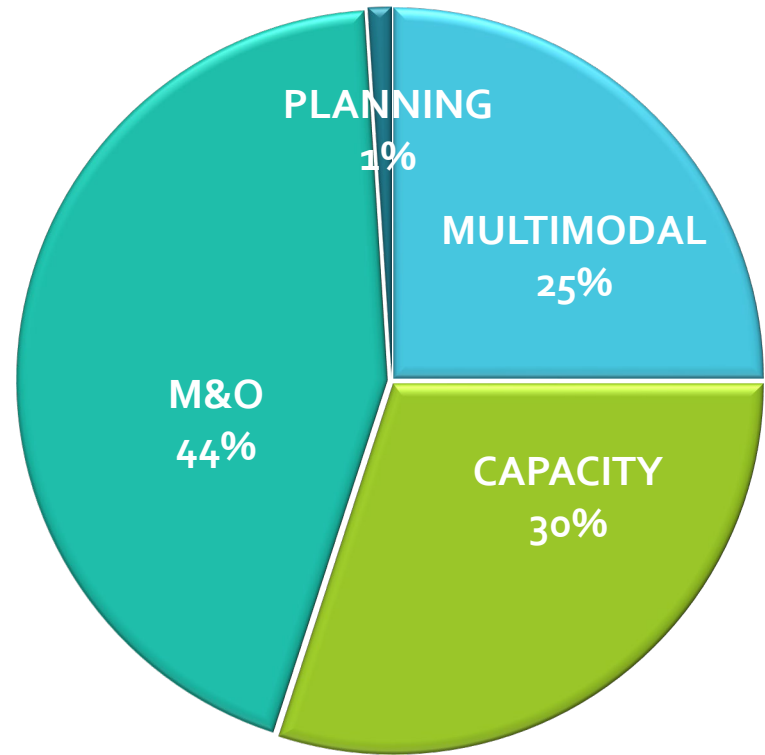
Fluctuations in Total Funding Over Past 5 TIPs

\$431 million total FY24-28

FUNDING SOURCES



A Balanced Investment Portfolio





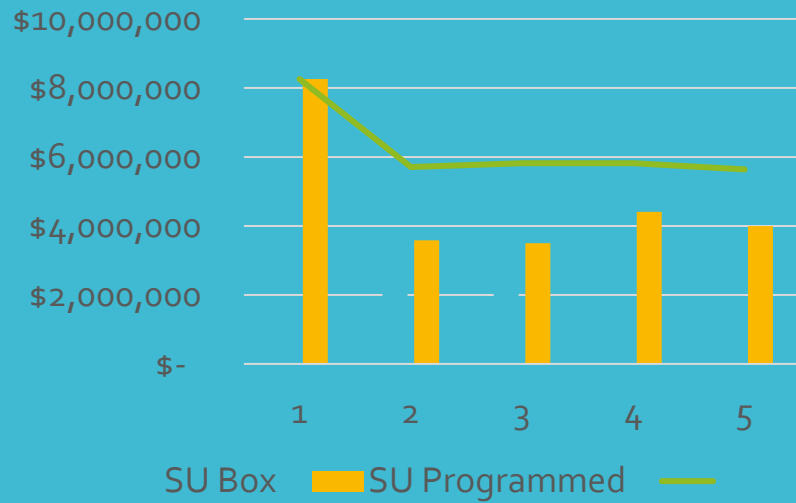
The “SU Box”

SU “Box Funds” FY 2024-2028 TIP

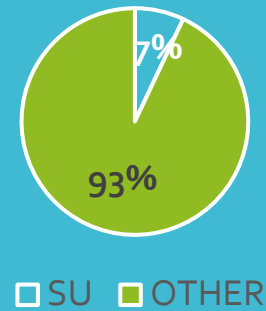
- \$0 in FY24
- \$2.121 million FY25
- \$2.320 million FY26
- \$1.411 million FY27
- \$1.642 million FY28

Represents unprogrammed balance. Due to inflation, it's helpful to maintain a reserve of \$1 million to cover cost increases.

SU Box + SU Programmed



SU as % of Total Funding



SU: amount programmed plus amount in reserve

COLLIER MPO FY 2024 - 2028 TIP



Item Number	000151
Project Description	
Type of Work Description	TOLL PLAZA
Responsible Agency	MANAGED BY FDOT
Project Length	1
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TO02	OPS	\$5,463,204.00	\$5,624,658.00	\$5,790,401.00	\$5,963,247.00	\$6,141,277.00	\$28,982,787.00
		\$5,463,204.00	\$5,624,658.00	\$5,790,401.00	\$5,963,247.00	\$6,141,277.00	\$28,982,787.00

New Project
Sheet
Methodology,
Template

Refinements
in the
Works
for
June 9th
Board
meeting

- Searchable GIS Map
- Project Map Inserts on Project Sheets may be a later addition



COLLIERMPO.ORG

COLLIER MPO FY 2024 - 2028 TIP



000151-1	TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY
Project Description	
Type of Work Description	TOLL PLAZA
Responsible Agency	MANAGED BY FDOT
Project Length	1
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TO02	OPS	\$5,463,204.00	\$5,624,658.00	\$5,790,401.00	\$5,963,247.00	\$6,141,277.00	\$28,982,787.00
		\$5,463,204.00	\$5,624,658.00	\$5,790,401.00	\$5,963,247.00	\$6,141,277.00	\$28,982,787.00

COLLIER MPO FY 2024 - 2028 TIP



405106-1	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING
Project Description	MPO SU Box Funds held for cost over-runs, future programming
Type of Work Description	TRAFFIC OPS IMPROVEMENT
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$2,120,919.00	\$2,320,193.00	\$1,410,585.00	\$1,642,703.00	\$7,494,400.00
		\$0.00	\$2,120,919.00	\$2,320,193.00	\$1,410,585.00	\$1,642,703.00	\$7,494,400.00

COLLIER MPO FY 2024 - 2028 TIP



408261-1	COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM
Project Description	
Type of Work Description	ROUTINE MAINTENANCE
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
D	MNT	\$35,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35,000.00
		\$35,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$35,000.00

COLLIER MPO FY 2024 - 2028 TIP



408262-1	COLLIER CO(PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM
Project Description	
Type of Work Description	ROUTINE MAINTENANCE
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
D	MNT	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00
		\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00

COLLIER MPO FY 2024 - 2028 TIP



410120-1	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE
Project Description	
Type of Work Description	OPERATING/ADMIN. ASSISTANCE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DU	OPS	\$379,787.00	\$484,276.00	\$581,826.00	\$657,432.00	\$404,525.00	\$2,507,846.00
LF	OPS	\$379,787.00	\$484,276.00	\$581,826.00	\$657,432.00	\$404,525.00	\$2,507,846.00
		\$759,574.00	\$968,552.00	\$1,163,652.00	\$1,314,864.00	\$809,050.00	\$5,015,692.00

COLLIER MPO FY 2024 - 2028 TIP



410139-1	COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE
Project Description	
Type of Work Description	OPERATING FOR FIXED ROUTE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

Fund	Phase	2024	2025	2026	2027	2028	Totals
LF	OPS	\$1,191,631.00	\$1,222,576.00	\$1,259,254.00	\$1,297,031.00	\$1,335,942.00	\$6,306,434.00
DDR	OPS	\$0.00	\$0.00	\$1,259,254.00	\$1,297,031.00	\$1,335,942.00	\$3,892,227.00
DPTO	OPS	\$1,191,631.00	\$1,222,576.00	\$0.00	\$0.00	\$0.00	\$2,414,207.00
		\$2,383,262.00	\$2,445,152.00	\$2,518,508.00	\$2,594,062.00	\$2,671,884.00	\$12,612,868.00

COLLIER MPO FY 2024 - 2028 TIP



410146-1	COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE
Project Description	
Type of Work Description	CAPITAL FOR FIXED ROUTE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CAP	\$942,037.00	\$1,034,116.00	\$1,137,527.00	\$1,185,379.00	\$1,647,629.00	\$5,946,688.00
FTA	CAP	\$3,768,148.00	\$4,136,463.00	\$4,550,109.00	\$4,741,514.00	\$6,590,514.00	\$23,786,748.00
		\$4,710,185.00	\$5,170,579.00	\$5,687,636.00	\$5,926,893.00	\$8,238,143.00	\$29,733,436.00

COLLIER MPO FY 2024 - 2028 TIP



410146-2	COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE
Project Description	
Type of Work Description	OPERATING FOR FIXED ROUTE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	OPS	\$676,430.00	\$798,900.00	\$500,000.00	\$75,490.00	\$1,183,080.00	\$3,233,900.00
FTA	OPS	\$676,430.00	\$798,900.00	\$500,000.00	\$75,490.00	\$1,183,080.00	\$3,233,900.00
		\$1,352,860.00	\$1,597,800.00	\$1,000,000.00	\$150,980.00	\$2,366,160.00	\$6,467,800.00

COLLIER MPO FY 2024 - 2028 TIP



412574-1	COLLIER COUNTY HIGHWAY LIGHTING
Project Description	
Type of Work Description	ROUTINE MAINTENANCE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
D	MNT	\$507,949.00	\$0.00	\$0.00	\$0.00	\$0.00	\$507,949.00
		\$507,949.00	\$0.00	\$0.00	\$0.00	\$0.00	\$507,949.00

COLLIER MPO FY 2024 - 2028 TIP



412666-1	COLLIER COUNTY TSMCA
Project Description	
Type of Work Description	TRAFFIC CONTROL DEVICES/SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	12.814
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	OPS	\$0.00	\$431,959.00	\$451,263.00	\$274,631.00	\$52,172.00	\$1,210,025.00
DITS	OPS	\$413,822.00	\$0.00	\$200,000.00	\$471,990.00	\$0.00	\$1,085,812.00
		\$413,822.00	\$431,959.00	\$651,263.00	\$746,621.00	\$52,172.00	\$2,295,837.00

COLLIER MPO FY 2024 - 2028 TIP



412918-2	COLLIER COUNTY ASSET MAINTENACE
Project Description	
Type of Work Description	ROUTINE MAINTENANCE
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
D	MNT	\$2,928,898.00	\$2,913,898.00	\$3,083,010.00	\$200,000.00	\$0.00	\$9,125,806.00
		\$2,928,898.00	\$2,913,898.00	\$3,083,010.00	\$200,000.00	\$0.00	\$9,125,806.00

COLLIER MPO FY 2024 - 2028 TIP



413537-1	NAPLES HIGHWAY LIGHTING DDR FUNDING
Project Description	
Type of Work Description	ROUTINE MAINTENANCE
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
D	MNT	\$183,964.00	\$0.00	\$0.00	\$0.00	\$0.00	\$183,964.00
		\$183,964.00	\$0.00	\$0.00	\$0.00	\$0.00	\$183,964.00

COLLIER MPO FY 2024 - 2028 TIP



413627-1	CITY OF NAPLES TSMCA
Project Description	
Type of Work Description	TRAFFIC CONTROL DEVICES/SYSTEM
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	12.814
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	OPS	\$130,163.00	\$136,656.00	\$141,902.00	\$114,403.00	\$153,459.00	\$676,583.00
DITS	OPS	\$0.00	\$0.00	\$0.00	\$33,117.00	\$0.00	\$33,117.00
		\$130,163.00	\$136,656.00	\$141,902.00	\$147,520.00	\$153,459.00	\$709,700.00

COLLIER MPO FY 2024 - 2028 TIP



417540-2	SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD
Project Description	Widen from 2 lanes to 4, segment of larger project
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY FDOT
Project Length	4.762
SIS	Yes
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
ACNP	PE	\$1,300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,300,000.00
DI	PE	\$6,140,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,140,000.00
		\$7,440,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,440,000.00

COLLIER MPO FY 2024 - 2028 TIP



417540-5	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W
Project Description	Immokalee Loop Rd, Freight Priority
Type of Work Description	NEW ROAD CONSTRUCTION
Responsible Agency	MANAGED BY FDOT
Project Length	3.484
SIS	Yes
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TALT	ENV	\$250,000.00	\$60,000.00	\$0.00	\$0.00	\$0.00	\$310,000.00
ACNP	ROW	\$250,950.00	\$6,541,994.00	\$0.00	\$0.00	\$0.00	\$6,792,944.00
BNIR	ROW	\$98,543.00	\$521,563.00	\$0.00	\$0.00	\$0.00	\$620,106.00
		\$599,493.00	\$7,123,557.00	\$0.00	\$0.00	\$0.00	\$7,723,050.00

COLLIER MPO FY 2024 - 2028 TIP



417540-6	SR 29 FROM N OF NEW MARKET RD TO SR 82
Project Description	Widen from 2 lanes to 4, segment of larger project, Freight Priority
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY FDOT
Project Length	2.991
SIS	Yes
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
ACNP	ROW	\$0.00	\$318,956.00	\$0.00	\$0.00	\$0.00	\$318,956.00
TALT	ENV	\$0.00	\$75,000.00	\$225,000.00	\$0.00	\$0.00	\$300,000.00
DI	CST	\$0.00	\$0.00	\$0.00	\$32,128,568.00	\$0.00	\$32,128,568.00
ACNP	CST	\$0.00	\$0.00	\$0.00	\$4,504,002.00	\$0.00	\$4,504,002.00
DI	RRU	\$0.00	\$576,000.00	\$0.00	\$0.00	\$0.00	\$576,000.00
DI	ROW	\$0.00	\$803,000.00	\$1,253,897.00	\$0.00	\$0.00	\$2,056,897.00
		\$0.00	\$1,772,956.00	\$1,478,897.00	\$36,632,570.00	\$0.00	\$39,884,423.00

COLLIER MPO FY 2024 - 2028 TIP



425843-2	I-75 (SR 93) AT SR 951
Project Description	Ultimate interchange improvement
Type of Work Description	INTERCHANGE IMPROVEMENT
Responsible Agency	MANAGED BY FDOT
Project Length	0.733
SIS	Yes
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TALT	ENV	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00
		\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$100,000.00

COLLIER MPO FY 2024 - 2028 TIP



434030-1	COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE
Project Description	
Type of Work Description	CAPITAL FOR FIXED ROUTE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
FTA	CAP	\$509,334.00	\$560,267.00	\$616,294.00	\$592,009.00	\$708,668.00	\$2,986,572.00
LF	CAP	\$127,333.00	\$140,067.00	\$154,073.00	\$148,002.00	\$177,167.00	\$746,642.00
		\$636,667.00	\$700,334.00	\$770,367.00	\$740,011.00	\$885,835.00	\$3,733,214.00

COLLIER MPO FY 2024 - 2028 TIP



435043	COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS
Project Description	
Type of Work Description	BRIDGE-REPAIR/REHABILITATION
Responsible Agency	MANAGED BY FDOT
Project Length	29.362
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
BRRP	CST	\$0.00	\$1,683,806.00	\$0.00	\$0.00	\$0.00	\$1,683,806.00
		\$0.00	\$1,683,806.00	\$0.00	\$0.00	\$0.00	\$1,683,806.00

COLLIER MPO FY 2024 - 2028 TIP



435043-1	COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS
Project Description	
Type of Work Description	BRIDGE-REPAIR/REHABILITATION
Responsible Agency	MANAGED BY FDOT
Project Length	29.362
SIS	No
2045 LRTP	P6-18

Fund	Phase	2024	2025	2026	2027	2028	Totals
DIH	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
DIH	CST	\$0.00	\$5,290.00	\$0.00	\$0.00	\$0.00	\$5,290.00
BRRP	PE	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00
		\$200,000.00	\$5,290.00	\$0.00	\$0.00	\$0.00	\$205,290.00

COLLIER MPO FY 2024 - 2028 TIP



435110-2	OLD US 41 FROM US 41 TO LEE/COLLIER COUNTY LINE
Project Description	Widen from 2 lanes to 4, bike-ped improvements
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.55
SIS	No
2045 LRTP	P6-6, Table 6-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$3,001,000.00	\$3,001,000.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$3,001,000.00	\$3,001,000.00

COLLIER MPO FY 2024 - 2028 TIP



435111-2	SR 951 FROM MANATEE RD TO N OF TOWER RD
Project Description	Cross reference Marco Island Loop Trail Feasibility Study 4480281
Type of Work Description	ADD LANES & REHABILITATE PVMNT
Responsible Agency	MANAGED BY FDOT
Project Length	0.769
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$173,850.00	\$173,850.00
DS	RRU	\$0.00	\$0.00	\$0.00	\$0.00	\$600,000.00	\$600,000.00
DIH	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$11,590.00	\$11,590.00
DS	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$12,302,938.00	\$12,302,938.00
LF	RRU	\$0.00	\$0.00	\$0.00	\$0.00	\$1,795,999.00	\$1,795,999.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$14,884,377.00	\$14,884,377.00

COLLIER MPO FY 2024 - 2028 TIP



435389-1	ALLIGATOR ALLEY FIRE STATION @ MM63
Project Description	
Type of Work Description	MISCELLANEOUS STRUCTURE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.054
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DSB2	CAP	\$1,400,000.00	\$1,400,000.00	\$1,400,000.00	\$1,400,000.00	\$0.00	\$5,600,000.00
		\$1,400,000.00	\$1,400,000.00	\$1,400,000.00	\$1,400,000.00	\$0.00	\$5,600,000.00

COLLIER MPO FY 2024 - 2028 TIP



437103-1	COLLIER TMC OPS FUND COUNTY WIDE
Project Description	
Type of Work Description	OTHER ITS
Responsible Agency	MANAGED BY COLLIER MPO
Project Length	0.001
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	OPS	\$79,500.00	\$79,500.00	\$79,500.00	\$0.00	\$0.00	\$238,500.00
		\$79,500.00	\$79,500.00	\$79,500.00	\$0.00	\$0.00	\$238,500.00

COLLIER MPO FY 2024 - 2028 TIP



437104-1	NAPLES TMC OPERATIONS FUNDING CITY WIDE
Project Description	
Type of Work Description	OTHER ITS
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0.001
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	OPS	\$28,500.00	\$28,500.00	\$28,500.00	\$0.00	\$0.00	\$85,500.00
		\$28,500.00	\$28,500.00	\$28,500.00	\$0.00	\$0.00	\$85,500.00

COLLIER MPO FY 2024 - 2028 TIP



437925-1	SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS
Project Description	CMC Priority 2015-03
Type of Work Description	TRAFFIC SIGNAL UPDATE
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.001
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CM	CST	\$0.00	\$0.00	\$452,561.00	\$0.00	\$0.00	\$452,561.00
		\$0.00	\$0.00	\$452,561.00	\$0.00	\$0.00	\$452,561.00

COLLIER MPO FY 2024 - 2028 TIP



439314-4	COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP
Project Description	
Type of Work Description	TRANSPORTATION PLANNING
Responsible Agency	MANAGED BY COLLIER MPO
Project Length	0
SIS	No
2045 LRTP	p6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
PL	PLN	\$811,641.00	\$0.00	\$0.00	\$0.00	\$0.00	\$811,641.00
SU	PLN	\$350,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$350,000.00
		\$1,161,641.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,161,641.00

COLLIER MPO FY 2024 - 2028 TIP



439314-5	COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP
Project Description	
Type of Work Description	TRANSPORTATION PLANNING
Responsible Agency	MANAGED BY COLLIER MPO
Project Length	0
SIS	No
2045 LRTP	p6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PLN	\$0.00	\$350,000.00	\$350,000.00	\$0.00	\$0.00	\$700,000.00
PL	PLN	\$0.00	\$818,359.00	\$827,931.00	\$0.00	\$0.00	\$1,646,290.00
		\$0.00	\$1,168,359.00	\$1,177,931.00	\$0.00	\$0.00	\$2,346,290.00

COLLIER MPO FY 2024 - 2028 TIP



439314-6	COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP
Project Description	
Type of Work Description	TRANSPORTATION PLANNING
Responsible Agency	MANAGED BY COLLIER MPO
Project Length	0
SIS	No
2045 LRTP	p6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
PL	PLN	\$0.00	\$0.00	\$0.00	\$827,931.00	\$827,931.00	\$1,655,862.00
		\$0.00	\$0.00	\$0.00	\$827,931.00	\$827,931.00	\$1,655,862.00

COLLIER MPO FY 2024 - 2028 TIP



440436-1	ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION
Project Description	BPAC Priority 2015 & 2016-08
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	1.127
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$0.00	\$349,407.00	\$0.00	\$349,407.00
SU	PE	\$0.00	\$45,362.00	\$0.00	\$0.00	\$0.00	\$45,362.00
		\$0.00	\$45,362.00	\$0.00	\$349,407.00	\$0.00	\$394,769.00

COLLIER MPO FY 2024 - 2028 TIP



440437-1	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41
Project Description	BPAC Priority 2014-09, 2015, 2016, 2017-05
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	2.537
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TALU	CST	\$1,293,619.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,293,619.00
CARU	CST	\$687,130.00	\$0.00	\$0.00	\$0.00	\$0.00	\$687,130.00
		\$1,980,749.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,980,749.00

COLLIER MPO FY 2024 - 2028 TIP



441512-1	SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	4.735
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SA	CST	\$0.00	\$0.00	\$0.00	\$6,938,498.00	\$0.00	\$6,938,498.00
DDR	ROW	\$0.00	\$1,743,355.00	\$0.00	\$0.00	\$0.00	\$1,743,355.00
DIH	ROW	\$78,000.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$228,000.00
DS	ROW	\$122,200.00	\$600,000.00	\$0.00	\$0.00	\$0.00	\$722,200.00
DIH	CST	\$0.00	\$0.00	\$0.00	\$1,123.00	\$0.00	\$1,123.00
ACNR	CST	\$0.00	\$0.00	\$0.00	\$9,296,061.00	\$0.00	\$9,296,061.00
		\$200,200.00	\$2,493,355.00	\$0.00	\$16,235,682.00	\$0.00	\$18,929,237.00

COLLIER MPO FY 2024 - 2028 TIP



441784-1	IMMOKALEE ARPT ENVIRONMENTAL STUDY FOR RUNWAY 9/27 EXTENSION
Project Description	
Type of Work Description	AVIATION ENVIRONMENTAL PROJECT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CAP	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
FAA	CAP	\$0.00	\$0.00	\$180,000.00	\$0.00	\$0.00	\$180,000.00
DDR	CAP	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
		\$0.00	\$0.00	\$200,000.00	\$0.00	\$0.00	\$200,000.00

COLLIER MPO FY 2024 - 2028 TIP



443375-3	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
Project Description	BPAC Priority 2015-03, 2016-13, 2017-13, 5' bike lanes
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.936
SIS	No
2045 LRTP	P6-3, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CARU	CST	\$0.00	\$700,872.00	\$0.00	\$0.00	\$0.00	\$700,872.00
TALU	CST	\$0.00	\$99,588.00	\$0.00	\$0.00	\$0.00	\$99,588.00
		\$0.00	\$800,460.00	\$0.00	\$0.00	\$0.00	\$800,460.00

COLLIER MPO FY 2024 - 2028 TIP



443375-4	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
Project Description	BPAC Priority 2015-03, 2016-13, 2017-13, 5' bike lanes
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.001
SIS	No
2045 LRTP	P6-3, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TALU	CST	\$0.00	\$372,007.00	\$0.00	\$0.00	\$0.00	\$372,007.00
SU	CST	\$0.00	\$200,668.00	\$0.00	\$0.00	\$0.00	\$200,668.00
		\$0.00	\$572,675.00	\$0.00	\$0.00	\$0.00	\$572,675.00

COLLIER MPO FY 2024 - 2028 TIP



444008-4	I-75 (SR 93) FROM MILE POINT 33.989 TO MILE POINT 46.000
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	12.011
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DSB2	CST	\$0.00	\$21,849,677.00	\$0.00	\$0.00	\$0.00	\$21,849,677.00
DS	CST	\$0.00	\$1,058,000.00	\$0.00	\$0.00	\$0.00	\$1,058,000.00
		\$0.00	\$22,907,677.00	\$0.00	\$0.00	\$0.00	\$22,907,677.00

COLLIER MPO FY 2024 - 2028 TIP



444185-1	CR 846 OVER DRAINAGE CANAL
Project Description	
Type of Work Description	BRIDGE REPLACEMENT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.018
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
ACBR	LAR	\$0.00	\$2,459,296.00	\$0.00	\$0.00	\$0.00	\$2,459,296.00
		\$0.00	\$2,459,296.00	\$0.00	\$0.00	\$0.00	\$2,459,296.00

COLLIER MPO FY 2024 - 2028 TIP



445296-3	I-75 (SR 93) FROM GOLDEN GATE PKWY TO PINE RIDGE RD
Project Description	
Type of Work Description	LANDSCAPING
Responsible Agency	MANAGED BY FDOT
Project Length	3.279
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DIH	PE	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
DIH	CST	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
DDR	CST	\$390,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$390,000.00
		\$400,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$400,000.00

COLLIER MPO FY 2024 - 2028 TIP



445460-1	CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112
Project Description	
Type of Work Description	BRIDGE REPLACEMENT
Responsible Agency	MANAGED BY FDOT
Project Length	0.76
SIS	No
2045 LRTP	P6-18

Fund	Phase	2024	2025	2026	2027	2028	Totals
GFBR	CST	\$0.00	\$0.00	\$0.00	\$4,300,221.00	\$0.00	\$4,300,221.00
GFBZ	PE	\$465,729.00	\$0.00	\$0.00	\$0.00	\$0.00	\$465,729.00
LF	PE	\$155,243.00	\$0.00	\$0.00	\$0.00	\$0.00	\$155,243.00
LF	RRU	\$0.00	\$0.00	\$0.00	\$350,000.00	\$0.00	\$350,000.00
LF	CST	\$0.00	\$0.00	\$0.00	\$1,425,919.00	\$0.00	\$1,425,919.00
GFBR	RRU	\$0.00	\$0.00	\$0.00	\$1,150,000.00	\$0.00	\$1,150,000.00
		\$620,972.00	\$0.00	\$0.00	\$7,226,140.00	\$0.00	\$7,847,112.00

COLLIER MPO FY 2024 - 2028 TIP



446251-1	TRAVEL TIME DATA COLLIER COUNTY ITS
Project Description	CMC Priority 2019-03
Type of Work Description	ITS COMMUNICATION SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SA	CST	\$0.00	\$136,981.00	\$0.00	\$0.00	\$0.00	\$136,981.00
SU	CST	\$0.00	\$564,019.00	\$0.00	\$0.00	\$0.00	\$564,019.00
		\$0.00	\$701,000.00	\$0.00	\$0.00	\$0.00	\$701,000.00

COLLIER MPO FY 2024 - 2028 TIP



446253-1	BICYCLE DETECTION CITY OF NAPLES ITS
Project Description	CMC Priority 2019-08
Type of Work Description	ITS SURVEILLANCE SYSTEM
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$67,429.00	\$0.00	\$0.00	\$0.00	\$0.00	\$67,429.00
		\$67,429.00	\$0.00	\$0.00	\$0.00	\$0.00	\$67,429.00

COLLIER MPO FY 2024 - 2028 TIP



446254-1	VEHICLE COUNT STATION COLLIER COUNTY ITS
Project Description	CMC Priority 2019-07
Type of Work Description	TRAFFIC CONTROL DEVICES/SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$312,562.00	\$0.00	\$0.00	\$0.00	\$312,562.00
		\$0.00	\$312,562.00	\$0.00	\$0.00	\$0.00	\$312,562.00

COLLIER MPO FY 2024 - 2028 TIP



446317-1	HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR
Project Description	CMC Priority 2019-01
Type of Work Description	ROUNDABOUT
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0.033
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$892,211.00	\$0.00	\$0.00	\$0.00	\$0.00	\$892,211.00
		\$892,211.00	\$0.00	\$0.00	\$0.00	\$0.00	\$892,211.00

COLLIER MPO FY 2024 - 2028 TIP



446317-2	MOORING ROUNDABOUT FROM CRAYTON RD TO MOORLING LINE DR
Project Description	CMC Priority 2019-04
Type of Work Description	ROUNDABOUT
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0.035
SIS	No
2045 LRTP	P6-2, Table 6-1

Fund	Phase	2024	2025	2026	2027	2028	Totals
SU	PE	\$0.00	\$126,000.00	\$0.00	\$0.00	\$0.00	\$126,000.00
SU	CST	\$0.00	\$0.00	\$726,533.00	\$0.00	\$0.00	\$726,533.00
		\$0.00	\$126,000.00	\$726,533.00	\$0.00	\$0.00	\$852,533.00

COLLIER MPO FY 2024 - 2028 TIP



446323-2	CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE
Project Description	Safety Priority 2019 cross reference phase 1 project 4453231 FY21-25 TIP
Type of Work Description	WIDEN/RESURFACE EXIST LANES
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.005
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
ACSU	CST	\$1,321,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,321,000.00
		\$1,321,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,321,000.00

COLLIER MPO FY 2024 - 2028 TIP



446338-1	VANDERBILT BEACH RD FROM US 41 TO E OF GODDLETTE FRANK
Project Description	
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.995
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TRWR	CST	\$1,595,748.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,595,748.00
LF	CST	\$4,214,438.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,214,438.00
TRIP	CST	\$2,618,690.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,618,690.00
		\$8,428,876.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,428,876.00

COLLIER MPO FY 2024 - 2028 TIP



446341-1	GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD
Project Description	
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.757
SIS	No
2045 LRTP	P6-2, Table 6-1

Fund	Phase	2024	2025	2026	2027	2028	Totals
LF	CST	\$0.00	\$2,750,000.00	\$0.00	\$0.00	\$0.00	\$2,750,000.00
TRWR	CST	\$0.00	\$2,368,937.00	\$0.00	\$0.00	\$0.00	\$2,368,937.00
TRIP	CST	\$0.00	\$381,063.00	\$0.00	\$0.00	\$0.00	\$381,063.00
		\$0.00	\$5,500,000.00	\$0.00	\$0.00	\$0.00	\$5,500,000.00

COLLIER MPO FY 2024 - 2028 TIP



446342-1	TRAFFIC CONTROL COLLIER COUNTY ITS
Project Description	CMC Priority 2019-09 13 intersections on Santa Barbara & Golden Gate Pkwy
Type of Work Description	TRAFFIC CONTROL DEVICES/SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.1
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$778,000.00	\$0.00	\$0.00	\$0.00	\$778,000.00
SU	PE	\$116,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$116,000.00
		\$116,000.00	\$778,000.00	\$0.00	\$0.00	\$0.00	\$894,000.00

COLLIER MPO FY 2024 - 2028 TIP



446353-1	NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS
Project Description	
Type of Work Description	AVIATION REVENUE/OPERATIONAL
Responsible Agency	MANAGED BY NAPLES AVIATION
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	ADM	\$0.00	\$0.00	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00
DPTO	ADM	\$0.00	\$0.00	\$2,500,000.00	\$0.00	\$2,500,000.00	\$5,000,000.00
		\$0.00	\$0.00	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$7,500,000.00

COLLIER MPO FY 2024 - 2028 TIP



446358-1	IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION
Project Description	
Type of Work Description	AVIATION CAPACITY PROJECT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DPTO	CAP	\$0.00	\$0.00	\$0.00	\$3,000,000.00	\$0.00	\$3,000,000.00
		\$0.00	\$0.00	\$0.00	\$3,000,000.00	\$0.00	\$3,000,000.00

COLLIER MPO FY 2024 - 2028 TIP



446360-1	MARCO ISLAND EXED ARPT MAINTENANCE FACILITY
Project Description	
Type of Work Description	AVIATION REVENUE/OPERATIONAL
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DPTO	CAP	\$0.00	\$0.00	\$600,000.00	\$0.00	\$0.00	\$600,000.00
LF	CAP	\$0.00	\$0.00	\$150,000.00	\$0.00	\$0.00	\$150,000.00
		\$0.00	\$0.00	\$750,000.00	\$0.00	\$0.00	\$750,000.00

COLLIER MPO FY 2024 - 2028 TIP



446385-1	NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION
Project Description	
Type of Work Description	AVIATION CAPACITY PROJECT
Responsible Agency	MANAGED BY NAPLES AVIATION
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DPTO	CAP	\$0.00	\$0.00	\$515,000.00	\$0.00	\$0.00	\$515,000.00
FAA	CAP	\$0.00	\$0.00	\$9,270,000.00	\$0.00	\$0.00	\$9,270,000.00
LF	CAP	\$0.00	\$0.00	\$515,000.00	\$0.00	\$0.00	\$515,000.00
		\$0.00	\$0.00	\$10,300,000.00	\$0.00	\$0.00	\$10,300,000.00

COLLIER MPO FY 2024 - 2028 TIP



446412-1	CR 951 (COLLIER BLVD) FROM GOLDEN GATE CANAL TO GREEN BLVD
Project Description	
Type of Work Description	WIDEN/RESURFACE EXIST LANES
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	2.04
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CIGP	CST	\$1,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,600,000.00
LF	CST	\$1,600,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,600,000.00
		\$3,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,200,000.00

COLLIER MPO FY 2024 - 2028 TIP



446451-1	US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY
Project Description	CMC Priority 2019-05
Type of Work Description	INTERSECTION IMPROVEMENT
Responsible Agency	MANAGED BY FDOT
Project Length	0.006
SIS	No
2045 LRTP	P6-2, Table 6-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$0.00	\$1,328,857.00	\$0.00	\$1,328,857.00
SU	ROW	\$0.00	\$286,693.00	\$0.00	\$0.00	\$0.00	\$286,693.00
		\$0.00	\$286,693.00	\$0.00	\$1,328,857.00	\$0.00	\$1,615,550.00

COLLIER MPO FY 2024 - 2028 TIP



446550-2	SHADOWLAWN ELEMENTARY - SRTS
Project Description	Linewood Ave: Airport Rd to Commercial Dr
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SR2T	CST	\$0.00	\$771,516.00	\$0.00	\$0.00	\$0.00	\$771,516.00
		\$0.00	\$771,516.00	\$0.00	\$0.00	\$0.00	\$771,516.00

COLLIER MPO FY 2024 - 2028 TIP



447514-1	LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE
Project Description	Joint County/MPO SUNTrail Application 2019
Type of Work Description	BIKE PATH/TRAIL
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TLWR	PDE	\$1,100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100,000.00
		\$1,100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100,000.00

COLLIER MPO FY 2024 - 2028 TIP



447556-1	I-75 (SR 93) FROM N OF GOLDEN GATE PKWY TO LEE COUNTY LINE
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	9.536
SIS	Yes
2045 LRTP	

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
ACNP	CST	\$32,817,959.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,817,959.00
		\$32,817,959.00	\$0.00	\$0.00	\$0.00	\$0.00	\$32,817,959.00

COLLIER MPO FY 2024 - 2028 TIP



448069-1	WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41
Project Description	BPAC Priority 2020-2
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.02
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$0.00	\$890,749.00	\$0.00	\$890,749.00
CARU	CST	\$0.00	\$0.00	\$0.00	\$714,890.00	\$0.00	\$714,890.00
SU	PE	\$0.00	\$320,409.00	\$0.00	\$0.00	\$0.00	\$320,409.00
TALU	CST	\$0.00	\$0.00	\$0.00	\$503,165.00	\$0.00	\$503,165.00
		\$0.00	\$320,409.00	\$0.00	\$2,108,804.00	\$0.00	\$2,429,213.00

COLLIER MPO FY 2024 - 2028 TIP



448125-1	IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS
Project Description	BPAC Priority 2020-1
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.501
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$719,046.00	\$0.00	\$0.00	\$0.00	\$0.00	\$719,046.00
		\$719,046.00	\$0.00	\$0.00	\$0.00	\$0.00	\$719,046.00

COLLIER MPO FY 2024 - 2028 TIP



448126-2	GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS
Project Description	BPAC Priority 2020-2 (cross reference 4481261 FY23-27 TIP)
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$162,456.00	\$0.00	\$0.00	\$0.00	\$162,456.00
TALU	CST	\$0.00	\$373,200.00	\$0.00	\$0.00	\$0.00	\$373,200.00
		\$0.00	\$535,656.00	\$0.00	\$0.00	\$0.00	\$535,656.00

COLLIER MPO FY 2024 - 2028 TIP



448127-1	COLLIER ALTERNATE - MULTIPLE SEGMENTS
Project Description	BPAC Priority 2020-2 (north Collier Blvd Alternate Bike Lanes)
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY CITY OF MARCO ISLAND
Project Length	1.667
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$1,043,099.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,043,099.00
		\$1,043,099.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,043,099.00

COLLIER MPO FY 2024 - 2028 TIP



448128-2	PINE ST SIDEWALKS FROM BECCA AVE TO US 41
Project Description	BPAC Priority 2020-2 (cross reference 4481281 FY23-27 TIP)
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$270,511.00	\$0.00	\$0.00	\$0.00	\$270,511.00
		\$0.00	\$270,511.00	\$0.00	\$0.00	\$0.00	\$270,511.00

COLLIER MPO FY 2024 - 2028 TIP



448129-1	NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS
Project Description	BPAC Priority 2020-2 (Caldwell, Holland and Sholtz ST)
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CARU	CST	\$0.00	\$0.00	\$714,890.00	\$0.00	\$0.00	\$714,890.00
SU	CST	\$0.00	\$0.00	\$191,556.00	\$0.00	\$0.00	\$191,556.00
TALU	CST	\$0.00	\$0.00	\$456,768.00	\$0.00	\$0.00	\$456,768.00
SU	PE	\$300,264.00	\$0.00	\$0.00	\$0.00	\$0.00	\$300,264.00
		\$300,264.00	\$0.00	\$1,363,214.00	\$0.00	\$0.00	\$1,663,478.00

COLLIER MPO FY 2024 - 2028 TIP



448130-1	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS
Project Description	BPAC Priority 2020-2
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$267,511.00	\$0.00	\$0.00	\$267,511.00
TALT	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$1,203,952.00	\$1,203,952.00
		\$0.00	\$0.00	\$267,511.00	\$0.00	\$1,203,952.00	\$1,471,463.00

COLLIER MPO FY 2024 - 2028 TIP



448131-1	NAPLES SIDEWALKS ON 26TH AVE
Project Description	BPAC Priority 2020-5
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY CITY OF NAPLES
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$678,588.00	\$0.00	\$0.00	\$678,588.00
SU	PE	\$55,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$55,000.00
		\$55,000.00	\$0.00	\$678,588.00	\$0.00	\$0.00	\$733,588.00

COLLIER MPO FY 2024 - 2028 TIP



448265-1	PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN
Project Description	BPAC Priority 2020-3 (Hibiscus, Broadway)
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$24,570.00	\$0.00	\$0.00	\$24,570.00
TALU	PE	\$0.00	\$0.00	\$405,430.00	\$0.00	\$0.00	\$405,430.00
		\$0.00	\$0.00	\$430,000.00	\$0.00	\$0.00	\$430,000.00

COLLIER MPO FY 2024 - 2028 TIP



448717-1	IMMOKALEE REGIONAL ARPT ENVIRONMENTAL ASSESSMNT AIRPARK EXTENSION
Project Description	
Type of Work Description	AVIATION ENVIRONMENTAL PROJECT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CAP	\$8,335.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,335.00
FAA	CAP	\$150,030.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150,030.00
DDR	CAP	\$8,335.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,335.00
		\$166,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$166,700.00

COLLIER MPO FY 2024 - 2028 TIP



448810-1	5310 CAPITAL COLLIER COUNTY BOCC (CAT) - BONITA SPRINGS UZA
Project Description	
Type of Work Description	PURCHASE VEHICLES/EQUIPMENT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-3, Table 5-1

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CAP	\$990.00	\$0.00	\$0.00	\$0.00	\$0.00	\$990.00
DPTO	CAP	\$990.00	\$0.00	\$0.00	\$0.00	\$0.00	\$990.00
DU	CAP	\$7,920.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,920.00
		\$9,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,900.00

COLLIER MPO FY 2024 - 2028 TIP



448929-1	SR 29 FROM N OF WAGON WHEEL RD TO S OF I-75
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	4.203
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	CST	\$0.00	\$452,557.00	\$0.00	\$0.00	\$0.00	\$452,557.00
DIH	CST	\$0.00	\$5,290.00	\$0.00	\$0.00	\$0.00	\$5,290.00
SA	CST	\$0.00	\$3,887,503.00	\$0.00	\$0.00	\$0.00	\$3,887,503.00
		\$0.00	\$4,345,350.00	\$0.00	\$0.00	\$0.00	\$4,345,350.00

COLLIER MPO FY 2024 - 2028 TIP



448930-1	SR 90 (US 41) FROM N OF THOMASSON DR TO S OF SOUTHWEST BLVD
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	3.05
SIS	No
2045 LRTP	P6-18

Fund	Phase	2024	2025	2026	2027	2028	Totals
ACNR	CST	\$0.00	\$9,498,492.00	\$0.00	\$0.00	\$0.00	\$9,498,492.00
CM	CST	\$0.00	\$227,099.00	\$0.00	\$0.00	\$0.00	\$227,099.00
DDR	CST	\$0.00	\$701,815.00	\$0.00	\$0.00	\$0.00	\$701,815.00
DIH	CST	\$0.00	\$5,290.00	\$0.00	\$0.00	\$0.00	\$5,290.00
		\$0.00	\$10,432,696.00	\$0.00	\$0.00	\$0.00	\$10,432,696.00

COLLIER MPO FY 2024 - 2028 TIP



449397-1	VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD
Project Description	CMC Priority 2020-2 Multi-Modal Corridor Study
Type of Work Description	PRELIMINARY ENGINEERING
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.012
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PLN	\$0.00	\$0.00	\$431,000.00	\$0.00	\$0.00	\$431,000.00
		\$0.00	\$0.00	\$431,000.00	\$0.00	\$0.00	\$431,000.00

COLLIER MPO FY 2024 - 2028 TIP



449484-1	LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL
Project Description	
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SR2T	CST	\$0.00	\$0.00	\$0.00	\$850,496.00	\$0.00	\$850,496.00
SR2T	PE	\$0.00	\$185,673.00	\$0.00	\$0.00	\$0.00	\$185,673.00
		\$0.00	\$185,673.00	\$0.00	\$850,496.00	\$0.00	\$1,036,169.00

COLLIER MPO FY 2024 - 2028 TIP



449514-1	91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41
Project Description	CMC Priority 2021-1
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.99
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$169,216.00	\$0.00	\$0.00	\$0.00	\$169,216.00
SU	CST	\$0.00	\$0.00	\$0.00	\$609,209.00	\$0.00	\$609,209.00
TALU	CST	\$0.00	\$0.00	\$0.00	\$359,033.00	\$0.00	\$359,033.00
		\$0.00	\$169,216.00	\$0.00	\$968,242.00	\$0.00	\$1,137,458.00

COLLIER MPO FY 2024 - 2028 TIP



449526-1	ITS FIBER OPTIC & FPL
Project Description	CMC Priority 2021-03
Type of Work Description	ITS COMMUNICATION SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$831,000.00	\$0.00	\$0.00	\$831,000.00
		\$0.00	\$0.00	\$831,000.00	\$0.00	\$0.00	\$831,000.00

COLLIER MPO FY 2024 - 2028 TIP



449581-1	ITS VEHICLE DETECTION UPDATE
Project Description	CMC Priority 2021-4
Type of Work Description	ITS COMMUNICATION SYSTEM
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CARU	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$714,890.00	\$714,890.00
SU	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$277,110.00	\$277,110.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$992,000.00	\$992,000.00

COLLIER MPO FY 2024 - 2028 TIP



450316-1	MARCO ISLAND AIRPORT JET-A REFUELER
Project Description	
Type of Work Description	AVIATION REVENUE/OPERATIONAL
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	CAP	\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$200,000.00
LF	CAP	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$50,000.00
		\$0.00	\$250,000.00	\$0.00	\$0.00	\$0.00	\$250,000.00

COLLIER MPO FY 2024 - 2028 TIP



450766-1	MARCO ISLAND EXECUTIVE AIRPORT AIRCRAFT HANGAR
Project Description	
Type of Work Description	AVIATION REVENUE/OPERATIONAL
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DPTO	CAP	\$505,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$505,000.00
FAA	CAP	\$1,040,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,040,000.00
LF	CAP	\$505,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$505,000.00
		\$2,050,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,050,000.00

COLLIER MPO FY 2024 - 2028 TIP



451272-1	SR 45 (US 41) FROM LEE COUNTY LINE TO N OF OLD US 41
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	1.181
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DS	PE	\$772,567.00	\$0.00	\$0.00	\$0.00	\$0.00	\$772,567.00
DDR	CST	\$0.00	\$0.00	\$3,227,448.00	\$0.00	\$0.00	\$3,227,448.00
DS	CST	\$0.00	\$0.00	\$519,802.00	\$0.00	\$0.00	\$519,802.00
DIH	PE	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
		\$773,567.00	\$0.00	\$3,747,250.00	\$0.00	\$0.00	\$4,520,817.00

COLLIER MPO FY 2024 - 2028 TIP



451275-1	SR 29 FROM N OF BRIDGE NO 030299 TO S OF I-75
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	3.293
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DIH	PE	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
DS	PE	\$637,573.00	\$0.00	\$0.00	\$0.00	\$0.00	\$637,573.00
DDR	CST	\$0.00	\$0.00	\$3,559,975.00	\$0.00	\$0.00	\$3,559,975.00
		\$638,573.00	\$0.00	\$3,559,975.00	\$0.00	\$0.00	\$4,198,548.00

COLLIER MPO FY 2024 - 2028 TIP



451276-1	SR 29 FROM S OF I-75 TO N OF BRIDGE NO 030298
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	5.088
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DIH	PE	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
DS	PE	\$877,340.00	\$0.00	\$0.00	\$0.00	\$0.00	\$877,340.00
ACPR	CST	\$0.00	\$0.00	\$3,919,562.00	\$0.00	\$0.00	\$3,919,562.00
DDR	CST	\$0.00	\$0.00	\$474,893.00	\$0.00	\$0.00	\$474,893.00
DS	CST	\$0.00	\$0.00	\$750,880.00	\$0.00	\$0.00	\$750,880.00
		\$878,340.00	\$0.00	\$5,145,335.00	\$0.00	\$0.00	\$6,023,675.00

COLLIER MPO FY 2024 - 2028 TIP



451277-1	SR 29 FROM S OF GATOR CREEK TO N OF BRIDGE NO. 030304
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	5.609
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	CST	\$0.00	\$0.00	\$4,645,206.00	\$0.00	\$0.00	\$4,645,206.00
DIH	PE	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
DS	PE	\$874,428.00	\$0.00	\$0.00	\$0.00	\$0.00	\$874,428.00
		\$875,428.00	\$0.00	\$4,645,206.00	\$0.00	\$0.00	\$5,520,634.00

COLLIER MPO FY 2024 - 2028 TIP



451278-1	SR 29 FROM S OF CR 846 TO N OF NEW MARKET RD
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	3.194
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	PE	\$0.00	\$1,420,448.00	\$0.00	\$0.00	\$0.00	\$1,420,448.00
		\$0.00	\$1,420,448.00	\$0.00	\$0.00	\$0.00	\$1,420,448.00

COLLIER MPO FY 2024 - 2028 TIP



451279-1	SR 29 FROM N OF SR 82 TO HENDRY COUNTY LINE
Project Description	
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Length	1.71
SIS	Yes
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DIH	PE	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,000.00
DS	PE	\$536,482.00	\$0.00	\$0.00	\$0.00	\$0.00	\$536,482.00
DS	CST	\$0.00	\$0.00	\$1,046,287.00	\$0.00	\$0.00	\$1,046,287.00
SA	CST	\$0.00	\$0.00	\$908,144.00	\$0.00	\$0.00	\$908,144.00
		\$540,482.00	\$0.00	\$1,954,431.00	\$0.00	\$0.00	\$2,494,913.00

COLLIER MPO FY 2024 - 2028 TIP



451283-1	16TH ST BRIDGE NE FROM GOLDEN GATE FROM 12TH AVE NE
Project Description	Bridge Priority 2018, 2019, 2020
Type of Work Description	NEW BRIDGE CONSTRUCTION
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.512
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$4,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,715,000.00
		\$4,715,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,715,000.00

COLLIER MPO FY 2024 - 2028 TIP



451492-1	NAPLES AIRPORT TAXIWAY B & C LIGHTING UPGRADE
Project Description	
Type of Work Description	AVIATION PRESERVATION PROJECT
Responsible Agency	MANAGED BY NAPLES AVIATION
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DPTO	CAP	\$136,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$136,000.00
FAA	CAP	\$534,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$534,000.00
LF	CAP	\$136,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$136,000.00
		\$806,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$806,000.00

COLLIER MPO FY 2024 - 2028 TIP



451525-1	IMMOKALEE RD (CR 846) SHOULDER IMPROVEMENTS
Project Description	TSPR Action Plan Tier 1 & 2 Figure 5-9 p 5-13 Baseline Conditions Report
Type of Work Description	WIDEN/RESURFACE EXIST LANES
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.848
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
LF	CST	\$180,086.00	\$0.00	\$0.00	\$0.00	\$0.00	\$180,086.00
SCRC	CST	\$818,575.00	\$0.00	\$0.00	\$0.00	\$0.00	\$818,575.00
		\$998,661.00	\$0.00	\$0.00	\$0.00	\$0.00	\$998,661.00

COLLIER MPO FY 2024 - 2028 TIP



451542-1	IMMOKALEE SIDEWALKS
Project Description	BPAC Priority 2022-1
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.612
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$182,000.00	\$0.00	\$182,000.00
		\$0.00	\$0.00	\$0.00	\$182,000.00	\$0.00	\$182,000.00

COLLIER MPO FY 2024 - 2028 TIP



451543-1	BAYSHORE CRA SIDEWALK
Project Description	BPOC Priority 2022-2
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.645
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$28,669.00	\$0.00	\$28,669.00
		\$0.00	\$0.00	\$0.00	\$28,669.00	\$0.00	\$28,669.00

COLLIER MPO FY 2024 - 2028 TIP



452052-1	EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS
Project Description	BPAC Priority 2022-5
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY FDOT
Project Length	0.074
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$426,466.00	\$426,466.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$426,466.00	\$426,466.00

COLLIER MPO FY 2024 - 2028 TIP



452064-1	MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE
Project Description	BPAC Priority 2022-3 (Naples Manor Sidewalks)
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.437
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$156,000.00	\$156,000.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$156,000.00	\$156,000.00

COLLIER MPO FY 2024 - 2028 TIP



452065-1	GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW
Project Description	BPAC Priority 2022-4
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.609
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$36,672.00	\$36,672.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$36,672.00	\$36,672.00

COLLIER MPO FY 2024 - 2028 TIP



452129-1	NAPLES AIRPORT INTERIOR PERIMETER ROADS
Project Description	
Type of Work Description	AVIATION PRESERVATION PROJECT
Responsible Agency	MANAGED BY NAPLES AVIATION
Project Length	0
SIS	No
2045 LRTP	P5-7, Table 5-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
DDR	CAP	\$112,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$112,500.00
FAA	CAP	\$2,025,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,025,000.00
LF	CAP	\$112,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$112,500.00
		\$2,250,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,250,000.00

COLLIER MPO FY 2024 - 2028 TIP



452200-3	ELECTRONIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLANT PHASE II-IMMOKALEE
Project Description	
Type of Work Description	ELECTRIC VEHICLE CHARGING
Responsible Agency	MANAGED BY FDOT
Project Length	0
SIS	No
2045 LRTP	P6-18

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
GFEV	OPS	\$0.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00
GFEV	CAP	\$900,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$900,000.00
		\$900,000.00	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$2,400,000.00

COLLIER MPO FY 2024 - 2028 TIP



452207-1	VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41
Project Description	BPAC Priority 2022-10
Type of Work Description	BIKE PATH/TRAIL
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	1.337
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$101,000.00	\$101,000.00

COLLIER MPO FY 2024 - 2028 TIP



452208-1	106TH AVE N FROM VANDERBILT DR TO US41
Project Description	BPAC Priority 2022-7
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.99
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	PE	\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00
		\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00

COLLIER MPO FY 2024 - 2028 TIP



452209-1	BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD
Project Description	BPAC Priority 2022-6
Type of Work Description	BIKE LANE/SIDEWALK
Responsible Agency	MANAGED BY CITY OF MARCO ISLAND
Project Length	1.325
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
SU	CST	\$0.00	\$0.00	\$0.00	\$802,475.00	\$0.00	\$802,475.00
		\$0.00	\$0.00	\$0.00	\$802,475.00	\$0.00	\$802,475.00

COLLIER MPO FY 2024 - 2028 TIP



452210-1	109TH AVE N FROM VANDERBILT DR TO US41
Project Description	BPAC Priority 2022-9
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.993
SIS	No
2045 LRTP	P6-17, Table 6-8

Fund	Phase	2024	2025	2026	2027	2028	Totals
SU	PE	\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00
		\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00

COLLIER MPO FY 2024 - 2028 TIP



452211-1	108TH AVE N FROM VANDERBILT DR TO US 41
Project Description	BPAC Priority 2022-9
Type of Work Description	SIDEWALK
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.93
SIS	No
2045 LRTP	P6-17, Table 6-8

Fund	Phase	2024	2025	2026	2027	2028	Totals
SU	PE	\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00
		\$0.00	\$0.00	\$0.00	\$73,000.00	\$0.00	\$73,000.00

COLLIER MPO FY 2024 - 2028 TIP



452247-1	IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD
Project Description	TSPR Action Plan Tier 1 & 2 Figure 5-9 p 5-13 Baseline Conditions Report
Type of Work Description	PAVE SHOULDERS
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	2.117
SIS	No
2045 LRTP	P6-17, Table 6-8

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CIGP	PE	\$0.00	\$0.00	\$750,000.00	\$0.00	\$0.00	\$750,000.00
TRWR	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$2,638.00	\$2,638.00
TRIP	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$4,624,331.00	\$4,624,331.00
LF	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$10,284,458.00	\$10,284,458.00
LF	PE	\$0.00	\$0.00	\$750,000.00	\$0.00	\$0.00	\$750,000.00
CIGP	CST	\$0.00	\$0.00	\$0.00	\$0.00	\$5,586,573.00	\$5,586,573.00
		\$0.00	\$0.00	\$1,500,000.00	\$0.00	\$20,498,000.00	\$21,998,000.00

COLLIER MPO FY 2024 - 2028 TIP



452248-1	IMMOKALEE RD AT LIVINGSTON RD
Project Description	Major Intersection Improvement
Type of Work Description	ADD TURN LANE(S)
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	0.4
SIS	No
2045 LRTP	P6-6, Table 6-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
TRWR	PE	\$632,661.00	\$0.00	\$0.00	\$0.00	\$0.00	\$632,661.00
TRIP	PE	\$1,792,297.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,792,297.00
LF	PE	\$2,500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500,000.00
CIGP	PE	\$75,042.00	\$0.00	\$0.00	\$0.00	\$0.00	\$75,042.00
		\$5,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000,000.00

COLLIER MPO FY 2024 - 2028 TIP



452249-1	RANDALL BLVD FROM 8TH ST NE TO EVERGLADES BLVD
Project Description	Widen from 2 to 6 lanes
Type of Work Description	ADD LANES & RECONSTRUCT
Responsible Agency	MANAGED BY COLLIER COUNTY
Project Length	2.896
SIS	No
2045 LRTP	P6-6, Table 6-3

<u>Fund</u>	<u>Phase</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>Totals</u>
CIGP	PE	\$0.00	\$1,024,335.00	\$0.00	\$0.00	\$0.00	\$1,024,335.00
LF	PE	\$0.00	\$2,974,555.00	\$0.00	\$0.00	\$0.00	\$2,974,555.00
TRIP	PE	\$0.00	\$1,761,110.00	\$0.00	\$0.00	\$0.00	\$1,761,110.00
		\$0.00	\$5,760,000.00	\$0.00	\$0.00	\$0.00	\$5,760,000.00

COLLIER MPO FY 2024 - 2028 TIP



EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Endorse the Annual List of Project Priorities (LOPP)

OBJECTIVE: For the committee to endorse the annual List of Project Priorities (LOPP).

CONSIDERATIONS: The MPO's policy of rotating Calls for Projects for Surface Transportation Block Grant-Urban (SU) funding was allocated to the combined category of the Long-Range Transportation Plan (LRTP) and associated Plans (PLN), Bridge and Safety, as shown in the chart below.

2045 Long Range Transportation Plan - SU Allocation

Year	Program	\$ Million TMA Funds	CY Call for Projects	Priority List CY Adopted	TIP FY
1	Bike-Ped	\$5	2021	2022	2028
	Bridges	\$5			
2	LRTP, PLN	\$1	2022	2023	2029
	Safety	\$1			
3	CMS	\$5	2023	2024	2030
4	Bike-Ped	\$5	2024	2025	2031
5	CMS	\$5	2025	2026	2032
Total		\$27			

Equals 38:38:18:3:3 split over 5 year period

The MPO notified Technical Advisory Committee representatives of the opportunity to submit Bridge and Safety Projects, but none have been received at this time.

Collier and Lee MPO coordinated updates to the Transportation Regional Incentive Program (TRIP) priority list. Collier County's proposed revision – moving Oil Well Road from FY2028 to FY2029 is shown in track changes in **Attachment 1** and as a clean version in **Attachment 2**. The County's list of Transit Priorities remains the same as in 2022, shown in **Attachment 3**. The 2055 LRTP was included in the 2022 Planning Priorities; Highway and Freight, Bike-Ped and Congestion Management priorities remain the same as last year. The 2022 Lists have been updated to show funding status in **Attachment 4**.

STAFF RECOMMENDATION: that the committee endorse the annual List of Project Priorities.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S):

1. 2023 TRIP Priorities – Collier County Update in Track Changes
2. 2023 TRIP Priorities – Collier and Lee Updates – Clean Version
3. 2022 Transit Priorities
4. Updated Funding Status: 2022 Planning, Transit, Highways & Freight, Bike-Ped, Congestion Mgmt.

Joint TRIP Priorities for Lee and Collier for 2022
 Adopted by Collier MPO on June 10, 2022
 updated 3/3/23

7B Attachment 1
 TAC/CAC 5/22/23

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	STATUS	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	Funded	\$10,999,000	FY26/28
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000	Funded	\$2,500,000	FY24
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000	Funded	\$2,880,000	FY25
2028/2029										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			

Moved to 2028/29 and new application to be submitted for CIGP and TRIP
 CIGP DRAFT WP FY24-28 SCOP FY24 \$0.819m Draft WP FY24-28
 CIGP DRAFT WP FY24-28
 CIGP DRAFT WP FY24-28

Moved from 2027/28

Joint TRIP Priorities for Lee and Collier for 2023
 Adopted by Collier MPO on ? And Lee MPO on ?
 updated 5/3/23

7B Attachment 2
 TAC/CAC 5/22/23

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	STATUS	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
2022/2023										
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$34,566,000	\$4,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$35,600,000	\$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			
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	\$43,635,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Lee County	Alico Extension - Phase I	Airport Haul Rd	E. of Alico Road	New 4L	CST	\$30,000,000	\$3,000,000			
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	Burnt Store Rd	Van Buren Pkwy.	1,000' N. of Charlotte Co/L.	2L to 4L	ROW	\$32,000,000	\$4,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$37,188,000	\$5,000,000			
2026/2027										
Lee County	Alico Extension - Phase II & III	E. of Alico Road	SR 82	New 4L	CST	\$200,000,000	\$8,000,000			
2027/2028										
Collier County	Immokalee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000	Funded	\$10,999,000	FY26/28
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000	Funded	\$2,500,000	FY24
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000	Funded	\$2,880,000	FY25
2028/2029										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			

CIGP & SCOP DRAFT TIP FY24-28
 CIGP DRAFT TIP FY24-28
 CIGP DRAFT TIP FY24-28

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
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	7	2023	\$ -	\$ -	\$ -	\$520,000
Route 14 from 60 to 30 minutes	Increase Frequency	8	2024	\$243,915	\$731,744	\$2,439,146	\$512,698
Site SL-15 Creekside	Park and Ride	9	2024	\$ -	\$ -	\$ -	\$564,940
Beach Lot Vanderbilt Beach Rd	Park and Ride	10	2024	\$ -	\$ -	\$ -	\$2,318,200
Route 17/18 from 90 to 45 minutes	Increase Frequency	11	2024	\$258,550	\$775,649	\$2,585,495	\$503,771
Route 13 from 40 to 30 minutes	Increase Frequency	12	2024	\$83,712	\$251,135	\$837,115	\$512,698
New Island Trolley	New Service	13	2025	\$551,082	\$1,653,246	\$5,510,821	\$864,368
Study: Mobility on Demand	Other Improvements	14	2025	\$ -	\$ -	\$ -	\$50,000
Study: Fares	Other Improvements	15	2025	\$ -	\$ -	\$ -	\$50,000
Support Vehicle - Replacement	Transit Asset Management (TAM)	16	2024	\$ -	\$ -	\$ -	\$30,000
New Bayshore Shuttle	New Service	17	2026	\$201,000	\$602,999	\$2,009,995	\$531,029
Support Vehicle - Replacement	Transit Asset Management (TAM)	18	2025	\$ -	\$ -	\$ -	\$30,000
Radio Rd Transfer Station Lot	Park and Ride	19	2027	\$ -	\$ -	\$ -	\$479,961
Beach Lot Pine Ridge Rd	Park and Ride	20	2027	\$ -	\$ -	\$ -	\$2,587,310
Immokalee Rd - Split Route 27 creating EW Route	Route Network Modifications	21	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	22	2027	\$ -	\$ -	\$ -	\$525,000
Collier Blvd - Split Route 27 creating NS Route	Route Network Modifications	23	2028	\$189,885	\$569,654	\$1,898,846	\$550,016
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	24	2027	\$ -	\$ -	\$ -	\$525,000
New Route 19/28 - Extend Hours to 10:00 PM	Service Expansion	25	2028	\$29,288	\$87,863	\$292,876	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	26	2027	\$ -	\$ -	\$ -	\$525,000
Route 24 - Extend Hours to 10:00 PM	Service Expansion	27	2028	\$30,298	\$90,893	\$302,976	\$0
Fixed Route Bus - Replacement	Transit Asset Management (TAM)	28	2027	\$ -	\$ -	\$ -	\$525,000
Goodlette Frank Rd - Split Route 25 creating NS Route	Route Network Modifications	29	2028	\$183,805	\$551,416	\$1,838,052	\$550,016
MOD – North Naples	New Service	30	2030	\$81,723	\$245,169	\$817,230	\$81,961
New Autonomous Circulator	New Service	31	2030	\$52,411	\$157,232	\$524,105	\$569,681
MOD – Marco Island	New Service	32	2030	\$108,912	\$326,736	\$1,089,119	\$81,961
MOD – Golden Gate Estates	New Service	33	2030	\$163,446	\$490,338	\$1,634,460	\$81,961
New Naples Pier Electric Shuttle	New Service	34	2030	\$82,213	\$246,638	\$822,125	\$569,681
MOD – Naples	New Service	35	2030	\$193,889	\$581,666	\$1,938,887	\$81,961

2022 Planning Study Priorities - SU BOX FUNDS adopted 6-10-22

Priority	Fiscal Year	Project Cost	Plan or Study	Status FY24-28 Tentative WP
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		

2021 Planning Study Priorities - SU Box Funds adopted June 2021

Priority	Fiscal Year	Project Cost	Plan or Study	Status FY24-28 Tentative WP
1	2022	\$ 300,000	2050 LRTP	\$350,000, FY24
	2023	\$ 300,000		\$350,000, FY25
	2024	\$ 300,000		\$350,000, FY26
	TOTAL	\$ 900,000		\$ 1,050,000

Transit Priorities Adopted June 10, 2022

Improvement	Category	Ranking	Implementation Year	Annual Cost	3-Year Operating Cost	10-Year Operating Cost	Capital Cost	Funding Status
Maintenance and Operations Facility Replacement	Transit Asset Management (TAM)	1	2025	\$ -	\$ -	\$ -	\$7,900,000	\$5,000,000
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	20	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	
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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	
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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	

Table 3: 2022 HIGHWAY PRIORITIES - 2045 LRTP- Cost Feasible Plan

Adopted June 10, 2022										updated 3/3/23										
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 FY23-27					Draft FY24-28 Work Program	2050 SIS CFP FY33-50	Moving Florida Forward		
							2026-2030 PLAN PERIOD 2			Projects Funded in CFP										
							Phase	Source	YOE Cost	YOE	FPN	Phase	Source	FY	Amount					
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	add \$2.057m ROW, \$576k utilities FY25		\$44m CST FY26		
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							\$9,999m PD&E & PE \$10 m ROW			
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 TENTATIVE WORK PROGRAM FY24-28					Draft FY24-28 Work Program	2050 SIS CFP FY33-50	Moving Florida Forward
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	435110-2	PE	SU	2028	3,001,000					
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	FDOT is conducting feasibility study independent of I-75 master plan; anticipate report in Fall 2023									
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					\$197,510,000				\$13,490,000											
HIGHWAYS - Freight Priorities										2026-2030		CFP	Project Status Final Work Program / MPO TIP FY 23-					Draft FY24-28 Work Program	2050 SIS CFP FY33-50	Moving Florida Forward
MA P 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)	\$74,829,266	2026-30	CST	SIS	\$30,360,000	\$30,360,000	4175406	ENV/ROW CST	SIS SIS	2026 2027	\$2,016,919 \$33,752,368					
51	SR 29	Immokalee Rd (CR 846)	New Market Rd N	New 4-lane Rd (aka The Immokalee Bypass)	\$33,103,090	unfunded in 2045 LRTP; would require amendment	CST	SIS	\$32,793,090	TBD	4175405	ENV ROW	SIS SIS	2024 & 25 2024 & 25	\$310,000 \$6,676,616			\$85m CST FY26		
Subtotal					\$107,932,356				\$63,153,090						\$36,079,287					
I-75 S Corridor Master Plan																WP	SIS	MFF		
	I-75	GG Pkwy	Bonita Beach Rd	Add 4 lanes to build 10													\$8.162m PDE, PE	\$578m FY27 CST		
STATUS OF PREVIOUSLY FUNDED PRIORITIES																WP	SIS	MFF		
											FY 2023-27 TIP (not in Draft Work Program 24-28									
	I-75	Pine Ridge		DDI							445296-2	CST		2023	\$5.45m			\$23m FY24		

2022 BICYCLE & PEDESTRIAN PROJECT PRIORITIES - adopted June 10, 2022					Status
Rank	Project Name	Submitting Agency	LAP	Funding Request	FY24-28 Tent.W.P.
1	Immokalee Sidewalks	Collier County	County	\$ 1,079,000	DSN, 2027
2	Bayshore CRA Sidewalks	Collier County	County	\$ 239,824	DSN, 2027
3	Naples Manor Sidewalks	Collier County	County	\$ 1,100,000	DSN, 2028
4	Golden Gate City Sidewalks	Collier County	County	\$ 309,100	DSN, 2028
5	Everglades City Phase 4 Bike/Ped Improvements	Everglades City	FDOT	\$ 563,380	DSN, 2028
6	Marco Island - Bald Eagle Dr Bike Lanes	Marco Island	Marco Is.	\$ 802,475	CST, 2028
7	Naples Park Sidewalks - 106 Ave North	Collier County	County	\$ 621,000	DSN, 2027
8	Naples Park Sidewalks - 108 Ave North	Collier County	County	\$ 627,000	DSN, 2027
9	Naples Park Sidewalks - 109 Ave North	Collier County	County	\$ 622,000	DSN, 2027
10	Vanderbilt Beach Rd Pathway	Collier County	County	\$ 703,000	DSN, 2028
Total				\$ 6,666,779	

2021 CONGESTION MANAGEMENT PROJECT PRIORITIES - Funding Status 4/23

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Total Estimated Project Cost (rounded to nearest \$100)	Phases	Target FY for Programming	Notes	Funding Status
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	DSN, CST FY25, 27 \$1,137,458 in FY23-27 TIP
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	PD&ES\$431,000 FY26 in FY23-27 TIP
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	\$831,000 FY26 in FY23-27 TIP
4	ITS Vehicle Detection Update/Installation at 73 Signalized Intersections in Collier County	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	\$992,000 FY28 in FY24-28 Tent. W. P.
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				

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8A

FDOT Update on the Marco Island Loop Trail Feasibility Study and Conceptual Design

OBJECTIVE: For the committee to receive an update and have the opportunity to ask questions and comment on the Marco Island Loop Trail Feasibility Study and Conceptual Design.

CONSIDERATIONS: FDOT and its consultant team, Landis Evans Partners, will give a presentation on the Marco Island Loop Trail Feasibility Study. The presentation, shown in **Attachment 1**, is anticipated to take approximately thirty minutes. FDOT will present to the City of Marco Island City Council, TAC, and CAC on May 22nd and the MPO Board on June 9th. The current draft report dated April 20, 2023 is provided in **Attachment 2**. The draft Appendix A – Existing Conditions may be viewed on the MPO website at: www.colliermpo.org/other-bicycle-and-pedestrian-plans-and-studies/

The anticipated completion date for the final report is approximately two weeks after the Collier County Board of County Commissioners meeting on June 13th.

A copy of the County Transportation Planning Division's comments on a previous draft version of the report is provided in **Attachment 3**. A copy of a letter received from a Marco Island Resident and the MPO's response is shown in **Attachment 4**.

STAFF RECOMMENDATION: That the committee receive an update and have the opportunity to ask questions and comment on the on the Marco Island Loop Trail Feasibility Study.

Prepared By: Sean Kingston, AICP, Principal Planner

ATTACHMENT(S):

1. FDOT Presentation on the Marco Island Loop Trail Feasibility Study and Conceptual Design
2. FDOT Draft Trail Alternatives Evaluation Report (4/20/23)
3. County Transportation Planning Comments (4/27/23)
4. Marco Island Resident Letter and MPO Response



8A Attachment 1
TAC/CAC 5/22/23



Marco Island Loop Trail

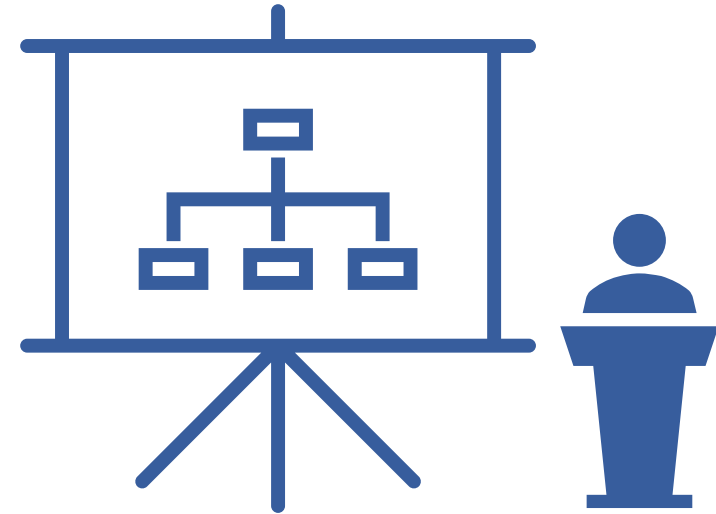
Feasibility Study and Conceptual Design

May 22, 2023 | Collier MPO TAC-CAC Meetings

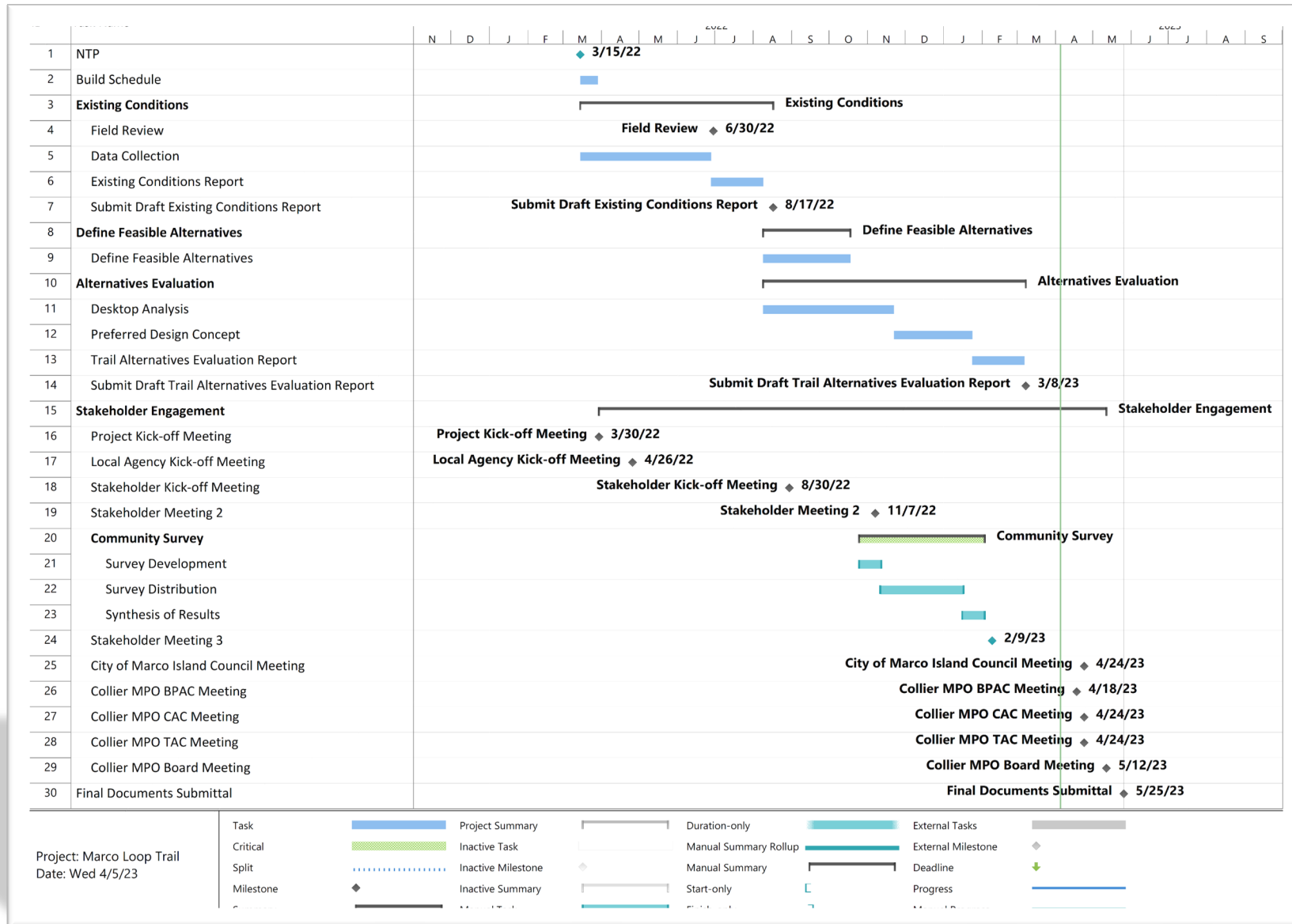


Presentation Outline

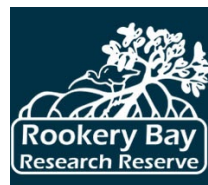
- **Current Schedule**
- **Project Description**
- **Project Purpose & Need**
- **Existing Conditions**
- **Issues and Opportunities**
- **Preliminary concepts**
- **Public Engagement**
- **Trail Alternatives Evaluation**



Schedule



Project Stakeholders



MPO Citizens Advisory Committee | Marco Island Bike Path Committee

MPO Bicycle Ped Advisory Committee | Manatee Elementary School

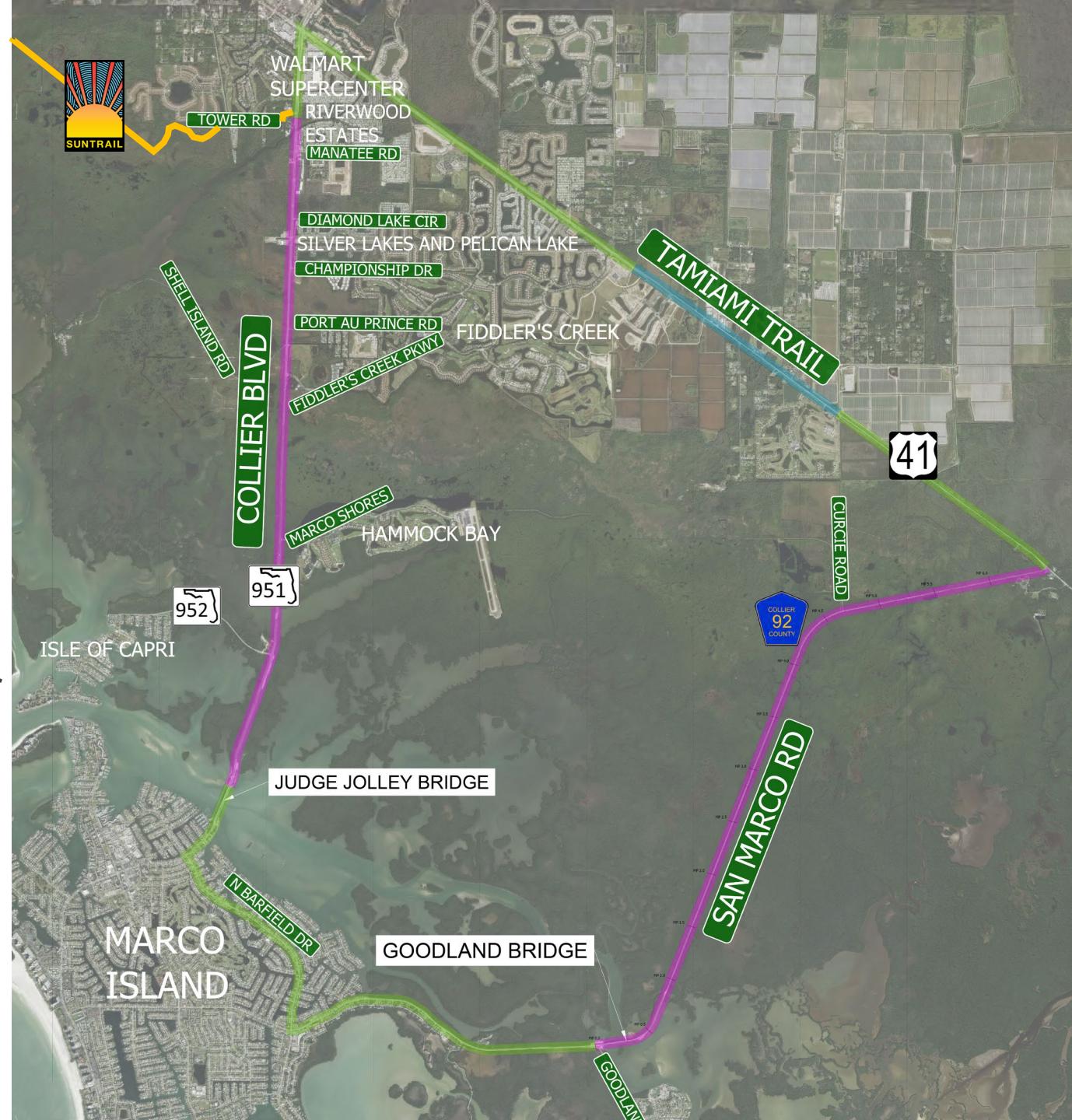
Manatee Middle School | Friends of the River of Grass



THANK YOU!

Project Description

- Multi-use trail
 - S.R. 951 (Collier Boulevard)
 - C.R. 92 (San Marco Road)
- Marco Loop Trail
 - SUNTrail
 - Spine Trail Network
 - Land Trail Opportunity Trail/Corridor
- Connects to
 - Marco Island Bike Path Master
 - NPC Paradise Coast Trail Vision



Purpose & Need

The purpose of the project is to enhance the regional bicycle and pedestrian network connecting Marco Island to the Shared-Use Nonmotorized (SUN) Trail facility along U.S. 41. Additionally, the project will improve bicycle and pedestrian safety in the study corridors.



Purpose & Need



Safety: Improve safety conditions



System linkage: Improve bicycle and pedestrian connectivity



Social and economic demand: Enhance mobility choices and provide social benefits through outdoor recreation

Planning Process

Twelve-month planning effort which included research and analysis, field work, stakeholder input, and public outreach. The project was organized into the following five tasks:

- Task 1: Project Start Up
- Task 2: Research and Analysis / Existing Conditions
- Task 3: Alternative Assessment / Public Engagement
- Task 4: Development of Draft Trail Alternatives Evaluation Report
- Task 5: Final Trail Alternatives Evaluation Report

Marco Island Loop Trail Feasibility Study and Conceptual Design

Collier County, Florida

Trail Alternatives Evaluation Report
March 2023

Prepared for:





Issues

- Both corridors have limited space to construct multi-modal facilities
- Environmentally sensitive lands abut the roadways





Opportunities

- Bear Point Canoe and Kayak Launch – Review connection to facilities
- Old Goodland Bridge – Possible location for trail facilities
- Makeshift Boat Launch - Possible location for county amenities
- Trailheads



Summary of Public Engagement



Jerry Adams Chili Cook-Off

Saturday, November 12, 2022



Marco Island Farmers Market

Wednesday, December 7, 2022



Public Outreach Online Survey*

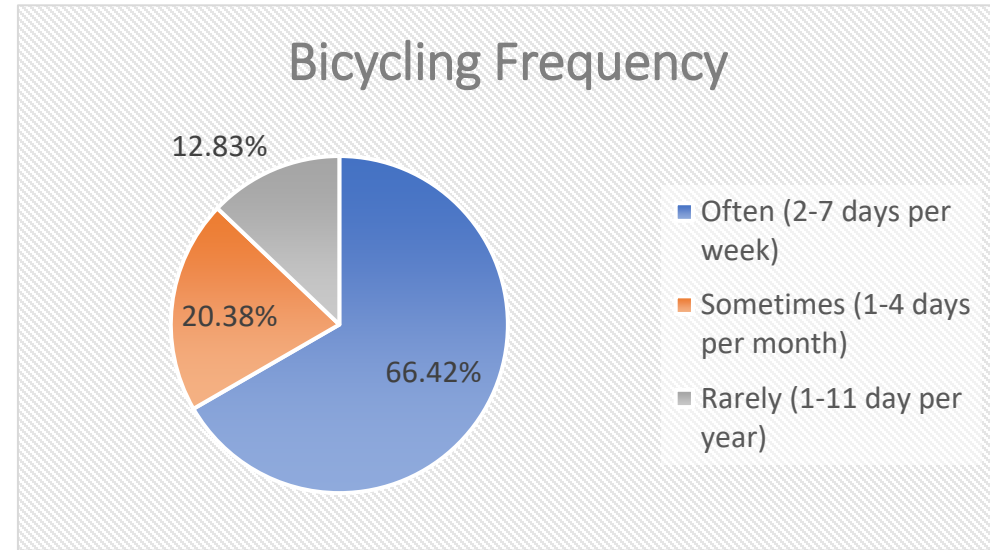
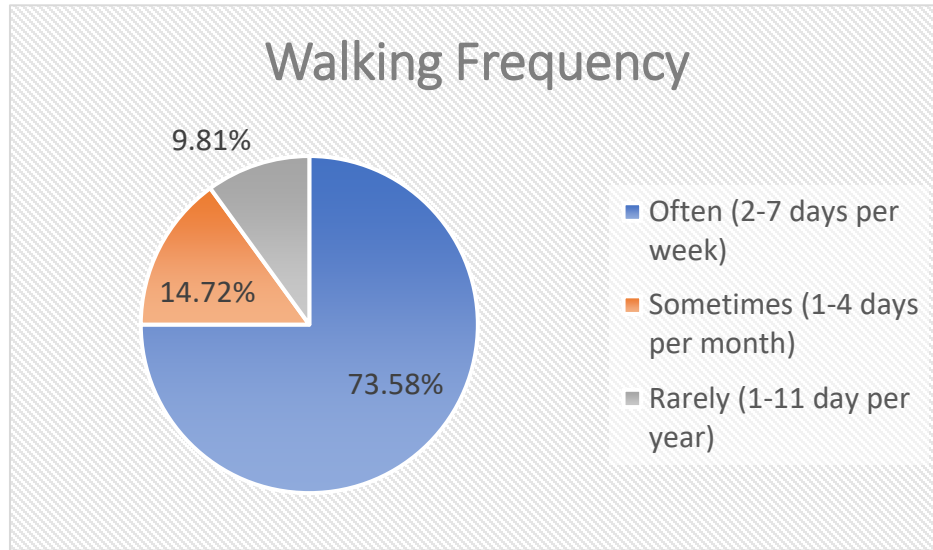
November 12th, 2022, through January 16th, 2023

* Included email blasts to HOA, Chamber of Commerce, City of Marco Island , Local Schools and CAT





Survey Results – Quantitative



264 Total Responses

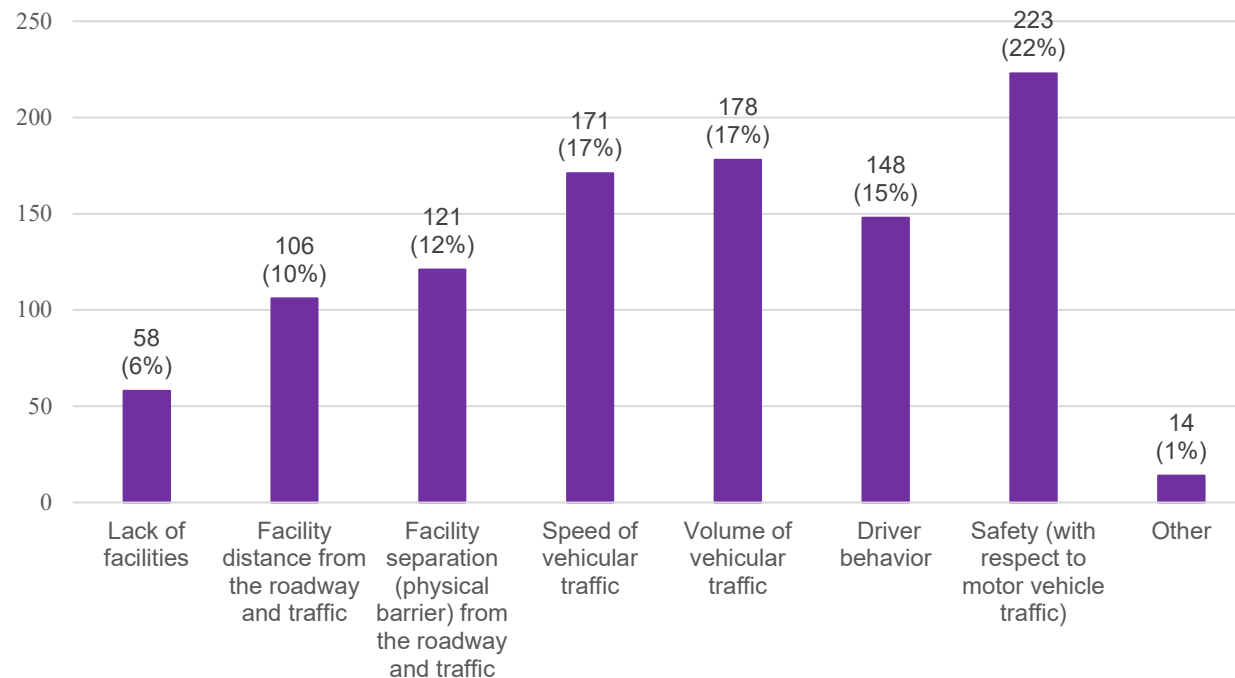
Key takeaways:

- ~ 3 out of 4 walkers and 2 out of 3 bicyclists walk or bike 2 to 7 days out of the week
- ~ 7 out of 8 walkers and 6 out of 7 bicyclists walk or bike for exercise or leisure purposes




Survey Results – Quantitative

Considerations Impacting a Decision to Walk or Bike



Key takeaways:

*Participants considered **Safety** and **Driver Behavior** the most important of these considerations when asked to rank the importance of these considerations in deciding whether to walk or bike.*



Survey Results – Qualitative Challenges

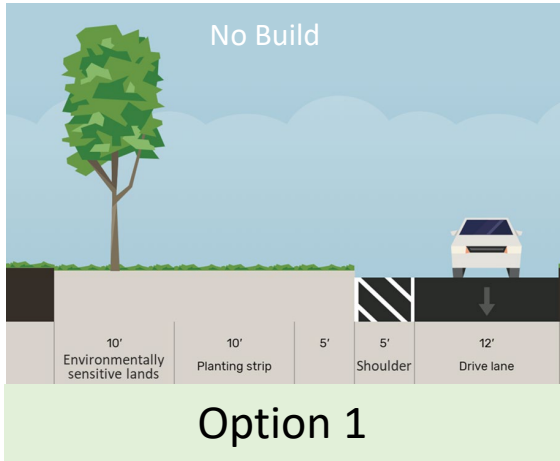
- Greatest opportunities identified by participants related to safety (39 responses) and separated facilities (37 responses).
- Greatest challenges identified by participants related to right of way, land availability, and environmental constraints (50 responses) followed by cost (30 responses), safety and separated vehicle facilities (both 24 responses).
- Most desired trail elements and features identified by participants were more space/wider path (47 responses), separated vehicle facilities (43 responses), amenities such as shade, benches, water fountains, restrooms etc. (35 responses).



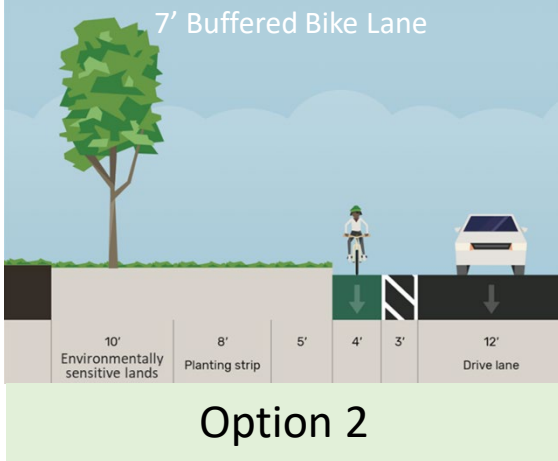


Desired Multimodal Improvement S.R. 951 - Roadway

0.39% Respondents



7.75% Respondents

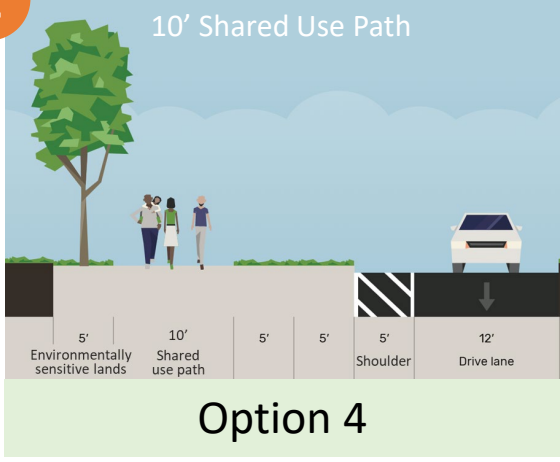


17.44% Respondents



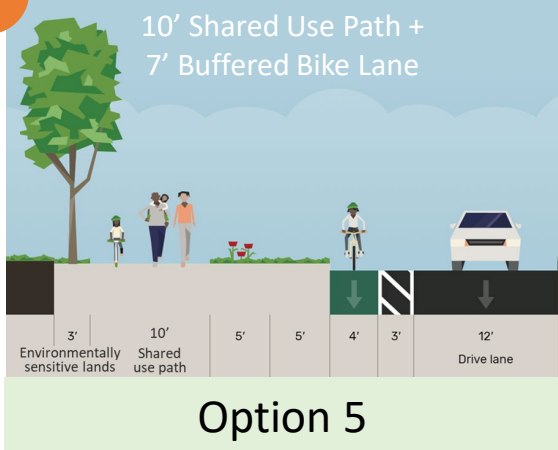
2

31.01% Respondents

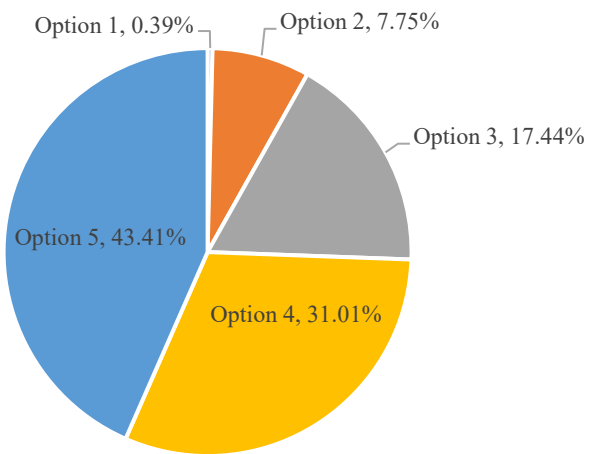


1

43.41% Respondents



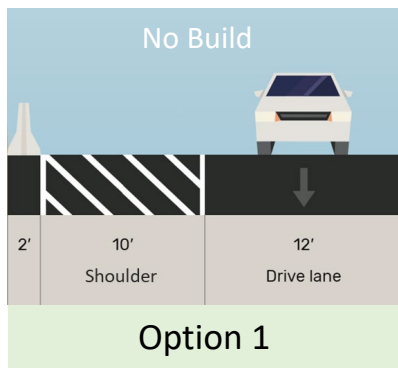
Desired Multimodal Improvement for S.R. 951



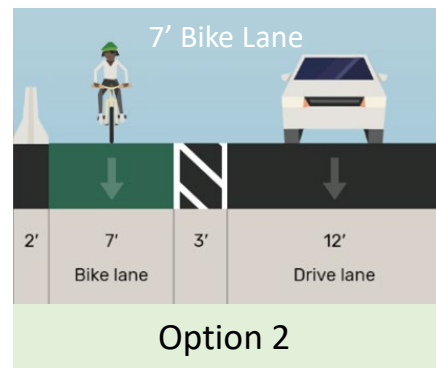


Desired Multimodal Improvement S.R. 951 – Southern Bridges

1.6% Respondents

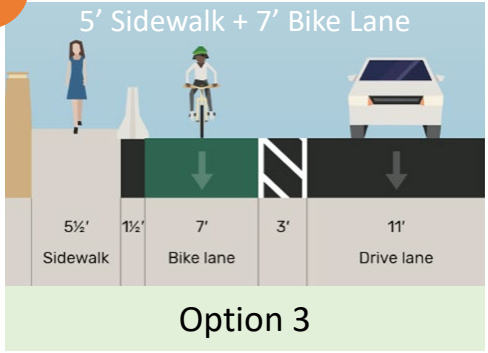


8.4% Respondents



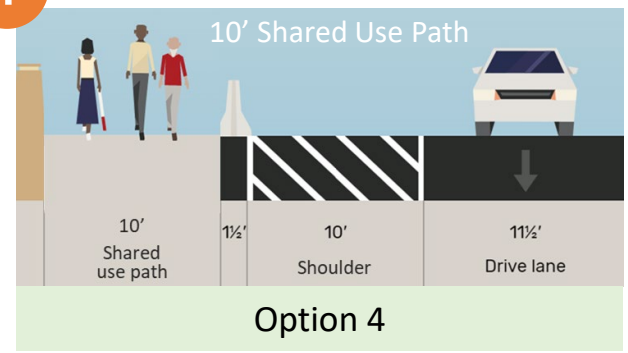
2

42% Respondents

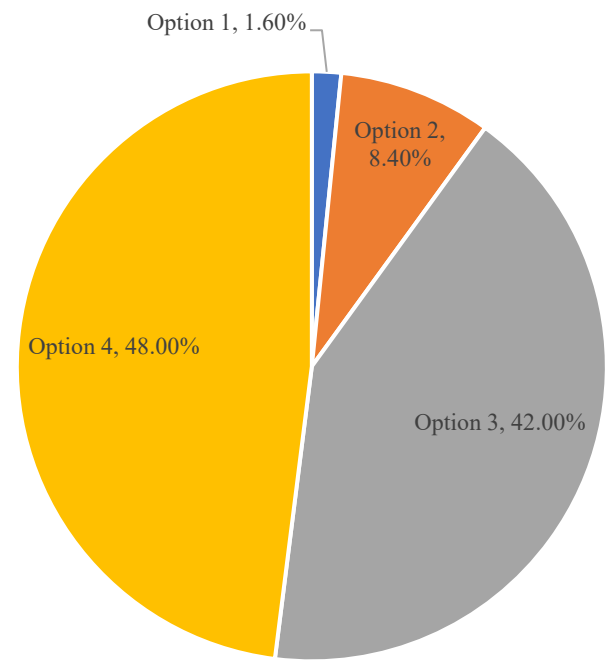


1

48% Respondents

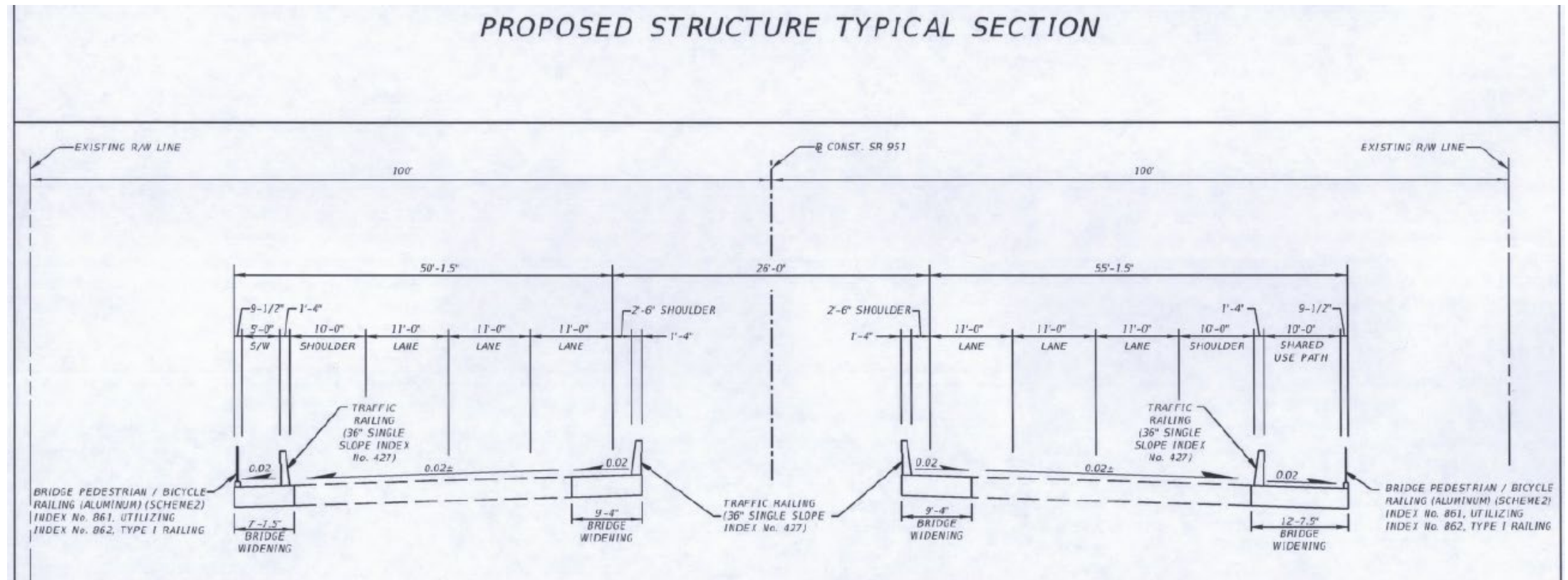


Desired Multimodal Improvement for the
S.R. 951 Bridges



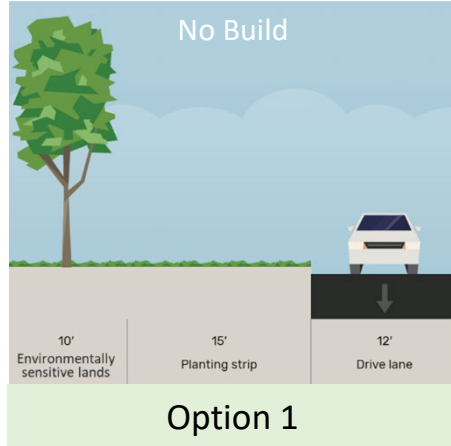
Desired Multimodal Improvement

S.R. 951 – Henderson Creek Bridge (435111-2)

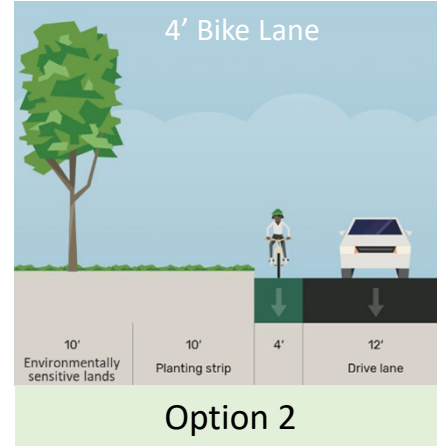


Desired Multimodal Improvement C.R. 92 - Roadway

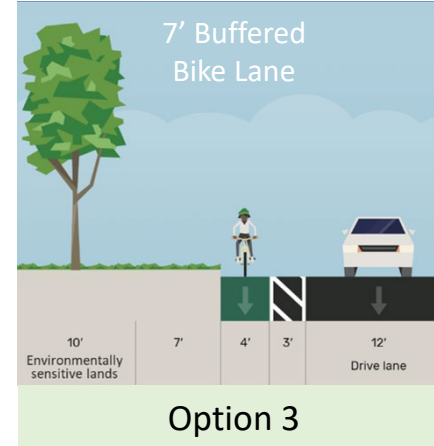
0.40% Respondents



3.56% Respondents



11.46% Respondents



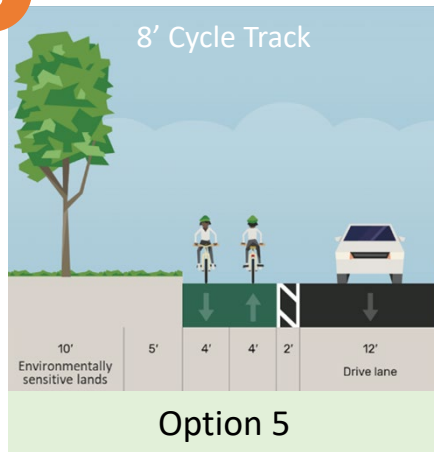
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25.3% Respondents



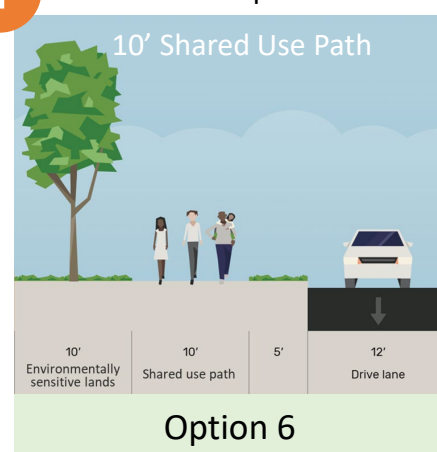
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23.32% Respondents

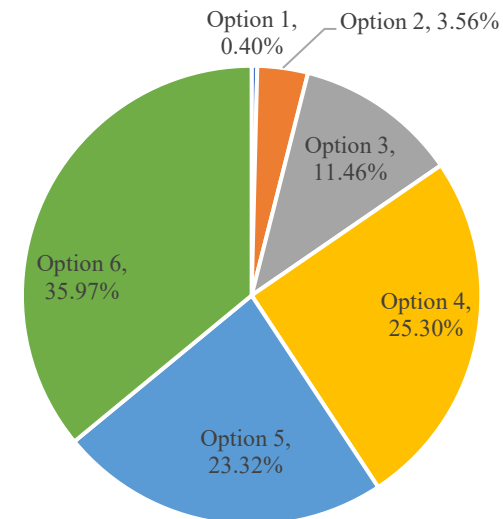


1

35.97% Respondents

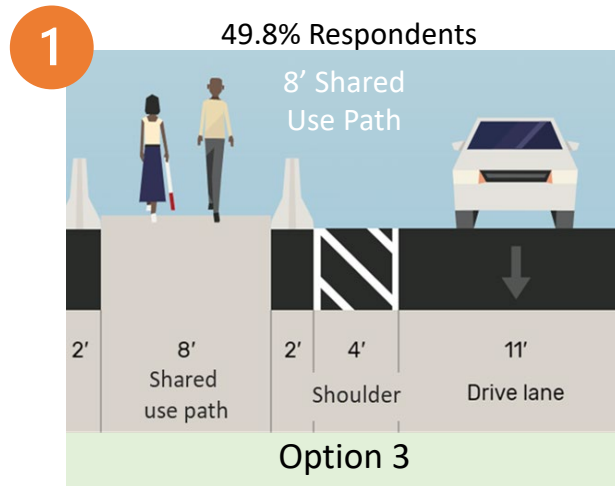
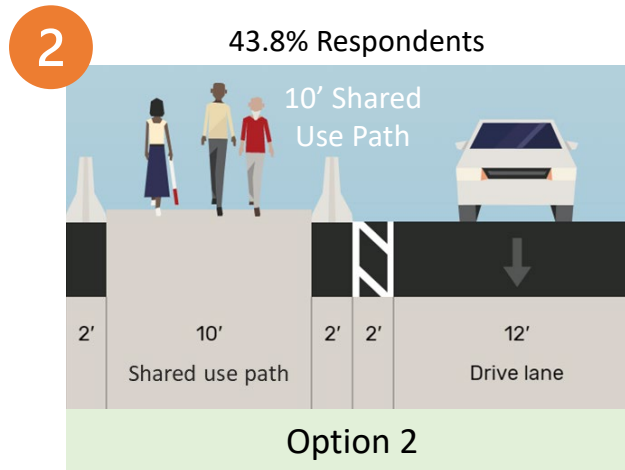
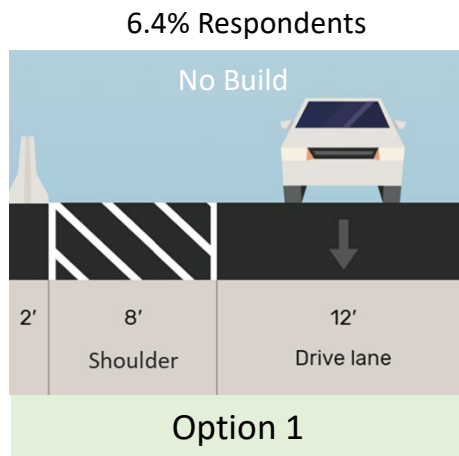
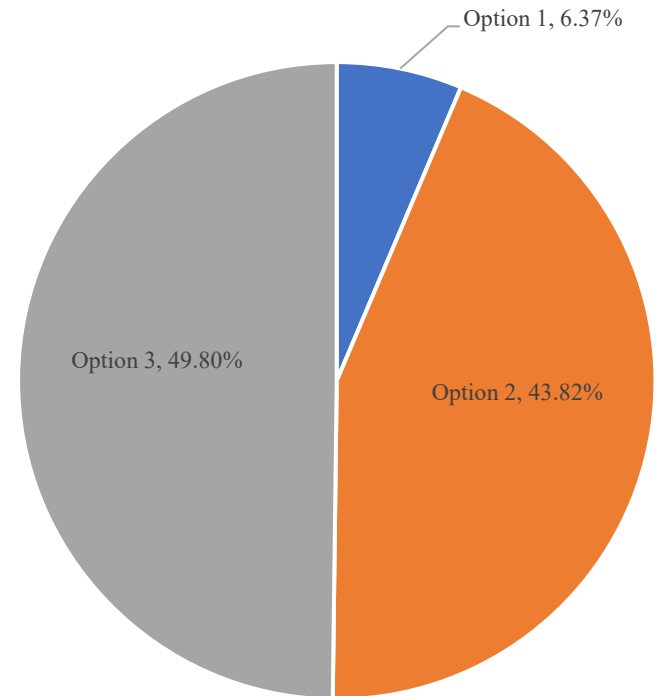


Desired Multimodal Improvement for C.R. 92



Desired Multimodal Improvement C.R. 92 Bridge

Desired Multimodal Improvement for the
C.R. 92 Bridge





Trail Alternatives Evaluation

Categories Analyzed:

- Purpose and Need
- Public Support
- Sociocultural Resources
- Floodplains and Wetlands
- Utilities
- Geotechnical and Contamination
- Drainage and Permitting



Trail Alternatives Evaluation

Comparative Alternative Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Build Alternatives										
		S.R. 951 (Collier Boulevard)						C.R. 92 (San Marco Road)				
		7' Buffered Bike Lane	5' Sidewalk	10' Trail	10' Trail + 7' Buffered Bike Lane	7' Buffered Bike Lane (No widening)	10' Trail + 7' Buffered Bike Lane (No widening)	Paved Shoulder Bike Lanes	7' Buffered Bike Lane	Paved Shoulder Bike Lanes + 5' Sidewalk	Adjacent Asphalt Path	10' Trail
Purpose and Need												
Safe Multimodal Access to Destinations (N/L/M/H)	N	L	M	M	H	L	H	L	L	M	L	M
Regional Bicycle and Pedestrian Connectivity (N/L/M/H)	N	L	L	M	H	L	H	L	L	M	L	M
Enhance Quality of Life and Support Economic Development (N/L/H)	N	L	L	H	H	L	H	L	L	H	L	H
Public Support Ranking (1 - high, 5-low)	-	4	3	2	1	4*	1*	5	4	2.5	2.5	1
Potential Natural/Cultural Environmental Effects												
Archaeological Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Historical Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Floodplains (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Wetlands (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Potential Physical Effects												
Utility Agency Owners impacted	0	0	0	0	0	0	0	0	0	0	0	0
Utility Relocations	0	0	0	0	0	0	0	0	0	0	0	0
Contamination Sites (M/H Levels Only)	0	0	0	0	0	0	0	0	0	0	0	0
Estimated Project Costs (per October 2021 LRE)												
Construction	\$0	\$ 759,000	\$ 1,357,000	\$ 1,970,000	\$ 2,729,000	\$ -	\$ 2,639,000	\$ 1,293,000	\$ 2,122,000	\$ 2,815,000	\$ 1,839,000	\$ 2,072,000
Design & Construction Engineering and Inspection (30% of Construction Cost)	\$0	\$ 228,000	\$ 407,000	\$ 591,000	\$ 819,000	\$ -	\$ 792,000	\$ 388,000	\$ 637,000	\$ 845,000	\$ 552,000	\$ 622,000
Wetland and Mangrove Mitigation	\$0	\$ -	\$ 823,000	\$ 1,645,000	\$ 1,974,000	\$ -	\$ 1,645,000	\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Total Costs	\$0	\$ 987,000	\$ 2,587,000	\$ 4,206,000	\$ 5,522,000	\$ -	\$ 5,076,000	\$ 1,681,000	\$ 2,759,000	\$ 3,660,000	\$ 2,391,000	\$ 2,694,000

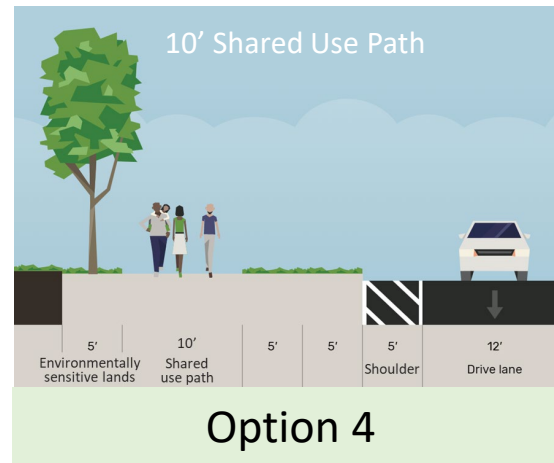
Note:

1. The construction costs shown do not reflect project unknowns and are only calculated based on the features present in the typical sections.
2. For Public Support Ranking, a "*" means that this typical section was either developed after the public input and the ranking is based upon the most comparable typical section.
3. No construction costs are associated to alternatives that identify no roadway widening, as these improvements can be implemented during the next RRR project for the roadway.
4. Though there are utilities along the project corridor, no utilities are anticipated to be impacted based on the recommendations of this feasibility study.
5. Impacts for each alternative were calculated within the existing right of way.

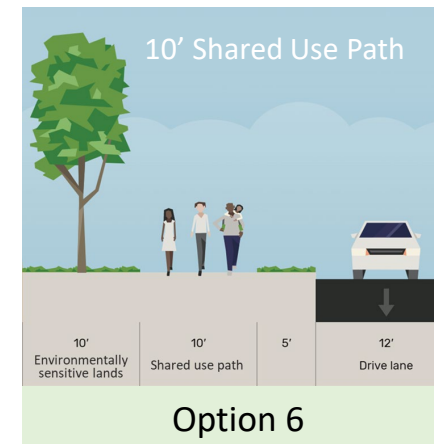
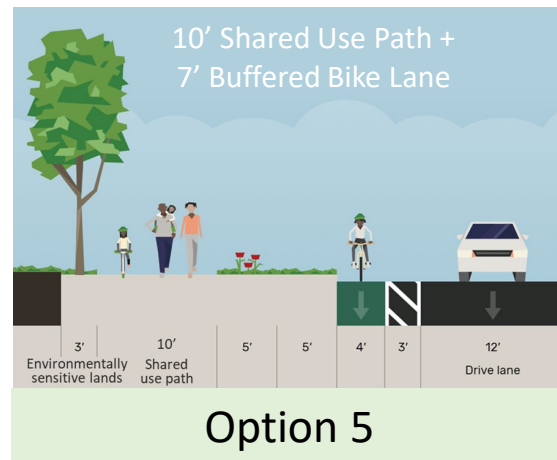
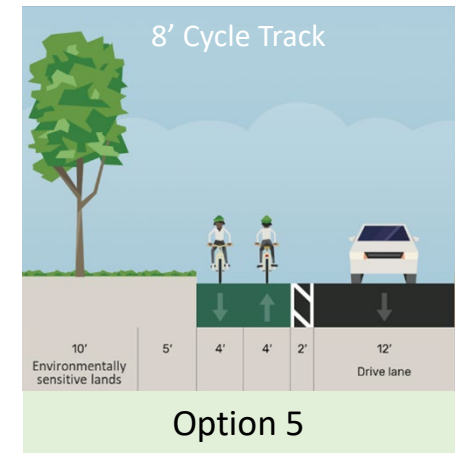
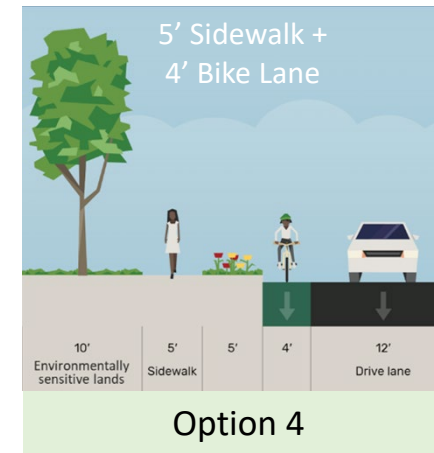
Trail Alternatives Evaluation

Recommended Facilities for PD&E

S.R. 951



C.R. 92





Trail Alternatives Evaluation

Possible Amenities for Facilities

- Trailheads
- Wayfinding
- Transit Stops
- Signal Enhancements
- Midblock Crossings
- Lighting
- Call Boxes
- Trash Receptacles
- Trail Counts Stations
- Mile Marker Information in QR codes
- Mile Marker Symbols
- Shade





Marco Island Loop Trail

Feasibility Study and Conceptual Design

May 22, 2023 | Collier MPO TAC-CAC Meetings



Marco Island Loop Trail Feasibility Study and Conceptual Design

Collier County, Florida

Trail Alternatives Evaluation Report March 2023

Prepared for:



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Appendix B – Marco Island Loop Trail Feasibility Study – Summary of Public Engagement
Appendix C – Marco Island Loop Trail Feasibility Study – Utility Coordination
Appendix D – Marco Island Loop Trail Feasibility Study – Cost Estimate Back-up
Appendix E – Marco Island Loop Trail Feasibility Study – Concept Plans

PROJECT CONTEXT

The purpose of this project is to support the Florida Department of Transportation (FDOT) District One, in partnership with the City of Marco Island, Collier County, and Collier Metropolitan Planning Organization (MPO), to evaluate the feasibility of a shared use path (SUP) along State Road (S.R.) 951 (Collier Boulevard) and County Road (C.R.) 92 (San Marco Road) and determine a preferred design concept for implementation that will complete the Marco Island Loop. The terminology “trail” has been retained in certain instances as previous studies and investigations utilized the term. The MPO’s 2019 Bike-Ped Master Plan identifies the corridor as part of its Shared-Use Nonmotorized (SUN) Trail and Spine Trail Network. It is also identified as a Land Trail Opportunity Trail/Corridor on the Florida Greenways & Trails System and will connect the City of Marco Island Bike Path Master Plan and the Naples Pathways Coalition Paradise Coast Trail Vision. This study will determine the need for a subsequent Project Development and Environment (PD&E) Study based on the potential project effects, right-of-way requirements, and in consideration of the potential use of federal funds for future project phases.

The project includes two study corridors and will generally evaluate the feasibility of a shared use path to be implemented on either side of the roadway. The first corridor is along S.R. 951 from the Judge Jolley Bridge to United States (U.S.) 41. The second corridor is along C.R. 92 from Goodland Road to U.S. 41. Together, these segments will close the pedestrian and bicycle loop connecting the City of Marco Island with U.S. 41. The project location is shown in **Figure 1**.



Figure 1: Location Map

Purpose and Need

The purpose of the project is to enhance the regional bicycle and pedestrian network connecting the City of Marco Island to the Shared-Use Nonmotorized (SUN) Trail facility along U.S. 41. Additionally, the project will improve bicycle and pedestrian safety in the study corridors.

The need for the project is based on the following criteria:

Safety:

Improve safety conditions

Safety plays an important role in deciding to utilize a facility. Along S.R. 951, the majority of the study corridor has no sidewalks, so nonmotorized vehicular travel must utilize the shoulder or share the travel lanes where the posted speed ranges from 35 MPH to 55 MPH. Along C.R. 92, the roadway has no sidewalks or paved shoulders along a roadway posted at 55 MPH.

System linkage:

Improve bicycle and pedestrian connectivity

The proposed project aligns with the goals of the City of Marco Island and Collier County to “provide a safe comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment” (Collier MPO Bicycle/Pedestrian Master Plan’s Vision). The project would create a connected multimodal transportation system that links the existing network in the City of Marco Island to the statewide SUN Trail network along U.S. 41.

Social and economic demand:

Enhance mobility choices and provide social benefits through outdoor recreation

The Florida Department of Environmental Protection (FDEP) Division of Recreation and Parks oversees the Florida Greenways and Trails System (FGTS). Studies demonstrate that outdoor recreation delivers personal and social benefits on which healthy, happy communities thrive (FGTS Plan 2019-2023). These study corridors have been identified as a Land Trail Opportunity Trail/Corridor in the plan. Shared use path benefits identified in the plan include economic development, opportunities to support active lifestyles and improve overall health, and increased transportation choices.

FDOT District One will continue to coordinate with the City of Marco Island and Collier MPO to ensure that the project promotes consistency with local government comprehensive and transportation plans.

Planning Process

This document represents the culmination of a twelve-month planning effort which included research and analysis, field work, stakeholder input, and public outreach. The project was organized into the following five tasks:

- Task 1: Project Start Up
- Task 2: Research and Analysis / Existing Conditions
- Task 3: Alternative Assessment
- Task 4: Development of Draft Trail Alternatives Evaluation Report
- Task 5: Final Trail Alternatives Evaluation Report

An Existing Conditions Report was developed for Task 2 and is provided in **Appendix A**. As part of the planning process, the public engagement consisted of two main components:

- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire

These components are discussed in later sections.

DRAFT

FEASIBLE ALTERNATIVES

Through the process of the Feasibility Study, the different options and uses took into consideration compatibility with planning efforts for the state, county, and local levels while meeting current design standards. Throughout the existing conditions assessment and stakeholder and public engagement, several options were evaluated for the multimodal improvements along S.R. 951 and C.R. 92. Feasible options were identified based on their consistency with the project purpose and need, as well as the roadway characteristics, operational conditions, safety concerns, and physical constraints documented in the Existing Conditions Report. These factors, as well as input from project stakeholders, provide the baseline from which potential options were considered.

This section will briefly outline each of the evaluated options that will move forward for consideration, in addition to other considerations. A preferred alternative will not be selected as part of this Feasibility Study. However, should the project move forward into a Project Development and Environment (PD&E) Phase, all options should be further assessed utilizing more refined data, and a preferred alternative should be selected.

Corridor Segments

The two corridors within the study, S.R. 951 (Collier Boulevard) and C.R. 92 (San Marco Road), are unique and differ in physical characteristics and right of way availability. While S.R. 951 is a four-lane divided highway with a raised, curbed median and outside flush shoulders, C.R. 92 is an undivided, two-lane roadway with no paved outside shoulders. Current zoning and future land use designations within the study corridors are primarily conservation lands and residential for S.R. 951 and conservation lands for C.R. 92.

Based on physical conditions, adjacent land use, and available right-of way along the length of S.R. 951, the corridor has been separated into four segments:

Segment 1 – Judge Jolley Bridge to Capri Boulevard

Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

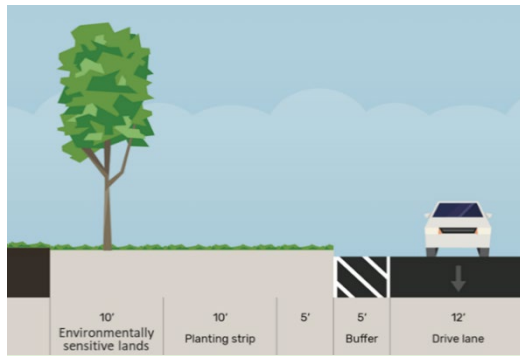
Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

C.R. 92 will be analyzed as a whole corridor.

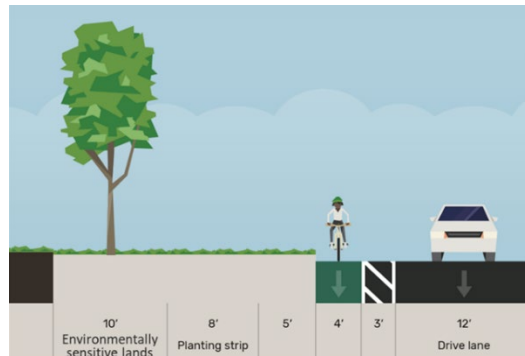
S.R. 951 (Collier Boulevard) – Shared Use Path Design Options

Multiple design concepts were developed and presented to the public through an online survey. Each concept provided varying approaches to the different modes of transportation that meet current design standards, providing facilities for pedestrians and bicyclists while minimizing impacts to environmentally sensitive lands.

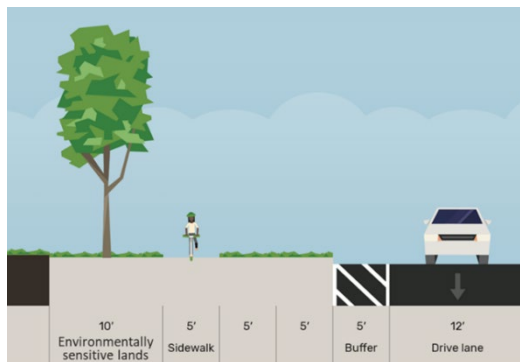
- 1) No Build – Bicyclists are accommodated on existing 5'-paved shoulders and no facilities are provided for pedestrians.
- 2) 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and no facilities are provided for pedestrians.
- 3) 5' Sidewalk – Bicyclists are accommodated on existing 5'-paved shoulders and a 5' sidewalk, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians.
- 4) 10' SUP – Bicyclists are accommodated on existing paved shoulders and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 5) 10' SUP and 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 6) 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. No facilities are provided for pedestrians.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. A 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.



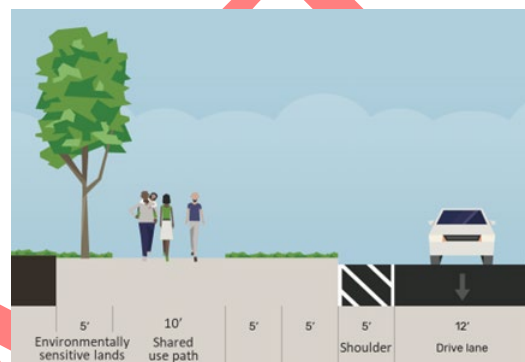
Alternative 1



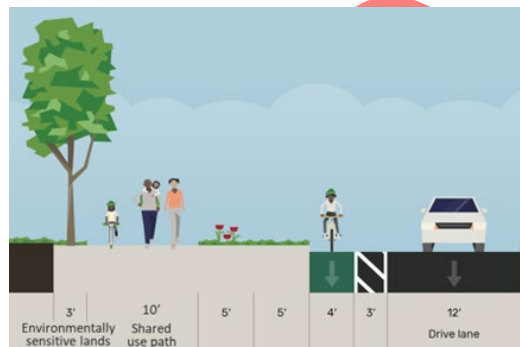
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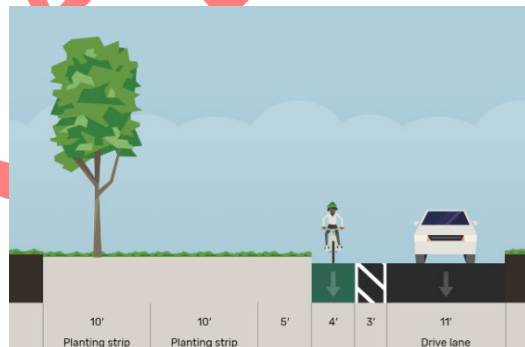
Alternative 3



Alternative 4



Alternative 5



Alternative 6



Alternative 7

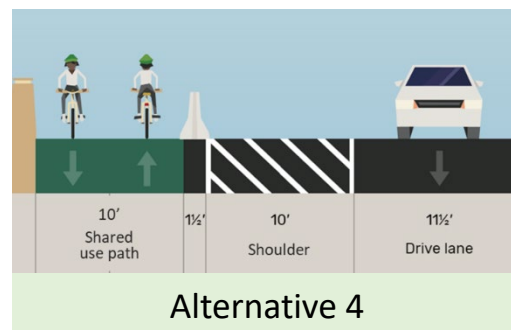
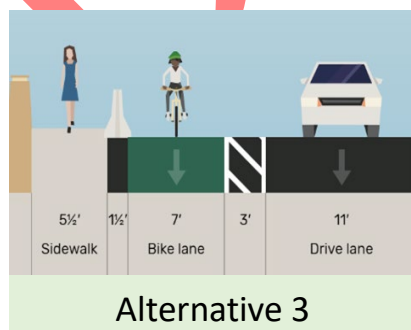
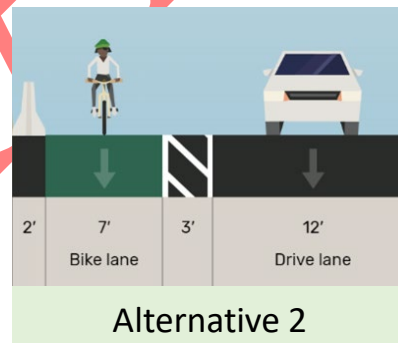
Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

S.R. 951 (Collier Boulevard) – Bridge Options

S.R. 951 Bridge over McIlvane Bay and S.R. 951 Bridge over McIlvane Creek

Located between Capri Boulevard and Marco Shores/Mainsail Drive, these bridges have a clear roadway width of 90'. Four options were created for these bridges:

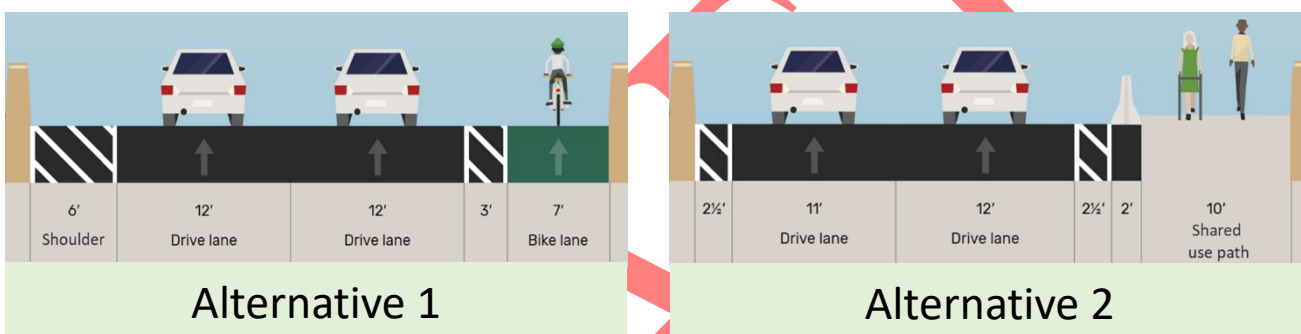
- 1) No Build – Bicyclists are accommodated on existing 10' bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Buffered Bike Lane – Bicyclists are accommodated on a designated 7' buffered bike lane and no facilities are provided for pedestrians.
- 3) Barrier Separated Sidewalk – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated sidewalk is provided for pedestrians. The median would be reconstructed on the bridge deck and reduced in width.
- 4) Barrier Separated SUP – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated SUP is provided for pedestrians and bicyclists. The median would be reconstructed on the bridge deck and reduced in width.



NB and SB S.R. 951 over Henderson Creek

Located between Fiddlers Creek Parkway and Henderson Creek Drive, this structure consists of twin bridges having a clear roadway width of 40'. Two options were created for these bridges.

- 1) No Build – Bicyclists are accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated SUP – A barrier separated SUP is provided for pedestrians and bicyclists. Access to and from the SUP would be provided prior to the bridge.

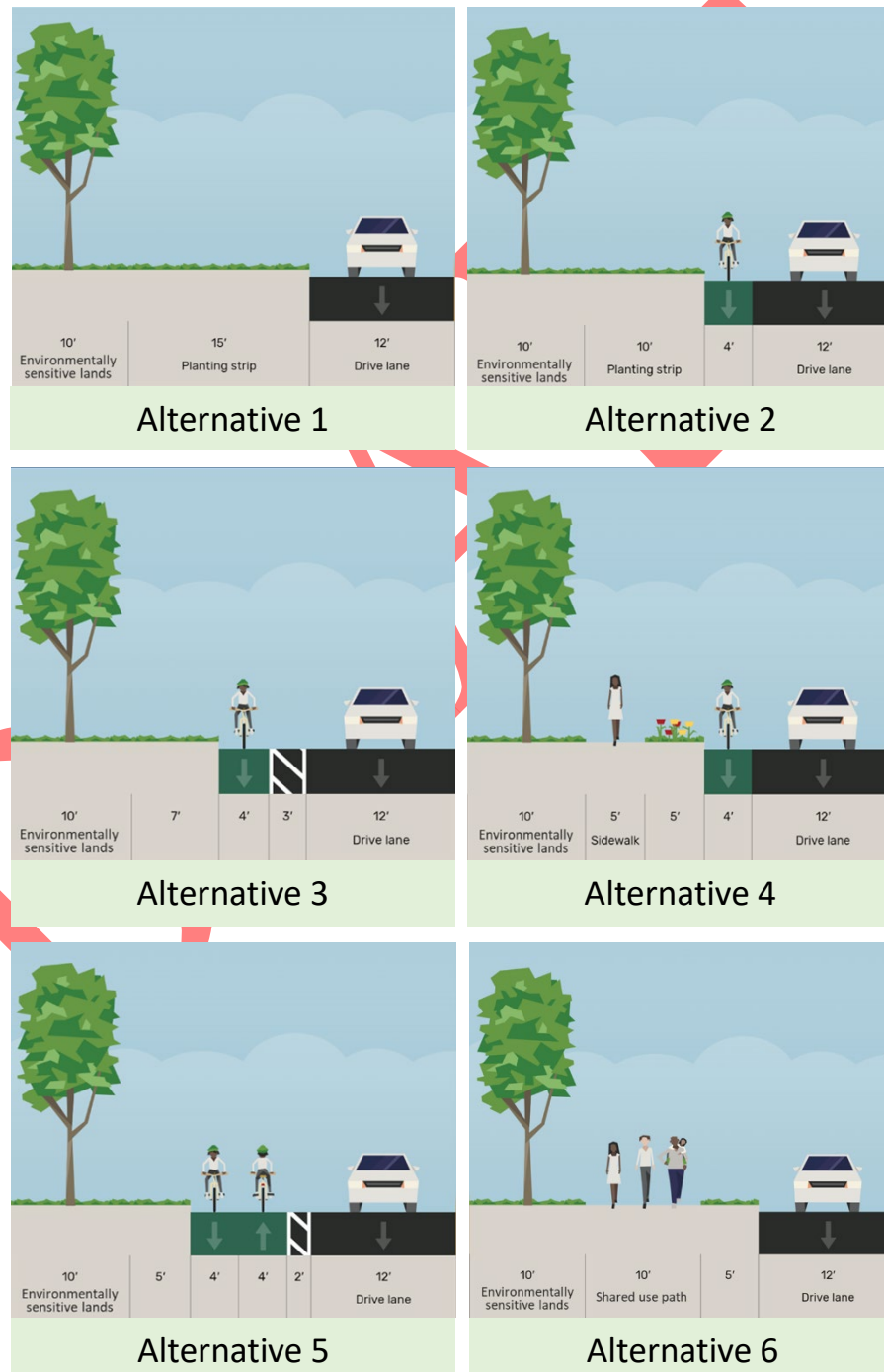


C.R. 92 (San Marco Road) – Shared Use Path Design Options

Six options were developed for C.R. 92. These options would be constructed on the West side of the roadway just in front of the existing power poles.

- 1) No Build – Bicyclists utilize the existing travel lanes, and no facilities are provided for pedestrians.
- 2) Paved Shoulder Bike Lanes – A 4' paved shoulder would be constructed abutting the travel lanes and no facilities are provided for pedestrians.
- 3) 7' Buffered Bike Lane – Bicyclists are accommodated on a newly constructed 7' buffered bike lane and no facilities are provided for pedestrians.
- 4) Paved Shoulder Bike Lanes and Sidewalk – A 4' paved shoulder would be constructed abutting the travel lanes and a 5' sidewalk, offset 5' from the edge of travel lane is provided for pedestrians.

- 5) Adjacent Asphalt Path – A 10' paved path would be constructed abutting the westbound travel lane providing a 2' buffer and 8' path. A similar treatment was constructed by Collier County in 2021 along Goodland Drive.
- 6) 10' SUP – Bicyclists utilize the existing travel lanes, and a 10' SUP, offset 5' from the edge of travel lane, is provided for pedestrians and bicyclists.

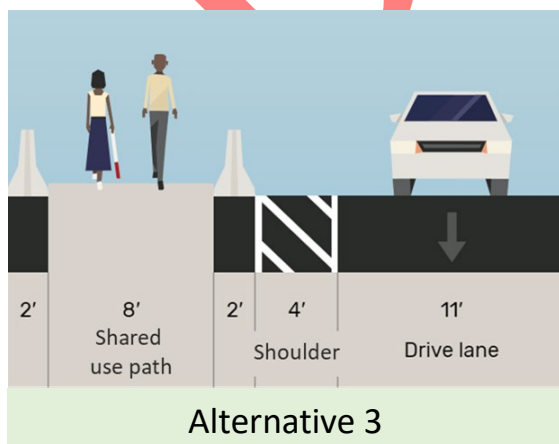
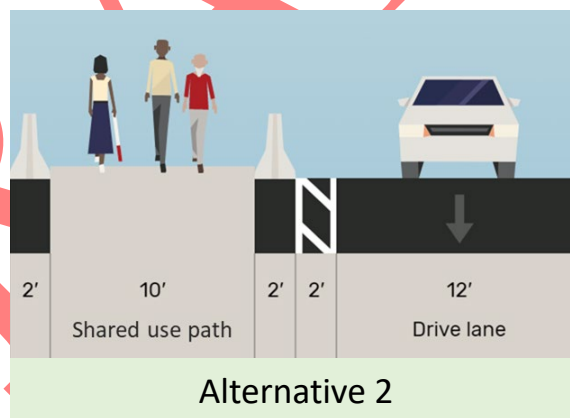
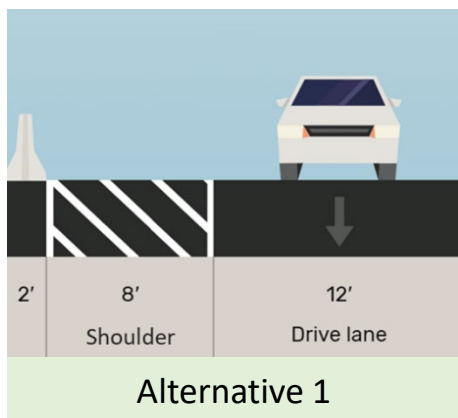


C.R. 92 (San Marco Road) – Bridge Options

C.R. 92 over Drainage Canal (Bridge No. 034128)

This bridge has a clear roadway width of 40'. Three options were created for this bridge:

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 8'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 2'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 4' outside shoulders.



Goodland Bridge

This bridge has a clear roadway width of 42'. The three previous options were utilized for this bridge with the additional width applied to the outside shoulders.

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 4'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 6'-outside shoulders.

Public Engagement

The public engagement consisted of two main components:

- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire - November 11, 2022 to January 16, 2023

The online questionnaire received 230 responses through the website and an additional 34 responses were completed at the Farmers Market. At the events, post card handouts were distributed which provided a brief project description, project location map, and project website. Following the first event at the Jerry Adams Chili Cook-Off, email notifications were sent to the City of Marco Island Chambers of Commerce, City of Marco Island, Collier Area Transit, adjacent Home Owner Associations within the study area, and local schools providing project information and the survey link. A summary of the public engagement can be found in **Appendix B**.

Speed Management

Speed management is a critical element of the Safe System Approach, which is a guiding paradigm adopted by the U.S. DOT to address roadway safety. Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to

more severe injuries and fatalities. This is especially concerning for more vulnerable road users, such as motorcyclists, bicyclists, and pedestrians. To support efforts in speed management, FHWA, through its Proven Safety Countermeasure Initiatives program, promotes the implementation of several proven speed management countermeasures including variable speed limit systems, speed safety cameras, and setting appropriate speed limits for all road users. FDOT further identifies speed management techniques in chapter 202 of the FDOT Design Manual (FDM). From Table 202.3.1 Strategies to Achieve Desired Operating Speed, for context classifications C3R and C3C, the following strategies are appropriate for a target speed of 40-45 mph: Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons.

Utilities

Utility Coordination

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of the Florida Design Ticket System listing of existing utility owners was acquired on February 15, 2023. (Appendix A).

Initially, verbal and written communication was made to all utility's owners outlining the investigation effort along with the project limits. The list of Utility Agency Owners (UAO) known to operate utilities within the project corridor is shown in **Table 1**.

Table 1: Utility Contact Information

UTILITY AGENCY	UTILITY CONTACT NAME	UTILITY CONTACT PHONE	UTILITY CONTACT EMAIL
COLLIER COUNTY TRAFFIC OPERATIONS	PAM WILSON	239-252-8260	pamela.wilson@colliercountyfl.gov
COLLIER COUNTY BCC ROAD MAINTENANCE	JOHN FURLONG	239-252-8924 Ext: 2782	john.furlong@colliercountyfl.gov
MARCO ISLAND UTILITIES	MICHAEL EHLEN	239-389-5186	mehlen@cityofmarcoisland.com
CENTURYLINK	BILL MCCLOUD	850-599-1444	william.mccloud@lumen.com
COLLIER COUNTY STAKE & LOCATES	STEPHEN SARABIA	239-252-5924	Stephen.Sarabia@colliercountyfl.gov
COMCAST	CHAD EVENER	941-356-1564	chad_evener@cable.comcast.com
FLORIDA POWER & LIGHT	JOEL BRAY	386-586-6403	joel.bray@fpl.com
HOTWIRE COMMUNICATIONS	WALTER DAVILA	954-699-0900	walter.sancho-davila@hotwirecommunication.com
LEE COUNTY ELECTRIC CO-OP	TOM BAILEY	239-656-2414	tom.bailey@lcec.net
CROWN CASTLE NG	FIBERDIG TEAM	888-632-0931 Ext: 2	fiber.dig@crowncastle.com
SUMMIT BROADBAND	MICHELLE DANIEL	407-996-1183	
TECO PEOPLES GAS- FT MYERS	JOAN DOMNING	JOAN DOMNING	joan.domning@tecoenergy.com
CENTURYLINK (LUMENS)	NETWORK RELATIONS	877-366-8344 Ext: 2	relocations@lumen.com

For the report's preparation, utility owners were provided arials depicting the project limits along S.R. 951 and C.R. 92. Using these aerial plans as a base map, each utility owner was asked to indicate their existing and proposed utilities as well as any easements that may affect their reimbursement rights for potential relocations of their facilities. In response, most utility owners replied via written communications. The utility owners provided the requested information concerning their facilities using either the utility plans or reference documentation (i.e., "As Built" or GIS maps). "Marked" Plans or reference documentation received from the Utility Agency Owners is outlined below.

Existing Utility Facilities Description

Responses from the UAOs are provided in **Appendix C**.

Collier County Traffic Operations – No response.

Collier County BCC Road Maintenance – No response.

Marco Islands Utilities – No response.

Centurylink – No response.

Collier County Stakes and Locates (Water/Sewer)

For the S.R. 951 corridor, a 12" PVC water main on the north side of Capri Boulevard intersects S.R. 951. The water main is located along the west side of S.R. 951 for approximately 400 feet before crossing to the median of S.R. 951. The water main continues in the location until Marco Shores, where it shifts to the east side of the corridor.

At Port Au Prince Road, a 10" PVC water main joins the 12" PVC water main on the east side. Also, a 4" PVC sewer main on the north side of Port Au Prince Road intersects an 8" DIP sewer main along the east side of the corridor. The two water mains and sewer main continue north on the east side of the corridor to Manatee Road.

At Manatee Road, a 10" AC water main, 20" PVC water main and 16" PVC water main intersect the two water mains from the south. A 20" PVC water main continues north on the east side of the corridor. A 10" PVC sewer main intersects the 12" PVC sewer main. The 12" PVC sewer main continues north on the east side of the corridor.

At the bridge, just north of Riverwood Road, the 20" PVC water main switches to a 20" DP water main. The water main and sewer main continue north to the intersection of U.S.41. Connections to the water mains are located at the following side roads:

- Marco Shores
- Fiddlers Creek Parkway
- Port Au Prince Road
- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive
- Eagle Creek Drive

Connections to the sewer main are located at the following side roads:

- Port Au Prince Road

- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive

For the C.R. 92 corridor, a 6" PVC sewer main is located on the east side of C.R. 92 from the U.S. 41 intersection for approximately 1,000 feet south, where it ties to a private sewer main for the Collier-Seminole State Park. An 8" water main owned by Collier-Seminole State Park is located on the west side of C.R. 92 from the U.S. 41 intersection for approximately 1,050 feet south before crossing C.R. 92 and entering Collier-Seminole State Park.

Comcast – No response.

Florida Power and Light – No response.

Hotwire Communications

No facilities email received February 17, 2023, from Walter Sancho-Davila.

Lee County Electric Co-op

Along S.R. 951, from Judge Jolly bridge to U.S. 41, there is a transmission line on the west side of the corridor.

Along C.R. 92, south of Goodland Dr, there are primary and secondary overhead facilities on the west side of C.R. 92. Along Goodland Drive, there is a primary overhead facility along the south side, crossing C.R. 92 to connect the facilities on the west side of C.R. 92.

Along C.R. 92, at the bridge, the primary facility is underground. After the bridge, the primary underground facility crosses C.R. 92 to the east side of the road. The facility then becomes a primary overhead facility. The overhead facility crosses back to the west side of C.R. 92.

From north of the bridge to U.S. 41, the primary overhead facility is on the west side of the corridor. Near the intersection of U.S. 41, primary and secondary overhead facilities cross C.R. 92 to the east side to provide power to the Collier-Seminole State Park campsites. At the intersection, a primary overhead facility connects to the businesses in the southeast quadrant of the intersection.

Crown Castle NG

There are no facilities along S.R. 951 or C.R. 92. There are underground conduits along US 41 at the intersections with S.R. 951 and C.R. 92.

Summit Broadband – No response.

TECO Peoples Gas – Ft. Myers – No response.

Centurylink (Lumens)

Along S.R. 951, from Capri Boulevard to Championship Drive, there is an underground fiber route along the west side of the corridor. Between Championship Drive and U.S. 41, the underground fiber route is along the east side of the corridor. There are crossings at side roads along the corridor.

Along C.R. 92, from Goodland Drive to north of the bridge, there are underground local copper and fiber routes on the east side of the corridor. From north of the bridge to U.S. 41, there is an underground fiber route along the west side of the corridor. Between Curcie Road and U.S. 41, there is an underground local copper route along the east side of the roadway. The copper route crosses C.R. 92 and connects to Collier-Seminole State Park.

Trail Amenities

Essential for the success of the two trail segments, S.R. 951 and C.R. 92, both as stand-alone facilities and as part of the overall Marco Island loop, will be providing a safe, comfortable, and accessible environment. Both the segments will provide recreational opportunities as well as access to parks and recreational facilities. The S.R. 951 segment will also likely be used for access to jobs, shops, and services that encourages people to use the trail for work commutes, recreation, and social interaction. Some of the trail design elements that should be considered during evaluation of the design concepts include the following:

Trailheads

The development of trails should include consideration for trailheads. Fortunately, there are several opportunities along the trail alignments that have the potential to serve as trailheads: The Isle of Capri Paddlecraft Park is adjacent to S.R. 951 on the northwest corner of S.R. 951 and Capri Boulevard. This park includes parking, picnic pavilions, and restrooms. It also has a 6' concrete walkway leading to the northeast side of S.R. 951.

Margood Harbor Park is located about a mile south of C.R. 92, west of the Goodland Bridge off Goodland Drive. Park amenities include parking, picnic areas, and restrooms. Access to the park would be along Goodland Drive and Pear Tree Avenue.

If these parks are to serve as trailheads, consideration should be given to providing trail-user specific enhancements. These would include bike parking, repair stations, trail maps, and trail courtesy information. Information regarding hydration and protection from sun/heat-related ailments should be included as well. Vending machines that provide trail user-friendly items such as patch kits, bike lights, CO₂ canisters, sunscreen and first aid kits could be provided.

Wayfinding

Wayfinding should be included along the trail segments. Wayfinding should include directions to trailheads or parks. From trailhead or parks, wayfinding provides directional information to the City of Marco Island, the existing Marco Island Loop Trail on S.R. 951, and the intersection of C.R. 92 and U.S. 41. Distances to the City of Marco Island should be to the first commercial location providing access to snacks and beverages (e.g., S.R. 951 and Bald Eagle Drive, and C.R. 92 and Barfield Drive).

Transit Stops

The transit stops at S.R. 951 and Manatee Road already include covered benches and bicycle parking. These could be enhanced with transit schedules, or real-time bus arrival information.

Signal Enhancements

On S.R. 951, if the trail is located on the west side of S.R. 951, signalized intersections should be enhanced to provide pedestrian/trail features to access the west side of the roadway. This should include lighting the crosswalks to improve trail user visibility in the crosswalks.

Midblock Crossings

At locations where potential destinations for trail users exist, midblock crossings should be considered.

Lighting

In locations where lighting is not an environmental issue, trail lighting should be considered. If overhead lighting is inappropriate, the potential for path level lighting should be evaluated.

Mile Marker Symbols

Pavement markings, or more likely stickers, identifying trail mile points should be included along the trail. These should have specific location information that can be used to inform emergency services of the exact location of the marker.

Shade

Both of the trail segments are along roadways with very little shade. The potential for providing pull-outs to access covered benches should be considered when installing these trail segments. Using vegetation to provide shade is preferable to using structures.

Call Boxes

While cell phones have become ubiquitous, call boxes can provide immediate notification of emergency situation and provide location data to first responders.

Trash Receptacles

Placing trash receptacles along the trail can help reduce litter along the trail and roadway.

Technology Considerations

Trail Counts

Technology can be used to provide data on trail users and to enhance the trail users' experience. Count stations should be considered along both trail segments. These count stations could include in-pavement sensors and eco-counters. Near traffic signals, it may be possible to tie these count stations into the existing traffic signal monitoring system and/or use video detection to count trail users.

Mile Marker Information

QR codes could be included on the mile markers to provide immediate access to trail maps, park locations and hours of service, safety advice, transit information, etc.

ALTERNATIVE ANALYSIS

This feasibility study is intended to reflect the general stakeholder desires to continue the planning and future implementation of a shared use path network. Through public engagement, a general understanding of the stakeholders' goals and desires for implementation were ascertained. Each of the design concepts was evaluated for their consistency with the project purpose and need, stakeholders' and public desires, adjacent land use, physical constraints and available right-of way.

Of the options considered, some do not meet the purpose and need to provide system linkage, improving both bicycle and pedestrian connectivity. These options are included in particular for the bridge structures, as limited options are available if no bridge widening is taken into consideration. They are presented to help provide comparisons for options that do meet the system linkage criteria.

Corridor Segments

The purpose of the corridor segmentation for S.R. 951 was not to limit the options analyzed per segment, but to limit the overall environmental impacts. Our options which limit the construction of a sidewalk or SUP to one side of the roadway was based on the adjacent land use, which is predominantly natural lands, physical constraints and available right-of way. With a limited ability to expand development along the corridor, it was decided that the need to provide pedestrian facilities on both sides of the roadway was not warranted.

Segment 1 – Judge Jolley Bridge to Capri Boulevard

Through this segment, the east side of the roadway is dominated by the Collier Boulevard Boating Park. The flotilla passage connecting East Marco Bay to McIlvane Bay limits the available real estate needed to construct pedestrian facilities. Through this segment, pedestrian facilities were only considered for the west side of the corridor.

Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Through this segment, Capri Boulevard connects to S.R. 951 on the west side and Marco Shores/Mainsail Drive connects on the east side. A short stretch of existing sidewalk just north of Capri Boulevard and on the west side of the roadway connects to the Isle of Capri Paddlecraft Park. This segment also contains two bridges (S.R. 951 over

Mcllvane Bay and Mcllvane Creek). Through the southern portions of the segment, the flotilla passage abuts the roadway, but is further offset than the segment to the south. There seems to be sufficient space to construct pedestrian features without impacting the existing shoring. With the park on the west side of the corridor, expanding the pedestrian facilities on the west side of the corridor provides some benefit and the additional costs needed to adjust the existing guardrail that provides protection to the canal suggests prioritizing an option with pedestrian facilities on the west side of the corridor. However, there are no identified issues with locating pedestrian facilities on the east side of the corridor. Both options should move forward into the next phase of planning and/or design.

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

Fiddlers Creek Parkway connects to S.R. 951 from the east side. This segment has conservation lands adjacent to both sides of the corridor. Of note are the above ground utilities i.e., electrical transmission and distribution lines running on the west side of the roadway. Other than the utilities, both sides of the corridor seem equal and uniform. Two factors would play into the determination of the placement of pedestrian facilities: location of the utilities and location of the subdivisions. With the utilities on the west side, existing access to the poles would limit the total impacts to environmentally sensitive lands. While providing pedestrian facilities on the east side of the corridor would place the facilities closer to users and reduce exposure of these vulnerable users by eliminating the need for crossing S.R. 951. Given the current data, both options should move forward into the next phase of planning and/or design.

Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

As the project moves north, the majority of the residential and commercial properties are located on the east side of the roadway. With signals at Fiddlers Creek Parkway and Manatee Road, mid-block crossings would be required to access pedestrian facilities on the west side of the roadway. Due to the location of the pedestrian generators, predominantly on the east side of the corridor, pedestrian facilities were only considered for the east side of the corridor.

Sociocultural Resources

Based on the information gathered for the Existing Conditions Report, there are minimal impacts to the sociocultural status within the corridors. This project would support

community resources and land uses by providing multimodal mobility and accessibility. No relocations are anticipated for this project.

Utilities

An analysis of the preliminary existing utility locations indicates the proposed improvements will not impact any of the existing utility facilities. As there are no impacts to the utility facilities, there are no conflicts to be addressed and therefore, there are no utility relocation costs or right-of-way impacts.

Geotechnical and Contamination

Based on the information gathered for the Existing Conditions Report, there are minimal impacts due to geotechnical or contamination considerations within the corridors. From a soils perspective, both roadways appear to have been constructed by utilizing fill that was placed over historic mangrove swamp. There may be soil concerns due to high water and organic content as this could affect the construction and maintenance of slopes for the pedestrian facility and/or roadway widening. There is no physical evidence of this having any long term or maintenance issues with the roadway and this should be the same with future pedestrian facilities.

From a contamination viewpoint, the Racetrac located at 6170 Collier Boulevard is the only site located within the corridors. The site was redeveloped around 2013 and was previously a gas station as well. With the fairly recent redevelopment of the site, the risk of contamination impacting the project would be minimal. No accommodations for either the geotechnical or contamination considerations are included in the analysis.

Floodplains and Wetlands

Based on the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory and the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST), the Study Area is comprised of approximately 90% wetlands and surface waters. The majority (~80%) of these wetlands are estuarine (mangrove island and tidal flats), while the other ~10% are palustrine (freshwater, nontidal wetlands).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Study Area contains panels 12021C0612H,

12021C0615H, 12021C0827H, and 12021C0829H for S.R. 951 and panels 12021C0855H, 12021C0835H, and 12021C0842H for C.R. 92, all dated May 16, 2012. With the exception of high pockets of elevation, the majority of the Study Area falls within the 100-year floodplain, due to its proximity to the coast. Based on the Digital Flood Insurance Rate Map (DFIRM), updated December 2022, the flood zone designations for the Study Area are AE and VE. Zone AE corresponds to 1% annual chance floodplains and zone VE are coastal high hazard areas.

If impacts occur to mangroves, mitigation will be required. Both Little Pine Island Mitigation Bank and Corkscrew Regional Mitigation Bank provide credits within the Study Area. Little Pine Island Mitigation Bank is the recommended mitigation bank because of its proximity to the Study Area and is the only one of the two to provide mitigation credits for Forested Freshwater, Forested Saltwater, Herbaceous Freshwater/Brackish, and Herbaceous Saltwater systems. The cost per credit for forested estuarine wetlands is \$365,000 and \$235,000 for herbaceous estuarine wetlands, in effect April 1, 2023. Credits are sold per credit because the amount of credit needed will be determined by the quality of the wetland impacted, rather than solely on acres impacted.

Drainage and Permitting

Construction of pedestrian facilities will impact tidal floodplains but no floodplain mitigation will be required and, in this case, no permit is required. No attenuation would be required. If wetlands are impacted, then a standard Environmental Resource Permit (ERP) would be required. If swales and wetlands are impacted then a full ERP Individual permit would be required.

S.R. 951 (Collier Boulevard) – Options

Uniform options were applied throughout the corridor. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.

- 2) 7' Buffered Bike Lane – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. It also had the second lowest positive response from the public survey, with the no-build as the lowest response.
- 3) 5' Sidewalk – The third S.R. 951 option provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles.
- 4) 10' SUP – The next S.R. 951 option provides system linkage for both pedestrians and bicyclists and provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP.
- 5) 10' SUP and 7' Buffered Bike Lane – The next S.R. 951 option provides system linkage for both pedestrians and bicyclists. The shoulder would be widened by 2' to provide the buffered bike lanes. The section provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP and improved buffered bike lanes. This option received the highest amount of public support.
- 6) 7' Buffered Bike Lane (no widening) – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This option was created after the online survey was made available to the public and therefore did not receive public input.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – This variation of Option 5 requires no roadway widening and allows the shoulder to be widened by reducing the travel lane widths to 11'. With S.R. 951 considered a freight corridor to the City of Marco Island, a minimum 12' outside lane would be required.

Depending on the options above, a correlating bridge section would be utilized to accommodate the approach facilities for the bridges over McIlvane Bay and Creek. Options 1, 2, and 6 would require no bridge work other than possible new pavement markings. Option 3 correlates to a structure with a barrier separated sidewalk. Options 4, 5, and 7 match the bridge structure providing a 10' SUP that is barrier separated.

Only two options were prepared for the Henderson Creek Bridge: no build and barrier separated SUP. Dependent on timing and funding, the FDOT is currently in the right of way phase for Financial Project Identification 435111-2 S.R. 951 from Manatee Road to Tower Road. The project is funded for right of way acquisition but is currently not funded for construction. If funds become available, then the planned letting date for this project is July 22, 2027. When construction occurs, the bridge will be widened over Henderson Creek to provide a sidewalk on the southbound bridge and a 10' SUP on the northbound bridge see Figure 2.

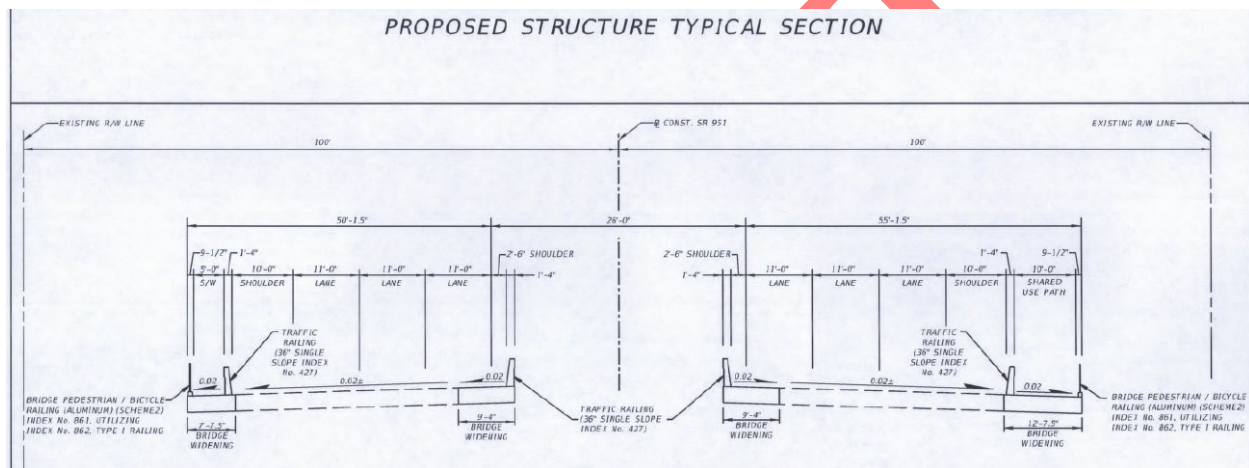


Figure 2 - Proposed Typical Section for the Henderson Creek Bridge (FPID 435111-2)

C.R. 92 (San Marco Road) – Options

As discussed previously under Corridor Segments for S.R. 951, the options for C.R. 92 limits the construction of a sidewalk or SUP to one side of the roadway based on the adjacent land use, which is predominantly natural lands, physical constraints and available right-of way. With no possibility for development along the corridor, it was decided that the need to provide pedestrian facilities on both sides of the roadway was not warranted. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This option does not meet the desired purpose and need for the project of providing system linkage for bicycle or pedestrian connectivity.

- 2) Paved Shoulder Bike Lanes – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 3) 7' Buffered Bike Lane – The next option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 4) Paved Shoulder Bike Lanes and Sidewalk – The fourth C.R. 92 option provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles. This option had the second highest response from the public.
- 5) Adjacent Asphalt Path – The next option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This option had the third highest response from the public, but was very similar to the second highest (23.3% vs. 25.3%).
- 6) 10' SUP – The last C.R. 92 option provides system linkage for both pedestrians and bicyclists with separation provided between bicyclists and motor vehicles along the SUP. This option had the highest positive responses from the public.

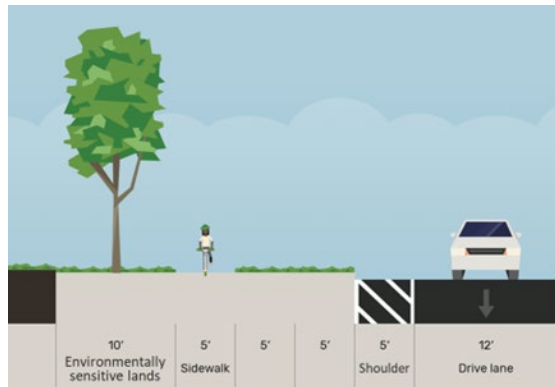
Cost Estimates

Conceptual construction cost estimates were prepared for both build options. The estimates were prepared using a similar approach to that of the FDOT Long Range Estimating application and Cost per mile models. Cost estimates are presented in **Table 2**. The detailed cost estimation for the is provided in **Appendix D**.

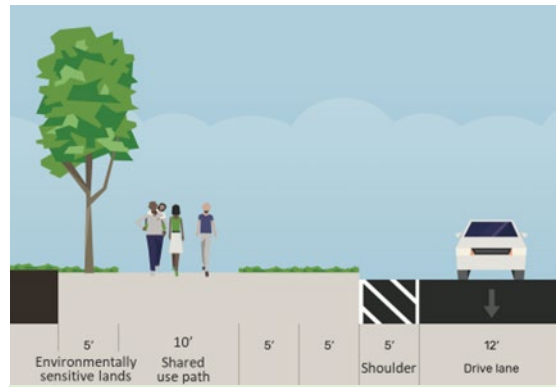
Recommendations

A qualitative analysis was conducted to determine the advantages and disadvantages of the options. Each option was evaluated in relation to engineering, socioeconomic, environmental criteria, and various cost factors. A Comparative Alternative Evaluation matrix is presented in **Table 3**. The matrix is provided for comparisons only and does not represent a recommendation or a ranking of the options.

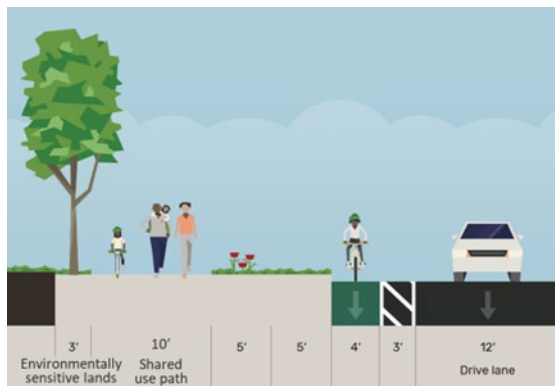
Based on the available data and analysis, the following options are recommended to be carried forward to the PD&E phase and depicted on the Concept Plans – **Appendix E**:



Alternative 3



Alternative 4



Alternative 5

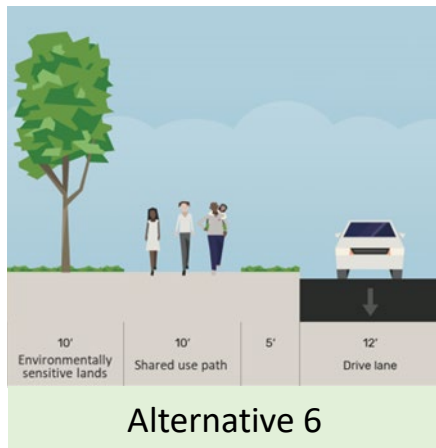
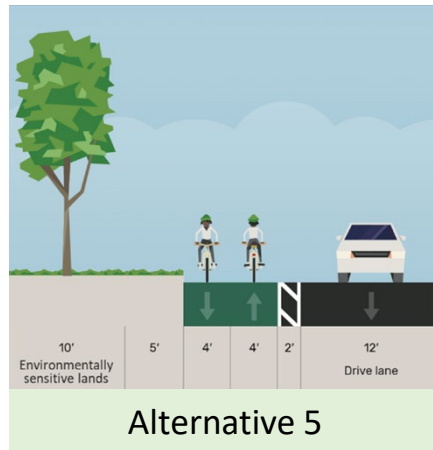
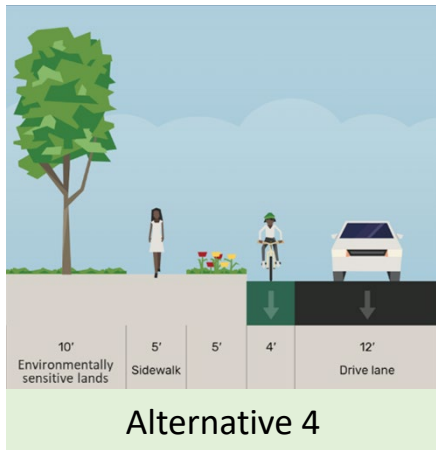


Table 4: Comparative Alternative Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Build Alternatives										
		S.R. 951 (Collier Boulevard)						C.R. 92 (San Marco Road)				
		7' Buffered Bike Lane	5' Sidewalk	10' Trail	10' Trail + 7' Buffered Bike Lane	7' Buffered Bike Lane (No widening)	10' Trail + 7' Buffered Bike Lane (No widening)	Paved Shoulder Bike Lanes	7' Buffered Bike Lane	Paved Shoulder Bike Lanes + 5' Sidewalk	Adjacent Asphalt Path	10' Trail
Purpose and Need												
Safe Multimodal Access to Destinations (N/L/M/H)	N	L	M	M	H	L	H	L	L	M	L	M
Regional Bicycle and Pedestrian Connectivity (N/L/M/H)	N	L	L	M	H	L	H	L	L	M	L	M
Enhance Quality of Life and Support Economic Development (N/L/H)	N	L	L	H	H	L	H	L	L	H	L	H
Public Support Ranking (1 - high, 5-low)	-	4	3	2	1	4*	1*	5	4	2.5	2.5	1
Potential Natural/Cultural Environmental Effects												
Archaeological Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Historical Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Floodplains (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Wetlands (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Potential Physical Effects												
Utility Agency Owners impacted	0	0	0	0	0	0	0	0	0	0	0	0
Utility Relocations	0	0	0	0	0	0	0	0	0	0	0	0
Contamination Sites (M/H Levels Only)	0	0	0	0	0	0	0	0	0	0	0	0
Estimated Project Costs (per October 2021 LRE)												
Construction	\$0	\$ 759,000	\$ 1,357,000	\$ 1,970,000	\$ 2,729,000	\$ -	\$ 2,639,000	\$ 1,293,000	\$ 2,122,000	\$ 2,815,000	\$ 1,839,000	\$ 2,072,000
Design & Construction Engineering and Inspection (30% of Construction Cost)	\$0	\$ 228,000	\$ 407,000	\$ 591,000	\$ 819,000	\$ -	\$ 792,000	\$ 388,000	\$ 637,000	\$ 845,000	\$ 552,000	\$ 622,000
Wetland and Mangrove Mitigation	\$0	\$ -	\$ 823,000	\$ 1,645,000	\$ 1,974,000	\$ -	\$ 1,645,000	\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Total Costs	\$0	\$ 987,000	\$ 2,587,000	\$ 4,206,000	\$ 5,522,000	\$ -	\$ 5,076,000	\$ 1,681,000	\$ 2,759,000	\$ 3,660,000	\$ 2,391,000	\$ 2,694,000

- Note:
1. The construction costs shown do not reflect project unknowns and are only calculated based on the features present in the typical sections.
 2. For Public Support Ranking, a "*" means that this typical section was either developed after the public input and the ranking is based upon the most comparable typical section.
 3. No construction costs are associated to alternatives that identify no roadway widening, as these improvements can be implemented during the next RRR project for the roadway.

Marco Island Loop Trail Feasibility Study and Conceptual Design

Collier County, Florida

Trail Alternatives Evaluation Report April 2023

Prepared for:





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Summary of Comments on 8A3 TMSD Comments on Marco Loop Trail Alternatives Evaluation Report - Draft 4-27-23.pdf

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|---|----------------|----------------------|----------------------------|
| Number: 1 | Author: LLantz | Subject: Sticky Note | Date: 4/19/2023 4:54:53 PM |
| Is this is a feasibility report or an Alternatives Evaluation. Please be consistent with the description of this effort of study, plan, report throughout document. | | | |
| Number: 2 | Author: LLantz | Subject: Sticky Note | Date: 4/27/2023 9:24:56 AM |
| Should the Table of Contents and report include a section identifying stakeholders and early issue identification. County Stakeholders include planning, transit, road maintenance, utilities, and other divisions and departments. | | | |
| Number: 3 | Author: LLantz | Subject: Sticky Note | Date: 4/27/2023 9:25:38 AM |
| Fix / correct the link. | | | |

List of Appendices ¹

Appendix A – Marco Island Loop Trail Feasibility Study – Existing Conditions Report


Appendix B – Marco Island Loop Trail Feasibility Study – Summary of Public Engagement

Appendix C – Marco Island Loop Trail Feasibility Study – Utility Coordination

Appendix D – Marco Island Loop Trail Feasibility Study – Cost Estimate Back-up

Appendix E – Marco Island Loop Trail Feasibility Study – Concept Plans

DRAFT

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/19/2023 4:50:25 PM

This information was not provided with the study.

PROJECT CONTEXT

The purpose of this project is to support the Florida Department of Transportation (FDOT) District One, in partnership with the City of Marco Island, Collier County, and Collier Metropolitan Planning Organization (MPO), to evaluate the feasibility of a shared use path (SUP) along State Road (S.R.) 951 (Collier Boulevard) and County Road (C.R.) 92 (San Marco Road) and determine a preferred design concept for implementation that will complete the Marco Island Loop. The terminology “trail” has been retained in certain instances as previous studies and investigations utilized the term. The MPO’s 2019 Bike-Ped Master Plan identifies the corridor as part of its Shared-Use Nonmotorized (SUN) Trail and Spine Trail Network. It is also identified as a Land Trail Opportunity Trail/Corridor on the Florida Greenways & Trails System and will connect the City of Marco Island Bike Path Master Plan and the Naples Pathways Coalition Paradise Coast Trail Vision. This study will determine the need for a subsequent Project Development and Environment (PD&E) Study based on the potential project effects, right-of-way requirements, and in consideration of the potential use of federal funds for future project phases.

The project includes two study corridors and will generally evaluate the feasibility of a shared use path to be implemented on either side of the roadway. The first corridor is along S.R. 951 from the Judge Jolley Bridge to United States (U.S.) 41. The second corridor is along C.R. 92 from Goodland Road to U.S. 41. Together, these segments will close the pedestrian and bicycle loop connecting the City of Marco Island with U.S. 41. The project location is shown in **Figure 1**.



Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 9:28:39 AM

Please clarify the outcome of the study - can this study determine a preferred design concept - would eliminating a concept prejudice the future PD&E? Does it determine which concepts are Feasible and eliminate those that are not or does it just discuss the issue / concerns but not eliminate any concepts as not feasible?



Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

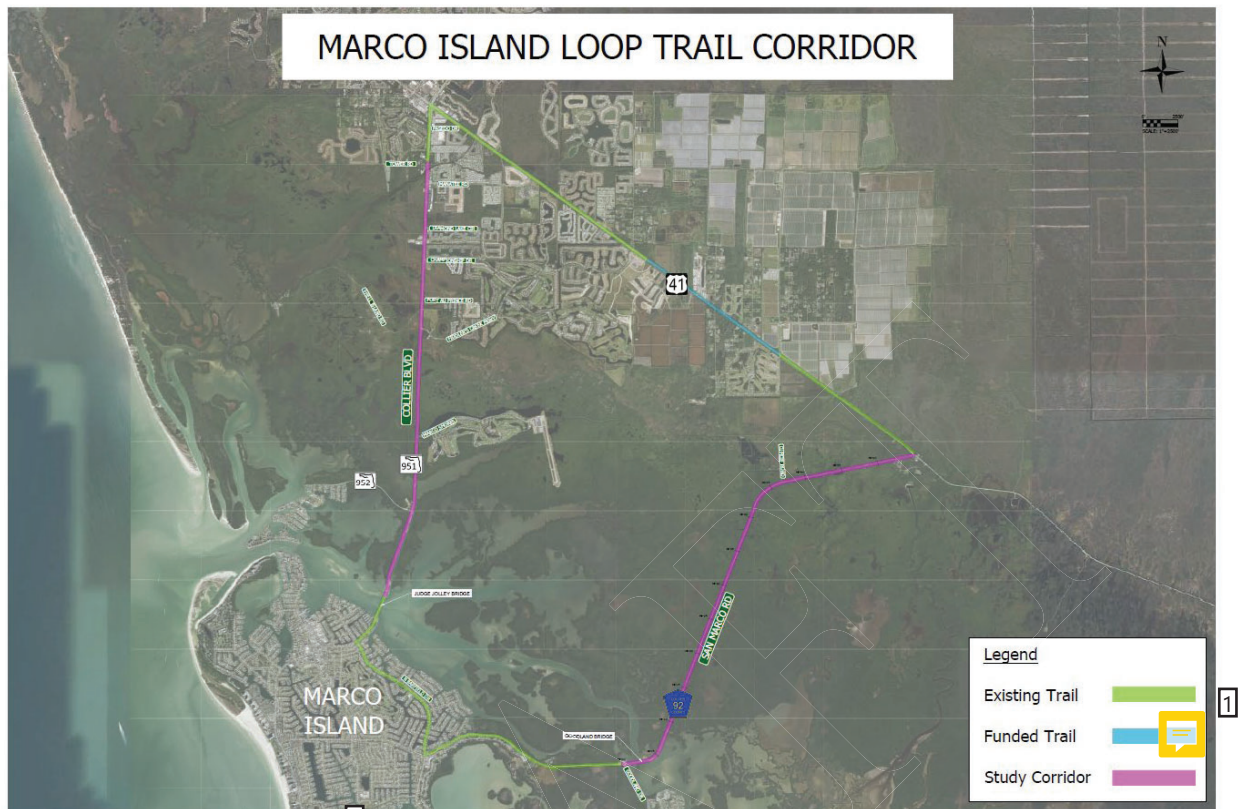


Figure 1: Location Map

Purpose and Need


The purpose of the project is to enhance the regional bicycle and pedestrian network connecting the City of Marco Island to the Shared-Use Nonmotorized (SUN) Trail facility along U.S. 41. Additionally, the project will improve bicycle and pedestrian safety in the study corridors.

The need for the project is based on the following criteria:

Safety:

Improve safety conditions


Safety plays an important role in deciding to utilize a facility. Along S.R. 951, the majority of the study corridor has no sidewalks, so nonmotorized vehicular travel must utilize the shoulder or share the travel lanes where the posted speed ranges from 35 MPH to 55 MPH. Along C.R. 92, the roadway has no sidewalks or paved shoulders along a roadway posted at 55 MPH.

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:07:39 PM


Funded section of trail should be discussed regarding timing and typical section (if known).

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:08:35 PM

Project location description not provided. The map provided does not provide sufficient information with which to determine the boundaries of the study areas or the jurisdictional boundaries or the segments referenced in later sections.

 Number: 3 Author: LLantz Subject: Sticky Note Date: 4/27/2023 9:48:06 AM

Is purpose and need specific to PD&E studies or can it be general for this study? This section should also include a discussion of freight, evacuation considerations, land-use, development and population.

 Number: 4 Author: LLantz Subject: Sticky Note Date: 4/27/2023 9:48:40 AM

Was crash data or other safety metrics analyzed for these conclusions? Were current and future traffic volumes reviewed?

System linkage:

Improve bicycle and pedestrian connectivity

The proposed project aligns with the goals of the City of Marco Island and Collier County to “provide a safe comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment” (Collier MPO Bicycle/Pedestrian Master Plan’s Vision). The project would create a connected ^[2] multimodal transportation system ^[1] that links the existing network in the City of Marco Island to the statewide SUN Trail network along U.S. 41.

Social and economic demand:

Enhance mobility choices and provide social benefits through outdoor recreation

The Florida Department of Environmental Protection (FDEP) Division of Recreation and Parks oversees the Florida Greenways and Trails System (FGTS). Studies demonstrate that outdoor recreation delivers personal and social benefits on which healthy, happy communities thrive (FGTS Plan 2019-2023). These study corridors have been identified as a Land Trail Opportunity Trail/Corridor in the plan. ^[3] Shared use ^[4] path benefits identified in the plan ^[5] include economic development, opportunities to support active lifestyles and improve overall health, and increased transportation choices.


FDOT District One will continue to coordinate with the City of Marco Island and Collier MPO to ensure that the project promotes consistency with local government comprehensive and transportation plans.


Planning Process


This document represents the culmination of a twelve-month planning effort which ^[5] included ^[6] research and analysis, field work, stakeholder input, and public outreach ^[7]. The project was organized into the following five tasks:


- Task 1: Project Start Up
- Task 2: Research and Analysis / Existing Conditions
- Task 3: Alternative Assessment
- Task 4: Development of Draft Trail Alternatives Evaluation Report
- Task 5: Final Trail Alternatives Evaluation Report


Page: 6


 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 9:51:35 AM
Multimodal generally includes freight, transit and bike/ped uses.

 Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 3 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 4 Author: LLantz Subject: Sticky Note Date: 4/27/2023 9:52:35 AM
Is this statement supported in this plan / study or is it related to other plan findings? Consider documenting benefits specific to Collier, Marco and the MPO or this study.

 Number: 5 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:15:54 PM
Additional attachments or sections should be included to support the study.

 Number: 6 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

An Existing Conditions Report was developed for Task 2 and is provided in **Appendix A**. As part of the planning process, the public engagement consisted of two main components:

- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire¹

³ These components are discussed in later sections.²


DRAFT

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:02:46 AM

Is there an opportunity to add more information about the questionnaire, how it was distributed and the data results? Was there an evaluation to see if there were duplicate addresses and repeat entries. Other than the charts was there any other information asked that can be summarized?

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:04:45 AM

Does the attendance at 2 pop-up events meet the criteria for public involvement for a feasibility study? What other sections are they referenced in? Are these documented in the appendix that was not attached?

 Number: 3 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

FEASIBLE ALTERNATIVES

Through the process of the Feasibility Study, the different options and uses took into consideration compatibility with planning efforts for the state, county, and local levels while meeting current design standards. Throughout the existing conditions assessment and stakeholder and public engagement, several options were evaluated for the multimodal improvements along S.R. 951 and C.R. 92. Feasible options were identified based on their consistency with the project purpose and need, as well as the roadway characteristics, operational conditions, safety concerns, and physical constraints documented in the Existing Conditions Report. These factors, as well as input from project stakeholders, provide the baseline from which potential options were considered.

This section will briefly outline each of the evaluated options that will move forward for consideration, in addition to other considerations. A preferred alternative will not be selected as part of this Feasibility Study. However, should the project move forward into a Project Development and Environment (PD&E) Phase, all options should be further assessed utilizing more refined data, and a preferred alternative should be selected.

Corridor Segments

The two corridors within the study, S.R. 951 (Collier Boulevard) and C.R. 92 (San Marco Road), are unique and differ in physical characteristics and right of way availability. While S.R. 951 is a four-lane divided highway with a raised, curbed median and outside flush shoulders, C.R. 92 is an undivided, two-lane roadway with no paved outside shoulders. Current zoning and future land use designations within the study corridors are primarily conservation lands and residential for S.R. 951 and conservation lands for C.R. 92.

Based on physical conditions, adjacent land use, and available right-of way along the length of S.R. 951, the corridor has been separated into four segments:

Segment 1 – Judge Jolley Bridge to Capri Boulevard









Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

C.R. 92 will be analyzed as a whole corridor.

Page: 8

	Number: 1	Author: LLantz	Subject: Sticky Note	Date: 4/19/2023 4:50:25 PM
consider consistency in addressing this study as a feasibility study				
	Number: 2	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 3	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 10:05:40 AM
Were all these summarized or sections in this document?				
	Number: 4	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 5	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 10:22:22 AM
Should right of way constraints be elaborated on in this document				
	Number: 6	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 7	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 8	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 10:23:46 AM
Identification of conservation lands is necessary in this section in order to discuss constraints. A Settlement Agreement with the Conservancy was discussed at the coordination meeting, that should be referenced here.				

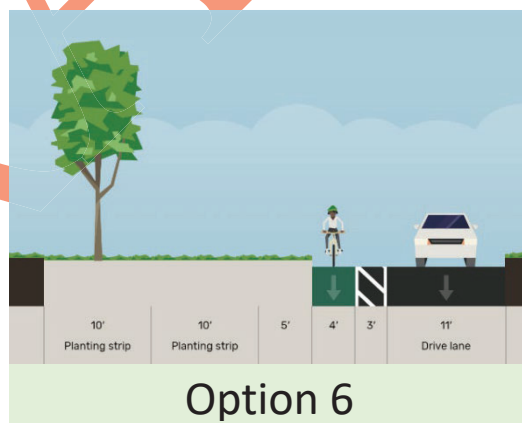
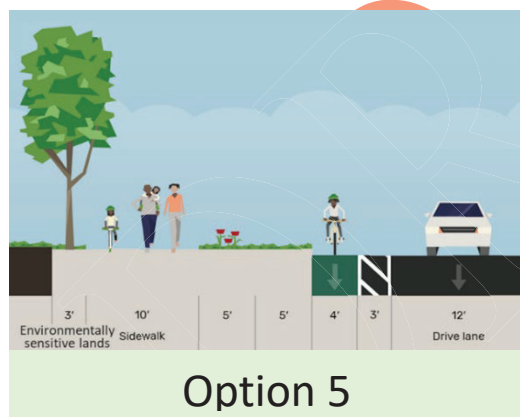
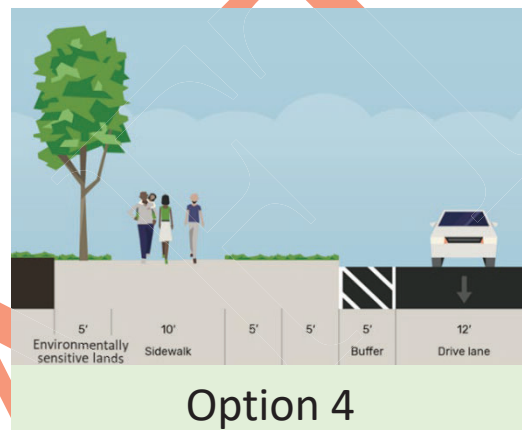
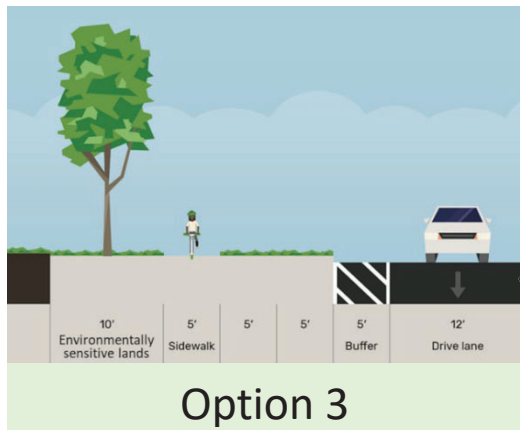
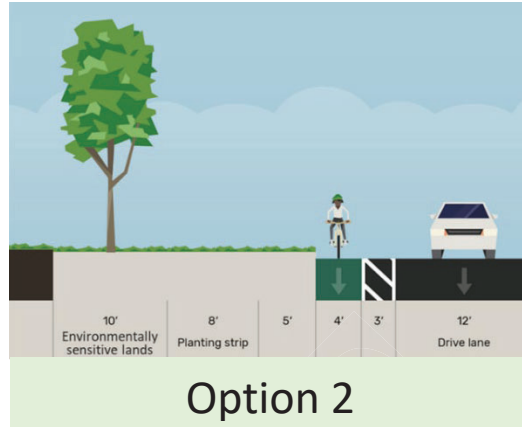
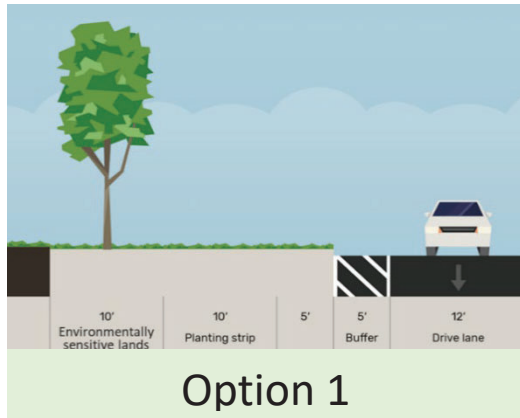
S.R. 951 (Collier Boulevard) – Shared Use Path Design Options ¹

Multiple design concepts were developed and presented to the public through an online survey. Each concept provided varying approaches to the different modes of transportation that meet current design standards, providing facilities for pedestrians and bicyclists while minimizing impacts to environmentally sensitive lands.

- 1) No Build – Bicyclists are accommodated on existing 5'-paved shoulders and no facilities are provided for pedestrians.
- 2) 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and no facilities are provided for pedestrians.
- 3) 5' Sidewalk – Bicyclists are accommodated on existing 5'-paved shoulders and a 5' sidewalk, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians.
- 4) 10' SUP – Bicyclists are accommodated on existing paved shoulders and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 5) 10' SUP and 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 6) 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. No facilities are provided for pedestrians.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. A 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.



Is there a discussion of current typical sections with existing designs and the options?



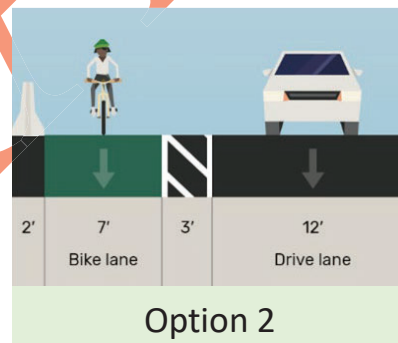
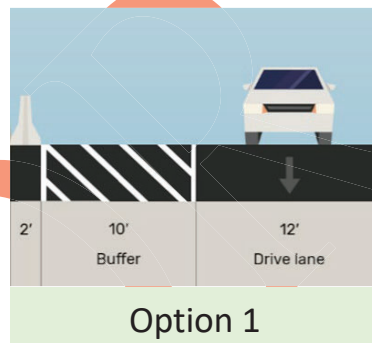
Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

S.R. 951 (Collier Boulevard) – Bridge Options¹

S.R. 951 Bridge over McIlvane Bay and S.R. 951 Bridge over McIlvane Creek

Located between Capri Boulevard and Marco Shores/Mainsail Drive, these bridges have a clear roadway width of 90'. Four options were created for these bridges:

- 1) No Build – Bicyclists are accommodated on existing 10' bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Buffered Bike Lane – Bicyclists are accommodated on a designated 7' buffered bike lane and no facilities are provided for pedestrians.
- 3) Barrier Separated Sidewalk – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated sidewalk is provided for pedestrians. The median would be reconstructed on the bridge deck and reduced in width.
- 4) Barrier Separated SUP – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated SUP is provided for pedestrians and bicyclists. The median would be reconstructed on the bridge deck and reduced in width.





Number: 1

Author: LLantz

Subject: Sticky Note

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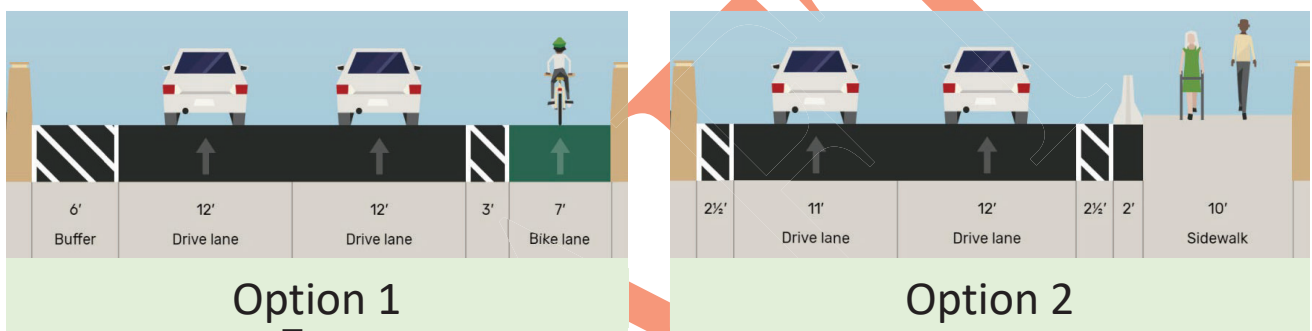
What are the bridge conditions?

NB and SB S.R. 951 over Henderson Creek

1

Located between Fiddlers Creek Parkway and Henderson Creek Drive, this structure consists of twin bridges having a clear roadway width of 40'. Two options were created for these bridges.

- 1) No Build – Bicyclists are accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated SUP – A barrier separated SUP is provided for pedestrians and bicyclists. Access to and from the SUP would be provided prior to the




bridge

C.R. 92 (San Marco Road) – Shared Use Path Design Options

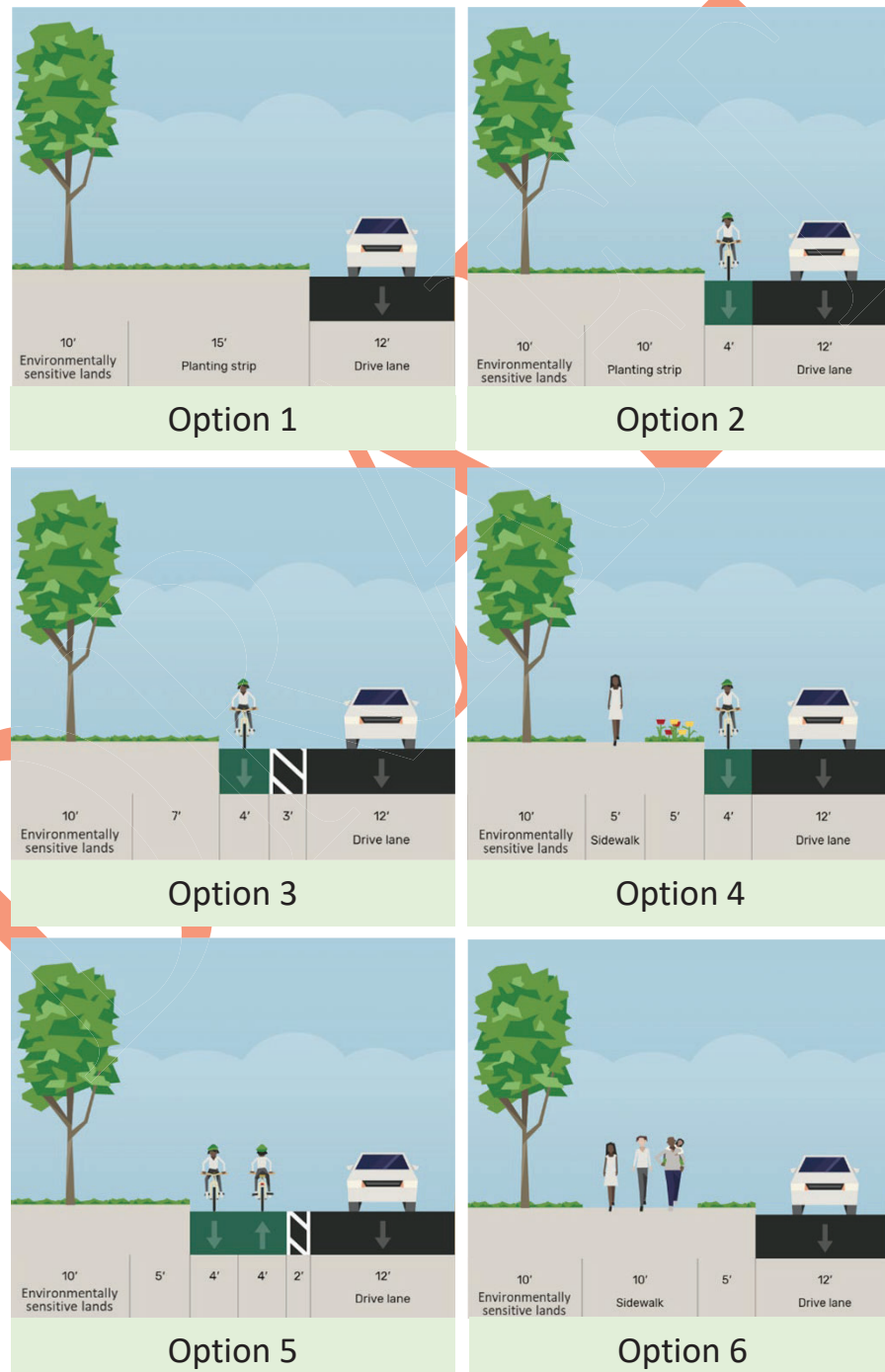
Six options were developed for C.R. 92. These options would be constructed on the West side of the roadway just in front of the existing power poles.

- 1) No Build – Bicyclists utilize the existing travel lanes, and no facilities are provided for pedestrians.
- 2) Paved Shoulder Bike Lanes – A 4' paved shoulder would be constructed abutting the travel lanes and no facilities are provided for pedestrians.
- 3) 7' Buffered Bike Lane – Bicyclists are accommodated on a newly constructed 7' buffered bike lane and no facilities are provided for pedestrians.
- 4) Paved Shoulder Bike Lanes and Sidewalk – A 4' paved shoulder would be constructed abutting the travel lanes and a 5' sidewalk, offset 5' from the edge of travel lane is provided for pedestrians.

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:30:11 AM
Should there be a discussion of maintenance on these options and potential maintenance constraints, costs, etc?

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/27/2023 1:08:29 PM
orphaned line

- 5) Adjacent Asphalt Path – A 10' paved path would be constructed abutting the westbound travel lane providing a 2' buffer and 8' path. A similar treatment was constructed by Collier County in 2021 along Goodland Drive.
- 6) 10' SUP – Bicyclists utilize the existing travel lanes, and a 10' SUP, offset 5' from the edge of travel lane, is provided for pedestrians and bicyclists.

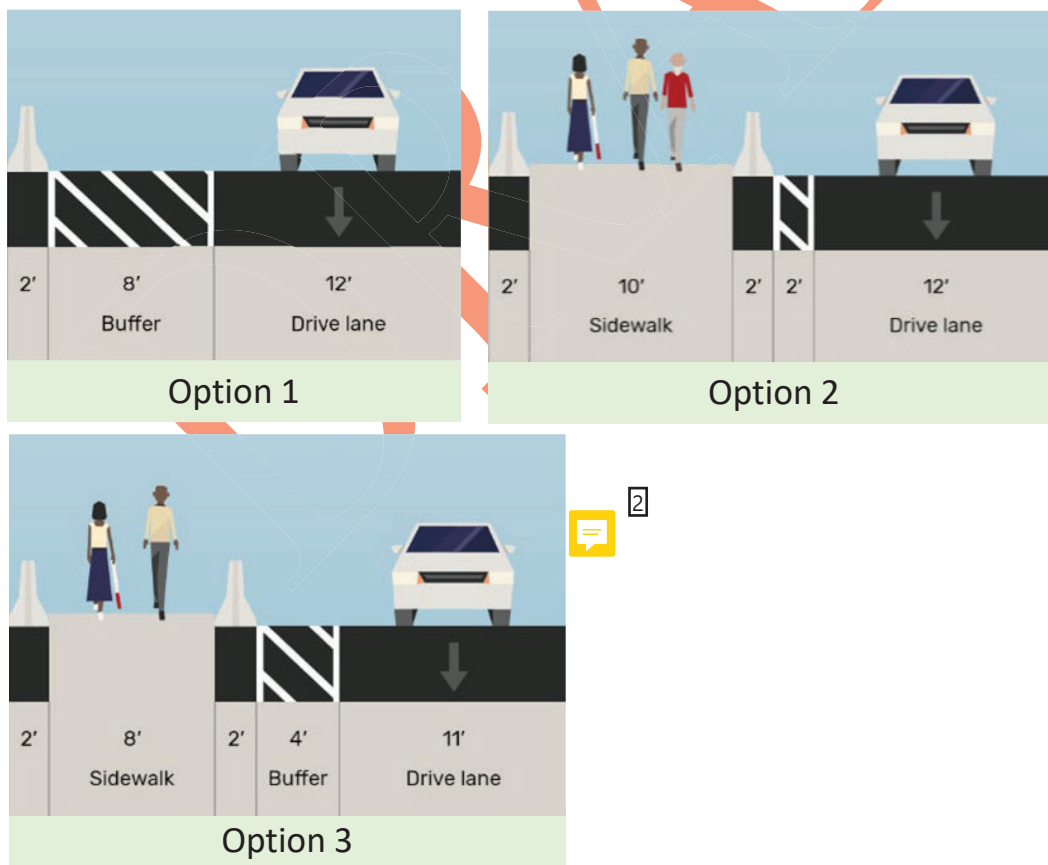


C.R. 92 (San Marco Road) – Bridge Options¹

C.R. 92 over Drainage Canal (Bridge No. 034128)

This bridge has a clear roadway width of 40'. Three options were created for this bridge:

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 8'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 2'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 4' outside shoulders.



 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:30:25 AM

What are the conditions of the bridges? Is that discussed in the Existing Conditions Report?

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:37:00 PM

Is an 11' lane acceptable here? Concern that 11' is not feasible if this is a freight or evacuation corridor. Was Traffic Operations consulted to comment on the feasibility of that option?

Goodland Bridge

This bridge has a clear roadway width of 42'. The three previous options were utilized for this bridge with the additional width applied to the outside shoulders.

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 4'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 6'-outside shoulders.

Public Engagement


The public engagement consisted of two main components:


- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire - November 11, 2022 to January 16, 2023 ¹

The online questionnaire received 230 responses through the website ² and an additional 34 responses were completed at the Farmers Market. At the events, post card handouts were distributed which provided a brief project description, project location map, and project website. Following the first event at the Jerry Adams Chili Cook-Off, email ⁴ ³ notifications were sent to the City of Marco Island Chambers of Commerce, City of Marco Island, Collier Area Transit, adjacent Home Owner Associations within the study area, and local schools providing project information and the survey link. A summary of the public engagement can be found in **Appendix B**.


 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:31:31 AM

Further information on the website should be included in this section - was this a project website or hosted on a public website? Should there be a snip of the website / survey? Is that in the attachments?

 Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 3 Author: LLantz Subject: Sticky Note Date: 4/27/2023 1:09:09 PM

Email notifications were sent out but only appear to have been sent to CAT, not Collier County depts/staff. Is there a list of recipients in the Attachments?

 Number: 4 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

Speed Management 1

Speed management is a critical element of the Safe System Approach, which is a guiding paradigm adopted by the U.S. DOT to address roadway safety. Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to more severe injuries and fatalities. This is especially concerning for more vulnerable road users, such as motorcyclists, bicyclists, and pedestrians. To support efforts in speed management, FHWA, through its Proven Safety Countermeasure Initiatives program, promotes the implementation of several proven speed management countermeasures including variable speed limit systems, speed safety cameras, and setting appropriate speed limits for all road users. FDOT further identifies speed management techniques in chapter 202 of the FDOT Design Manual (FDM). From Table 202.3.1 Strategies to Achieve Desired Operating Speed, for context classifications C3R and C3C, the following strategies are appropriate for a target speed of 40-45 mph: Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons.

Utilities

Utility Coordination 2

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of the Florida Design Ticket System listing of existing utility owners was acquired on February 15, 2023. (Appendix A).

Initially, verbal and written communication was made to all utility's owners outlining the investigation effort along with the project limits. The list of Utility Agency Owners (UAO) known to operate utilities within the project corridor is shown in **Table 1**.

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:32:47 AM

What specific speed observations warranted this? Is the recommendation to lower speed limits supported by FDOT/Collier County? Is a speed study requested? Is there a recommendation to do a speed study in coordination with the PD&E or later phase?

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:35:01 AM

Is a map missing?

Table 1: Utility Contact Information

UTILITY AGENCY	UTILITY CONTACT NAME	UTILITY CONTACT PHONE	UTILITY CONTACT EMAIL
COLLIER COUNTY TRAFFIC OPERATIONS	PAM WILSON	239-252-8260	pamela.wilson@colliercountyfl.gov
COLLIER COUNTY BCC ROAD MAINTENANCE	JOHN FURLONG	239-252-8924 Ext: 2782	john.furlong@colliercountyfl.gov
MARCO ISLAND UTILITIES	MICHAEL EHLEN	239-389-5186	mehlen@cityofmarcoisland.com
CENTURYLINK	BILL MCCLOUD	850-599-1444	william.mccloud@lumen.com
COLLIER COUNTY STAKE & LOCATES	STEPHEN SARABIA	239-252-5924	Stephen.Sarabia@colliercountyfl.gov
COMCAST	CHAD EVENER	941-356-1564	chad_evener@cable.comcast.com
FLORIDA POWER & LIGHT	JOEL BRAY	386-586-6403	joel.bray@fpl.com
HOTWIRE COMMUNICATIONS	WALTER DAVILA	954-699-0900	walter.sancho-davila@hotwirecommunication.com
LEE COUNTY ELECTRIC CO-OP	TOM BAILEY	239-656-2414	tom.bailey@lcec.net
CROWN CASTLE NG	FIBERDIG TEAM	888-632-0931 Ext: 2	fiber.dig@crowncastle.com
SUMMIT BROADBAND	MICHELLE DANIEL	407-996-1183	
TECO PEOPLES GAS- FT MYERS	JOAN DOMNING	JOAN DOMNING	joan.domning@tecoenergy.com
CENTURYLINK (LUMENS)	NETWORK RELATIONS	877-366-8344 Ext: 2	relocations@lumen.com

For the report's preparation, utility owners were provided arials depicting the project limits along S.R. 951 and C.R. 92. Using these aerial plans as a base map, each utility owner was asked to indicate their existing and proposed utilities as well as any easements that may affect their reimbursement rights for potential relocations of their facilities. In response, most utility owners replied via written communications. The utility owners provided the requested information concerning their facilities using either the utility plans or reference documentation (i.e., "As Built" or GIS maps). "Marked" Plans or reference documentation received from the Utility Agency Owners is outlined below.

Existing Utility Facilities Description

Responses from the UAOs are provided in **Appendix C**.

Collier County Traffic Operations – No response 

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:40:33 PM
Who was contacted? List above indicated Traffic Ops - what about PUD?

Collier County BCC Road Maintenance – No response.

Marco Islands Utilities – No response.

Centurylink – No response.

Collier County Stakes and Locates (Water/Sewer)

For the S.R. 951 corridor, a 12" PVC water main on the north side of Capri Boulevard intersects S.R. 951. The water main is located along the west side of S.R. 951 for approximately 400' before crossing to the median of S.R. 951. The water main continues in the location until Marco Shores, where it shifts to the east side of the corridor.

At Port Au Prince Road, a 10" PVC water main joins the 12" PVC water main on the east side. Also, a 4" PVC sewer main on the north side of Port Au Prince Road intersects an 8" DIP sewer main along the east side of the corridor. The two water mains and sewer main continue north on the east side of the corridor to Manatee Road.

At Manatee Road, a 10" AC water main, 20" PVC water main and 16" PVC water main intersect the two water mains from the south. A 20" PVC water main continues north on the east side of the corridor. A 10" PVC sewer main intersects the 12" PVC sewer main. The 12" PVC sewer main continues north on the east side of the corridor.

At the bridge, just north of Riverwood Road, the 20" PVC water main switches to a 20" DP water main. The water main and sewer main continue north to the intersection of U.S.41. Connections to the water mains are located at the following side roads:

- Marco Shores
- Fiddlers Creek Parkway
- Port Au Prince Road
- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive

- Eagle Creek Drive

Connections to the sewer main are located at the following side roads:

- Port Au Prince Road
- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive

For the C.R. 92 corridor, a 6" PVC sewer main is located on the east side of C.R. 92 from the U.S. 41 intersection for approximately 1,000' south, where it ties to a private sewer main for the Collier-Seminole State Park. An 8" water main owned by Collier-Seminole State Park is located on the west side of C.R. 92 from the U.S. 41 intersection for approximately 1,050' south before crossing C.R. 92 and entering Collier-Seminole State Park.

Comcast – No response.

Florida Power and Light – No response.

Hotwire Communications

No facilities email received February 17, 2023, from Walter Sancho-Davila.

Lee County Electric Co-op

Along S.R. 951, from Judge Jolly bridge to U.S. 41, there is a transmission line on the west side of the corridor.

Along C.R. 92, south of Goodland Drive, there are primary and secondary overhead facilities on the west side of C.R. 92. Along Goodland Drive, there is a primary overhead facility along the south side, crossing C.R. 92 to connect the facilities on the west side of C.R. 92.

Along C.R. 92, at the bridge, the primary facility is underground. After the bridge, the primary underground facility crosses C.R. 92 to the east side of the road. The facility then becomes a primary overhead facility. The overheard facility crosses back to the west side of C.R. 92.

From north of the bridge to U.S. 41, the primary overhead facility is on the west side of the corridor. Near the intersection of U.S. 41, primary and secondary

overhead facilities cross C.R. 92 to the east side to provide power to the Collier-Seminole State Park campsites. At the intersection, a primary overhead facility connects to the businesses in the southeast quadrant of the intersection.

Crown Castle NG

There are no facilities along S.R. 951 or C.R. 92. There are underground conduits along US 41 at the intersections with S.R. 951 and C.R. 92.

Summit Broadband – No response.

TECO Peoples Gas – Ft. Myers – No response.

Centurylink (Lumens)

Along S.R. 951, from Capri Boulevard to Championship Drive, there is an underground fiber route along the west side of the corridor. Between Championship Drive and U.S. 41, the underground fiber route is along the east side of the corridor. There are crossings at side roads along the corridor.






Along C.R. 92, from Goodland Drive to north of the bridge, there are underground local copper and fiber routes on the east side of the corridor. From north of the bridge to U.S. 41, there is an underground fiber route along the west side of the corridor. Between Curcie Road and U.S. 41, there is an underground local copper route along the east side of the roadway. The copper route crosses C.R. 92 and connects to Collier-Seminole State Park.

Trail Amenities

Essential for the success of the two trail segments, S.R. 951 and C.R. 92, both as stand-alone facilities and as part of the overall Marco Island loop, will be providing a safe, comfortable, and accessible environment. Both the segments will provide recreational opportunities as well as access to parks and recreational facilities. The S.R. 951 segment will also likely be used for access to jobs, shops, and services that encourages people to use the trail for work commutes, recreation, and social interaction. Some of the trail design elements that should be considered during evaluation of the design concepts include the following:

Trailheads

The development of trails should include consideration for trailheads. Fortunately, there are several opportunities along the trail alignments that have the potential to serve

	Number: 1	Author: LLantz	Subject: Sticky Note	Date: 4/19/2023 5:45:14 PM
Is this related to signage designation/requirements when built? There is reference to an evaluation during the design concept phase - that seems premature. Maintenance of these amenities need to also be determined, possible agreements and commitments of all parties are necessary.				
	Number: 2	Author: LLantz	Subject: Sticky Note	Date: 4/19/2023 4:50:25 PM
clarify statement - are both feasible?				
	Number: 3	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 4	Author: lantzlorraine	Subject: Sticky Note	Date: 4/19/2023 5:46:52 PM
Is this stating that the design elements should be evaluated during the PD&E phase or a future phase after that = design?				
	Number: 5	Author: lantzlorraine	Subject: Highlight	Date: 4/19/2023 5:45:26 PM

as trailheads: The Isle of Capri Paddlecraft Park is adjacent to S.R. 951 on the northwest corner of S.R. 951 and Capri Boulevard. This park includes parking, picnic pavilions, and restrooms. It also has a 6' concrete walkway leading to the northeast side of S.R. 951. Margood Harbor Park is located about a mile south of C.R. 92, west of the Goodland Bridge off Goodland Drive. Park amenities include parking, picnic areas, and restrooms. Access to the park would be along Goodland Drive and Pear Tree Avenue.

If these parks are to serve as trailheads, consideration should be given to providing trail-user specific enhancements. These would include bike parking, repair stations, trail maps, and trail courtesy information. Information regarding hydration and protection from sun/heat-related ailments should be included as well. Vending machines that provide trail user-friendly items such as patch kits, bike lights, CO₂ canisters, sunscreen and first aid kits could be provided.

³ *Wayfinding*

Wayfinding should be included along the trail segments. Wayfinding should include directions to trailheads or parks. From trailhead or parks, wayfinding provides directional information to the City of Marco Island, the existing Marco Island Loop Trail on S.R. 951, and the intersection of C.R. 92 and U.S. 41. Distances to the City of Marco Island should be to the first commercial location providing access to snacks and beverages (e.g., S.R. 951 and Bald Eagle Drive, and C.R. 92 and Barfield Drive).

⁴ *Transit Stops*


The transit stops at S.R. 951 and Manatee Road already include covered benches and bicycle parking. These could be enhanced with transit schedules, or real-time bus arrival information.


Signal Enhancements


On S.R. 951, if the trail is located on the west side of S.R. 951, signalized intersections should be enhanced to provide pedestrian/trail features to access the west side of the roadway. This should include lighting the crosswalks to improve trail user visibility in the crosswalks.


Midblock Crossings

At locations where potential destinations for trail users exist, midblock crossings should be considered.

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 1:10:16 PM
Collier County Parks and Recreation should also be consulted as a stakeholder.

 Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 3 Author: LLantz Subject: Sticky Note Date: 4/19/2023 5:48:14 PM
Should tourism/tourist development council be a stakeholder?

 Number: 4 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:36:40 AM
Is this recommendation supported by Transit and any of their plans - TDP?

Lighting ¹

In locations where lighting is not an environmental issue, trail lighting should be considered. If overhead lighting is inappropriate, the potential for path level lighting should be evaluated.

Mile Marker Symbols

Pavement markings, or more likely stickers, identifying trail mile points should be included along the trail. These should have specific location information that can be used to inform emergency services of the exact location of the marker.

Shade

Both of the trail segments are along roadways with very little shade. The potential for providing pull-outs to access covered benches should be considered when installing these trail segments. Using vegetation to provide shade is preferable to using structures.

Call Boxes ²

While cell phones have become ubiquitous, call boxes can provide immediate notification of emergency situation and provide location data to first responders.

Trash Receptacles

Placing trash receptacles along the trail can help reduce litter along the trail and roadway.


Technology Considerations

Trail Counts

Technology can be used to provide data on trail users and to enhance the trail users' experience. Count stations should be considered along both trail segments. These count stations could include in-pavement sensors and eco-counters. Near traffic signals, it may be possible to tie these count stations into the existing traffic signal monitoring system and/or use video detection to count trail users.

Mile Marker Information

QR codes could be included on the mile markers to provide immediate access to trail maps, park locations and hours of service, safety advice, transit information, etc.

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:38:47 AM

A discussion of where this is appropriate and the potential maintenance responsibility is missing.

 Number: 2 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:39:01 AM

Who would provided this?

ALTERNATIVE ANALYSIS

This feasibility study is intended to reflect the general stakeholder desires to continue the planning and future implementation of a shared use path network. Through public engagement, a general understanding of the stakeholders' goals and desires for implementation were ascertained. Each of the design concepts was evaluated for their consistency with the project purpose and need, stakeholders' and public desires, adjacent land use, physical constraints and available right-of way.

Of the options considered, some do not meet the purpose and need to provide system linkage, improving both bicycle and pedestrian connectivity. These options are included in particular for the bridge structures, as limited options are available if no bridge widening is taken into consideration. They are presented to help provide comparisons for options that do meet the system linkage criteria.

Corridor Segments

The purpose of the corridor segmentation for S.R. 951 was not to limit the options analyzed per segment, but to limit the overall environmental impacts. Our options which limit the construction of a sidewalk or SUP to one side of the roadway was based on the adjacent land use, which is predominantly natural lands, physical constraints and available right-of way. With a limited ability to expand development along the corridor, it was decided that the need to provide pedestrian facilities on both sides of the roadway was not warranted.


Segment 1 – Judge Jolley Bridge to Capri Boulevard


Through this segment, the east side of the roadway is dominated by the Collier Boulevard Boating Park. The flotilla passage connecting East Marco Bay to McIlvane Bay limits the available real estate needed to construct pedestrian facilities. Through this segment, pedestrian facilities were only considered for the west side of the corridor.


Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Through this segment, Capri Boulevard connects to S.R. 951 on the west side and Marco Shores/Mainsail Drive connects on the east side. A short stretch of existing sidewalk just north of Capri Boulevard and on the west side of the roadway connects to the Isle of Capri Paddlecraft Park. This segment also contains two bridges (S.R. 951 over

Page: 23

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:40:50 AM
How/where is this documented? Was it in the attachments?

 Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 3 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 4 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 5 Author: LLantz Subject: Sticky Note Date: 4/27/2023 10:41:27 AM
Where are these constraints documented?

McIlvane Bay and McIlvane Creek). Through the southern portions of the segment, the flotilla passage abuts the roadway, but is further offset than the segment to the south. There seems to be sufficient space to construct pedestrian features without impacting the existing shoring. With the park on the west side of the corridor, expanding the pedestrian facilities on the west side of the corridor provides some benefit and the additional costs needed to adjust the existing guardrail that provides protection to the canal suggests prioritizing an option with pedestrian facilities on the west side of the corridor. However, there are no identified issues with locating pedestrian facilities on the east side of the corridor. Both options should move forward into the ¹next phase of planning and/or design.

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

Fiddlers Creek Parkway connects to S.R. 951 from the east side. This segment has conservation lands adjacent to both sides of the corridor. Of note are the above ground utilities i.e., electrical transmission and distribution lines running on the west side of the roadway. Other than the utilities, both sides of the corridor seem equal and uniform. Two factors would play into the determination of the placement of pedestrian facilities: location of the utilities and ³location of the subdivisions. With the utilities on the west side, existing access to the poles would limit the total impacts to environmentally sensitive lands. While providing pedestrian facilities on the east side of the corridor would place the facilities closer to users and reduce exposure of these vulnerable users by eliminating the need for crossing S.R. 951. Given the current data, both options should move forward into the next phase of planning and/or design ⁴

Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

As the project moves north, the majority of the residential and commercial properties are located on the east side of the roadway. With signals at Fiddlers Creek Parkway and Manatee Road, mid-block crossings would be required to access pedestrian facilities on the west side of the roadway. Due to the location of the pedestrian generators, predominantly on the east side of the corridor, pedestrian facilities were only considered for the east side of the corridor.

Sociocultural Resources

Based on the information gathered for the ⁶Existing Conditions Report, there are minimal impacts to the sociocultural status within the corridors. This project would support

Page: 24

	Number: 1	Author: lantzlorraine	Subject: Highlight	Date: 4/19/2023 5:55:17 PM
This is vague language that could be interpreted that the options are moving forward to design. This language is repeated in several segments.				
	Number: 2	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 10:50:07 AM
It might be helpful to specify the subdivisions.				
	Number: 3	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
	Number: 4	Author: lantzlorraine	Subject: Sticky Note	Date: 4/19/2023 5:55:57 PM
Moving forward to next phase of design?				
	Number: 5	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 10:50:53 AM
What report is referenced here? Is that an attachment?				
	Number: 6	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM

²community resources and land use¹ by providing multimodal mobility and accessibility. No relocations are anticipated for this project.

Utilities

An analysis of the preliminary existing utility locations indicates the proposed improvements will not impact any of the existing utility facilities. As there are no impacts to the utility facilities, there are no conflicts to be addressed and therefore, there are no utility relocation costs or right-of-way impacts. ³

Geotechnical and Contamination


Based on the information gathered for the Existing Conditions Report, there are minimal impacts due to geotechnical or contamination considerations within the corridors. From a soils perspective, both roadways appear to have been constructed by utilizing fill that was placed over historic mangrove swamp. There may be soil concerns due to high water and organic content as this could affect the construction and maintenance of slopes for the pedestrian facility and/or roadway widening. There is no physical evidence of this having any long term or maintenance issues with the roadway and this should be the same with future pedestrian facilities.


From a contamination viewpoint, the Racetrac located at 6170 Collier Boulevard is the only site located within the corridors. The site was redeveloped around 2013 and was previously a gas station as well. With the fairly recent redevelopment of the site, the risk of contamination impacting the project would be minimal. No accommodations for either the geotechnical or contamination considerations are included in the analysis.


Floodplains and Wetlands

Based on the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory and the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST), the Study Area is comprised of approximately 90% wetlands and surface waters. The majority (~80%) of these wetlands are estuarine (mangrove island and tidal flats), while the other ~10% are palustrine (freshwater, nontidal wetlands).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Study Area contains panels 12021C0612H,

 Number: 1 Author: LLantz Subject: Sticky Note Date: 4/27/2023 11:12:53 AM
Are these identified in this report?

 Number: 2 Author: LLantz Subject: Highlight Date: 4/19/2023 4:50:25 PM

 Number: 3 Author: LLantz Subject: Sticky Note Date: 4/27/2023 11:01:29 AM
Should there be different language here? Based on the agencies that commented and limited analysis, there appears to be no conflicts....
additional analysis would be done during future phases of this project.

12021C0615H, 12021C0827H, and 12021C0829H for S.R. 951 and panels 12021C0855H, 12021C0835H, and 12021C0842H for C.R. 92, all dated May 16, 2012. With the exception of high pockets of elevation,¹ the majority of the Study Area falls within the 100-year floodplain, due to its proximity to the coast. Based on the Digital Flood Insurance Rate Map (DFIRM), updated December 2022, the flood zone designations for the Study Area are AE and VE. Zone AE corresponds to 1% annual chance floodplains and zone VE are coastal high hazard areas.²

If impacts occur to mangroves, mitigation will be required.³ Both Little Pine Island Mitigation Bank and Corkscrew Regional Mitigation Bank provide credits within the Study Area. Little Pine Island Mitigation Bank is the recommended mitigation bank because of its proximity to the Study Area and is the only one of the two to provide mitigation credits for Forested Freshwater, Forested Saltwater, Herbaceous Freshwater/Brackish, and Herbaceous Saltwater systems. The cost per credit for forested estuarine wetlands is \$365,000 and \$235,000 for herbaceous estuarine wetlands, in effect April 1, 2023. Credits are sold per credit because the amount of credit needed will be determined by the quality of the wetland impacted, rather than solely on acres impacted.


Drainage and Permitting

Construction of pedestrian facilities will impact tidal floodplain⁴ but no floodplain mitigation will be required and, in this case, no permit is required.⁵ No attenuation would be required. If wetlands are impacted, then a standard Environmental Resource Permit (ERP) would be required. If swales and wetlands are impacted then a full ERP Individual permit would be required.

S.R. 951 (Collier Boulevard) – Options


Uniform options were applied throughout the corridor. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.

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The project appears to be in a floodplain, flood occasionally and have potential impact to mangroves? This makes it seem like it is just pay the mitigation costs, is there more to the environmental concerns?

	Number: 3	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
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	Number: 4	Author: LLantz	Subject: Sticky Note	Date: 4/27/2023 11:10:27 AM
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What Permit - SFWMD, something else? Specify the permits needed / not necessary.

	Number: 5	Author: LLantz	Subject: Highlight	Date: 4/19/2023 4:50:25 PM
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- 2) 7' Buffered Bike Lane – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. It also had the second lowest positive response from the public survey, with the no-build as the lowest response.
- 3) 5' Sidewalk – The third S.R. 951 option provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles.
- 4) 10' SUP – The next S.R. 951 option provides system linkage for both pedestrians and bicyclists and provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP.
- 5) 10' SUP and 7' Buffered Bike Lane – The next S.R. 951 option provides system linkage for both pedestrians and bicyclists. The shoulder would be widened by 2' to provide the buffered bike lanes. The section provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP and improved buffered bike lanes. This option received the highest amount of public support.
- 6) 7' Buffered Bike Lane (no widening) – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This option was created after the online survey was made available to the public and therefore did not receive public input.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – This variation of Option 5 requires no roadway widening and allows the shoulder to be widened by reducing the travel lane widths to 11'. With S.R. 951 considered a freight corridor to the City of Marco Island, a minimum 12' outside lane would be required.

Depending on the options above, a correlating bridge section would be utilized to accommodate the approach facilities for the bridges over McIlvane Bay and Creek. Options 1, 2, and 6 would require no bridge work other than possible new pavement markings. Option 3 correlates to a structure with a barrier separated sidewalk. Options 4, 5, and 7 match the bridge structure providing a 10' SUP that is barrier separated.

Only two options were prepared for the Henderson Creek Bridge: no build and barrier separated SUP. Dependent on timing and funding, the FDOT is currently in the right of way phase for Financial Project Identification 435111-2 S.R. 951 from Manatee Road to Tower Road. The project is funded for right of way acquisition but is currently not funded for construction. If funds become available, then the planned letting date for this project is July 22, 2027. When construction occurs, the bridge will be widened over Henderson Creek to provide a sidewalk on the southbound bridge and a 10' SUP on the northbound bridge see Figure 2.

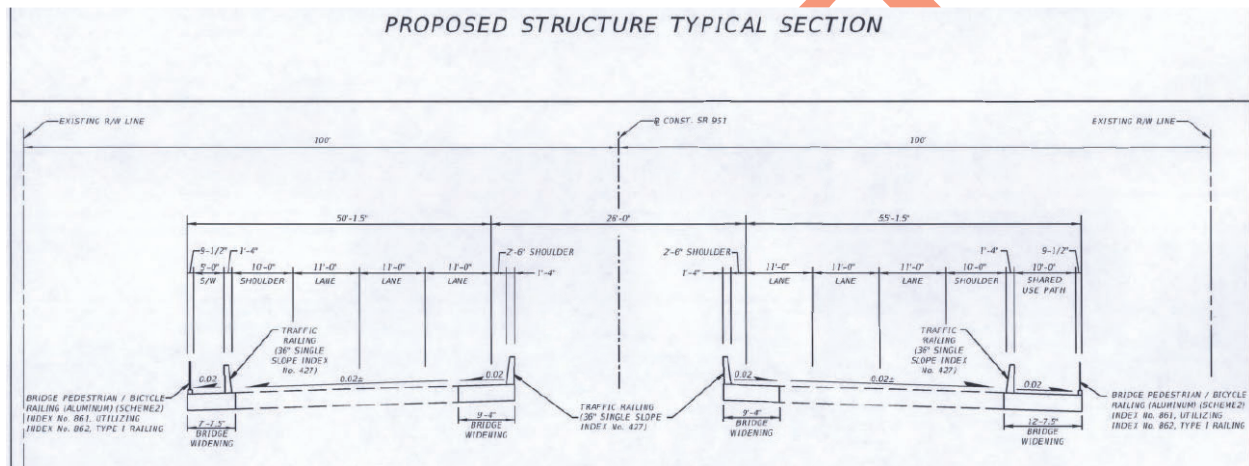


Figure 2 - Proposed Typical Section for the Henderson Creek Bridge (FPID 435111-2)

C.R. 92 (San Marco Road) – Options

As discussed previously under Corridor Segments for S.R. 951, the options for C.R. 92 limits the construction of a sidewalk or SUP to one side of the roadway based on the adjacent land use, which is predominantly natural lands, physical constraints and available right-of way. With no possibility for development along the corridor, it was decided that the need to provide pedestrian facilities on both sides of the roadway was not warranted. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This option does not meet the desired purpose and need for the project of providing system linkage for bicycle or pedestrian connectivity.

- 2) Paved Shoulder Bike Lanes – This option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 3) 7' Buffered Bike Lane – The next option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 4) Paved Shoulder Bike Lanes and Sidewalk – The fourth C.R. 92 option provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles. This option had the second highest response from the public.
- 5) Adjacent Asphalt Path – The next option does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This option had the third highest response from the public, but was very similar to the second highest (23.3% vs. 25.3%).
- 6) 10' SUP – The last C.R. 92 option provides system linkage for both pedestrians and bicyclists with separation provided between bicyclists and motor vehicles along the SUP. This option had the highest positive responses from the public.

Cost Estimates

Conceptual construction cost estimates were prepared for both build options. The estimates were prepared using a similar approach to that of the FDOT Long Range Estimating application and Cost per mile models. Cost estimates are presented in **Table 2**. The detailed cost estimation for the is provided in **Appendix D**.

Recommendations

A qualitative analysis was conducted to determine the advantages and disadvantages of the options. ¹ Each option was evaluated in relation to ² engineering, socioeconomic, environmental criteria, and various cost factors. A Comparative Alternative Evaluation matrix is presented in **Table 3**. The matrix is provided for comparisons only and does not represent a recommendation or a ranking of the options.

Based on the available data and analysis, the following options are recommended to be carried forward to the PD&E phase and depicted on the Concept Plans – **Appendix E**:



Number: 1

Author: LLantz

Subject: Highlight

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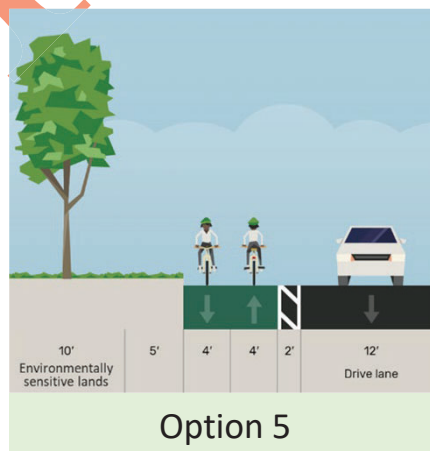
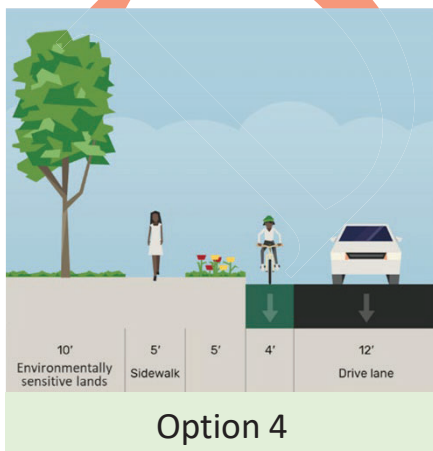
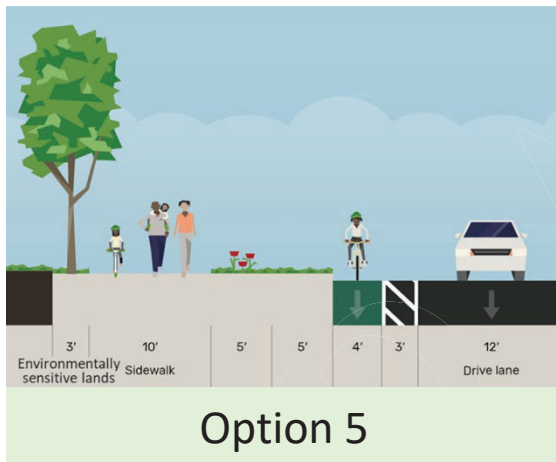
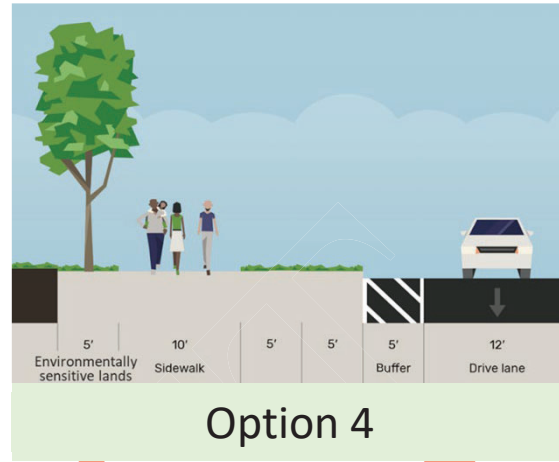
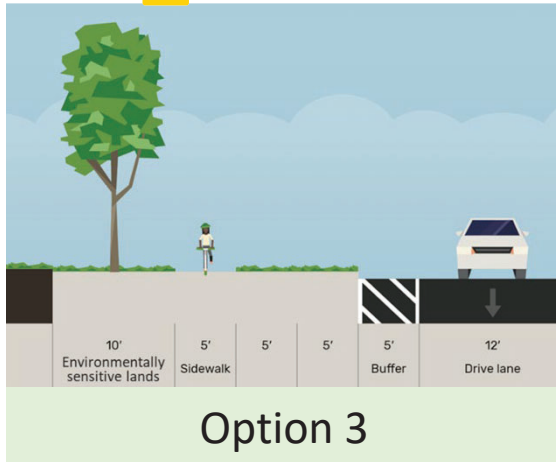
Number: 2

Author: LLantz

Subject: Sticky Note

Date: 4/19/2023 6:02:53 PM

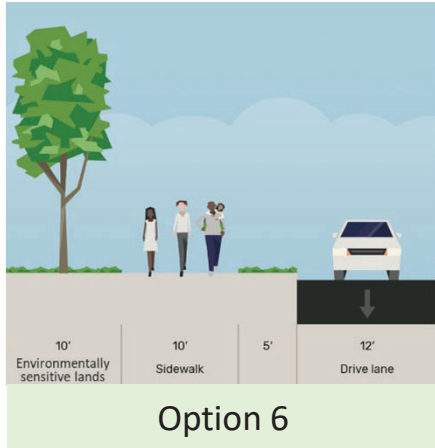
The Study jumps to the conclusion and the Matrix without some discussion of the evaluation criteria listed. The options and recommendation sections focus on the purpose and need and the public opinion not the constraints - including costs of construction, engineering issues, potential environmental and mangrove impacts, etc.





Number: 1 Author: LLantz Subject: Sticky Note Date: 4/19/2023 6:05:41 PM

Discussion indicated that nothing was eliminated and all options moved to PD&E, however recommendations only show a few options. Is there a tier of feasible / not feasible or recommended to move on and not recommended? Should the "no build" option be listed?



DRAFT

RECEIVED MAR 23 2023

Box 560
Milford, IA 51351
March 20, 2023

Collier County Metropolitan Planning Organization
2885 Horseshoe Dr. S.
Naples, FL 34104

Ladies and Gentlemen;

The Organization should reject any plan to build a multi-use trail especially the section from the Jolly Bridge to Tower Road, which is already congested with thousands of vehicles traveling on Collier to/from Marco Island every day.

This project would be incredibly dangerous to bikers or walkers who would be a mere 5 feet from dump trucks, cement trucks, semis and cars traveling at 55 mph. Any traffic accident could severely injure or kill anyone who might have the misfortune of being on the trail at that time.

Further, the bikers and walkers so close to the fast moving vehicles will be a distraction to drivers and create more accidents.

The trail would also be a waste of taxpayer funds. Bikers and walkers will not want to use the trail with it being so close to moving traffic, which generates deafening noise, dust and flying debris. Using the trail would not be a pleasant experience.

This project, which puts everyone in jeopardy, should be stopped before people get injured or killed. Thank you for your time.

Sincerely, 

Jo Martin (Homeowner on Marco Island) (319) 230-2534



2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-5814 • Fax (239) 252-5815

April 26, 2023

Ms. Jo Martin
Box 560
Milford, IA 51351

RE: Marco Island Loop Trail Feasibility Study

Dear Ms. Martin,

I am writing this to follow-up on my voice mail message regarding the concerns raised in your letter dated March 20th. Given your concerns about placing bicyclists and pedestrians within too close proximity to high-speed traffic, I thought it might be helpful to explain how the study came to be.

The MPO initiated the study in response to a request from the Marco Island City Council. The purpose of the study is two-fold: 1) to connect the City of Marco Island to the Shared-Use Nonmotorized (SUN Trail) corridor along US 41 (Tamiami Trail East); and 2) to improve bicycle and pedestrian safety along SR 951 (Collier Blvd) and CR 92 (San Marco Rd). The study was prioritized by the MPO's Bicycle and Pedestrian Advisory Committee and eventually programmed using federal funds. The MPO asked FDOT to lead the study.

The options being considered along SR 951 and CR 92 include widening the existing shoulders and/or adding a 10'-wide Shared Use Path on one side of the road which would be set back from the roadway a distance of about 10 feet. The options under consideration for the S.R. 951 bridges are similar, but without the 10'-foot set back for a Shared Use Path due to the restricted width of the bridges.

Completing the Feasibility Study is just a preliminary step in a planning process that typically takes 8 to 10 years for a project to go from concept to actual construction. If there is sufficient support to continue to the next step, the MPO has the option of prioritizing the development of a much more detailed project design and environmental permitting study for federal funding.

Your letter will be included in the agenda packet for the MPO Board meeting on June 9, 2023, when the Board is scheduled to receive a presentation on the Marco Island Loop Trail Feasibility Study from FDOT. You are welcome to attend the meeting in-person or to participate virtually via ZOOM. Please feel free to call me at 239-252-5884 if you have additional questions or concerns.

Regards,

A handwritten signature in blue ink, appearing to read 'Anne', with a long, sweeping horizontal line extending to the right.

Anne McLaughlin, Executive Director

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8B

Status of Moving Florida Forward Initiative and Planning (PL) Funding Distribution Formula

OBJECTIVE: To provide a status report on the Governor's Moving Florida Forward (MFF) Infrastructure Initiative and the PL funding distribution formula.

CONSIDERATIONS: The funding for the Governor's MFF infrastructure initiative is included in the Florida Department of Transportation's budget. The MFF did not get fully funded. Though it received \$4 billion in General Revenue (GR) transfers, it did not receive the tag and title fees that are collected and deposited into the GR fund and then redirected to the State Transportation Trust Fund needed to fully fund the \$7 billion initiative. The Legislature is currently reviewing FDOT's budget. At this time, the funding for MFF beyond what has been allocated to I-4 improvements is uncertain. The last day of the 2023 Legislative Session was May 5th. FDOT has not yet issued an official report on the Legislative appropriations. If new funding is allocated to new or existing projects within Collier County, the 2045 LRTP will need to be amended, followed by amending the TIP. In order to prepare the two amendments, the MPO will use the General Staff Support consulting services provided by Jacobs Engineering Group.

The MPOAC's Policy and Technical Committee met on May 9th to review another round of PL funding distribution scenarios. Although no formal vote was taken, the consensus expressed at the end of the meeting is to maintain the current PL formula providing a base amount of \$350,000 to each MPO and allocating the remaining statewide funds on a percentage basis by urban area population. Under this scenario, which includes increasing the allocation to MPOAC, Collier MPO would receive approximately \$634,000 in PL funding. The Policy and Technical Committee meet again on July 19th to formally vote on the funding formula. The Staff Directors and Governing Board meet on July 27th for a final vote on the PL funding formula to be submitted to FDOT for concurrence and FHWA for approval.

STAFF RECOMMENDATION: provided for informational purposes.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:
N/A

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8C

Joint Workshop with Lee County MPO Technical and Citizens Advisory Committees (TAC and CAC)

OBJECTIVE: For the committee to review and comment on the draft agenda topics and proposed meeting date for holding Joint Workshops with Lee MPO's TAC and CAC.

CONSIDERATIONS: Two joint meeting dates are proposed, one for TAC/CAC and one for the MPO Board:

- **Committees:** Staff is proposing a meeting date of August 3rd to hold the Joint Lee/Collier TAC and CAC Workshops.
- **Board:** Collier and Lee MPO staff proposed a meeting date of August 18th for the Joint Lee/Collier MPO Board Workshop.

The draft agenda topics for both the Board and the committee workshops is as follows and will be reviewed by the Board on May 9th. Staff will report to the committees regarding the outcome.

Draft Agenda Topics - Reports and Presentations

1. Bonita Springs/Estero Urban Area – Comparison of 2010 & 2020 US Census Population and Maps
2. Report on PL Funding Distribution Formula (Policy & Technical Committee Meeting July 19th, MPOAC Staff Directors and Governing Board Meeting July 27th)
3. Update on MPO Consolidation Bill - History of Joint Agreement, 2000 and 2010 Census, Lee and Collier Appropriation Plans
4. 2020 Census Updated Appropriation Plans, maintain separate MPOs, propose SU, CARU, TALU funding distribution based on percent share of Bonita Springs-Estero Urban Area population
5. Status of Moving Florida Forward Infrastructure Initiative, SIS-Cost Feasible Plan and FDOT's I-75 Southwest Connect Master Plan Study (implication-need for another north/south corridor, *i.e.*, CR 951 Extension)
6. Status Reports on Regional Roadway Network Improvements:
 - a. Old 41
 - b. US 41/Bonita Beach Road Intersection
 - c. SR29 and SR82
 - d. Corkscrew Rd
7. Status Reports on Regional Transit Activities
 - a. FDOT's Vanpool Program
 - b. Regional Transit Service & Fare Study
8. Status Reports on Regional Shared Use Non-Motorized (SUN) Trail Network
 - a. Lee County Activities

b. Collier County Activities

Proposed Meeting Dates/Locations

- Joint CAC/TAC Workshop Meeting Date: August 3rd
TAC 10 a.m.-noon, CAC 1:30-3:30 p.m.
- Location TBD

Staff will report the committee's comments on the draft agenda to the Board at their June 9th meeting.

STAFF RECOMMENDATION: For the committee to review and comment on the proposed date and draft agenda topics for the Joint Workshops with Lee MPO TAC and CAC.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

None