



**JOINT COLLIER AND LEE MPO BOARDS'
REGIONAL COORDINATION WORKSHOP**

AGENDA

**Heritage Bay Collier County Government Services Center Meeting Room
15450 Collier Boulevard
Naples, FL 34120**

August 18, 2023

1:30 p.m.

All meetings of the Joint Lee County and Collier County MPO TAC are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact **Ms. Calandra Barraco at the Lee County MPO** at (239) 330-2243; or **Ms. Suzanne Miceli at the Collier County MPO** at (239) 252-5814, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail cbarraco@leempo.com or Suzanne.Miceli@colliercountyfl.gov

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 either the Lee County MPO Title VI Coordinator Calandra Barraco at (239) 330-2243 or by writing Ms. Barraco at P.O. Box 150045, Cape Coral, Florida 33915-0045 or the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli at (239) 252-5814 or by writing Ms. Miceli at 2885 South Horseshoe Dr., Naples, Florida 34104.

Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

1. **Call to Order/Roll Call**
 - a. Old US 41
2. **Pledge of Allegiance**
 - b. US 41/Bonita Beach Road
3. **Election of a Chairperson**
 - c. SR 29 and SR 82
 - d. Corkscrew Road
4. **Public Comments on Items on the Agenda**
 - E. Status Reports on Regional Transit Activities
5. **Approval of Agenda**
 - a. FDOT's Vanpool Program
 - b. Regional Transit Service & Fare Study
6. **Reports and Presentations**
 - A. Review of the 2020 US Census Population and Maps, Comparison to 2010 and Joint Agreement History
 - B. Recommendation for the 2020 Lee and Collier MPO Apportionment Plans and funding allocations
 - C. Status of the I-75 Master Plan, SIS Cost Feasible Plan, LRTP Revenue Estimates and Moving Florida Forward Infrastructure Program
 - D. Regional Roads Project Status
 - F. Status Report on the Regional SUN Trail Network & Paradise Coast Trail
7. **Public Comments on Items not the Agenda**
8. **FDOT Report**
9. **Members' Comments**
10. **Information Items**
11. **Adjournment of Joint Workshop**

REVIEW OF THE 2020 US CENSUS POPULATION AND MAPS, COMPARISON TO 2010 AND JOINT AGREEMENT HISTORY

DISCUSSION ITEM:

Every ten years the Census Bureau provides updated population counts and designates the urban areas. The Census Bureau released its new urban area population numbers at the end of December and in the beginning of January the maps were released. **Attached** are the 2020 urban area boundary maps for the Bonita-Estero and Cape Coral urbanized areas. Also **attached** is a map of the 2020 to 2010 comparison where the brighter blue color are areas that were considered urbanized in 2010 that are not in 2020. The population and land area changes since the 2010 census are shown in the tables below:

Urban Area Census Data for 2020:

2020 Urban Area	2020 Population	Land area (square miles)
Bonita Springs—Estero	425,675	243.0
Cape Coral	599,242	331.8

Urban Area Census Data for 2010:

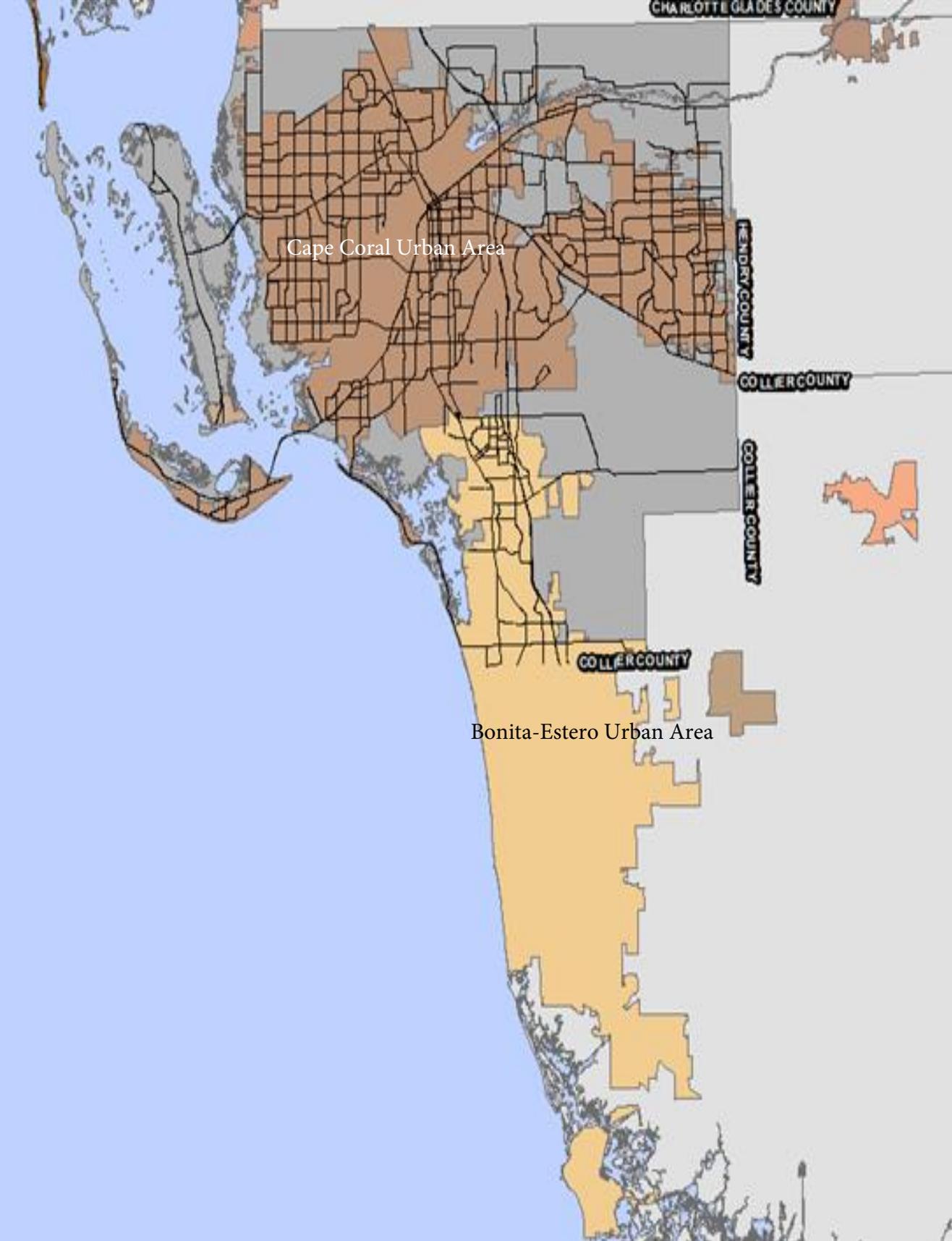
2010 Urban Area	2010 Population	Land area (square miles)
Bonita Springs	310,298	187.0
Cape Coral	530,290	330.3

For the last twenty years the two MPO's planning area has been identified as the County boundaries. Back in 2000, the two urbanized areas had grown together, with the adjusted boundary map identifying the northern boundary of the Bonita Springs-Naples urbanized area ending at the Estero River. At that time, FDOT had sent a letter to both MPO's with an option to combine or to develop a joint agreement addressing certain regional coordination requirements that we would follow moving forward. The FDOT suggestion of combining MPO's were directed towards MPOs that shared a common urbanized boundary. The two MPO's responded to FDOT that they did not want to combine and sent a joint resolution stating that and then went into the process of developing a joint agreement.

In 2010 the two urbanized areas grew together with the then named Bonita Springs urbanized area dividing line moving north to Williams Road in what is now the Village of Estero. At that time, FDOT sent a letter that the urbanized area had grown together and that the two MPO's should consider consolidation or substantiate that the size and

complexity of the two MPO areas make designation of more than one MPO appropriate. The two MPO's met jointly again and sent a joint resolution that the two planning areas were distinct and complex and that we would stay separate but continue to coordinate regionally.

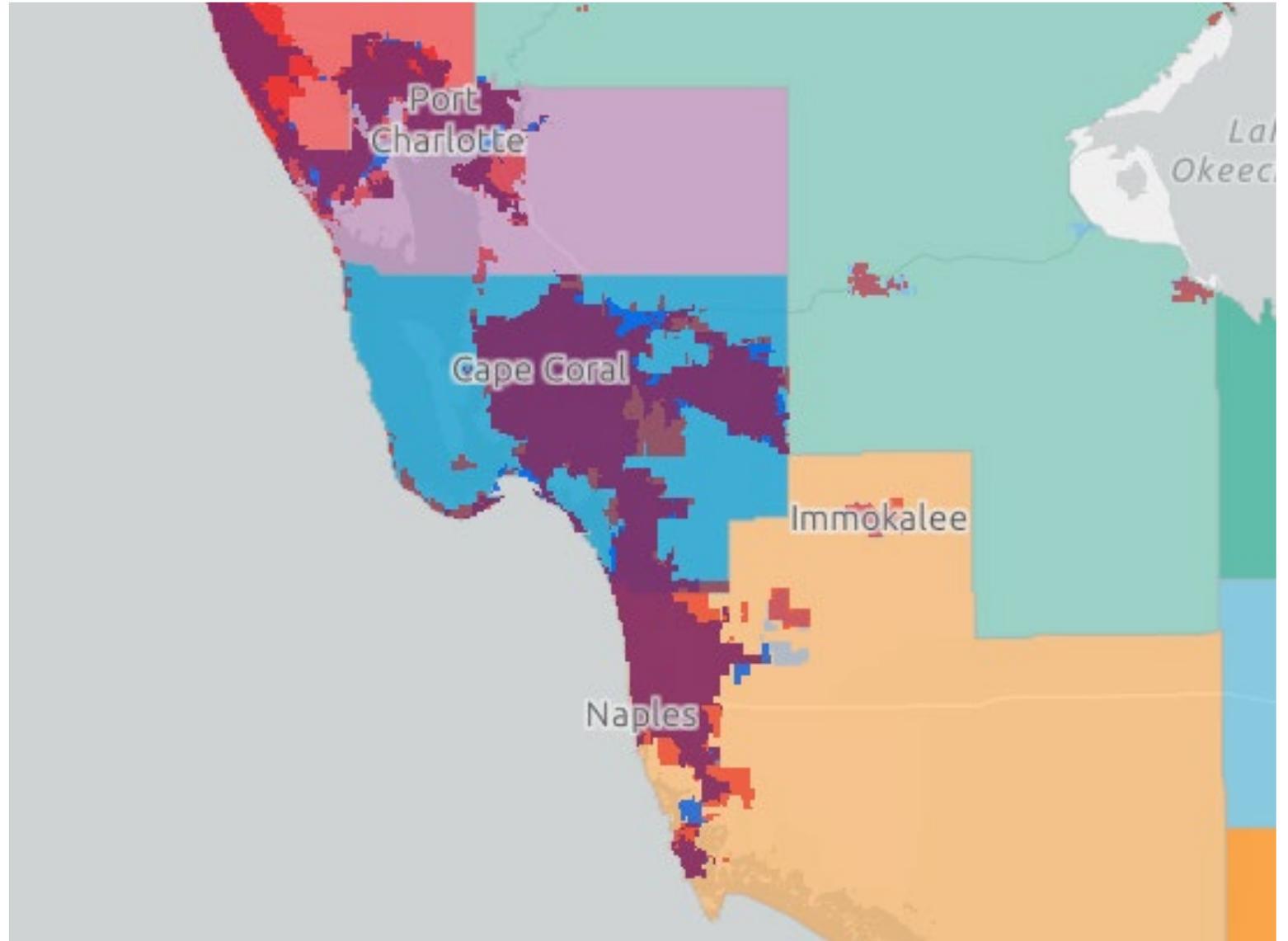
With the 2020 census the Bonita Springs Estero urbanized area has now moved north to Alico Road. As has been discussed previously, the census bureau is now using commute patterns to determine where the urbanized areas are divided. Urbanized areas where more than 50% are commuting to another urbanized area is then included within that other area.



Cape Coral Urban Area

Bonita-Estero Urban Area

2020 Urban
Areas with 2010
in Blue



RECOMMENDATION FOR THE 2020 LEE AND COLLIER MPO APPORTIONMENT PLANS AND FUNDING ALLOCATIONS

DISCUSSION ITEM:

The MPOs have received notice that the apportionment plans based on the new census data is due to the FDOT Central Office by November 14, 2023. Over the last several months, we have been coordinating with FDOT regarding the new boundaries for the Cape Coral and Bonita-Estero urbanized areas and the federal funding allocations. There are several federal funding sources (SU, TALU and Carbon Reduction) that are allocated based on the urban area population numbers attributed to each of the MPO's. **Attached** is a table from the FDOT Central Office that includes the 2020 County population, the population of all urban areas in the County and the population of the urban area that relates to the MPO urban area boundaries. The expansion of the Bonita Springs-Estero urbanized area equates to 126,872 people which covers the area in Lee County from the Collier County line up to Alico Road. The population for this area and the resultant funding allocation would otherwise be included in the Collier MPO allocation, if no changes are addressed as part of this process.

The two MPO's have been discussing and are recommending that the federal funding allocations be split based on the urban population of each County. We would then continue to have two separate MPO planning areas cover the County boundaries for each area, as it is today. The split of the funding would begin following the new fifth year of the work program so as not to impact already programmed projects underway. With no changes to the two MPO planning areas and no changes expected to the membership of the two MPOs, the apportionment plan for each MPO will fall into the minor category (see the **attached** Apportionment Plan Guidance).

The Bonita Springs – Estero Urban Area 2020 Population by County is shown in the following table:

Bonita Springs—Estero Urban Area 2020 Population by County

County	Population	Percent
Collier County	298,803	70%
Lee County	126,872	30%
Total	425,675	100%

	2020 Pop	% of Total	Pop. All Urban	% of All	2020 Pop UA	% Pop UA
Lee County MPO	760,822	3.66%	730,937	3.74%	726,806	3.81%
Bonita Springs--Estero, FL (part - total pop = 425,675)	-	-	126,872	0.65%	126,872	0.66%
Bradenton--Sarasota--Venice, FL (part - total pop = 779,075)	-	-	973	0.00%	973	0.01%
Burnt Store Marina, FL	-	-	2,076	0.01%	-	-
Cape Coral, FL (part - total pop = 599,242)	-	-	598,961	3.06%	598,961	3.14%
St. James City, FL	-	-	2,055	0.01%	-	-
Collier MPO	375,752	1.81%	332,079	1.70%	298,803	1.56%
Bonita Springs--Estero, FL (part - total pop = 425,675)	-	-	298,803	1.53%	298,803	1.56%
Immokalee, FL	-	-	23,485	0.12%	-	-
Orangetree, FL	-	-	9,791	0.05%	-	-

Apportionment Plan Guidance

Office of Policy Planning
June 6, 2023



Office of Policy Planning

Contents

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Introduction

After each decennial census, metropolitan planning organizations (MPOs) must review the composition of their membership and metropolitan planning area (MPA) boundaries and submit an Apportionment Plan that meets the requirements of [s.339.175\(3\), FS](#), [s.339.175\(4\), FS](#), and [23 CFR 450.310](#). Apportionment Plans must include the following:

- 2010 and 2020 Census population in the MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed changes if there are proposed changes
- MPA boundary map
- MPO Board resolution adopting the Apportionment Plan

The Florida Department of Transportation's (FDOT) Transportation Data and Analytics (TDA) Office prepared the 2020 US Census urban area population data by county for the MPOs to aid in preparing Apportionment Plans. Look for the 2020 Census by County button on the [Urban Area Boundary and Functional Classification Data Hub](#).

FDOT's Office of Policy Planning (OPP) also prepared an Apportionment Plan template that accompanies this guidance. The template includes recommended language, tables, and a sample MPO Board resolution.

This guidance describes the following:

- Apportionment Plan Schedule
- Types of Changes to Membership and Boundaries
- Apportionment Plan Contents
- MPA Boundary Maps
- Options for When an Urban Area Crosses into Multiple MPOs
- Federal and State Requirements for MPO Membership

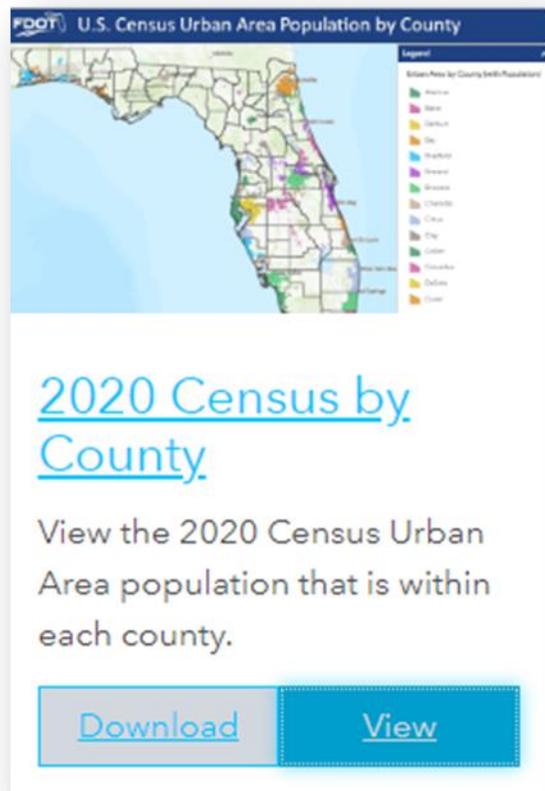


Figure 1. 2020 Census by County button on the Urban Area and Functional Classification Data Hub

Apportionment Plan Schedule

The Apportionment Plan process began on **May 16, 2023**. Therefore, MPOs have 180 days from **May 16, 2023**, to submit their Apportionment Plans to FDOT's Office of Policy Planning MPO Statewide Coordinator and District Planning Manager or designee ([MPO Program Management Handbook, sections 2.5 and 2.10](#)). Based on this requirement, all MPOs must submit their Apportionment Plans **by November 14, 2023**.

FDOT has 30 days to review the plans, then 30 days to provide a recommendation to the Governor's Office. The Governor's approval of the Apportionment Plan constitutes the official designation of the MPO. If there are substantial changes to the MPO, the MPO and member local governments will need to amend or execute a new Interlocal Agreement and Interstate Compact (if applicable) following designation by the Governor.



Figure 2. Apportionment Plan Schedule

Types of Changes to MPO Membership or Boundaries

The MPO may change its voting membership or boundaries based on results of the 2020 Census. Changes can be categorized as follows:



Figure 2. Categories of Changes to the MPO

Anything that does not rise to a substantial change is considered minor. The following scenarios are considered substantial changes:

- Substantial changes that do not require redesignation include:
 - Expanding into a new county/state/city
 - Expanding to add a new urban area with over 50,000 people
- Substantial changes that require redesignation¹ include:
 - A major change in voting membership
 - A major change in the decision-making authority or responsibility of the MPO

The following changes to an MPO do not require a redesignation if the changes do not trigger a substantial change as described in [23 CFR 450.310\(j\)](#):

- Adding a new urban area within the existing MPA
- Adding members to the MPO that represent new local governments resulting from expanding the MPA
- Adding members to satisfy TMA membership requirements described in [23 CFR 450.310\(d\)](#)
- The periodic rotation of members representing local governments as established under MPO bylaws [\[23 CFR 450.310\(l\)\]](#)

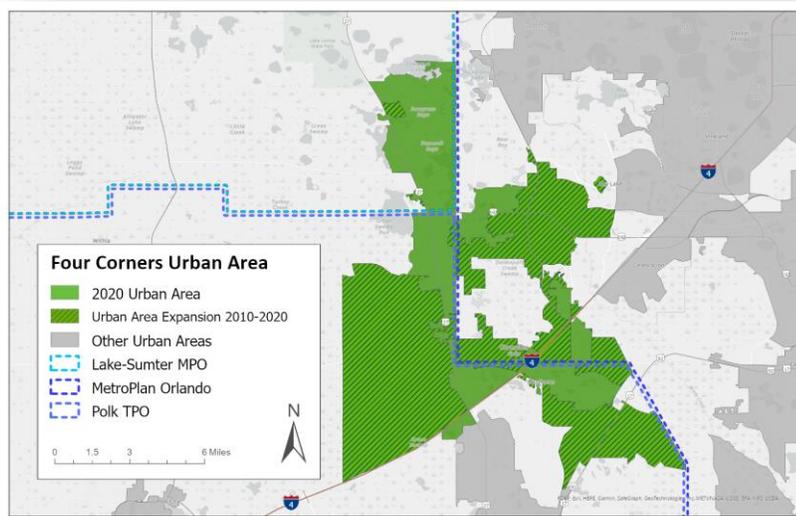
¹ [\[23 CFR 450.310\(j\)\]](#)

Minor/No Changes Example

Background: A multi-county MPO has two new urban areas with over 50,000 in population that were previously urban clusters. These urban areas extend into other MPOs. One urban area is in three MPOs and four counties. The other urban area is in two MPOs and two counties.

Potential Approaches: The MPO may adjust its boundaries to include all of the urban areas or choose to establish how the MPOs will coordinate planning efforts and identify transportation planning responsibilities. This topic is discussed in detail in the Multiple MPOs in One Urban Area section.

Potential Outcomes: The MPO may determine that the current voting structure is equitable based on the geographic distribution of the population or that slight adjustments in the voting structure are necessary. Therefore, this example would fall within the category of minor changes.

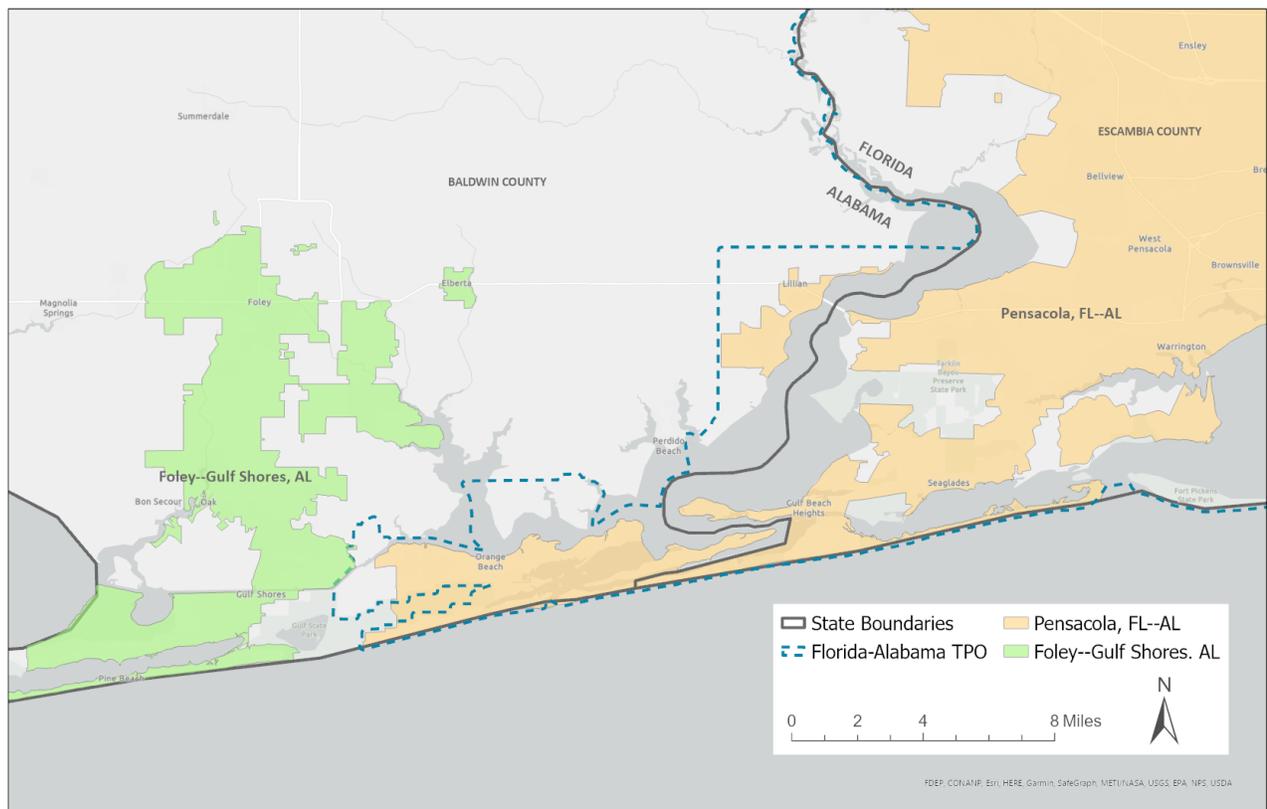


Substantial Change No Redesignation Example

Background: There are two adjacent urban areas. One urban area is within the MPO, and the other urban area is not within the MPO.

Potential Approaches: The MPO may expand its boundaries to encompass a new urban area.

Potential Outcomes: The MPO would encompass new cities and may determine that slight adjustments in the voting structure are necessary. The MPO must amend its agreements to reflect changes to membership. Therefore, this example would fall within the category of substantial changes, but no redesignation. This example would also require updating the Interstate Compact since the additional membership changes are across state lines.



Substantial Change Redesignation Example

Background: Three MPOs serve one urban area with a population greater than 200,000 people.

Potential Approaches: The MPOs may coordinate planning efforts and responsibilities or choose to consolidate into a single MPO.

Potential Outcomes: Consolidating multiple existing MPOs into a single MPO is an example of a substantial change to the proportion of voting members and the responsibility of the MPO, which would require redesignation. An MPO is redesignated by agreement between the Governor and local governments that together represent at least 75% of the existing planning area population, including the largest incorporated city based on population as named by the Census. The designation of an MPO shall remain in effect until the MPO is redesignated. [[23 USC 134\(d\)\(5\)](#)]

Apportionment Plan Contents

Apportionment Plans must include the following information:

- 2010 and 2020 Census population in the MPO area
- Current MPO membership (local governments and agencies)
- Proposed MPO membership (local governments and agencies)
- The methodology used to determine the proposed changes if there are proposed changes
- MPA boundary map
- MPO Board resolution adopting the Apportionment Plan

If there are substantial changes to the MPO membership and MPA boundaries, the MPO must update the following agreements to be consistent with the Apportionment Plan after the Governor approves the plan.

- Interlocal Agreement for the Creation of the MPO
- Interstate Compact (only applies to the FL-AL TPO)

If the substantial changes require redesignation, the MPO must prepare the following agreements after the Governor approves the Apportionment Plan.

- Interlocal Agreement for the Creation of the MPO
- Intergovernmental Coordination and Review and Public Transportation Collaborative Planning Agreement (ICAR)
- MPO Agreement (with UPWP)
- Interstate Compact (only applies to the FL-AL TPO)



Figure 3. Requirements for Apportionment Plans

Metropolitan Planning Area Boundary Map

The Federal requirements for establishing and adjusting MPA boundaries are in [23 CFR 450.312](#).

- The MPA boundaries must encompass the existing urban area plus the contiguous area expected to become urban within a 20-year forecast period.
- MPA boundaries must not overlap with each other.
- Where part of an urban area that one MPO serves extends into an adjacent MPA, the MPOs must establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs.
- MPA boundary maps should be developed at a scale that best meets the needs of the urban area and clearly show the date of the map, scale bar, north arrow, waterways, major routes, transit, intermodal facilities, airports, and names of urban areas.

Multiple MPOs in One Urban Area

There are cases where the 2020 Census-designated urban areas cross into another MPA that previously did not cross MPA boundaries. For example, the Bradenton-Sarasota-Venice urban area now crosses into the Lee County MPO (shown on the map).

Suppose more than one MPO is designated to serve an urban area. In that case, there must be a written agreement between the MPOs, the state(s), and the public transportation operator(s) that describes how the metropolitan transportation planning processes will be coordinated to ensure the development of consistent plans across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. The planning processes must reflect coordinated data collection, analysis, and planning assumptions across MPAs. Alternatively, a single LRTP or TIP for the entire area may be developed jointly by the MPOs. Coordination efforts and outcomes must be documented in submittals of the UPWP, the LRTP, and the TIP to the state(s), the FHWA, and the FTA.

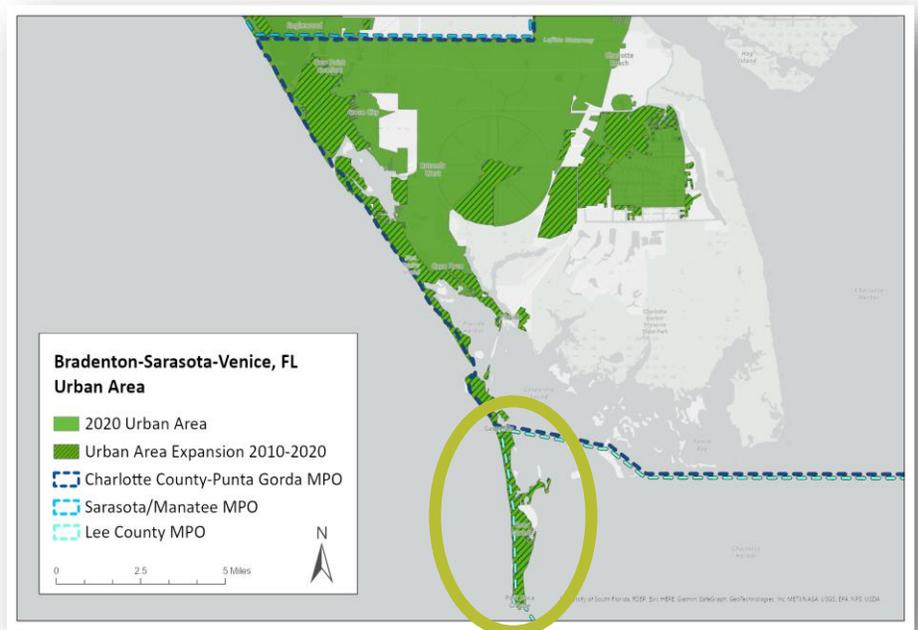


Figure 4. Example of a 2020 urban area that is in three MPOs when the urban area was previously in two MPOs.

Federal and State Requirements for MPO Membership

Designation and Representation ([23 CFR 450.310](#))

- The units of general purpose local government that comprise the MPO should represent at least 75 percent of the affected population in the planning area, including the largest incorporated city based on population
- For MPOs with a Transportation Management Area (TMA)
 - A representative of a provider of public transportation may also serve as a representative of a local municipality
 - Officials of public agencies that administer or operate major modes of transportation in the metropolitan area must have voting rights commensurate with other officials

Voting Membership ([s.339.175\(3\)\(a\)](#), [s.FS, 339.175\(3\)\(b\)](#), [FS](#), and [s.339.176](#), [FS](#))

- Voting membership should consist of 5-25 members, the exact number determined based on an equitable geographic-population ratio basis
- Voting members must be elected officials of local governments and may also include a member of a statutorily authorized planning board, an official of an agency that operates/administers a major mode of transportation, or an official of Space Florida
- MPO members that represent municipalities may alternate with other representatives from other municipalities within the MPA that do not have members on the MPO
- County commissioners must compose one-third of the MPO governing board, except when all the county commissioners in a single county MPO are on the governing board
 - Multicounty MPOs can satisfy this requirement with any combination of county commissioners from each of the counties
- County commissioners must compose no less than 20 percent of the MPO membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an MPO
- Agencies created by law to perform transportation functions that are not under the jurisdiction of a local government represented on an MPO may be given voting membership
 - When elected officials represent transportation agencies/authorities, the MPO must establish a process to convey the collective interests
- The voting membership of an MPO whose geographical boundaries include a county as defined in [s. 125.011\(1\)](#) must include an additional voting member appointed by the city's governing board for each city with a population of 50,000 or more residents



Resources

The following resources are available to MPOs to aid in preparing Apportionment Plans.

- [2020 UABFC Data Hub](#)
- [MPO Program Management Handbook](#)
- [23 CFR Part 450](#)
- [Florida Statutes 339.175](#)
- [23 USC 134](#)

STATUS OF THE I-75 MASTER PLAN, SIS COST FEASIBLE PLAN, LRTP REVENUES AND MOVING FLORIDA FORWARD PROGRAM

DISCUSSION ITEM:

FDOT has just completed the I-75 Planning and Feasibility study/Master Plan from south of Collier Boulevard (SR 951) in Collier County to north of Bayshore Road (SR 78) in Lee County that evaluated the future needs of the I-75 South Corridor in District One. The results of the Master Plan through 2045 include the following proposed improvements:

- Mainline I-75 improvements from Collier Boulevard to SR 80 that include Thru Lanes with Local Lanes and no tolling (see **attached** graphic for details)
- I-75/Golden Gate Parkway – Displaced Left Diamond and adjacent intersection improvements
- I-75/Pine Ridge Road – Revisit Interim DDI (Diverging Diamond Interchange) for additional improvements if needed after mainline bridge improvements are reconstructed
- I-75/Immokalee Road – Interim DDI under existing structure and adjacent intersection improvements
- I-75/Bonita Beach Road – DDI and adjacent intersection improvements
- I-75/Corkscrew Road – DDI and adjacent intersection improvements
- I-75/Alico Road – Major reconstruction of interchange and adjacent intersection improvements (possible grade separation and two or three level interchange)
- I-75/Daniels Parkway – Re-evaluate proposed County improvements at Fiddlesticks Blvd as part of the Three Oaks Extension project
- I-75/SR 82 – major reconstruction of interchange and adjacent intersection improvements (possible grade separation and a two or three level interchange)
- I-75/Luckett Road – DDI and adjacent intersection improvements, including traffic signal at Country Lakes Drive
- I-75/SR 80 – Displaced Left Diamond and adjacent intersection improvements
- I-75//SR 78 – DDI and add one lane to I-75 NB exit ramp and adjacent intersection improvements (reconstruct I-75 bridges if needed)

The total estimated right-of-way and construction cost for these improvements are about \$3.5 billion but there are certain improvement costs that are not included in the tables and are listed as to be determined. It is important to note that these improvements are based on 2045 conditions and do not reflect the buildout of the region. Because of this, and the analysis that has been done as part of this project, there have been discussions that I-75 by itself will not meet the future north-south travel demand in this area. The need for additional north south road capacity east of the Interstate has been raised and the two

MPO's previously included the CR 951 Extension in both of their needs plan to help with this.

On the revenue side, the 2050 draft SIS Cost Feasible Plan that was sent out for review earlier this year included substantially less projects than was previously provided during the development of the 2045 MPO's LRTP. The recently provided 2050 Long Range Plan revenue forecast for the SIS is down about 38% statewide. The other state road revenue projections are lower as well and the staff is seeking to get additional information on these projections. The draft 2050 SIS Cost Feasible Plan that was provided previously included improvements to the Alico Road and Airport interchanges through construction in the 2040 to 2045 time frame but no other Interstate improvements were beyond the right-of-way phase through 2050.

The Moving Florida Forward program that was originally presented by the Governor did include the widening of I-75 from six to eight lanes from Golden Gate Parkway to Corkscrew Road (as well as some additional improvements to SR 29 in our area). The original ask for funding was \$7 billion but the Legislature cut that to \$4 billion and FDOT is still trying to determine what projects will be funded.

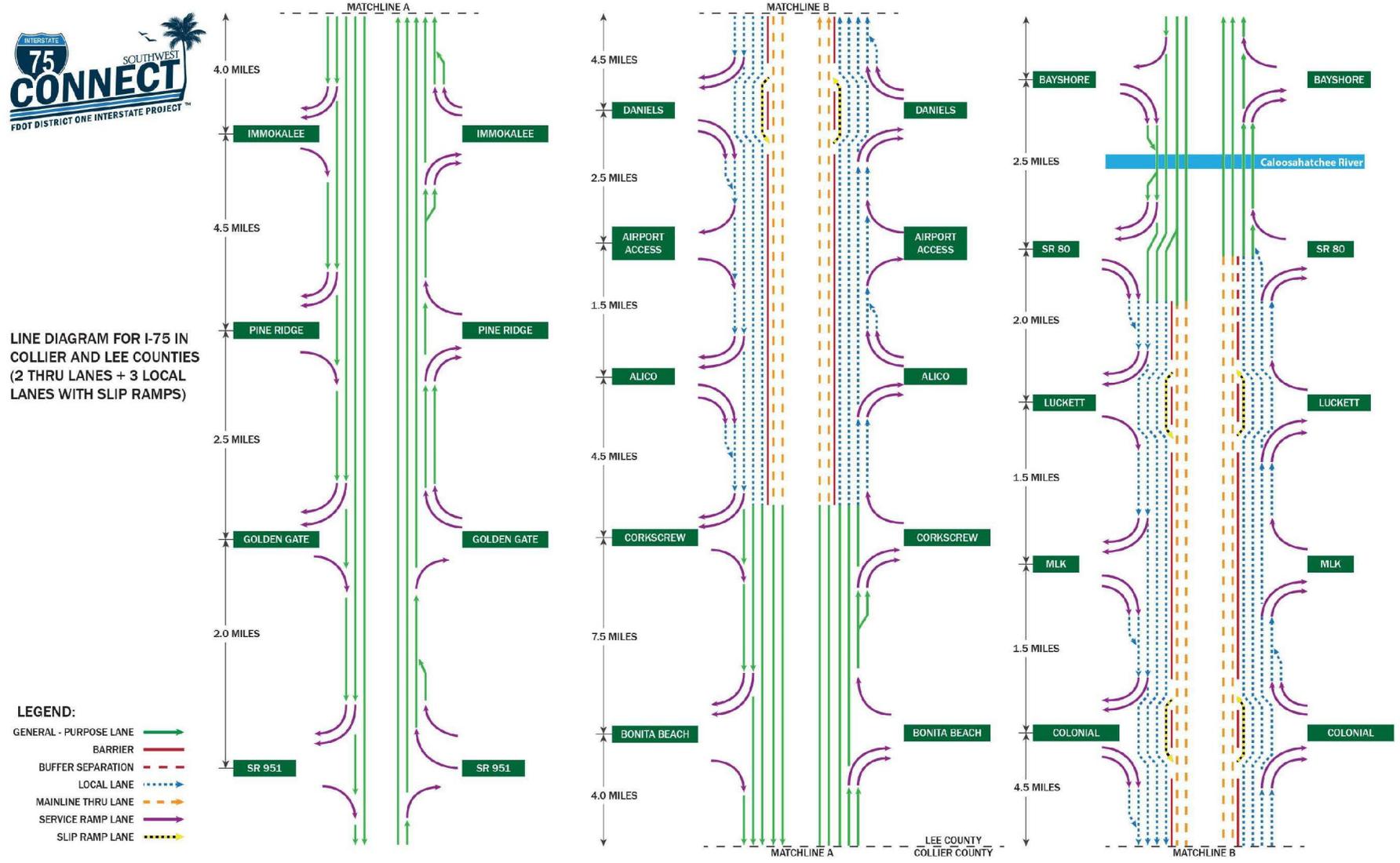
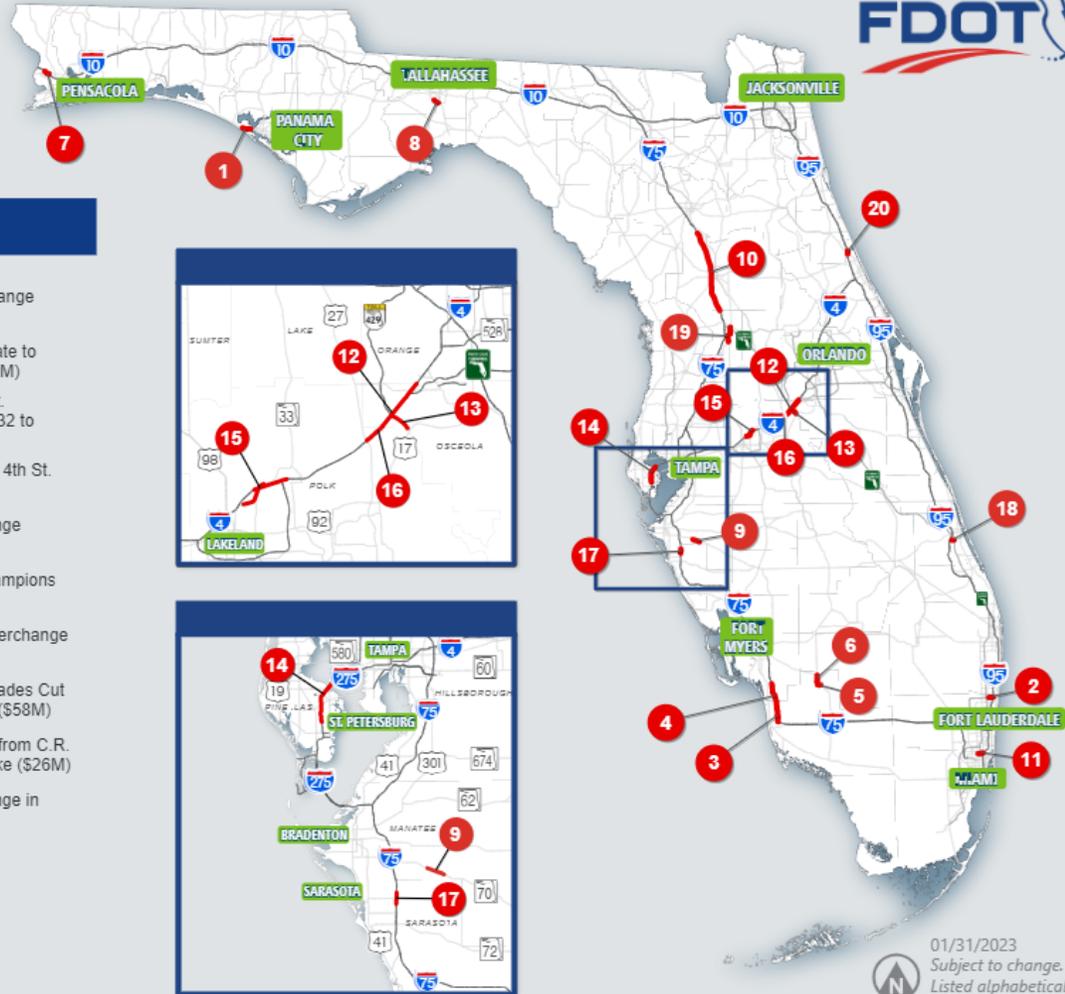


Figure 6-1: Proposed Mainline Alternative Line Diagram

MOVING FLORIDA FORWARD

Infrastructure Initiative



CONGESTION RELIEF PROJECTS (FUNDING)

- | | |
|--|---|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M) | 11 Golden Glades Interchange (\$150M) |
| 2 SW 10th St. (\$178M) | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M) |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M) | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M) | 14 I-275 from 38th Ave. to 4th St. (\$354M) |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M) | 15 I-4 at S.R. 33 Interchange (\$197M) |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M) | 16 I-4 from U.S. 27 to Champions Gate (\$635M) |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M) |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M) | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M) |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M) | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M) |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M) | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M) |



01/31/2023
Subject to change.
Listed alphabetically
by county.

REGIONAL ROADS PROJECT STATUS

DISCUSSION ITEM:

Information on the status of regional road projects are included below and staff will provide additional information at the meeting:

Old US 41

FDOT is currently conducting a Project Development & Environmental (PD&E) Study for Old US 41 from US 41 in Collier County to Bonita Beach Road in Bonita Springs. The purpose of the study is to relieve congestion and accommodate future traffic and to improve safety for all users. The build alternatives include widening to four lanes from US 41 to just south of Bonita Beach Road connecting with a new quadrant road from Old 41 over to Race Track Road. The current estimated completion date is late 2024 and the design phase is programmed for FY 2027 in Lee County and FY 2028 in Collier County. The link below is to the project website that provides further information on the project:

[435110-1 Old 41 \(CR 887\) Project Development and Environment Study \(swflroads.com\)](https://www.swflroads.com/435110-1-Old-41-CR-887-Project-Development-and-Environment-Study)

US 41/Bonita Beach Road Intersection

FDOT is currently conducting a Project Development & Environmental (PD&E) Study for the US 41 and Bonita Beach Road intersection. The purpose of the study is to improve operational conditions, traffic mobility and access, enhance emergency evacuation and response times and to enhance mobility options and multi-modal access. The two build alternatives that have come out of the study include an eight lane US 41 with traffic signal or a six lane US 41 with a partial displaced left turn. Public workshops were held on April 3rd and 4th and of the public comments received, the partial displaced left turn received the most support. The current estimated completion date is late 2024. The link below is to the project website that provides further information on the project:

[444321-1 US 41 at Bonita Beach Road \(C.R. 865\) Project Development & Environment \(PD&E\) Study \(swflroads.com\)](https://www.swflroads.com/444321-1-US-41-at-Bonita-Beach-Road-C.R.-865-Project-Development-&-Environment-PD&E-Study)

SR 82

The widening of SR 82 east of Lee Boulevard to SR 29 has been a high priority of the two MPO's for years going back to 2005 with a joint resolution supporting the addition of SR 82 to the SIS. Today, all but one of the segments of SR 82 from Lee Boulevard to SR 29 has now been completed. Listed below are the improvements and date of completion:

- SR 82 from Lee Boulevard to Shawnee Road was completed in December 2019 (widened from 2 lanes to 6 lanes)

- SR 82 from Shawnee Road to Alabama Road was completed in October 2020 (widened from 2 lanes to 6 lanes)
- SR 82 from Alabama Road to Homestead Road and from Homestead Road to the Lee/Hendry County Line was completed in June 2021 (widened from 2 to 4 lanes)
- SR 82 in Hendry County from the Lee/Hendry County line to the Hendry/Collier County line was completed in Fall of 2016 (widened from 2 lanes to 4 lanes).
- The segment of SR 82 from Gator Slough to SR 29 was completed in 2022 (widened from 2 to 4 lanes).

The remaining SR 82 segment from the Hendry/Collier County line to Gator Slough Lane is programmed for construction in FY 2024. The link below is to the project website that provides further information on the final segment:

[430848-1 State Road \(SR\) 82 from Hendry County Line to Gator Slough Lane \(swflroads.com\)](https://www.swflroads.com/430848-1-State-Road-(SR)-82-from-Hendry-County-Line-to-Gator-Slough-Lane)

FDOT will provide an update on SR 82 improvements at the meeting.

SR 29

The widening of SR 29 as it approaches Immokalee and continuing north to the Hendry County Line is a longstanding priority for Collier MPO to address safety concerns and facilitate the movement of freight. FDOT will provide an overview of the following projects in Collier County:

- SR 29 from New Market Rd to SR 82 (widen from 2 to 4 lanes), programmed for construction in FY 2027.
- SR 29 from Oil Well Rd to Sunniland Nursery Rd (widen from 2 to 4 lanes), programmed for PE in FY 2024
- SR 29 from CR 846 to New Market Rd, referred to locally as the Immokalee Loop Rd, programmed for ENV and ROW in FY 2024

The link below is to the project website that provides further information on all of SR 29 in Collier County:

[SR 29 All Projects \(swflroads.com\)](https://www.swflroads.com/SR-29-All-Projects)

FDOT will provide an update on SR 29 improvements at the meeting.

Corkscrew Road

Corkscrew Road (CR 850) is located along the north/south Lee/Collier County Line. All of the ROW is under Collier County jurisdiction for maintenance. The limits of the project are the existing Lee County curve at the southern end and the proposed curve widening project at Wildcat Drive within Collier County (Corkscrew Road north section.) The Corkscrew Road Safety Improvements consist of resurfacing the existing lanes, road widening to convert traffic lanes from 10' to 11', adding 2' paved shoulders on both sides, widening the curve at Wildcat Drive and drainage improvements. The project length is just over 1 mile. Collier County staff will provide an overview of the project at the meeting.

REGIONAL TRANSIT PROJECT STATUS

DISCUSSION ITEM:

Information on the status of regional transit projects is included below and staff will provide additional information at the meeting:

FDOT's Vanpool Program

The FDOT District One Commute Connector Program provides transportation resources and consulting services to employers and commuters to improve shared mobility that links the region through planning, promotions and development of commute options.

Regional Transit Service and Fare Study

Collier County's Public Transit and Neighborhood Enhancement (PTNE) and Collier MPO are jointly managing a contract with Jacobs Engineering Group to develop a Regional Transit Service and Fare Study in collaboration with LeeTran. The purpose is to develop transit service strategies to connect and create mobility options for residents of Lee and Collier County.

REGIONAL SUN TRAIL NETWORK AND PARADISE COAST TRAIL STATUS REPORT

DISCUSSION ITEM:

Information on the status of regional trail projects is included below. Staff and the Naples Pathways Coalition will provide additional information at the meeting:

Gulf Coast Trail – Collier County Update

Collier MPO will report on two projects:

- The Livingston FPL Trail PD&E, which received SUN Trail funding of \$1.1 million advanced from FY 2026 to FY 2024 in the FY 2024-2028 Work Program.
- The Marco Island Loop Trail Feasibility Study, which is not part of the SUN Trail alignment but provides an important regional connection to the network, received \$300,000 in SU funds in FY 2022. FDOT's consultant team, Landis Evans + Partners, recently completed a draft report, presented to the MPO's advisory committees and Board and the Marco Island City Council in May and June 2023.

Naples Pathways Coalition Paradise Coast Trail Update

The NPC partnered with the City of Naples and Collier County to fund the Paradise Coast Trail Feasibility Study. Completed in June 2022, the study proposes a 70+ mile multi-use trail in Collier County, which includes the Gulf Coast Trail alignment and provides connections to:

- The SUN Trail Network in Lee County (Estero Bonita Lee Rail-Trail or Old 41) to the north
- Collier Seminole State Park to the South
- Ave Maria and Immokalee to the East and
- The Gordon River Greenway/Baker Park to the west.

The NPC has identified a need for a PD&E for the connection between Baker Park and the Sports Complex – the highest priority segment identified through public comment during the development of the Feasibility Study.

Lee MPO SUN Trail Priorities:

Lee MPO staff will present the proposed 2023 SUN Trail priorities that will usher in the expected FDOT notice of proposals for SUN Trail funds for FY 2030 and those projects from its current list of priorities expected to be funded with apportionment funds now available with passage of HB/SB 106. Staff will focus on projects from the two priority lists along the SUN Trail alignment crossing the Lee and Collier boundaries, or close enough to impact Collier's Paradise Coast Trail. The presentation will also touch on the status of

the ongoing PD&E study and the next programmed phase of the Old 41 road expansion as that project calls for shared use paths along the new SUN Trail Route crossing the Lee and Collier county line.