



—“EXHIBIT A” to Amended MPO Agreement #G2V40

**COLLIER
METROPOLITAN PLANNING ORGANIZATION
BONITA SPRINGS (NAPLES), FL UZA**

**UNIFIED PLANNING WORK PROGRAM
FISCAL YEARS (FY) 2024/25-2025/26
July 1, 2024-June 30, 2026**

This document was approved and adopted by the
Collier Metropolitan Planning Organization on
May 10, 2024

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Field Code Changed

Federal Planning Fund, CFDA No. 20.205
Federal Award ID No. (FAIN) - # 0313-062-M
Financial Management (FM) - #439314-5-14-01 & 439314-5-14-02
FDOT Contract # G2V40

Amendment 1: 12/13/2024
Amendment 2: 6/13/2025

Federal Transit Administration (FTA) Section 5305(d) Funds
Financial Management (FM) - # 410113 1 14
Contract #G1V40
Contract #G2594

Section 24112 of the Infrastructure Investment and Jobs Act Funds
U.S. Department of Transportation Federal Highway Administration Contract
Federal Award ID # 693JJ32440059

Prepared by the staff and the participating agencies of the Collier Metropolitan Planning Organization. The preparation of this document has been financed in part through grants from the Federal Highway Administration (CFDA Number 20.205), the Federal Transit Administration (CFDA Number 20.505), the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23, U.S. Code, and from Local funding provided by Collier County, the City of Naples, the City of Marco Island, and the City of Everglades City. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The MPO does not discriminate against anyone on the basis of race, color, religion, sex, age, national origin, disability or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit <https://www.colliermpo.org/get-involved/civil-rights/>.

Field Code Changed

INTRODUCTION

DEFINITION OF THE UPWP

The Unified Planning Work Program (UPWP) for the Collier Metropolitan Planning Organization documents transportation planning and transportation planning related activities for the two-year period starting July 1, 2024 (FY 2024/25-2025/26). The UPWP is the basis for allocating federal, state, and local funds for transportation planning purposes in the Collier Metropolitan Planning area. At a minimum, a UPWP includes a description of the work and resulting products, indicates who will perform the work, provides timeframes and deadlines for completing the work, includes the cost of the work and the source(s) of funds.

This Work Program is consistent with all federal and state requirements. All products and planning concepts and factors follow Federal and State guidelines. The Collier MPO complies with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex.

The objective of the Collier MPO is to provide for a Continuing, Comprehensive, and Cooperative approach to the planning process. The MPO performs a variety of tasks utilizing funds under Titles 23 and 49, and Title 49 Chapter 53, U.S.C. Those tasks include annual development of the Transportation Improvement Program (TIP); continually improving the Congestion Management Process; regular updates to the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP); support of Bicycle and Pedestrian Planning activities; preparation of updates to the Long Range Transportation Plan (LRTP); periodically updating the Public Involvement Plan (PIP), expanding public outreach activities and implementing strategies to address environmental justice issues; and supporting FDOT District One and Collier County planning activities with emphasis on improving traffic modeling and Geographic Information Systems (GIS) capabilities. All eligible expenses will be reimbursed on an actual cost basis and therefore an indirect rate will not be utilized.

OVERVIEW AND STATUS OF CURRENT CORE PLANNING ACTIVITIES

Long Range Transportation Plan

The LRTP is a critical tool in the MPO process. It is composed of a Needs Assessment, a Cost Feasible Plan, and several multi-modal transportation components. It is the primary document in which multi-modal components (such as pathways, transit, and other projects), land use data, and projected revenues are integrated in the long range planning process. The 2045 LRTP started in 2019 and was completed in December 2020. The development of the 2045 LRTP included coordination with member agencies and the FDOT.

The 2050 LRTP will be the focus for this UPWP. The MPO's consultant has begun development of the 2050 LRTP. Current activities include developing a Public Involvement Plan and public involvement materials, coordinating initiatives, goals, objectives, decision making framework, travel modeling and analysis, and coordinating with member agencies and FDOT. The document is required to be adopted by December 2025. [Collier MPO and Lee County MPO also coordinate development of their respective LRTPs.](#)

INTRODUCTION (cont.)

Congestion Management Process (CMP)

An operational Congestion Management System (CMS) plan was originally adopted in 1997 and was updated in 2006. The CMS was developed to reduce congestion by not adding travel lanes to existing highways, but by initiatives such as improving traffic signal timing, improving intersections (adding/lengthening turn lanes, etc.), and modifying medians. In 2008, the MPO updated the CMS and renamed it the Congestion Management Process (CMP). The CMP was updated in 2017. The 2017 update brought the document current with the 2040 LRTP and new federal legislation requiring performance-based, data driven planning. The 2017 update also adopted transportation performance measures and required project sponsors to establish baseline measures and report the results to the Congestion Management Committee and the MPO Board.

Updates to the CMP are completed every five years. The last update to the CMP occurred in April 2022. Beginning a new update to the CMP for anticipated completion in 2027 will be a focus for this UPWP. Collier and Lee MPOs coordinate on the development of their respective CMPs. The 2027 update will also include a comprehensive Regional Element, focused on traffic flow between the two counties. The update will bring the document current with the 2050 LRTP, which is currently underway.

LOCAL AND REGIONAL PLANNING PRIORITIES

FY 2024/25 and FY 2025/26 UPWP Transportation Planning Priorities

Completing many technical plans and studies that support the development of the LRTP will be a focus of this UPWP.

Transit Planning

A major Transit Development Plan (TDP) update was completed in September 2020 and a new update is now underway. The TDP update is scheduled to be completed by ~~Fall~~September 2025 and will coordinate with the 2050 LRTP. The Collier County Public Transit and Neighborhood Enhancement (PTNE) Department, in coordination with the Collier MPO, completes Annual Progress Reports to the TDP in-house.

A Zero Emission Fleet Transition Plan is being completed to evaluate the potential impacts, benefits, and feasibility of a deployment plan to incorporate battery electric vehicles into Collier Area Transit's services and facilities. The study was completed in April, 2025.

The last Transportation Disadvantaged Service Plan (TDSP) major update was completed in 2023. The Collier MPO serves as the designated official planning agency and performs Transportation Disadvantaged Planning activities. A major TDSP update is required to be completed 120 days after reappointment of the Community Transportation Coordinator, which will occur in 2028. The next major update to the TDSP update must be completed and submitted to the Florida Commission for the Transportation Disadvantaged by October 2028. Interim updates to the TDSP are completed annually and completed by MPO staff in-house.

Bicycle and Pedestrian Master Plan (BPMP) Update

The purpose of the BPMP is to develop a comprehensive bicycle and pedestrian network throughout Collier County and to unify planning efforts and influence facility improvement priorities. The last BPMP update was completed in 2019 and a new update is underway, and anticipated to be completed by ~~Fall~~May 2025 and will coordinate with the 2050 LRTP.

Safe Streets for All Comprehensive Safety Action Plan

The Safe Streets for All Comprehensive Safety Action Plan is a plan that supports FDOT's Vision Zero goals, provides a framework to reduce fatalities and serious injuries on roadways, and improves the safety, health, and well-being of residents and visitors. Development of the Action Plan is currently underway and is expected to be completed by November 2025.

Equity Analysis

~~MPO staff prepared an updated Equity Analysis in 2023 to assess changes throughout the community since the previous 2017 analysis was last updated in 2019 for inclusion in the BPMP and the 2045 LRTP. The 2023 update identified Disadvantaged Census Tracts in Collier County using the Council on Environmental Quality—Climate and Economic Justice Screening Tool released on 11/22/22. The analysis is consistent with the transportation disadvantaged definition and evaluation criteria established for use in submitting applications for USDOT 2022 Justice40 discretionary grant programs.~~

Regional Transportation Planning Activities

The Lee County and Collier MPOs typically meet annually to discuss regional issues and projects which may have a joint impact on the area. The Collier MPO participates in the Lee MPO's Technical Advisory Committee (TAC) and the Lee MPO participates in the Collier TAC. The MPOs will continue to work together to endorse and adopt regional priorities for enhancements, TRIP, highway, and transit projects. Collier and Lee MPOs also coordinate on the development of their respective LRTPs and CMPs, and other plans and studies.

Collier MPO participates in meetings of the Coordinated Urban Transportation Systems (CUTS), the Metropolitan Planning Organization Advisory Council (MPOAC), and in district and state-wide meetings with FDOT.

Collier, Lee, Charlotte and Sarasota/Manatee MPOs have coordinated to submit an application for a Southwest Florida Rail Study under the MPO Advisory Council's Pilot Passenger Rail Priorities Program (PRPP). The goal of the PRPP is to expand rail options across the State of Florida while creating a comprehensive, integrated, and coordinated multimodal network.

AIR QUALITY PLANNING ACTIVITIES

The Collier MPO is in an air quality attainment area and does not anticipate completing any non-attainment planning activities at this time; however, the MPO planning area's air quality continues to be monitored and staff participates in training as needed.

SOFT MATCH

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of \$200,184 in FY 2024/25 and \$149,635 in FY 2025/26, for a grand total of \$349,819. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of \$23,317 in FY 2024/25.

FDOT District One Planning Activities

Florida Department of Transportation- District One District Wide Planning activities for FY24/25- FY25/26 include the following:

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program

- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support
- Freight Mobility Support
- Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian
- Congestion Management Multimodal (C3MP) Planning
- Advanced Air Mobility (AAM) Planning

As part of the 3 “C” (Continuing, Cooperative, and Comprehensive) planning process, District staff coordinate planning activities with the MPO. MPO Board and Advisory Committee members are notified of project meetings within the MPO area. FDOT staff present status reports to the MPO Board and Advisory Committees to solicit feedback on planning activities and to ensure that District planning studies and MPO planning activities are coordinated.

CPG PARTICIPATION STATEMENT

“The FDOT and the Collier Metropolitan Planning Organization participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA’s Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG’s required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D.”

CPG FUNDING AMOUNTS FOR THIS UPWP

Collier MPO’s Amended CPG Agreement (FDOT Contract # G2V40) identifies the following funding amounts for FY 2025 and FY 2026 planning, which are incorporated into this UPWP:

FY 2025 UPWP PL/SU ALLOCATIONS

<u>Award:</u>	<u>PL</u>	<u>SU</u>
<u>General PL</u>	<u>\$ 659,858.00</u>	<u>\$ 350,000.00</u>
<u>PL 5305</u>	<u>\$ 172,421.00</u>	
<u>Carryforward Balance of 3/2023</u>	<u>\$ 275,546.00</u>	<u>\$ 29,416.00</u>
<u>TOTAL AWARD</u>	<u>\$ 1,107,825.00</u>	<u>\$ 379,416.00</u>

FY 2025 UPWP PL/SU ALLOCATIONS

Award:	<u>PL</u>	<u>SU</u>	
General PL	\$ 659,858.00	\$ 350,000.00	
PL 5305	\$ 158,656.00		
			\$ 304,962.0
Carryforward Balance of 3/2023	\$ 275,546.00	\$ 29,416.00	0
TOTAL AWARD	\$ 1,094,060.00	\$ 379,416.00	

FY 2026 UPWP PL/SU ALLOCATIONS

Award:	<u>PL</u>	<u>SU</u>
General PL	\$ 669,430.00	\$ 350,000.00
PL 5305	\$ 158,656.00	
TOTAL AWARD	\$ 828,086.00	\$ 350,000.00

FY 2026 UPWP PL/SU ALLOCATIONS

Award:	<u>PL</u>	<u>SU</u>
General PL	\$ 669,430.00	\$ 350,000.00
PL 5305	\$ 158,656.00	
TOTAL AWARD	\$ 828,086.00	\$ 350,000.00

IIJA 2.5% PL SET ASIDE FOR COMPLETE STREETS PLANNING

The Infrastructure Investment and Jobs Act (IIJA) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)] Activities may include adopting Complete Streets standards or policies, developing a Complete Streets prioritization plan, or developing transportation plans. [§ 11206(c)].

Many MPO tasks and projects encompass Complete Streets planning, especially those identified in Task 5, Special Projects and Systems Planning and Task 6, Transit and Transportation Disadvantaged Planning. A table showing the required allocation amount and examples of MPO tasks and projects that satisfy the Complete Streets requirement is set forth below:

FY 24/25 PL allocation (with carryover PL)	Complete Streets Required Allocation (2.5%)	Complete Streets Planning
\$1,107,825.00	\$27,695.63	Bike/Ped Master Plan Update (Task 5) \$66,000
FY 25/26 PL allocation		
\$828,086	\$20,702.15	Multi-Modal or Transit Study (Task 6) \$90,686

The above funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)]

PUBLIC INVOLVEMENT PROCESS

The development of the UPWP has been subject to public review and comment and is consistent with the Collier MPO's adopted Public Participation Plan (PPP). The draft is sent to the TAC and CAC for review, announced on the Collier MPO website and sent to interested parties via email to the MPO's listserv on the date the TAC/CAC agenda packets are posted and distributed.

MPO staff responds in writing to input received from the public and significant comments received from the public, advisory committee members and Board members are memorialized and addressed in this document. All comments received, including from FHWA, FTA, and FDOT have been addressed and incorporated into Appendix D of the final document.

A draft of this UPWP was reviewed by the Citizens and Technical Advisory Committees on March 25, 2024, and reviewed by the MPO Board on April 12, 2024. The final document was endorsed by the Citizens and Technical Advisory Committees on April 22, 2024, and approved by the MPO Board on May 10, 2024.

FEDERAL PLANNING FACTORS

In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST act identified planning factors for the MPO planning process. 23 CFR 450.306 sets forth the scope of the metropolitan transportation planning process, and includes the following planning factors, which have been incorporated into the MPO Planning Process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;

4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

In addition to the planning factors noted above, MAP-21 required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals which include:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The Collier MPO has chosen to support the statewide targets. The transition to performance-based planning is ongoing and has been addressed within the tasks identified in this UPWP, specifically within the LRTP and TIP. The Collier MPO intends to coordinate with FDOT and member agencies to fully comply with the performance-based planning requirements.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward the policies, programs, and initiatives established by preceding legislation (FAST Act and MAP-21) to maintain and improve the nation's surface transportation system. The IIJA carries forward and expands on these policies and introduces new policies and programs that address new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to ~~environmental impacts~~~~climate change~~, developing and maintaining system resiliency, ~~ensuring equity~~, researching and deploying new technologies, and improving safety for all users.

TABLE 1 – FEDERAL PLANNING FACTOR MATRIX

Federal Planning Factors								
	Administration	Data Collection	TIP Maintenance & Development	Long Range Planning	Special Projects & Systems Planning	Transit & Transportation Disadvantaged Planning	Regional Coordination	Locally Funded Activities
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			♦	♦	♦	♦	♦	
2. Increase the safety of the transportation system for motorized and non-motorized users	♦	♦	♦	♦	♦	♦	♦	
3. Increase the security of the transportation system for motorized and non-motorized users		♦	♦	♦	♦		♦	
4. Increase accessibility and mobility of people and freight		♦	♦	♦	♦	♦	♦	
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	♦	♦	♦	♦	♦	♦	♦	♦
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		♦	♦	♦	♦	♦	♦	
7. Promote efficient system management and operation		♦	♦	♦	♦	♦	♦	
8. Emphasize the preservation of the existing transportation system		♦	♦	♦	♦		♦	
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		♦	♦	♦	♦		♦	
10. Enhance travel and tourism	♦		♦	♦	♦	♦	♦	♦

FEDERAL AND STATE PLANNING EMPHASIS AREAS

STATE PLANNING EMPHASIS AREAS – 2024

The Florida Department of Transportation Office of Policy Planning develops Planning Emphasis Areas. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

The Collier MPO has considered the ~~four~~ topics shown below and included them in studies identified in this UPWP. The emphasis areas identified below are required by FDOT to be included in UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

~~Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity. [This emphasis area has been removed from the UPWP to ensure compliance with emerging Federal Government directives].~~

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle

ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

FEDERAL PLANNING EMPHASIS AREAS – 2024

In 2021, FHWA and FTA jointly issued PEAs for UPWPs. The following items should be considered when developing tasks associated with the UPWP:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- ~~Equity and Justice40 in Transportation Planning~~ Equity/Justice40 [This emphasis area has been removed from the UPWP to ensure compliance with emerging Federal Government directives].
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

TABLE 2 – PLANNING EMPHASIS AREAS

	Administration	Data Collection	TIP Maintenance & Development	Long Range Planning	Special Projects & Systems Planning	Transit & Transportation Disadvantaged Planning	Regional Coordination	Locally Funded Activities
FDOT Planning Emphasis Areas								
1. Safety	✓	✓	✓	✓	✓	✓	✓	
2. Equity	✓	✓		✓	✓	✓	✓	
3. Resilience		✓	✓	✓	✓		✓	
4. Emerging Mobility		✓	✓	✓	✓	✓	✓	
Federal Planning Emphasis Areas								
5. Tackling the climate crisis - Transition to a clean energy, resilient future		✓	✓	✓	✓	✓	✓	
6. Equity and Justice40 in Transportation Planning	✓	✓	✓	✓	✓	✓	✓	
7. Complete Streets	✓	✓	✓	✓	✓	✓	✓	
8. Public Involvement	✓	✓	✓	✓	✓	✓	✓	
9. Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination		✓	✓	✓			✓	
10. Federal Land Management Agency (FLMA) (Coordination)			✓	✓	✓			
11. Planning and Environment Linkages (PEL)			✓	✓	✓	✓	✓	
12. Data in Transportation Planning		✓	✓	✓	✓	✓	✓	

MPO RESOLUTION

ORGANIZATION AND MANAGEMENT OF THE METROPOLITAN PLANNING ORGANIZATION

IDENTIFICATION OF MPO PARTICIPANTS

The Collier MPO is the primary agency responsible for transportation planning in Collier County. The MPO Board consists of nine voting members representing the county government and three local municipalities, and one non-voting representative from the FDOT. The MPO is a legislative body with the power to develop and adopt plans, and to set priorities for the programming of improvements to the transportation system. The MPO membership includes the following:

COLLIER COUNTY

Commissioner Rick LoCastro, District 1
Commissioner Chris Hall, District 2
Commissioner Burt Saunders, District 3
Commissioner Dan Kowal, District 4
Commissioner William L. McDaniel, Jr., District 5

CITY OF NAPLES

Council Member Linda Penniman
Council Member Berne Barton

CITY OF MARCO ISLAND

Council Member Greg Folley (through 2024)
Council Member Bonita Schwan (2025)

CITY OF EVERGLADES CITY

Council Member Tony Pernas

FLORIDA DEPARTMENT OF TRANSPORTATION

L.K. Nandam, District Secretary, District One

The MPO Board is served by five advisory committees. The advisory committees are summarized as follows:

Technical Advisory Committee (TAC)

The MPO's TAC is composed of technically qualified representatives of agencies responsible for directing, developing, and improving the transportation system within the Collier County Metropolitan

Program are performed as part of the single audit process under the direction of the Clerk of Courts Finance Department.

The MPO has a Continuity of Operations Plan (COOP), which ~~is updated annually in May~~~~was most recently updated on August 28, 23~~. The COOP provides guidelines for the Board and staff of the Collier MPO to prepare for, respond during, and recover from a disruption in internal operations caused by natural or man-made events, including pandemics. The MPO's COOP is consistent with the Department of Homeland Security Headquarters Continuity of Operations Guidance Document dated April 2004, and in accordance with the Board of County Commissioner's Emergency Action Plan and County Practices and Procedures (CMA) #5900 Cessation of Government Activities. The MPO's COOP is reviewed each calendar year before June 1st and a staff training exercise is conducted on a biannual basis by June 1st of alternating years.

Official records of MPO business are maintained in the MPO Offices located in the Collier County Transportation Management Services Division, 2885 South Horseshoe Drive, Naples, Florida 34104. All MPO records are available for public inspection during normal business hours.

The Collier MPO's operational procedures fully comply with the public records laws and the Sunshine Laws of the State of Florida.

EXECUTED AGREEMENTS

The MPO has various agreements in place with State and local governments and agencies that promote the "3-C" planning process. The following is a list of agreements currently in place:

- Amended and Restated Interlocal Agreement for the Creation of the Collier County MPO – FDOT, City of Naples, City of Marco Island, City of Everglades City, Collier County (2/26/15).
- Metropolitan Planning Organization Agreement – FDOT/MPO (7/1/24) – Agreement for planning funding.
- Staff Services Agreement – MPO/Collier County (5/24/252).
- Lease Agreement – MPO/Collier County (5/24/252).
- Interlocal Agreement – Lee and Collier MPO regional coordination (amended 3/20/09).
- Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement – FDOT/MPO/Collier County Airport Authority, Naples Airport Authority/ Southwest Florida Regional Planning Council (11/25/14) *Requested updates to boilerplate. Will update when boilerplate agreement has been updated to new federal law.*
- Public Transit Grant Agreement (G1V40) – FDOT/MPO.
- Public Transit Grant Agreement (G2594) – FDOT/MPO.
- Transportation Disadvantaged Planning Grant Agreement – Fla. CTD/MPO.

Task 1 - Financial Tables

Task 1 - Administration						
Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$33,50,860	\$0	\$0	\$0	\$33,50,860
	Subtotal:	\$33,50,860	\$0	\$0	\$0	\$33,50,860
B. Consultant Services						
	Website maintenance, hosting fees, etc.	\$9,000	\$0	\$0	\$0	\$9,000
	General Support/Special Study	\$11,000	\$0	\$0	\$0	\$11,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
C. Travel						
	Travel and Professional Development	\$5,000	\$0	\$0	\$0	\$5,000
	Subtotal:	\$5,000	\$0	\$0	\$0	\$5,000
D. Other Direct Expenses						
	Building or room Rental/lease	\$1,67,700	\$0	\$0	\$0	\$1,67,700
	Insurance	\$6,000	\$0	\$0	\$0	\$6,000
	Cellular Telephone Access and expenses	\$3,000	\$0	\$0	\$0	\$3,000
	General Copying/Printing Expenses, equipment lease and purchase, printing charges, computer purchase, software purchase, repairs and maintenance	\$14,000	\$0	\$0	\$0	\$14,000
	General Office Supplies	\$3,000	\$0	\$0	\$0	\$3,000
	Motor Pool Rental and Car Maintenance /expenses	\$7,000	\$0	\$0	\$0	\$7,000
	Postage, business reply permit, freight expenses, etc.	\$2,400	\$0	\$0	\$0	\$2,400
	Telephone Access, expenses and system maintenance	\$1,1800	\$0	\$0	\$0	\$1,1800
	Subtotal:	\$53,200	\$0	\$0	\$0	\$53,200
	Total:	\$4,1409,060	\$0	\$0	\$0	\$4,1409,060
	Total De-Obligated Funds	\$0	\$0	N/A	N/A	\$0
	Sub-Total (less the de-obligated funds)	\$4,1409,060	\$0	N/A	N/A	\$4,1409,060

Task 1 - Administration						
Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$330,000	\$0	\$0	\$0	\$330,000
	Subtotal:	\$330,000	\$0	\$0	\$0	\$330,000
B. Consultant Services						
	Website maintenance, hosting fees, etc.	\$9,000	\$0	\$0	\$0	\$9,000
	General Support/Special Study	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$29,000	\$0	\$0	\$0	\$29,000
C. Travel						
	Travel and Professional Development	\$7,000	\$0	\$0	\$0	\$7,000
	Subtotal:	\$7,000	\$0	\$0	\$0	\$7,000
D. Other Direct Expenses						
	Building or room Rental/lease	\$189,300	\$0	\$0	\$0	\$189,300
	Insurance	\$6,000	\$0	\$0	\$0	\$6,000
	Cellular Telephone Access and expenses	\$3,600	\$0	\$0	\$0	\$3,600
	General Copying/Printing Expenses, equipment lease, printing charges, repairs and maintenance	\$16,000	\$0	\$0	\$0	\$16,000
	General Office Supplies	\$3,000	\$0	\$0	\$0	\$3,000
	Motor Pool Rental and Car Maintenance /expenses	\$8,000	\$0	\$0	\$0	\$8,000
	Postage, business reply permit, freight expenses, etc.	\$2,400	\$0	\$0	\$0	\$2,400
	Telephone Access, expenses and system maintenance	\$1,100	\$0	\$0	\$0	\$1,100
	Subtotal:	\$58,400	\$0	\$0	\$0	\$58,400
	Total:	\$424,400	\$0	\$0	\$0	\$424,400
	Total De-Obligated Funds	\$0	\$0	N/A	N/A	\$0
	Sub-Total (less the de-obligated funds)	\$424,400	\$0	N/A	N/A	\$424,400

Task 2 - Financial Tables

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$25,000	\$0	\$0	\$0	\$25,000
	Subtotal:	\$25,000	\$0	\$0	\$0	\$25,000
B. Consultant Services						
	Contract/Consultant Services/ General Support/GIS & Data	\$105,000	\$0	\$0	\$0	\$105,000
	Subtotal	\$105,000	\$0	\$0	\$0	\$105,000
	Total:	\$3540,000	\$0	\$0	\$0	\$3540,000
	Total De-Obligated Funds	\$0	\$0	N/A	N/A	\$0
	Sub-Total (less the de-obligated funds)	\$3540,000	\$0	N/A	N/A	\$3540,000

Task 3 - Financial Tables

Task 3 - TIP						
Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$30,000
	Subtotal:	\$30,000	\$0	\$0	\$0	\$30,000
B. Consultant Services						
	General Support	\$415,000	\$0	\$0	\$0	\$415,000
	Subtotal:	\$415,000	\$0	\$0	\$0	\$415,000
	Total:	\$3445,000	\$0	\$0	\$0	\$3445,000
	Total De-Obligated Funds	\$0	\$0	N/A	N/A	\$0
	Sub-Total (less the de-obligated funds)	\$3445,000	\$0	N/A	N/A	\$3445,000

Task 3 - TIP						
Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$40,000	\$0	\$0	\$0	\$40,000
	Subtotal:	\$40,000	\$0	\$0	\$0	\$40,000
B. Consultant Services						
	General Support	\$15,000	\$0	\$0	\$0	\$15,000
	Subtotal:	\$15,000	\$0	\$0	\$0	\$15,000
	Total:	\$55,000	\$0	\$0	\$0	\$55,000
	Total De-Obligated Funds	\$0	\$0	N/A	N/A	\$0
	Sub-Total (less the de-obligated funds)	\$55,000	\$0	N/A	N/A	\$55,000

- Coordinate with FDOT and local governments to ensure that roadway expansion and retrofit projects work towards meeting the bicycle/pedestrian and Complete Streets planning and safety goals identified in the Bicycle and Pedestrian Master Plan, the Safe Streets and Roads for All Safety Action Plan and the LRTP.
- Depending on new federal and state guidance, prepare documents to address one or more of the following programs:
 - Vision Zero Action Plan
 - Safe Streets for All (SS4A)
 - Complete Streets
 - Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Congestion Management Planning

- Begin the Congestion Management Process Update in coordination with Lee MPO.
- Attend Lee TMOG and Collier/Lee/Charlotte TIM Team meetings to the extent feasible.
- Attend and participate in technical meetings and workshops related to the CMC, CMP and congestion relief strategies.
- Facilitate “best practices” approach for incorporating CMP measures into existing plans and programs, including preliminary engineering, traffic simulation modeling, and project prioritization.

End Task/Deliverable	Target Date
Bike/Ped Master Plan Update	Fall July 2025
Safe Streets for All (SS4A) Comprehensive Safety Action Plan	November 2025
Proposed revisions to SUNTrails Map	As needed
Safe Routes to School Program applications and prepare letters of support	As needed
Collier Bicycle/Pedestrian Facility Map Update	As needed
Congestion Management Process Update	April 2027

RESPONSIBLE AGENCY: Collier MPO, Consultant Services. Lee MPO is included for CMP Update.

Task 5 – Financial Tables

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2024/25							
Budget Category & Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	USDOT (SS4A)	Local Funds (including Carryover)	Total
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	\$8675,000	\$0	\$0	\$0	\$0	\$0	\$8675,000
Subtotal:	\$8675,000	\$0	\$0	\$0	\$0	\$0	\$8675,000
B. Consultant Services							
Bike/Ped Master Plan	\$66,000	\$0	\$0	\$0	\$0	\$0	\$66,000
Congestion Management Process Update	\$67,765						\$67,765
SS4A Safety Action Plan	\$0	\$0	\$0	\$0	\$200,000	\$50,000	\$250,000
Subtotal:	\$133,765	\$0	\$0	\$0	\$200,000	\$50,000	\$383,765
Total:	\$2,198,765	\$0	\$0	\$0	\$200,000	\$50,000	\$4,695,765
Total De-Obligated Funds	\$0	\$0	N/A	N/A	N/A	N/A	\$0
Sub-Total (less the de-obligated funds)	\$2,198,765	\$0	N/A	N/A	N/A	N/A	\$4,695,765

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	FHWA (PL)	FHWA (SU)	FTA 5305	Trans. Disad.	Total
A. Personnel Services						
	MPO staff salaries, fringe benefits, and other deductions	\$80,000	\$0	\$0	\$0	\$80,000
	Subtotal:	\$80,000	\$0	\$0	\$0	\$80,000
B. Consultant Services						
	Bike/Ped Master Plan	\$1,000	\$0	\$0	\$0	\$1,000
	Congestion Management Process Update	\$5,000	\$150,000	\$0	\$0	\$155,000

- Attend Collier Area Transit's Public Transit Advisory Committee meetings, as needed.
- Project Management and Consultant Services to complete the Transit Development Plan Major Update. Provide comments on the annual reports of the Transit Development Plan prepared by PTNE.
- Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan.
- Project Management and Consultant Services to complete a Zero-Emission Fleet Transition Plan for Collier Area Transit.
- Coordinate with PTNE to identify Transit Priorities, review priorities for consistency with the TDP and LRTP.
- Staff support to the LCB, including preparation of agendas, preparation of meeting materials including legal advertisements of meetings.
- Complete TD activities as required by TD Planning Grant, including annual updates to TDSP and major TDSP update, CTC Evaluation, annual review of bylaws, completion of LCB training, public workshop, etc.
- Prepare and submit grant application for TD Planning Grant. Execute grant agreement and prepare necessary progress reports and requests for reimbursement by the CTD.

End Task/Deliverable(s)	Target Date
Participation in meetings, trainings, workshops, or seminars (TD and Transit)	As needed
Transit Development Plan (TDP) Major Update	Fall September 2025
TDP Annual Report (Prepared by PTNE)– Provide Comments/MPO Board ratification	Annually
Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan	As directed by FDOT
Adopted Transit Priorities	June - Annually
Zero Emission Transition Plan	June 2025
Transit Fare Study	Summer 2025
TD Grant Application and Agreement	June - Annually
LCB Meetings	Quarterly
Minor TDSP Updates	May 2025 May 2026
CTC Evaluation	May - Annually
Multi-modal or Transit Study	2027

RESPONSIBLE AGENCY: Collier MPO, Collier County PTNE, Consultant Services

Task 6 - Financial Tables

Task 6 - Transit & TD Planning							
Budget Detail for FY 2024/25							
Budget Category & Description	FHWA PL	FTA 5305 (G1V40)	FTA 5305 (G2594)	FTA 5307 (FY 22)	Trans. Disad.	Total	FTA 5305 Soft Match for G1V40, G2594
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	\$20,000	\$21,000	\$2438,761000	\$0	\$25,280	\$10590,041280	\$9,000
Subtotal:	\$20,000	\$21,000	\$3824,761000	\$0	\$25,280	\$10590,041280	\$9,000
B. Consultant Services							
*Regional Fare & Services Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDP Major Update	\$155,000	\$0	\$0	\$0	\$0	\$155,000	\$0
Zero Emission Transition Plan	\$6,000	\$5960,992000	\$0	\$38,548	\$0	\$104,5408	\$12,000
Transit Fare Study	\$0	\$0	\$0	\$120,002	\$0	\$120,002	\$0
Subtotal:	\$161,000	\$5960,992000	\$0	\$158,550	\$0	\$379,54250	\$12,000
C. Travel							
MPO Staff and PTNE staff attendance at training and conferences	\$5,000	\$873345	\$59,1600	\$0	\$3,000	\$137,973945	\$1,989
Subtotal:	\$5,000	\$873345	\$95,1600	\$0	\$3,000	\$137,973945	\$1,989
D. Other Direct Expenses							
Website	\$0	\$0	\$240	\$0	\$0	\$240	\$48
Legal Ads	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$0
Fed Ex/ Postage	\$0	\$0120	\$80	\$0	\$0	\$200	\$40
Office Supplies	\$0	\$400	\$800	\$0	\$0	\$1,200	\$240
Subtotal:	\$0	\$520	\$1,120	\$0	\$2,500	\$2,5004,140	\$328
Total:	\$186,000	\$81,865	\$4334,861720	\$158,550	\$30,780	\$50491,056915	\$23,317
Total De-Obligated Funds:	\$0	N/A	N/A	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	\$186,000	N/A	N/A	N/A	N/A	N/A	N/A

* The Regional Fare & Services Study was completed in March 2024, prior to this UPWP time frame. After study completion, there remained \$9,141 budgeted for the study in FTA 5305 G2594 which was unspent. With UPWP Amendment 2, those funds are being reallocated to MPO Staff Salaries/Fringe.

Task 6 – Transit & TD Planning Budget Detail for FY 2025/26			
Budget Category & Description	FHWA PL	Trans. Disad.	Total
A. Personnel Services			
MPO staff salaries, fringe benefits, and other deductions	\$25,000	\$25,280	\$50,280
Subtotal:	\$25,000	\$25,280	\$50,280
B. Consultant Services			
TDP Major Update	\$3,000	\$0	\$3,000
Zero Emission Transition Plan	\$1,000	\$0	\$1,000
Multi-Modal or Transit Study	\$90,686	\$0	\$90,686
Subtotal:	\$94,686	\$0	\$94,686
C. Travel			
MPO Staff and PTNE staff attendance at training and conferences	\$9,000	\$3,477,000	\$12,477,000
Subtotal:	\$9,000	\$3,477,000	\$12,477,000
D. Other Direct Expenses			
Website	\$0	\$0	\$0
Legal Ads	\$0	\$32,0500	\$32,0500
Fed Ex/ Postage	\$0	\$0	\$0
Office Supplies	\$0	\$0	\$0
Subtotal:	\$0	\$32,0500	\$32,0500
Total:	\$128,686	\$310,75780	\$16059,44366
Total De-Obligated Funds:	\$0	N/A	\$0
Sub-Total (less the de-obligated funds):	\$128,686	N/A	\$16059,44366

SUMMARY TABLES

TABLE 3 – FY 2024/25 AGENCY PARTICIPATION

Task #	Task Description	FHWA	FHWA	USDOT	Local Match for	FTA Section 5305	FTA Section 5305	FTA Section 5307 (FY 22)	FDOT Soft Match*	Local	TD Trust	Total	Amount to Consultant
		CPG	CPG	SS4A	SS4A	G1V40	G2594						
		PL	SU										
1	Administration	\$ 414,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,821	\$ -	\$ -	\$ 488,881	\$ 20,000
2	Data Collection/ Development	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,325	\$ -	\$ -	\$ 41,325	\$ 10,000
3	Transportation Improvement Program (TIP)	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,144	\$ -	\$ -	\$ 40,144	\$ 4,000
4	Long Range Planning	\$ 175,000	\$ 379,416	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,623	\$ -	\$ -	\$ 586,039	\$ 504,416
5	Special Projects and Systems Planning	\$ 219,765	\$ -	\$ 200,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 39,712	\$ -	\$ -	\$ 509,477	\$ 383,765
6	Transit and Transportation Disadvantaged	\$ 186,000	\$ -	\$ -	\$ -	\$ 81,865	\$ 43,861	\$ 158,550	\$ 56,927	\$ -	\$ 30,780	\$ 557,983	\$ 379,542
7	Regional Coordination	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,951	\$ -	\$ -	\$ 51,951	\$ -
8	Locally Funded Activities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ -
	Total fiscal year 2024/25 funds for all tasks	\$ 1,107,825	\$ 379,416	\$ 200,000	\$ 50,000	\$ 81,865	\$ 43,861	\$ 158,550	\$ 223,501	\$ 8,000	\$ 30,780	\$ 2,283,798	
	Total De-obligation from prior fiscal years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Total cost, including carryover, for all tasks	\$ 1,107,825	\$ 379,416	\$ 200,000	\$ 50,000	\$ 81,865	\$ 43,861	\$ 158,550	\$ 223,501	\$ 8,000	\$ 30,780	\$ 2,283,798	\$ 1,301,723

	FHWA PL	FHWA SU	FTA 5307	USDOT	FDOT	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	\$ -	\$ -	\$ -	\$ -	\$ 223,501	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,501
FY 2024/25 Funding	\$ 1,107,825	\$ 379,416	\$ 158,550	\$ 200,000	\$ -	\$ 30,780	\$ -	\$ -	\$ -	\$ -	\$ 1,876,571
FY 2024/25 Local Funding	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 8,000
FY 2024/25 Collier County Match for SS4A	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
MPO Local Funding Carryover - SS4A Match	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
5305 Carryover	\$ -	\$ -	\$ 125,726	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,726
De-Obligation from Prior Fiscal Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total cost, including carryover, for all tasks	\$ 1,107,825	\$ 379,416	\$ 284,276	\$ 250,000	\$ 223,501	\$ 30,780	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 2,283,798

(1) For FY 2024/2025, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share.
The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

*Soft match includes \$200,184 at 18.07% and \$23,317 at 20% to match PTGAs.

TABLE 4 – FY 2024/25 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	USDOT Federal (SS4A)	FTA 5305 Carry forward	FTA Section 5307 (FY 22)	FDOT Soft Match*	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	\$ 414,060	\$ -	\$ -	\$ -	\$ -	\$ 74,821	\$ 414,060	\$ -	\$ -	\$ 488,881
2	Data Collection/Development	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 6,325	\$ 35,000	\$ -	\$ -	\$ 41,325
3	Transportation Improvement Program (TIP)	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ 6,144	\$ 34,000	\$ -	\$ -	\$ 40,144
4	Long Range Planning	\$ 175,000	\$ 379,416	\$ -	\$ -	\$ -	\$ 31,623	\$ 554,416	\$ -	\$ -	\$ 586,039
5	Special Projects and Systems Planning	\$ 219,765	\$ -	\$200,000	\$ -	\$ -	\$ 39,712	\$ 419,765	\$ -	\$ 50,000	\$ 509,477
6	Transit and Transportation Disadvantaged	\$ 186,000	\$ -	\$ -	\$ 125,726	\$ 158,550	\$ 56,927	\$ 470,276	\$ 30,780		\$ 557,983
7	Regional Coordination	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ 7,951	\$ 44,000	\$ -	\$ -	\$ 51,951
8	Locally Funded Activities for all tasks	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
	Total:	\$ 1,107,825	\$ 379,416	\$200,000	\$ 125,726	\$ 158,550	\$ 223,501	\$ 1,971,517	\$ 30,780	\$ 58,000	\$ 2,283,798
	State Support/Match for MPO (1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 223,501	\$ -	\$ -	\$ -	\$ 223,501
	FY 2024/25 Funding	\$ 1,107,825	\$ 379,416	\$200,000	\$ -	\$ -	\$ -	\$ -	\$ 30,780	\$ -	\$ 1,718,021
	FY 2024/25 Local Funding	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 48,000
	Carry over for SS4A Match-MPO Local Funds from prior FYs	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
	Roll Forward from Prior Fiscal Year	\$ -	\$ -	\$ -	\$ 125,726	\$ 158,550	\$ -	\$ -	\$ -	\$ -	\$ 284,276
	Total cost, including carryover, for all tasks	\$ 1,107,825	\$ 379,416	\$ 250,000	\$ 125,726	\$ 158,550	\$ 223,501	\$ 1,971,517	\$ 30,780	\$ 8,000	\$ 2,283,798

*Soft match includes \$200,184 at 18.07% and \$23,317 at 20% to match PTGAs.

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

Task #	Task Description	FHWA	FHWA	FDOT Soft Match	Local	TD Trust	Total	Amount to Consultant
		CPG	CPG					
		PL	SU					
1	Administration	\$ 424,400	\$ -	\$ 76,689	\$ -	\$ -	\$ 501,089	\$ 29,000
2	Data Collection/ Development	\$ 40,000	\$ -	\$ 7,228	\$ -	\$ -	\$ 47,228	\$ 15,000
3	Transportation Improvement Program (TIP)	\$ 55,000	\$ -	\$ 9,939	\$ -	\$ -	\$ 64,939	\$ 15,000
4	Long Range Planning	\$ 47,000	\$ 200,000	\$ 8,493	\$ -	\$ -	\$ 255,493	\$ 202,000
5	Special Projects and Systems Planning	\$ 86,000	\$ 150,000	\$ 15,540	\$ -	\$ -	\$ 251,540	\$ 156,000
6	Transit and Transportation Disadvantaged	\$ 128,686	\$ -	\$ 23,254	\$ -	\$ 31,757	\$ 183,697	\$ 94,686
7	Regional Coordination	\$ 47,000	\$ -	\$ 8,493	\$ -	\$ -	\$ 55,493	\$ -
8	Locally Funded Activities	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 8,000	\$ -
	Total fiscal year 2025/26 funds for all tasks	\$ 828,086	\$ 350,000	\$ 149,635	\$ 8,000	\$ 31,757	\$ 1,367,478	\$ -
	Total De-obligation from prior fiscal years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total cost, including carryover, for all tasks	\$ 828,086	\$ 350,000	\$ 149,635	\$ 8,000	\$ 31,757	\$ 1,367,478	\$ 511,686

	FHWA PL	FHWA SU	FDOT	TD Trust	Collier County	Naples	Everglades City	Marco Island	Total
State Support/Match for MPO (1)	\$ -	\$ -	\$ 149,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,635
FY 2025/26 Funding	\$ 828,086	\$ 350,000	\$ -	\$ 31,757	\$ -	\$ -	\$ -	\$ -	\$ 1,209,843
FY 2025/26 Local Funding	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 8,000
De-Obligation from Prior Fiscal Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total cost, including carryover, for all tasks	\$ 828,086	\$ 350,000	\$ 149,635	\$ 31,757	\$ 5,000	\$ 2,000	\$ -	\$ 1,000	\$ 1,367,478

(1) For FY 2025/2026, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share.
The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

TABLE 6 – FY 2025/26 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	FDOT Soft Match	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	\$ 424,400	\$ -	\$ 76,689	\$ 424,400	\$ -	\$ -	\$ 501,089
2	Data Collection/Development	\$ 40,000	\$ -	\$ 7,228	\$ 40,000	\$ -	\$ -	\$ 47,228
3	Transportation Improvement Program (TIP)	\$ 55,000	\$ -	\$ 9,939	\$ 55,000	\$ -	\$ -	\$ 64,939
4	Long Range Planning	\$ 47,000	\$ 200,000	\$ 8,493	\$ 247,000	\$ -	\$ -	\$ 255,493
5	Special Projects and Systems Planning	\$ 86,000	\$ 150,000	\$ 15,540	\$ 236,000	\$ -	\$ -	\$ 251,540
6	Transit and Transportation Disadvantaged	\$ 128,686	\$ -	\$ 23,254	\$ 128,686	\$ 31,757	\$ -	\$ 183,697
7	Regional Coordination	\$ 47,000	\$ -	\$ 8,493	\$ 47,000	\$ -	\$ -	\$ 55,493
8	Locally Funded Activities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
	Total fiscal year 2025/26 funds for all tasks	\$ 828,086	\$ 350,000	\$ 149,635	\$ 1,178,086	\$ 31,757	\$ 8,000	\$ 1,367,478
	State Support/Match for MPO (1)	\$ -	\$ -	\$ 149,635	\$ -	\$ -		\$ 149,635
	FY 2025/26 Funding	\$ 828,086	\$ 350,000	\$ -	\$ -	\$ 31,757		\$ 1,209,843
	FY 2025/26 Local Funding	\$ -	\$ -	\$ -	\$ -		\$ 8,000	\$ 8,000
	Total cost, including carryover, for all tasks	\$ 828,086	\$ 350,000	\$ 149,635	\$ 1,178,086	\$ 31,757	\$ 8,000	\$ 1,367,478

APPENDIX B – PLANNING STUDIES IN THE MPO AREA

This list is compiled and/or updated by the Collier MPO staff for the purposes of regional planning. It is included here for reference.

Collier and Lee MPO Consolidation Feasibility Study

FDOT has retained the Center for Urban Transportation Research (CUTR) to conduct a feasibility study to provide preliminary information (Phase I) on issues surrounding a potential consolidation of Collier MPO and Lee County MPO into one MPO, including assessing stakeholder perspectives, evaluating institutional feasibility, and documenting potential benefits and tradeoffs. The study will address: (i) Current MPO planning and business practices; (ii) Current regional planning coordination practices and activities; (iii) Potential items in federal or state law that could impact the consolidation of the two MPOs; (iv) Benefits/drawbacks and concerns resulting from MPO consolidation as expressed by local elected officials; and (v) Potential apportionment plan for a proposed consolidated MPO Governing Board that complies with federal and state requirements. The total cost of the study (Phase I) is \$234,010.30, and the study is expected to be completed by May of 2026. A final report on the study will be presented to the respective MPO Boards. It will then be determined if Phase 2 of the study should be completed. Phase II would include: (i) A detailed peer assessment of similarly situated MPOs in Florida and other states across the U.S. to identify potential benefits, drawbacks, challenges and obstacles to MPO consolidation; (ii) General potential costs and funding mechanisms for a consolidated MPO based on the current costs of the two existing MPOs and peer MPOs; and (iii) A list of additional tasks that must be undertaken to achieve MPO consolidation and a potential timeline for completing such tasks.

Veteran's Memorial Blvd. Ext. Phase II

This study is for the conceptual design and permitting of Veteran's Memorial Blvd. from west of the new Aubrey Rogers High School entrance to US 41, including bicycle/pedestrian facilities. The extension of Veteran's Memorial Blvd. has been an established need in previous LRTPs.

Golden Gate Master Plan

This study is to evaluate the conversion of the septic systems to central sewer and the private wells to municipal water as a priority for protecting and restoring local water resources within Golden Gate City. The project will develop a master plan that will detail water quality and flood protection issues and evaluate the feasibility of providing stormwater improvements, septic system conversions to central sewer, private well conversions to municipal water, and roadway improvements.

Golden Gate Parkway Corridor Congestion Study

Collier County is conducting a congestion study along Golden Gate Parkway from west of Livingston Road to the east of the I-75 Interchange. The study will evaluate intersection improvements along the corridor to enhance traffic operations and safety concerns based on current and future travel demands.

Wilson Blvd. Extension Corridor Study

This study is to evaluate alternative alignments and identify a preferred corridor alignment to connect Golden Gate Blvd. East and Collier Blvd. The continued evaluation and refinement of the alternative alignments will be based on many factors including environmental impacts, community impacts, land use and funding.

I-75 Interchange at Immokalee Road

~~An Immokalee Road Corridor Congestion Study was completed by Collier County in 2021. One of the recommendations from the Study was to pursue interchange improvements for a Diverging Diamond Interchange in coordination with FDOT. The Interchange is identified in the Cost Feasible Plan of the 2045 LRTP. Collier County is working with FDOT to complete a PD&E study for the Interchange.~~

Moving Florida Forward Infrastructure Initiative (MFF)

MFF prioritizes funding for the state's transportation infrastructure to directly and immediately address congestion relief and perpetual safety on roadways, support resiliency in existing and future projects. The following improvements are being expedited under MFF: (i) Widen I-75 from six to eight lanes from Golden Gate to Corkscrew. This is a District-wide project involving Collier and Lee Counties; (ii) I-75 and Pine Ridge Rd Interchange Improvement - Reconstruct interchange to a diverging diamond and widen Pine Ridge Road at that location; (iii) Widen S.R. 29 from two to four lanes from New Market Road to S.R. 82; ~~and~~ (iv) Construct a new four-lane road as an extension of S.R. 29 for a loop around downtown Immokalee from C.R. 846 to New Market Road. FDOT is currently conducting pre-engineering planning for the projects; ~~and (v) I-75 and Immokalee Road Interchange Improvement – Reconstruct interchange, potentially to a diverging diamond.~~

Collier to Polk Regional Trail Master Plan

The Collier to Polk Regional Trail would provide a connected multi-use trail that traverses Collier, Hendry, Glades, Highlands, Hardee, and Polk counties. If completed, the project is expected to be approximately 200 miles. FDOT ~~completed is currently working on~~ a Master Plan to define high-level concepts and routing opportunities and to receive community input. ~~FDOT is currently conducting~~~~The master Plan may be followed by~~ PD&E studies that will collectively identify the location and conceptual design of feasible alternatives for the long-distance trail.

Bonita-Estero Rail Trail (BERT)

~~The BERT is a conceptual trail and greenway design that is connected to trail systems north and south along a 15 mile unused rail corridor through downtown Bonita Springs and Estero at the south and ending just north of San Carlos Park at Alico Road. It would provide access to the area's natural resources and recreation opportunities for residents and visitors. As envisioned, it would connect to the John Yarborough Trail to the north and the Paradise Cost Trail to the south. Currently, the Trust for Public Lands is working to secure funding for the right-of-way purchase necessary to complete the trail.~~

Districtwide Bus Rapid Transit (BRT) Feasibility Study

FDOT is conducting a feasibility study as a potential strategy to respond to rapid population growth and rising traffic congestion on key commuter corridors in the District. The Study will evaluate and identify corridor(s) within the District that are best positioned for BRT and identify potential next steps for agency partners to pursue to strengthen BRT readiness. The study was completed in March of 2025.