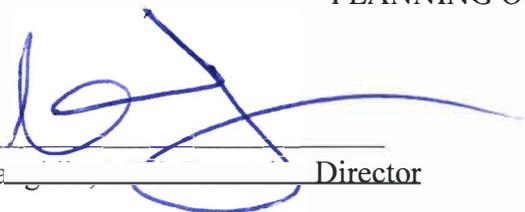


**TIP Administrative Modification for MPO Executive Director Approval
for FY 2019/20 through FY 2023/24 TIP**

<u>Action</u>	<u>FPN</u>	<u>Project Name</u>	<u>Description & Limits</u>	<u>Requested By</u>	<u>Fund</u>	<u>Phase</u>	<u>FY</u>	<u>Amount</u>
Changes were made to pages 6 and 20 in response to FDOT comments received on June 26, 2019. The changes reiterate that the TIP is fiscally constrained (pg. 6), and lists changes made in the MPO priorities from the last TIP (pg.26).								
Staff clarified text on page 27 for congestion management priorities; and changed the project sheet footer from pending adoption to adoption on June 14, 2019								
Changes were made to pages 178-179 and 186 in response to FHWA comments. The changes describe the public involvement process used by the MPO on projects within Federal lands (pg. 178-179) and further clarified “revenues” in the fiscal constraint table (pg. 178).								

Total Project Cost: N/A
 Responsible Agency: N/A
 TIP Reference Page: 6, 20, 27, 178, 179, 186
 LRTP Reference Page: N/A

COLLIER METROPOLITAN
PLANNING ORGANIZATION

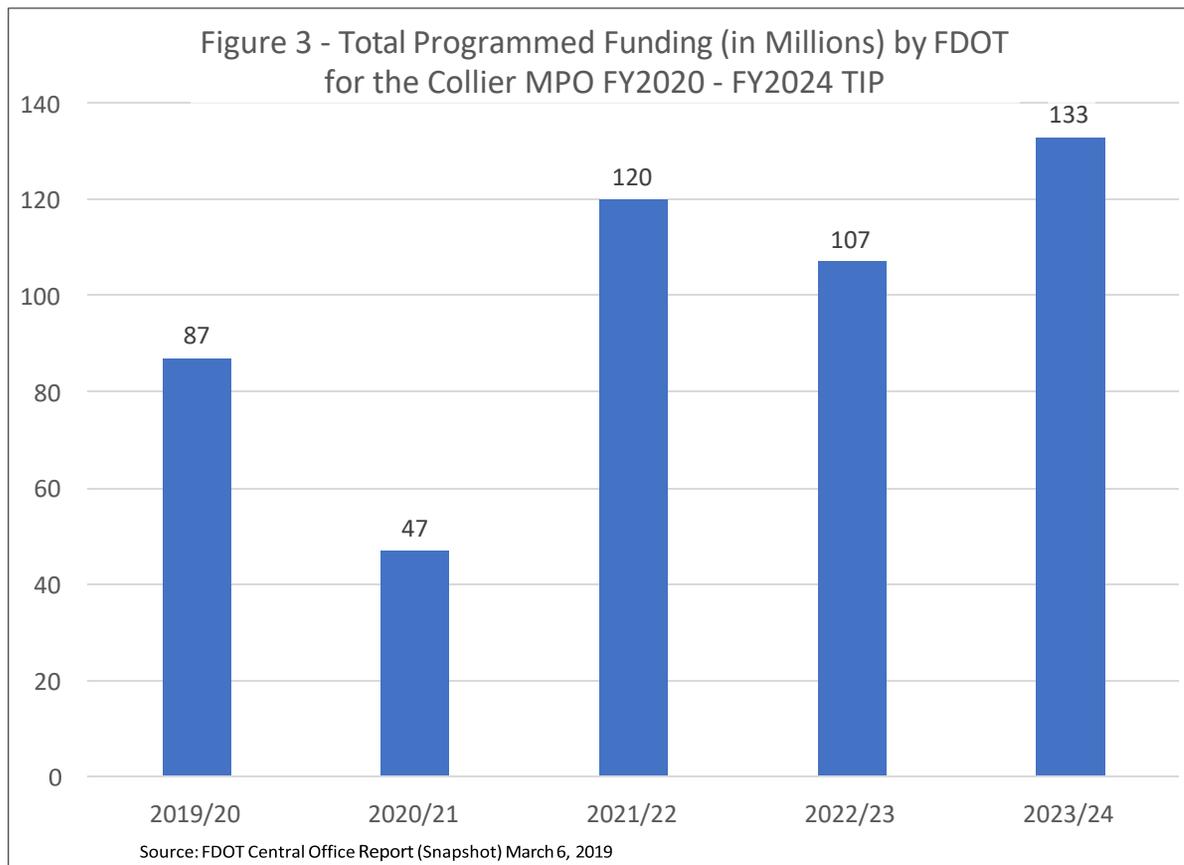
Approved By: 
 Anne McLane Director

Date: 9/20/19

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FUNDING SOURCES

The projects identified in this TIP are funded with Federal, State, and local revenues. The FDOT Fiscal Year (FY) 2020-2024 Tentative Work Program (March 6, 2018 Snapshot), which will be formally adopted on July 1, 2019, specifies revenue sources for each project. Figure 3 and Figure 4 illustrate the Collier MPO TIP's total funding by year and total funding by mode. The total funding fluctuates from one fiscal year to another based on the phases that projects are in and the size and number of projects programmed in that year. **Total funding for this TIP is \$494 million, an increase of \$95 million (24%) when compared to the FY2019 - FY2023 TIP.** Total includes \$125 million in resurfacing; \$95 million on I-75 and \$30 million on US41. Please Appendix H, page 185, which details the TIP's fiscal constraint.



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Appendix I for a description of the criteria used for project prioritization.) The list of prioritized projects includes highway, sidewalk/bicycle paths and/or facilities, congestion management, bridge and transit projects which are illustrated on the following pages. All projects funded through the FDOT Work Program are included in Part I of this TIP. Table 1 shows the general timeframe for the MPO’s establishment of project priorities and the development of the FY2020 – FY2024 TIP.

Safety has always been an important part of the MPO’s project prioritization process. Safety criteria are included in the prioritization process for bicycle and pedestrian, congestion management and bridge priorities. Highway and SIS priorities are generated by the Long Range Transportation Plan which emphasizes safety. As the MPO develops new lists of project priorities, the new federal performance measures will be incorporated into the criteria. An early example of this can be seen in the development of the MPO’s Bicycle & Pedestrian Master Plan where the weight of the safety criteria is being significantly increased and will be the most heavily weighted criteria for evaluating potential projects.

The project priorities listed below represent all changes made from the 2017 to 2018 Priorities Lists.

Changes in Transit Priorities (table 5, page 26) from 2017 to 2018:

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2018 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 USC 134 (k)(3) to have a Congestion Management Process (CMP) that provides for the effective and systematic management and operation of new and existing facilities by using travel demand reductions and operational management strategies. The Collier CMP may be viewed by clicking 2017 Collier CMP. CMP projects that are eligible for Federal and state funding include sidewalk/bicycle paths and/or facilities and congestion management projects that alleviate congestion, do not require the acquisition of right-of-way and demonstrate quantifiable performance measures.

Current MPO Board policy for the allocation of TMA funds (“Box Funds”) states that congestion management priorities will receive 100% of the TMA allocation in 2019**. The Congestion Management Committee (CMC) used the Transportation System Performance Report (not yet complete) as a guide to prioritize projects. The 2019 Congestion Management Priorities is a new list of priorities and are shown in Table 5.

The 2018 congestion management priorities list contained three remaining projects. One project has been funded; one project was no longer needed to relocation of an existing facility; and one project has been removed due to one agency not wishing to consolidate operations. The 2019 Congestion Management Priorities are a new list of priorities.



FDOT coordinates with the MPO on projects included on federal lands. Projects are included in the TIP as appropriate. The FY2020-FY2024 TIP contains one project on federal lands (see FW FLPA 419(1) Florida Panther National Wildlife Refuge (page 51)) which was approved by the MPO Board on April 12, 2019

The MPO's Government to Government Policy and Public Participation Plan describe the processes used for communication with the Miccosukee Tribe and Seminole Tribe. The draft TIP was made available for comment to the appropriate representatives from each Tribe.

Federal Lands Highway Program (see 23 US Code §204)

Recognizing the need for all public Federal roads to be treated with a uniform set of policies similar to the policies that apply to Federal-aid highways; the Federal Lands Highway Program (23 US Code §204) was established with rules that apply to all public land highways, park roads and parkways, refuge roads, and Native American reservation roads and bridges. In general, funds made available for these roads shall be used by the Secretary of Transportation and the Secretary of the appropriate Federal land management agency. Funds may be used for: transportation planning, research, engineering and construction of highways, roads and parkways; and transit facilities located on public lands, national parks and Native American reservations. Funds may also be used for operation and maintenance of transit facilities located on public lands, national parks and Native American reservations.

Eligible projects for each type of Federal land highway include: transportation planning for tourism, recreational travel and recreational development; adjacent parking areas; interpretive signage; acquisition of scenic easements and scenic or historical sites; provisions for bicycles and pedestrians; roadside rest areas including sanitary and water facilities; and other appropriate facilities such as visitor centers. Lastly, a project to build a replacement of the federally owned bridge over the Hoover Dam is eligible for funding.

In general, funds available for refuge roads may only be used for maintenance and improvement of refuge roads and associated facilities, and for the administrative costs of these improvements.

Forest Development Roads and Trails (see 23 US Code §205)

Funds available for forest development roads and trails shall be used by the Secretary of Agriculture for construction and maintenance of eligible roads and trails. In addition, funds shall be available for adjacent parking areas and for sanitary, water and fire control facilities.

Defense Access Roads (see 23 US Code §210)

The Secretary of Transportation is authorized to use funds appropriated for defense access roads for construction, maintenance and repair of defense access roads (including bridges and tunnels) to military reservations, defense industries, defense industry sites, and to the sources of raw materials when such roads are deemed important to the national defense by the Secretary of Defense or such other official as the President may designate.

Bicycle Transportation and Pedestrian Walkways (see 23 US Code §217)

Subject to the approval of the Secretary of Transportation a State may obligate Surface Transportation Program (STP) and Congestion Mitigation Program funds for construction of pedestrian walkways, bicycle transportation facilities, and for carrying out non-construction projects related to safe bicycle use. In addition, and subject to approval of the Secretary of Transportation, a State may obligate funds for construction of pedestrian walkways and bicycle transportation facilities that are on land adjacent of any highway on the National Highway System (NHS).

At the discretion of the department charged with the administration of Federal Lands Highway Funds, funds authorized for forest highways, forest development roads and trails, public lands development roads and trails, park roads, parkways, Native American reservation roads and public lands highways may be used for the construction of pedestrian walkways and bicycle transportation facilities. Any eligible pedestrian walkway or bicycle transportation facility in this section shall be deemed a highway project and subject to Federal cost-sharing.

In general, bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities except for bicycle and pedestrian uses are prohibited. Transportation plans shall also provide due consideration for safety and contiguous routes for bicyclists and pedestrians. No bicycle project may be carried out unless it has been determined that such project is primarily for transportation purposes as opposed to recreational purposes

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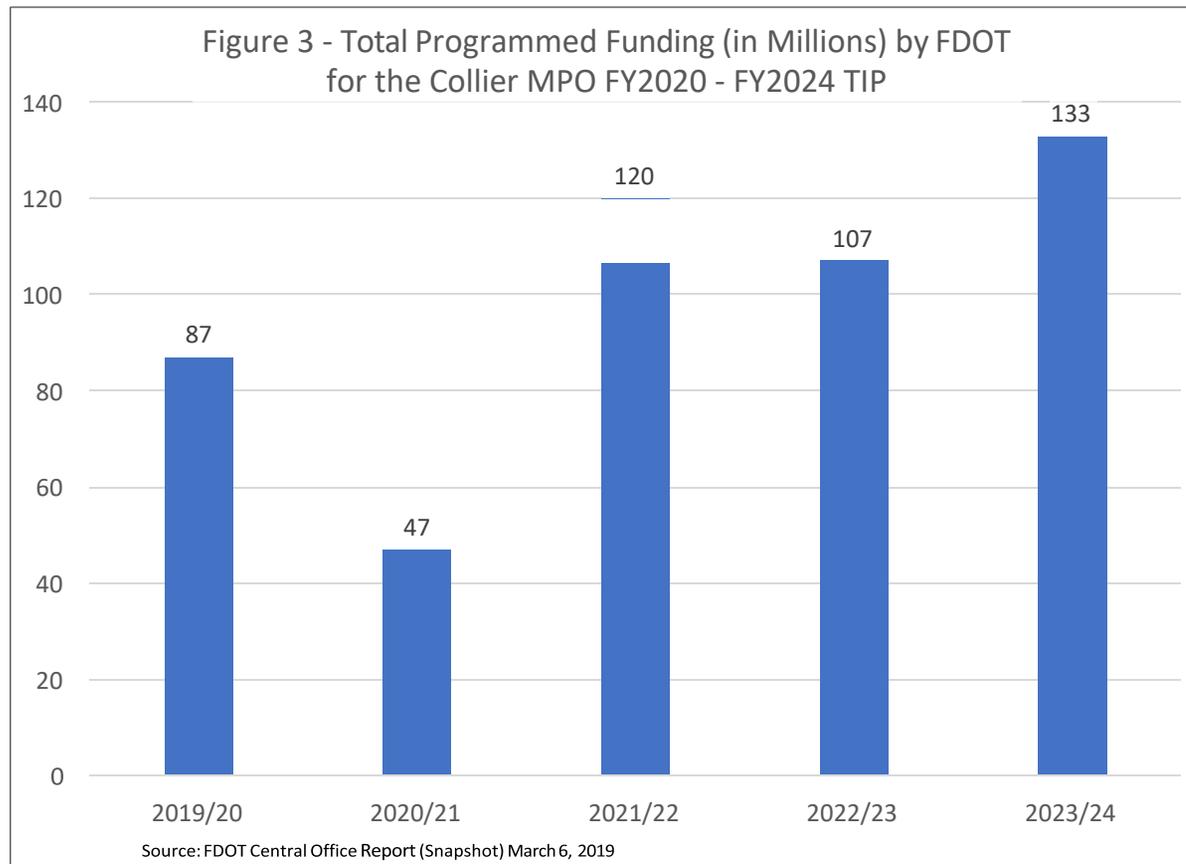
The FY 2020 - FY 2024 Transportation Improvement Program (TIP) is fiscally constrained as shown below with revenues shown in top section balancing the estimated available funding and project costs.

FY 2019/20 - FY 2023/24 TIP Funding (Revenue) Estimates and Project Cost Estimates						
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Federal, State and Local Funding Estimates						
	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total
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State	\$68,399,204	\$27,741,219	\$105,980,804	\$77,969,096	\$116,133,384	\$396,223,707
Local	\$4,601,570	\$5,408,723	\$2,402,916	\$7,510,726	\$7,555,044	\$27,478,979
	<u>\$86,607,760</u>	<u>\$47,150,729</u>	<u>\$120,053,986</u>	<u>\$106,600,877</u>	<u>\$133,300,339</u>	<u>\$493,713,691</u>
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Bike/Ped	6,321,089	4,071,073	1,510,372	5,649,870	0	\$17,552,404
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Planning	\$546,564	\$546,564	\$546,564	\$546,564	\$0	\$2,186,256
Maintenance	\$12,085,974	\$18,426,777	\$103,127,540	\$22,082,858	\$6,786,450	\$162,509,599
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