



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2020 - FY2024

Adopted: June 14, 2019

Amended September 13, 2019

Administratively Modified September 17, 2019

Amended December 13, 2019

Administratively Modified February 14, 2020

Amended February 14, 2020



QR Code



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COLLIER METROPOLITAN PLANNING ORGANIZATION

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TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
MPO Resolution.....	1
Collier Metropolitan Planning Area Map.....	2
Bonita Springs - Naples Urbanized Area Map.....	3
Narrative.....	4
Purpose.....	4
Funding Sources.....	6
Highway Funding Sources.....	7
Transit Funding Sources.....	10
Addressing Safety Performance Measures and Targets.....	13
Project Selection / MPO Priorities... ..	19
Highway Related Priorities... ..	21
Strategic Intermodal System (SIS) Priorities.....	22
Bridge Priorities... ..	25
Transit Priorities.....	26
Congestion Management Priorities.....	27
Bicycle and Pedestrian Priorities... ..	29
Transportation Regional Incentive Program (TRIP)....	30
Regional Transportation Alternatives Program (RTAP).....	30
Major Projects.....	32
Public Involvement... ..	33
TIP Amendments.....	33
Certification.....	34
Project Organization... ..	34
Explanation of Project Costs in the TIP... ..	35
Project Sheet Example... ..	36

<u>SECTION</u>	<u>PAGE</u>
Part I - Project Sheets from FDOT's Five-Year Work Program FY2019/20 - FY2023/24.....	37
Section A-1: Highway Projects.....	37
Section A-2: Bridge Priorities... ..	52
Section A-3: Congestion Management Projects... ..	56
Section A-4: Bicycle and Pedestrian Projects.....	66
Section A-5: Maintenance Projects.	85
Section B: Transportation Planning Projects... ..	98
Section C: Transit Projects... ..	102
Section D: Transportation Disadvantaged Projects... ..	110
Section E: Aviation Projects... ..	112
PART II: Collier County Projects... ..	121
PART III: City of Naples Projects... ..	123
PART IV: City of Marco Island Projects... ..	124
PART V: City of Everglades City Projects.....	125
PART VI: Federal Funding Obligations.....	128
PART VII: FTA Obligated Projects for 2018... ..	139
PART VIII: Collier County Funding Summary.....	141
PART IX: Appendices... ..	143
Appendix A: FDOT's Strategic Intermodal System Funding Strategy.....	144
Appendix B: Collier-Lee Regional Highway Map... ..	158
Appendix C: Airport Capital Improvement Programs (JACIP).....	160
Appendix D: Acronyms and Funding and Phase Codes.	169
Appendix E: Collier MPO's LRTP Cost Feasible Plan (Highway & Transit).....	172
Appendix F: Federal Lands Appropriations... ..	177
Appendix G: Summary of Public Comments... ..	180
Appendix H: Fiscal Constraint... ..	185
Appendix I: Criteria Used for Project Prioritization... ..	187
Appendix J: Transportation Performance Measures Consensus Planning Document	192
Appendix K: Amendments and Administrative Modifications... ..	199

MPO RESOLUTION #2019-03

**A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ENDORSING
THE FY 2019/20 – 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Collier Metropolitan Planning Organization is required to develop an annually updated Transportation Improvement Program pursuant to 23 U.S.C. 134(j), 23 C.F.R. 450.104, 23 C.F.R. 450.324(a), and F.S. 339.175(8)(c)(1); and

WHEREAS, the Collier Metropolitan Planning Organization has reviewed the proposed Transportation Improvement Program and determined that is consistent with its adopted Plans and Program; and

WHEREAS, in accordance with the Florida Department of Transportation's MPO Administrative Manual, the Transportation Improvement Program must be accompanied by an endorsement indicating official MPO approval;

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:

1. The FY 2019/20 – 2023/24 Transportation Improvement Program and the projects programmed therein are hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's endorsement of the FY 2019/20 – 2023/24 Transportation Improvement Program and the projects programmed therein.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 14th day of June 2019.

Attest:

By: _____

Anne McLaughlin
MPO Executive Director

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____

Councilman Reg Buxton
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach

Scott R. Teach, Deputy County Attorney



Figure 1 – Collier Metropolitan Planning Area (MPA)

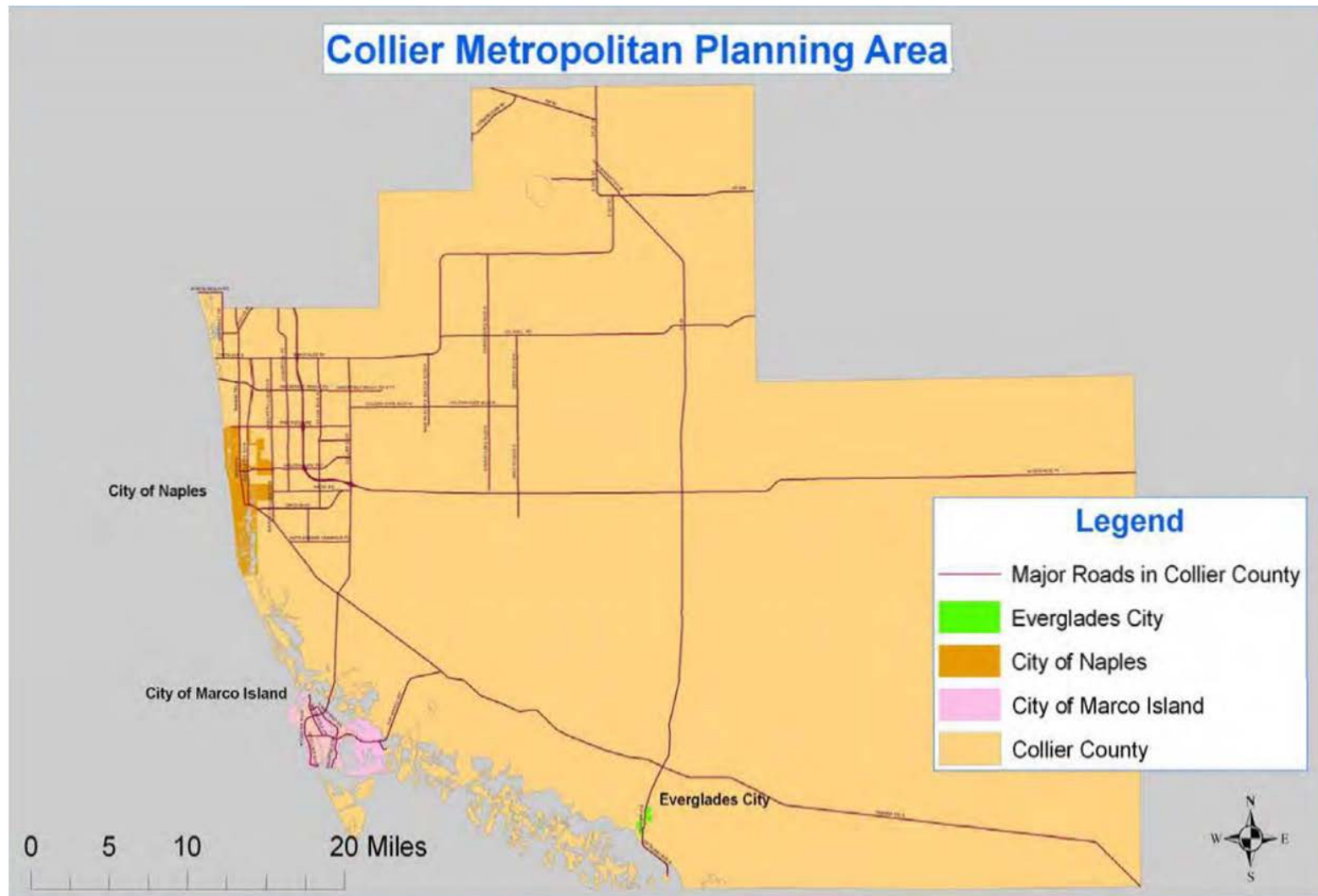
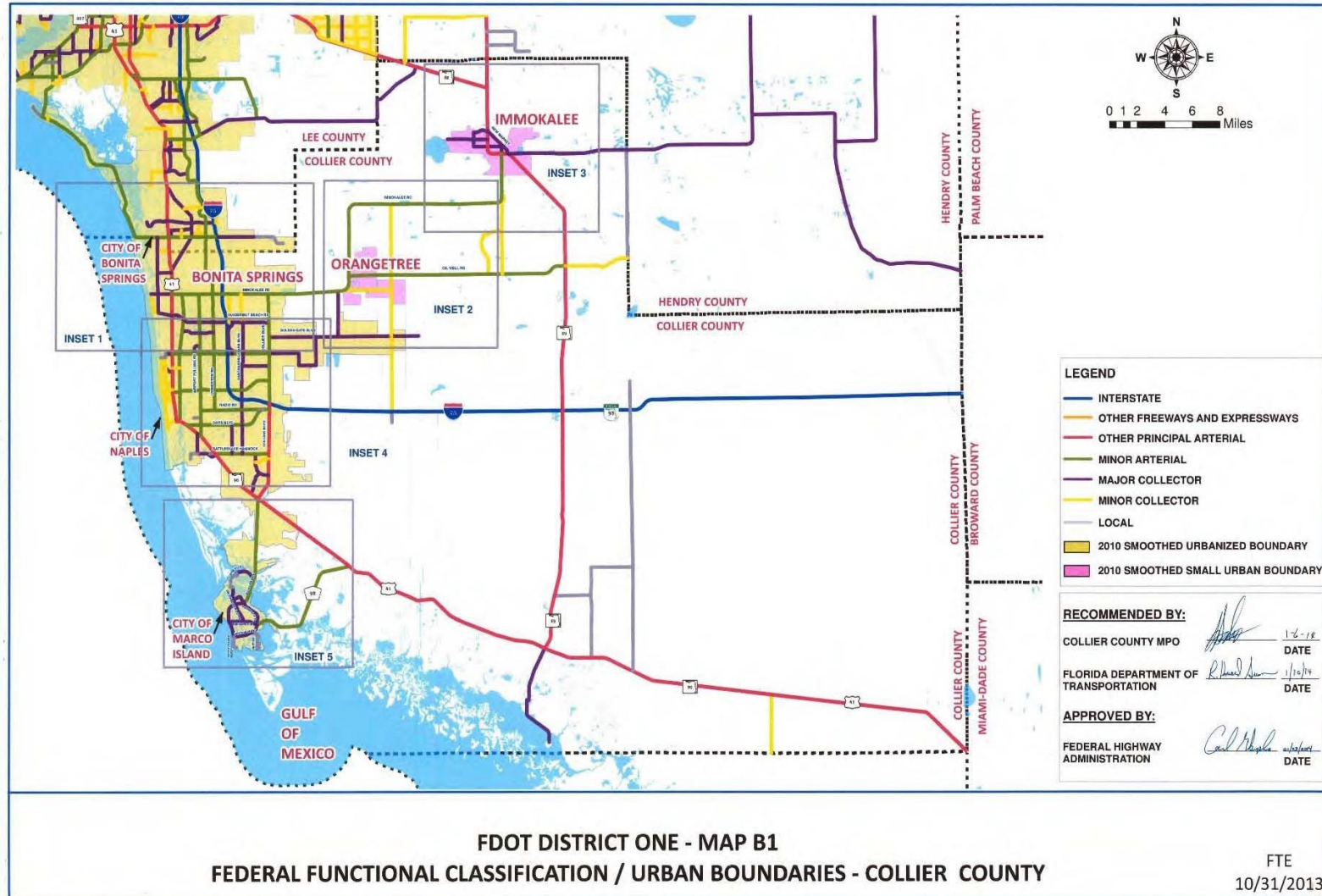


Figure 2 – Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Title 23 United States Code (U.S.C.) 134(j); Florida State Statutes; and Federal Transportation Legislation, Moving Ahead for Progress in the Twenty-First Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act) signed into law in December 2015, to develop a Transportation Improvement Program (TIP) that is approved by both the MPO and the Governor of Florida (or the Governor's delegate). The FAST Act (23 U.S.C. 133(h) §1109) carries forward policies initiated by MAP-21, which created a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies established in previous transportation legislation. These programs address the many challenges facing the U.S. transportation system including: improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and of freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act added reducing or mitigating storm water impacts of surface transportation, and enhancing travel and tourism to the nationwide transportation goals identified in MAP-21. The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants – Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) – to nationally and regionally significant freight and highway projects that align with national transportation goals.

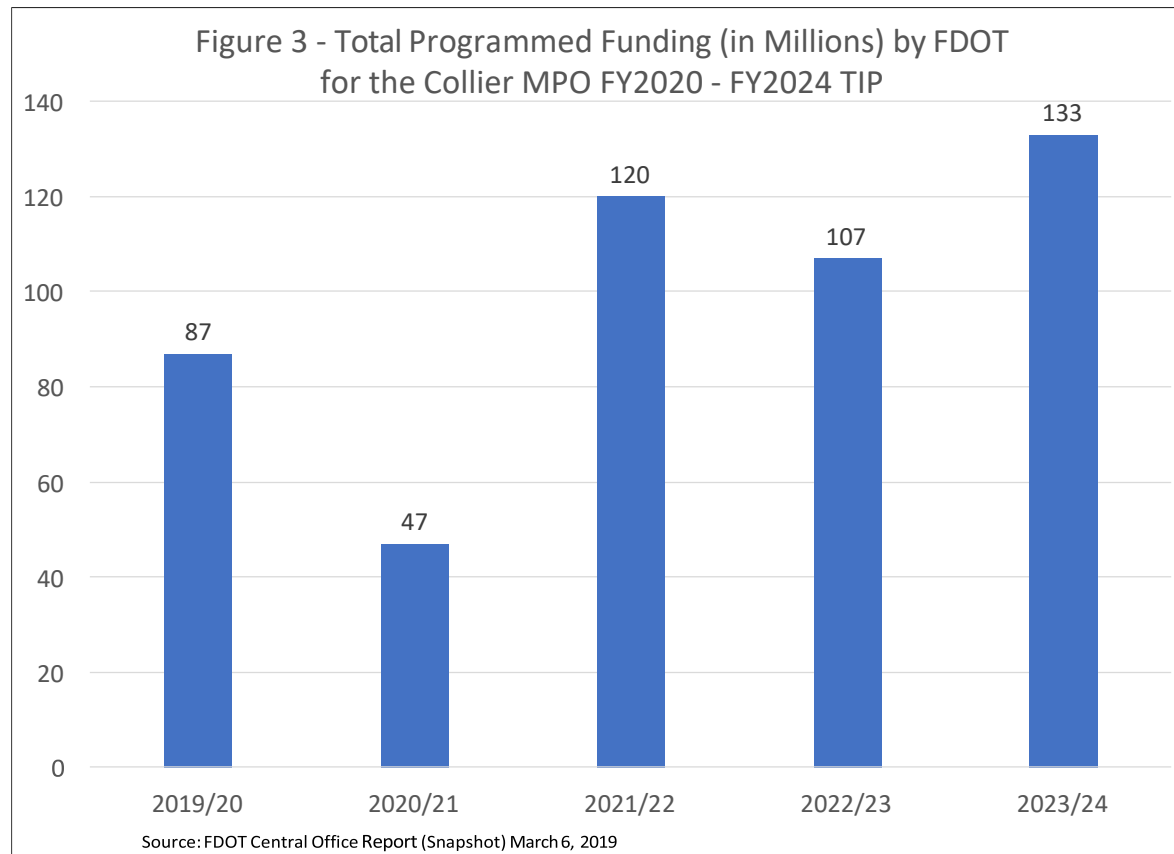
The TIP is developed by the MPO in cooperation with the Florida Department of Transportation (FDOT), state and local governments, and public transit operators who are each responsible for providing the MPO with estimates of available federal and state funds. This collaborative effort ensures that projects programmed in the FDOT Work Program address the MPO's highest transportation project priorities and are consistent with the overall transportation goals of the surrounding metropolitan area. Following approval by the MPO Board and the Governor of Florida, the TIP is included in the FDOT State Transportation Improvement Program (STIP). The TIP is a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area (MPA). The MPA is the geographic planning region for the MPO (see Figure 1 above). The projects in the TIP are presented in Year of Expenditure (YOE) dollars which takes inflation into account. TIP projects include highway, transit, sidewalk/bicycle paths and/or facilities, congestion management, road and bridge maintenance, transportation planning, and transportation alternative program activities to be funded by 23 C.F.R. 450.324(c). The TIP also includes aviation projects; and all regionally significant transportation projects for which Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval is required. For informational purposes, this TIP also identifies other transportation projects, as defined in 40 CFR 450.324 (c)(d), that are not funded with federal funds.

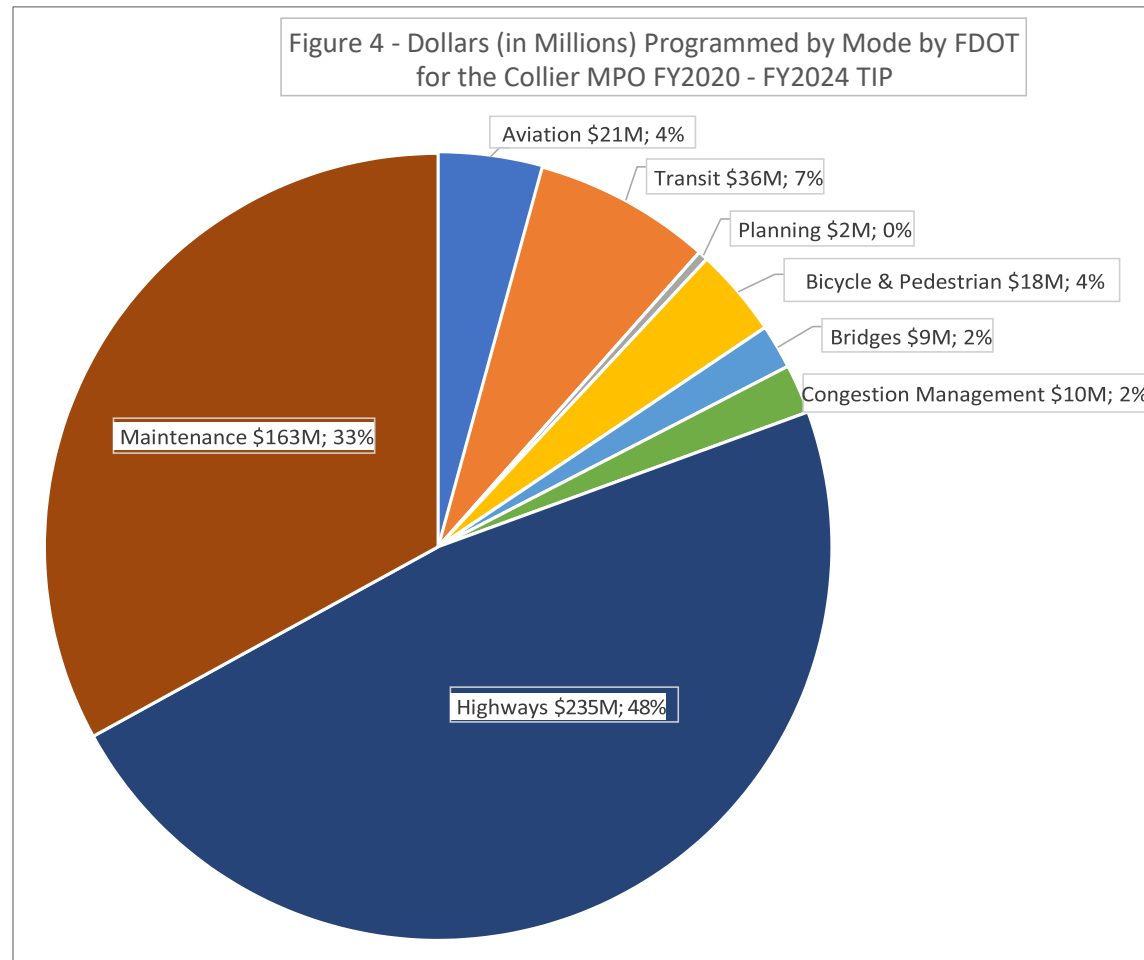
The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial restraint and scheduling of federally funded projects within the MPO's jurisdiction. FDOT uses the latest project cost estimates, and the latest projected revenues based on a district-wide statutory formula to implement projects within the Collier MPO in the Work Program, and this is reflected in the TIP as well. This TIP is also constrained due to local funds from local governments' Capital Improvement Programs committed to certain projects in the TIP. This TIP has been developed in cooperation with the FDOT. FDOT provided the MPO with estimates of available federal and state funds, as shown in the Table on the following page. The TIP is updated annually by adding a "new fifth year" which maintains a five-year rolling timeframe for the TIP. In addition to carrying forward existing projects, the MPO annually approves a set of new Transportation Project Priorities and submits these to FDOT prior to July 1st. This new set of priorities, which may be eligible for funding in the following year, is drawn from the Collier 2040 Long Range Transportation Plan (LRTP). Projects are selected based on their potential to improve transportation safety and/or performance; increase capacity or relieve congestion; and preserve existing infrastructure. FDOT uses, in part, the MPO's priorities in developing the new fifth year of the FDOT Five-Year Work Program which is also a rolling five-year program. The TIP is developed with consideration of the ten planning factors from MAP-21 and the FAST Act which are listed below.

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 the motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for 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. Reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism.

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 see Appendix H, page 185 which details the TIP's fiscal constraint.





HIGHWAY FUNDING SOURCES

Surface Transportation Block Group Program (STBGP): The STBGP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. These flexible funds are not based on a restrictive definition of program eligibility and allow local areas to choose local planning priorities. There are also flexible FTA Urban Formula Funds. STBGP funds can be used to

increase capacity, improve safety, relieve congestion and enhance transportation systems. The level of STBGP funding is determined by a formula.



Strategic Intermodal System (SIS): Created in 2003, the SIS is a high-priority network of transportation facilities critical to Florida's economic competitiveness and quality of life. The SIS includes the State's largest and most significant highways, commercial service airports, spaceports, waterways and deep-water seaports, rail corridors, freight rail terminals, and passenger rail and intercity bus terminals.

Currently, I-75 is the only SIS facility in Collier County, however State Route 29 and State Route 82 have both been identified as highway corridors that are part of an emerging SIS network and may be designated as SIS facilities in the future. The Collier and Lee County MPOs jointly adopt regional priority lists to access SIS funds.

Transportation Regional Incentive Program (TRIP): The TRIP was created pursuant to § 339.2819 and §339.155 Florida Statutes to provide an incentive for regional cooperation to leverage investments in regionally significant transportation facilities including both roads

and public transportation. TRIP funds provide state matching funds for improvements identified and prioritized by regional partners which meet certain criteria. TRIP funds are used to match local or regional funds by providing up to 50% of the total project cost for public transportation projects. In-kind matches such as right-of-way donations and private funds made available to the regional partners are also allowed. The Collier MPO and Lee County MPO Boards jointly adopt regional priorities to access TRIP funds.

Regional Projects: Regionally significant projects are projects that are located on the regional network (see Appendix B). FDOT may program State dedicated revenues to fund prioritized regionally significant projects.

Transportation Alternatives Program (TAP): The TAP was established by MAP-21 as a new funding program pursuant to 23 U.S.C. 213(b). Eligible activities under TAP include:

1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 [42 USC 12101 et seq.].

- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers including children, older adults, and individuals with disabilities to access transportation needs.
 - C. Conversion and use of abandoned railroad corridors to trails for pedestrians, bicyclists, or other non-motorized transportation users.
 - D. Construction of turnouts, overlooks and viewing areas.
 - E. Community improvement activities which include but are not limited to:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementing a transportation project eligible under 23 USC.
 - F. Any environmental mitigation activity including pollution prevention and pollution abatement activities to:
 - i. address stormwater management and control; water pollution prevention or abatement related to highway construction or due to highway runoff including activities described in 23 USC 133(b)(11), 328(a) and 329;
 - ii. reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under 23 USC 206.
 3. Safe Routes to School Program (SRTS) eligible projects and activities listed in the FAST Act Including:
 - A. Infrastructure-related projects.
 - B. Non-infrastructure related activities.
 - C. Safe Routes to School coordinator.
 4. Planning, designing or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.



TAP funds cannot be used for:

- State or MPO administrative purposes, except for SRTS administration and administrative costs of the State permitted Recreational Trails Program (RTP) set-aside funds.
- Promotional activities, except as permitted under the SRTS.

- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas etc.
- Routine maintenance and operations.

TRANSIT FUNDING SOURCES

FDOT and the FTA both provide funding opportunities for transit and transportation disadvantaged projects through specialized programs. In addition, FHWA transfers funds to FTA which provide substantial additional funding for transit and transportation disadvantaged projects. When FHWA funds are transferred to FTA, they are transferred to FTA Urbanized Area Formula Program (§5307). According to FTA Circular 9070.1G, at a State's discretion Surface Transportation funds may be “flexed” for transit capital projects through the Non-Urbanized Area Formula Program (§5311), and according to FTA Circular 9040.1G with certain FHWA funds to Elderly and Persons with Disabilities Program (§5310). In urbanized areas over 200,000 in population, the decision on the transfer of flexible funds is made by the MPO. In areas under 200,000 in population, the decision is made by the MPO in cooperation with FDOT. In rural areas, the transfer decision is made by FDOT. The decision to transfer funds flows from the transportation planning process and established priorities.



§5305: Metropolitan Transportation Planning Program Funds: State Departments of Transportation sub-allocate § 5 3 0 5 formula-based program funding to MPOs including the Collier MPO. The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas as well as statewide. Funds are available for planning activities that (a) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (b) increase the safety and security of the transportation system for motorized and non-motorized users; (c) increase the accessibility and mobility of people and freight; (d) 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; (e) enhance the integration and connectivity of the transportation system for people and freight across and between modes; (f) promote efficient system management and operation; and (g) emphasize preservation of the existing transportation system.

§ 5307 - Urbanized Area (UZA) Formula Program Funds: The Bonita Springs (Naples) FL UZA receives an annual allocation of § 5307 funding which may be used for: (a) transit capital and operating assistance in urbanized areas; (b) transportation related planning; (c) planning, engineering, design and evaluation of transit projects; and (d) other technical transportation-related studies. Eligible capital investments include: (a) replacement, overhaul and rebuilding of buses; (b)

crime prevention and security equipment; (c) construction of maintenance and passenger facilities; (d) new and existing fixed guide-way systems including rolling stock and rail stations; and (e) overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered eligible capital costs. MAP-21 amended this program to include expanded eligibility for operating expenses for systems with 100 or fewer buses. Collier County receives at least \$2 million dollars each year to assist in transit capital expenses. Local/State matches for §5307 consist of toll revenue credits issued by FDOT and local funds which follow FTA match guidelines. For urbanized areas with populations greater than 200,000, including Collier County, funds are apportioned and flow directly to a locally selected designated recipient. Collier County is the designated recipient for the urbanized area § 5307 funding.

§5310 – Transportation for Elderly Persons and Persons with Disabilities: The Federal goal of the §5310 program is to provide assistance in meeting the needs of elderly persons and persons with disabilities where public transit services are unavailable, insufficient or inappropriate. Funds are apportioned based on each state's population share of these groups of people. Eligible activities for §5310 funding include: (a) services developed that are beyond what is required by the American's with Disabilities Act; (b) projects that will improve access to fixed route service and/or decrease reliance by individuals with disabilities on complementary paratransit; and (c) projects that provide an alternative to public transportation that assists seniors and individuals with disabilities.

MAP-21 apportions these funds to designated recipients based on a formula. In Florida, the §5310 Program is administered by FDOT on behalf of FTA with funding allocated to the Bonita Springs (Naples) Urbanized Area. Projects selected must be included in a locally developed, coordinated public transit human services transportation plan. FDOT calls for § 5310 applications annually and awards funds through a competitive process.

§ 5311 - Rural Area Formula Grant: This program (49 U.S.C. 5311) provides formula funding to states to support public transportation in areas with populations less than 50,000. Program funds are apportioned to each state based on a formula that uses land area, population and transit service. According to Federal program rules, program funds may be used for capital operating, state administration, and project administration expenses; however, Florida allows eligible capital and operating expenses.

In Florida, the §5311 Program is administered by FDOT. Program funds are distributed to each FDOT district office based on its percentage of the state's rural population. Each district office allocates program funds to designated eligible recipients through an annual grant application process. §5311 funds in Collier County are used to provide fixed route service to rural areas such as Immokalee and Golden Gate Estates.

§5339 – Bus and Bus Facilities Funds: This program makes federal resources available to state and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities including

technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Native American tribes that operate fixed route bus service that are eligible to receive direct grants under §5307 and §5311 - Transportation Disadvantaged Program Funds: Chapter 427, Florida Statutes, established the Florida Commission for the Transportation Disadvantaged (CTD) with the responsibility to coordinate transportation services provided to the transportation disadvantaged through the Florida Coordinated Transportation System. The CTD also administers the Transportation Disadvantaged Trust Fund. Transportation disadvantaged individuals are those who cannot obtain their own transportation due to disability, age, or income.

The Collier MPO, through the Local Coordinating Board (LCB), identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged [Chapter 427, Florida Statutes]. The Collier County Board of County Commissioners (BCC) is designated as the CTC for Collier County and is responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population of Collier County.

Public Transit Block Grant Program: The Public Transit Block Grant Program was established by the Florida Legislature to provide a stable source of funding for public transit [341.052 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-030. Funds are awarded by FDOT to those public transit providers eligible to receive funding from FTA's §5307 and §5311 programs and to Community Transportation Coordinators. Public Transit Block Grant funds may be used for eligible capital and operating costs of providing public transit service. Program funds may also be used for transit service development and transit corridor projects. Public Transit Block Grant projects must be consistent with applicable approved local government comprehensive plans.

Public Transit Service Development Program: The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects [341 Florida Statutes]. Specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether new or innovative techniques or measures could be used to improve or expand public transit services. Service Development Projects specifically include projects involving the use of new technologies for services, routes or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding. Service Development projects are subject to specified times of duration with a maximum of three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program Funds.

ADDRESSING PERFORMANCE MEASURES AND TARGETS

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measures targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to 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:

- 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 Fixing America's Surface Transportation (FAST) Act supplements 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. On *November 9, 2018, the MPO adopted the Performance Measures Targets set by FDOT*; the measures and targets are briefly listed below.

Performance Measures Targets must be adopted every four years except for the safety performance measure targets which must be annually adopted. The MPO will continue to coordinate with FDOT and transit providers in the performance management process as it becomes an on-going part of the transportation planning process. On November 9, 2018 the MPO Board adopted the performance measures and targets shown on the next page.

COLLIER MPO - ADOPTED PERFORMANCE MEASURES AND TARGETS - NOVEMBER 9, 2018						
Measure	Deadline/Data Availability	MPO Action	Add Language to Plans	Applicability in Collier	MPO/FDOT/Transit Targets	Current Conditions
ALL PERFORMANCE TARGETS (except transit safety)	May 20, 2019	Support state or transit agency targets as applicable, or set own targets	TIPs and TIP amendments, next L RTP update	NHS – Interstate and Non-Interstate; or local Transit Agency (BCC). <i>Per FDOT's review of NHS & de-designation of portions of Airport & Pine Ridge, NHS network will be: SR29, SR41, I-75 and CR951 (between US41 and I-75)</i>	See following rows	See following rows
Pavement & Bridge Condition	November 14, 2018 / FDOT will provide pavement data by June 30 th each year, bridge data by 1st week April each year	Support state targets or set own targets	L RTP If amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR29, SR41, I-75 and CR951 between US41 and I-75	NHS Interstate Pavements: ≥60% Good, ≤5% Poor in 4yrs; NHS Non-Interstate Pavements: ≥ 40% Good in 2 & 4yrs, and ≤5% Poor in 4yrs; Bridges ≥ 50% Good in 2 & 4yrs, ≤10% Poor in 2 & 4yrs	FDOT: Interstate Pavements 36.2% Good, 0% Poor; Non-Interstate NHS Pavement: 50.2% Good, 0% Poor; NHS Bridges: 83.58% Good, 0% Poor; NOTE: CR951 bridges ARE NOT represented in the data
System Performance	November 14, 2018 / FDOT will provide data by December 30 th annually	Support state targets or set own targets	L RTP If amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR29, SR41, I-75 and CR951 between US41 and I-75	75% Person-Miles On Interstate Reliable in 2yrs, 70% in 4yrs; 50% Person-Miles On Non-Interstate Reliable in 4yrs; Truck Travel Time Reliability Ratio on Interstate 1.75 in 2yrs, 2.0 in 4yrs	FDOT: Person-Miles Traveled On Interstate That Are Reliable: 2014, 2015, 2016 & 2017 = 100%; Non-Interstate NHS Reliability: 2014=56%, 2015=46%, 2016=42%, 2017=97%; Truck Travel Time Reliability Index on Interstate: 2014 & 2015 =1.10; 2016 =1.14, 2017 = 1.12
Transit Asset Management	October 1, 2018 for transit agency to "establish" TAM plan; TAM going to BCC on October 23, 2018. MPOs have 180 days to affirm transit agency targets Or set new ones.	Affirm transit agency targets or set new regional targets	L RTP If amended & next major update; TIP immediately	Local Transit Agency: Board of County Commissioners will be asked to endorse TAM plan with targets noted on 10/23/2018	Draft targets going to BCC on 10/23/18: 10% rolling stock & 25 % equipment have met or exceeded Useful Life Benchmark (ULB); 25% of facilities < 3.0 TERM scale	Collier County TAM: Rolling Stock 0% at or past ULB; Equipment 50% at or past ULB; Facilities 0% at or past ULB
Annual Safety	February 27, 2018 initial due date; February 27 th annually thereafter; FDOT will provide safety data by end of October each year	Support state targets or set own targets	L RTP If amended & next major update; TIP immediately	All public roads: MPO Board voted to support state targets for 2018	FDOT 2019: Fatalities 0; Serious Injuries 0; Fatality Rate/VMT 0; Serious Injury Rate/VMT 0; Non-Motorized Fatalities & Serious Injuries 0	FDOT: 5-yr Rolling Averages 2012-2016: Fatalities 38; Serious Injuries 177; Fatality Rate 1.125; Serious Injury Rate 5.252; Nonmotorized Fatalities & Serious Injuries 40
FDOT Freight Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing Freight Plan	No state targets established yet	
FDOT Asset Management Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	NHS - Added language to TIP adopted June 2018 refer to plan	No state targets established yet	
Transit State of Good Repair	May 27, 2018 – May 19, 2019	Affirm transit agency targets or set new targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 refer to State of Good Repair	No initial targets set as of January 1, 2017 deadline	
Source: FDOT Performance 101 Federal Transportation Performance Measures, August 2, 2018; FTA Transit State of Good Repair/Transit Asset Management (TAM) & Performance-Based Planning & Programming PPT July 30, 2018; and additions by Collier MPO staff to address applicability						

Safety

The MPO adopted the Florida Department of Transportation (FDOT) statewide safety performance measure targets which includes Vision Zero. The MPO supports the achievement of the FDOT Vision Zero safety targets by assessing the performance of the transportation system and linking investment priorities to the achievement of targets in the Long-Range Transportation Plan and Transportation Improvement Program. On February 9, 2018, the MPO adopted the safety targets listed below:

- Fatalities; 0
- Serious Injuries; 0
- Nonmotorized Fatalities and Serious Injuries; 0
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); 0
- Rate of Serious Injuries per 100M VMT; 0.

Projects that will help the MPO achieve this performance measure target include:

Widening SR 29 and SR 82 will make it safer for cars to pass each other without entering the oncoming traffic lane. SR 82 has had multiple traffic fatalities.

- FPN 4308481; SR 82 from Hendry County Line to Gator Slough Lane; add lanes and reconstruct
- FPN 4308491; SR 82 from Gator Slough Lane to SR 29; Add lanes and reconstruct
- FPN 4175402, 4175403, 4175404, 4175405, 4175406, 4178784; SR 29 from Oil Well Road to Hendry County Line; Add lanes and reconstruct

Providing sidewalks has been shown to reduce pedestrian crashes compared to walking in the roadway. Four of the projects listed below are on roads where there have been a significant number of pedestrian and bicycle crashes. The following projects were identified either in the 2012 Comprehensive Pathways Plan or by MPO member entities.

- FPN 4350291; US 41 from CF 846 (111th ST) to N of 91st Ave; add sidewalk on east side and 3 bus shelters
- FPN 4351101; CR 887 (old US 41) from US 41 to Lee County Line; PD&E/EMO Study
- FPN 4380921; Vanderbilt Dr (CR 901) from Vanderbilt Beach Rd to 109th Ave N; sidewalk
- FPN 4433753; Collier County Lake Trafford Rd; Sidewalk and bike Lanes
- FPN 4433754; Collier County Lake Trafford Rd; Sidewalk and bike lanes
- FPN 4418461; 111th Ave N from Bluebill Ave Bridge to 7th St N; Bike lane/sidewalk
- FPN 4390021; SR29 from N 1st St to N 9th St; Pedestrian Safety Improvement
- FPN 4418781; Bald Eagle Dr from Collier Blvd to Old Marco Ln, Sidewalk

- FPN 4380911; County Barn Rd from Rattlesnake Hammock to SR84 (Davis Blvd); Bike path/trail
- FPN 4369701; CR92 (San Marco Rd) from S Barfield Dr to Vintage Bay; Bike path/trail
- FPN 4380931; Green Blvd from Santa Barbara Blvd to Sunshine Blvd; Bike lane/sidewalk
- FPN 4418791; Inlet Dr from Addison Ct to Travida Terr; Sidewalk
- FPN 4404361; Mandarin Greenway; Sidewalks at various locations
- FPN 4331891; N Collier Blvd from E Elkcam Cir to Buttonwood Ct; Sidewalk
- FPN 4404381; San Marco Rd. from Vintage Bay Drive to Goodland Rd; Bike Path / Trail
- FPN 4370961; From southern limits on Copeland Ave to NE Broadway and Copeland Ave; Sidewalk
- FPN 4404371; South Golf Dr from Gulf Shore Blvd to W US41; Sidewalk
- FPN 4371851; Naples Beach Access Sidewalks at Various Locations; Sidewalk
- FPN 4414801; Eden Park Elementary; Sidewalk

A significant number of people in Immokalee walk as a means of transportation. The Eden Park Elementary School project will provide sidewalks for children walking to school where none currently exist. The SR 29 project, also called Main Street, is a main pedestrian thoroughfare for people walking to and from work, shopping and other everyday activities.

- FPN 4390021; SR 29 (Main St) from N 1st St to N 9th St; Pedestrian safety improvement
- FPN 4414801; Eden Park Elementary Safe Routes to Schools; Sidewalks

Other projects that will help the MPO achieve this performance measure targetare:

- FPN 4380591; US41 (SR90) from E of SR84 (Davis Blvd) to Courthouse Shadows; Resurfacing project has had \$1.5 million of safety improvements added to it largely as a result of a FDOT Road Safety Audit (RSA).
- FPN 4336321; Immokalee Regional Airport security enhancements
- FPN 4416751; Naples Municipal Airport security upgrades
- FPN 4351112, SR951 from Manatee Rd to N of Tower Rd; Add lanes and rehabilitate pavement
- FPN 4258432; I-75 @ SR951 Interchange; Interchange improvement
- FPN 4419751; US41 (SR90) @ Oasis Visitor Center; Add left turn lanes
- FPN 4404411; Airport Rd from Vanderbilt Rd to Immokalee Rd; Add thru lanes
- FPN 4258432; I-75 @ Collier; Interchange Improvement
- FPN 4452961; I-75 @ Pine Ridge; PD\$E / EMO Study

Pavement and Bridge Condition

This measure applies only to roads and bridges on the National Highway System (NHS) which includes I-75, SR29, and US41 in Collier County. Targets are:

- NHS Interstate Pavements: at least 60% of pavement in good condition and 5% or less in poor condition within five-years; for NHS non-Interstate Pavements: at least 40% of pavement in good condition in two and four years, and 5% or less in poor condition within five-years
- Bridges: at least 50% of bridges in good condition in two and four years, and 10% or less in poor condition in two and four years

Projects that will help the MPO achieve these performance measure targets are:

- FPN 4258432; I-75 @ Collier; Interchange improvement
- FPN 4175402-4175406 SR29 from Oil Well Rd to north of SR82; Add lanes and reconstruct
- FPN 4178784; SR29 from SR82 to Hendry County Line; Add lanes and reconstruct
- FPN 4415611; US41 (SR90) from Whistler's Cove to Collier Blvd; resurfacing
- FPN 4415121; US41 (SR44) from S of Dunruss Creek to S of Gulf Park Dr; resurfacing
- FPN 4380591; US41 (SR90) from E of SR84 (Davis Blvd) to Courthouse Shadows; resurfacing
- FPN 4440081; I-75 (SR93) from Broward County Line to toll booth; resurfacing
- FPN 4395551; SR951 from Judge Jolley Bridge to Fiddlers Creek Parkway; resurfacing

System Performance

This measure applies only to roads and bridges on the National Highway System (NHS) which includes I-75, SR29, and US41 in Collier County. Targets are:

- 75% of person miles on interstate are reliable in two years, and 70% in four years
- 50% of person miles on non-interstate are reliable in four years
- Truck Travel Time Reliability Ratio on Interstate of 1.75 in two years and 2.0 in four years

Projects that will help the MPO achieve this performance measure target are:

- FPN 4258432; I-75 @ SR951; Interchange improvement
- FPN 4452961; I-75 @ Pine Ridge; PD&E / EMO Study
- FPN 4175402-4175406 SR29 from Oil Well Rd to north of SR82; Add lanes and reconstruct
- FPN 4178784; SR29 from SR82 to Hendry County Line; Add lanes and reconstruct

Transit Asset Management

The MPO adopted the Transit Assets Management Performance Measures and Targets that were adopted by the Collier County Board of County Commissioners. The targets are:

- 10% or less of Transit Rolling Stock (all revenue vehicles) have met or exceeded their Useful Life Benchmark (ULB)
- 25% or less of Transit Equipment (non-revenue vehicles) have met or exceeded their Useful Life Benchmark (ULB)
- 25% or more of Transit Facilities (all buildings and structures) have a condition rating of less than three (3) in the FTA Transit Economic Requirements Model (TERM)

Projects that will help the MPO achieve this performance measure target are:

- FPN 4101461; FTA §5307 Capital Assistance
- FPN 4340301; FTA §5339 Capital Assistance

Freight, Asset Management, Transit-State of Good Repair

Although performance measures targets for the FDOT's Freight and Asset Management Plans have not been set, the TIP includes specific investment priorities that support all the MPO's goals including freight, modal options, and using a prioritization and project selection process established in the LRTP. The MPO will continue to coordinate with FDOT and take action on the additional targets and other requirements of the federal performance management process.

Projects that will help the MPO increase freight performance include:

- FPN 4175402; 4175403, 4175404, 417540, 417540, 4178784; SR29 from Oil Well Rd to Hendry Co Line; Add lanes and reconstruct
- FPN 4258432; I-75 @ SR951; Interchange improvement

2018 MPO PROJECT PRIORITY AND PROJECT SELECTION PROCESSES

The method to select projects for inclusion in the TIP depends on whether the metropolitan area has a population of 200,000 or greater. Metropolitan areas with populations greater than 200,000 are called Transportation Management Areas (TMA). The Collier MPO is a TMA. In a TMA, the MPO selects many of the Title 23 and FTA funded projects for implementation in consultation with FDOT and local transit operators. Projects on the National Highway System (NHS) and projects funded under the bridge maintenance and interstate maintenance programs are selected by FDOT in cooperation with the MPO. Federal Lands Highway Program projects are selected by the respective federal agency in cooperation with FDOT and the MPO [23 C.F.R. 450.330(c)]. FDOT coordinates with the MPO to ensure that projects are also consistent with MPO priorities.

Federal and State transportation programs help the Collier MPO complete transportation projects which are divided into several categories including: highway (including maintenance), transit, sidewalk/bicycle paths and/or facilities, congestion management, bridges, planning, and aviation. Many of these projects require multiple phases which must be completed in order. Project phases may include: Project Development & Environment studies (PD&E), Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Railroads and Utilities (RRU) and Construction (CST). Some phases may require multi-year efforts to complete, therefore it is often necessary to prioritize only one or two phases of a project within a TIP with the next phase(s) being included in subsequent TIPs.

All projects in this TIP must be consistent with the Collier MPO 2040 Long Range Transportation Plan (LRTP) adopted on December 11, 2015. Projects were included in the LRTP based on their potential to improve the safety and/or performance of a facility; increase capacity or relieve congestion; and preserve existing transportation investments. TIP projects are also consistent, to the extent feasible, with the Capital Improvement Programs and Comprehensive Plans of Collier County, the City of Naples, the City of Marco Island, and the City of Everglades as well as the Master Plans of the Collier County Airport Authority and the Naples Airport Authority. With minor exceptions, projects in the TIP must also be included in the FDOT Five-Year Work Program (WP) and the State Transportation Improvement Program (STIP).

The MPO's 2018 Transportation Project Priorities, for inclusion in the FY2020 – FY2024 TIP, were adopted by the MPO Board on May 11, 2018 and June 8, 2018 and are discussed below. The MPO and FDOT annually update the TIP, FDOT Work Program (WP) and STIP by adding a "new fifth year" which maintains the programs as rolling five-year programs. FDOT coordinates this process with the MPO to ensure that projects are consistent with MPO priorities. During each spring/summer, the MPO prioritizes projects derived from its adopted LRTP and based on the MPO's annual allocation of Federal Surface Transportation Block Group Program (STBGP) funds, State Transportation Trust Funds and other funding programs. The MPO's list of prioritized projects is formally reviewed by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), and Congestion Management Committee (CMC), and is approved by the MPO Board before being transmitted to FDOT for funding consideration. (See

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:

- Priority Rank 6: reduce headways from 45 minutes to 30 minutes
- Priority Rank 8: remove Route 24 from list of routes seeking decreased headway times
- Priority Rank 9: remove Route 13 from list of routes seeking decreased headway times
- Priority Rank 10: add new priority to implement flex service for the Golden Gates Estates area

Changes in Joint Collier/Lee County MPO TRIP Priorities (table 9, page 31) from 2017 to 2018:

- 3 projects were added to the list: 1) Veterans Memorial Blvd (Collier County) from Livingston Rd. to Old US41; 2) Hanson St. (Lee County) from Veronica Shoemaker to Ortiz Ave; 3) Corkscrew Rd. (Lee County) from Ben Hill Griffin to Bella Terra
- 3 projects were removed from the list as they are funded: 1) Burnt Store Rd (Lee County) from Tropicana Pkwy to Diplomat Pkwy; 2) Cap. expenditures (Lee Tran) for passenger amenities and bus pull-outs; 3) Estero Blvd. Seg 4 (Lee Co.)

Table 1 – General Timeframe for FY2020-2024 TIP Process

January - March 2018	MPO solicits candidate projects for potential funding in FY2020 - FY2024 TIP.
June 2018	MPO adopts prioritized list of projects for funding in the MPO FY2020- FY2024 TIP.
Nov 2018 – Jan 2019	FDOT releases its Tentative Five-year Work Program for FY2020 - FY2024
March – June 2019	MPO produces draft FY2020 - 2024 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2019	MPO adopts FY2020 – FY2024 TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts prioritized list of projects for funding in the FY2021 - FY2025 TIP.
July 2019	FDOT's Five-Year Work Program FY2020 - FY2024 (which includes the MPO TIP) is adopted and goes into effect.
September 2019	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2018 HIGHWAY PRIORITIES

The highway priorities list is consistent with the Collier 2040 LRTP Cost Feasible Plan. The 2018 Highway Related Priorities (Table 2) were approved by the MPO Board on May 11, 2018. The list was forwarded to FDOT for consideration of future funding.

Table 2 – 2018 Highway Priorities

LRTP Priority Ranking	Facility	Limit From	Limit To	Final Proposed Improvement - 2040 LRTP	Link in Miles	Total Project Cost (PDC)	Construction Time Frame	5-Year Window in which CST is Funded by Source			
								2021-25			Projects Funded in CFP
								Phase	Source	YOE Cost	YOE
2	Golden Gate Parkway	I-75 Interchange	I-75 Interchange	Eastbound on-ramp - New 2 lane Ramp		\$2,000,000	2021-2025	PE CST	OA OA	\$590,000 \$2,540,000	\$3,130,000
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE CST	OA OA	\$800,000 \$6,350,000	\$7,150,000
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE CST	OA OA	\$3,600,000 \$38,100,000	\$41,700,000
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE CST	OA OA	\$510,000 \$3,490,000	\$4,000,000
12	Old US 41	US 41 (SR 45)	Lee/Collier County line	Add Lanes and Reconstruct	1.5	\$15,030,000	2026-2030	PE	OA	\$2,720,000	
19a	Critical Needs Intersection (Randall Blvd at Immokalee Rd)	Immokalee Rd	8th Street	Interim At-Grade Improvements, including 4 laning 8th Street		\$4,000,000	2021-2025	CST	OA	\$5,080,000	\$5,080,000
21	US 41	Goodlette Rd	N/A	Intersection Improvements		\$2,000,000	2021-2025	PE CST	OA OA	\$370,000 \$2,542,000	\$2,912,000
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4 to 6 lane roadway	1	\$13,350,000	2026-2030	PE	OA	\$2,020,000	\$22,050,000
Funding Status Notes per LRTP Priority Ranking											
2- FDOT conducting "interim" solution study in-house											
3- FDOT conducting "interim" solution study in-house											
7- FDOT conducting "interim" solution study in-house											
12 - PD&E #4351101; SU \$838,297 FY19; SU \$1,170,000 FY20											
19a - Randall Corridor Study County Local Funds \$XXX FY19											

2018 SIS PRIORITIES (for Collier and Lee County MPOs)

In addition to the highway priorities listed above, the MPO forwards two lists of projects on the Strategic Intermodal System (SIS) network to FDOT for consideration of future funding. The SIS network includes highways, airports, spaceports, deep water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors and waterways that are considered the largest and most significant commercial transportation facilities in the state.

Presently, I-75 is the only SIS facility in Collier County. Two other facilities in Collier County, State Route 82 (SR82) and State Route 29 (SR29), are on the “emerging” SIS network”. “Emerging” SIS facilities are usually located in, or connect to, fast growing areas. They normally have lower current volumes of people and freight but have the potential for significant future growth. Should this growth occur, these facilities may be elevated to the SIS network. Emerging SIS facilities are fully eligible for FDOT SIS funding but are categorized separately to encourage proactive planning. Table 3A and Table 3B illustrate the 2018 SIS Priorities for both the Collier MPO (adopted by the MPO Board on June 8, 2018) and the Lee County MPO Board. The Collier MPO SIS Priorities are consistent with the Collier 2040 LRTP.

**Table 3A Joint Collier/Lee County MPO Mainline SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22, 2018**

2012 Priority	2017 Priority	Project	From	To	Improvement Type	Next Phase	Volume	Capacity	v/c
20	1 ¹	SR 82	Hendry County Line	Gator Slough	2 - 4L	CST	12,000	16,400	0.73
10	2 ²	SR 29 Loop Rd	SR 29 (South)	SR 29 (North)	New 4L	ROW	New	41,700	
23	3	SR 29	New Market Road North	SR 82	2-4L	ROW	16,450	16,400	1.00
NA	4	I-75	Pine Ridge Road	SR 82	6L - 8 Aux Lns	PD&E	100,500	111,800	0.90
7	5	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	35,000	41,700	0.84
24	6	SR 29	9th St North	Immokalee Dr	2-4L	PE	16,000	19,514	0.82
12	7	SR 29	Immokalee Dr	New Market Rd North	2-4L	ROW	15,900	19,514	0.81
NA	8 ³	SR 31	SR 80	SR 78	2 - 4L	PD&E	11,100	17,700	0.63
26	9	SR 29	Oil Well Rd	South of Agricultural Way	2-4L	PE	5,000	8,400	0.59
25	10	SR 29	South of Agricultural Way	CR 846 East	2-4L	ROW	7,100	19,514	0.43
26	11	SR 29	I 75	Oil Well Rd	2-4L	PE	3,200	8,400	0.38
13	12	I 75	Pine Ridge Rd	SR 80	6-10L	PD&E	100,500	111,800	0.90

Notes

1. Joint Board #1 Priority

2. Will improve other SR29 needs

3. Includes bridge

Phase Abbreviations:

CST construction;

ROW right-of-way;

PD&E project development and environmental;

PE preliminary engineering

**Table 3B Joint Collier/Lee County MPO Interchange SIS Priorities
Adopted by Collier MPO June 8, 2018, Lee County MPO June 22, 2018**

Project	Interchange	Improvement Type	Next Unprogrammed Phase	Notes
I 75	@ Everglades Blvd	New Interchange	IJR	
I 75	@ Golden Gate Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ Pine Ridge Rd	Minor interchange improvements	Study	Short Term
I 75	@ Immokalee Rd	Major interchange improvements	PD&E	Short Term
I 75	@ Bonita Beach Rd	Major interchange improvements	PE	Mid Term
I 75	@ Corkscrew Rd	Major interchange improvements	PE	Short Term
I 75	@ Daniels Pkwy	Minor Interchange Improvements	Study	Short Term
I 75	@ SR 82	Major interchange improvements	PE	Long Term
I 75	@ Lockett Rd	Major interchange improvements	PE	Long Term
I 75	@ SR 78	Minor interchange improvements	PE	Short Term
I 75	@ Del Prado Ext.	New Interchange	IJR	
<p><u>Notes to Table 3B</u></p> <p>Short Term - Current to 2025</p> <p>Mid Term - 2025-2035</p> <p>Long Term - 2035-2045</p> <p>Minor Interchange Improvement - Add additional turn lanes, operational improvements</p> <p>Major Interchange Improvement - Rebuild to accommodate future 10-lane cross section</p>				

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

2018 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2040 LRTP. The 2018 Bridge Related Priorities (Table 4) were approved by the MPO Board on May 11, 2018 and forwarded to FDOT for consideration of future funding. The cost of each new bridge is estimated at \$8 million.

Table 4 – 2018 Bridge Priorities

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Avenue NE	New Bridge Construction	\$8,000,000	PD&E completed
2	47th Avenue NE, west of Everglades Boulevard	New Bridge Construction	\$8,000,000	PD&E completed
3	Wilson Boulevard, South of 33rd Avenue NE	New Bridge Construction	\$8,000,000	
4	18th Ave NE, between Wilson Blvd N and 8th St NE	New Bridge Construction	\$8,000,000	
5	18th Ave NE, between 8th St NE and 16th St NE	New Bridge Construction	\$8,000,000	
6	13th St NW, north end proposed Vanderbilt Beach Rd Ext	New Bridge Construction	\$8,000,000	
7	16th Street SE, south end	New Bridge Construction	\$8,000,000	
8	Wilson Boulevard South, south end	New Bridge Construction	\$8,000,000	
9	Location TBD, between 10th Ave SE and 20th Ave SE	New Bridge Construction	\$8,000,000	
10	62nd Avenue NE, west of 40th Street NE	New Bridge Construction	\$8,000,000	

2018 TRANSIT PRIORITIES

Florida State Statutes require each transit provider in Florida that receives State Transit Block Grant funding to prepare an annual Transit Development Plan (TDP). The TDP is a ten-year plan for Collier Area Transit (CAT) that provides a review of existing transportation services and a trend analysis of these services. Table 5 shows the 2018 Transit Priorities which were approved by the MPO Board on May 11, 2018 and submitted to FDOT for consideration of future funding.

Table 5 - Transit Priorities 2018

Rank	Requested Funding/ Project Estimates	Location	Description
1	\$200,000	Collier County	Enhance accessibility to bus stops to meet Americans with Disabilities Act (ADA) requirements (10/Year)
2	\$480,000	Collier County	Construction of bus shelters & amenities (bike rack, bench, trash can, etc.) 12/Year
3	\$396,000***	US41 at Lee County Line	Required Environmental & Design Phases for future construction of a Park and Ride Facility
4	\$396,000***	Collier Blvd and Immokalee Rd	Required Environmental & Design Phases for future construction of a Park and Ride Facility at the intersection
5	\$2,520,180**	Collier County	Extended Service Hours on existing routes - 1 additional run - 7 days a week.
6	\$3,686,400**	US41 & Airport Rd	Reduce headways to 30 minutes during peak hours on routes 11 & 12
7	\$1,339,400**	Collier County	Lee/Collier Connection
8	\$2,887,200**	Golden Gate City & East Naples	Reduce headways to 45 minutes during peak hours on routes 15, 17 & 24
9	\$1,476,900**	Central Naples & Bayshore	Reduce headways to 30 minutes during peak hours on routes 13 & 14
10	\$1,004,538**	Golden Gate Estates	Implement Flex Service for the Golden Gate Estates area
**	Includes cost for 3 years based on existing routes costs, this cost does not include bus purchase.		
***	Cost estimate does not include right-of-way acquisition or construction.		

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.

The 2018 congestion management priorities list (Table 6) contained three remaining projects. One project has been funded; one project was no longer needed due 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. The Congestion Management Committee (CMC) will use the CMP as a guide to prioritize projects in 2019



Table 6 – 2018 Congestion Management Priorities

Rank	Project Name	Project Description	Requested funding (estimate)	Total Project Cost	Submitting Agency/ Jurisdiction	Project Status
1	Traffic Operations Center Consolidation Study	Project to study the existing conditions for the City of Naples TOC and Collier County TOC and evaluate the advantages and disadvantages for consolidation	\$250,000	\$350,000	City of Naples	Study completed using State funds
2	Collier County Traffic Management Center Expansion	Construct a new two-story, 4500 sq. ft. freestanding building to house the new Traffic Management Center	\$3,611,000	\$3,611,000	Collier County Traffic Ops	Unfunded
3	New Video Wall for Traffic Control Center	Provide 12 - 48" monitors, 3 - 30' cables for monitors, 3 servers and new video software for City's traffic operations center	\$400,000	\$400,000	City of Naples	Partially completed with State funds

BICYCLE and PEDESTRIAN PRIORITIES

The 2018 Bicycle and Pedestrian Project Priorities were derived from the 2012 Collier MPO Comprehensive Pathways Plan. Future Bicycle and Pedestrian Priorities will be derived from the Collier MPO Bicycle & Pedestrian Master Plan which replaced the 2012 Plan. The two plans share a similar vision of providing a safe, connected and convenient on-road and off-road network throughout the Collier MPA to accommodate bicyclists and pedestrians as well as a similar goal of improving transportation efficiency and enhancing the health and fitness of the community while allowing for more transportation choices. After approval by the MPO Board on May 11, 2018, the list was sent to FDOT for consideration of future funding and is shown in Table 7.

Table 7 – 2018 Bicycle and Pedestrian Priorities

Rank	Project Name	Project Description	Limit From	Limit To	Amount Requested	Submitting Agency/ Jurisdiction	Phase/Amount Funded in Work Program	FPN
1	County Barn Rd	10' Shared Use Path - west side	Da vi s Blvd	Rattlesnake Hammock Rd	\$1,411,482	Collier County	PE \$176,000 CST \$1,879,376	4380911
2	Vanderbilt Drive	Sidewalk and crosswalk	VBR & 109th Ave North	109th Ave. North & 111th Ave North	\$272,248	Collier County	PE \$151,000 CST \$709,075	4380921
3	Green Blvd	5' Bike Lanes - both s ides	Santa Barbara Blvd	Sunshine Blvd	\$567,750	Collier County	PE \$279,363 CST \$709,075	4380931
5	S. Golf Dr	5' sidewalks, crosswalks, bike lanes, parking on N s ide	500' West of US 41 & 7th St N	7th St. N. & '400 east of Gulf Shore Blvd N	\$880,000	City of Naples	PE \$279,363	4404371
6	Pine Ridge Road	6' sidewalk - south side	Whippoorwill Lane	Napa Blvd	\$561,800	Collier County	PE \$229,418	4404251
7	111th Ave N	5' bike lanes/paved shoulders-both s ides	U.S. 41	East of Bluebill Bridge	\$480,000	Collier County	PE \$64,740	4418461
8	Mandarin Greenway Sidewalk Loop	Sidewalks	Banyan Bl vd & on Pine Ct	Orchid Dr	\$299,500	City of Naples	PE \$45,311 CST \$349,407	4404361
9	Bald Eagle Dr	8' Shared Use Pathway - west side	Collier Blvd.	Old Marco Lane	\$344,030	City of Marco Is land	PE \$36,000	4418781
10	Everglades City - Copeland Ave S	Sidewalks	Traffic Circle by Everglades City Hall	Chokoloskee Bay Causeway	\$410,000	Everglades City	PE \$235,000 CST \$590,391	4370961
11	Lake Trafford Rd	6' Sidewalks	Carson Rd	Laurel St	\$492,800	Collier County	PE \$71,209	4418452
12	Inlet Dr. - Addison Court Pathway	8' Shared Use Pathway - east and south s ide	Travida Terr. Along Addison Ct	Lee Ct.	\$299,707	City of Marco Is land	PE \$31,000	4418791
13	Lake Trafford Rd	5' Bike Lanes	Little League Rd	Laurel St	\$780,500	Collier County	PE \$92,245	4418451
14	Immokalee Rd	10' Shared Use Pathway on north s ide	Strand Blvd	Northbrooke Dr	\$1,209,219	Collier County		

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) and REGIONAL TRANSPORTATION ALTERNATIVE PROGRAM (RTAP)



In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities for Transportation Regional Incentive Program (TRIP) and Regional Transportation Alternatives Program (RTAP) funding. TRIP and RTAP are discretionary programs that fund regional projects prioritized by the two MPOs. The Lee County and Collier MPOs entered into an Interlocal Agreement by which they set policies for the regional networks and prioritize regional projects to utilize available regional funding. The approved RTAP and TRIP priorities are shown below in Table 8 and Table 9 and were submitted to FDOT for consideration of future funding. A set of regional maps is included in Appendix B.

Table 8 – 2018 Collier MPO RTAP Regional Pathway Priorities Adopted by Collier MPO June 8, 2018

Rank	Roadway/Project	Project Limits	Length	Proposed Improvements	Program med Phase	Next Unfunded Phase	Requested Funds	Local Match	Total Cost
1	SR 80	Buckingham Rd to Werner Dr ¹	2.04 Mile	SUP (South Side)	NA	PE + CST	\$1,938,608	\$ -	\$1,938,608
2	Daniels Pkwy	West of Commerce Lakes Drive	2.50 Mile	SUP (North Side)	NA	PD&E	\$ 269,317	\$ -	\$ 269,317
3	Gladiolus Dr	Maida Lane to US 41	1.09 Mile	SUP (South Side)	NA	PD&E	\$ 284,424	\$ -	\$ 284,424
4	Estero Blvd	Hickory Blvd to Big Carlos Bridge	3.62 Mile	SUP (West Side)	NA	PD&E	\$ 297,230	\$ -	\$ 297,230

Notes:

Cost estimates to be refined or developed. Costs based on FDOT provided unit cost for 12' Shared Use Path

Funding source is FDOT portion of 'any area' Transportation Alternative Program funds

LC School District has identified this segment as a hazardous walking location. As per Gabby's Law for Student Safety Act, school district identified hazardous walking locations on state highways should be corrected by FDOT by adding a project in its 5-year work program.

Considering this is an expensive project FDOT can consider staging the construction.

Table 9 - 2018 Joint Collier/Lee County MPO TRIP Priorities
Adopted by Collier MPO on June 8, 2018, Lee County MPO June 22, 2018

Sponsor	R out e	From	To	Proposed Improvement	Request- ed Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year	Total Points
20 17/ 20 18											
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	ROW	\$2,469,440	\$1,234,720	# 1			23
Cape Coral	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	\$30,000,000	\$4,000,000	# 2			21
LeeTran	Regional Transfer Facility and Connect or			Facility and New Service Route	CST	\$3,000,000	\$1,500,000	# 3			19
20 18/ 20 19											
Lee Count y	Burnt Store Rd	SR 78	Tropicana Pkwy	2L to 4L	CST	\$7,700,000	\$3,850,000	# 1	\$2,962,302	FY 19/ 20	21
Lee Count y	Estero Blvd	Segment 3		Road Upgrade	CST	\$7,750,000	\$3,875,000	# 2			15
LeeTran	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings			Facility	CST	\$1,000,000	\$500,000	# 3			14
20 19/ 20 20											
Fort Myers	Hanson Street	Veronica Shoemaker	Ortiz Ave.	New 2L	CST	\$12,000,000	\$4,000,000	# 1			26
Collier County	Golden Gate Blvd	20th Street	Everglades Blvd	2L to 4L	CST	\$24,300,000	\$12,150,000	# 2			20
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	# 3			20
2020/ 20 21											
Collier County	Immokalee at Randal Interim Intersect ion Improvement s			Intersection	CST	\$ 5,953,200	\$ 2,976,600	# 1			24
Collier County	Pine Ridge at Livingston Road Intersect ion Improvement s			Intersection	CST	\$7,304,968	\$3,652,484	# 2			23
Lee Count y	Three Oaks Ext.	North of Alico Road		New 4L	CST	\$47,000,000	\$7,000,000	# 3			20
Lee Count y	Estero Blvd	South Segment		Road Upgrade	CST	\$7,750,000	\$3,875,000	Funded	\$ 2,651,966	FY 2 0/ 21	15
202 1/ 20 22											
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$ 31,400,000	\$ 15,700,000	# 1			24
Lee Count y	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$12,000,000	\$6,000,000	# 2			21
Lee Count y	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$13,950,000	\$6,975,000	# 3			21
2022/ 20 23											
Collier County	Veterans Memorial Blvd.	Livingston Road	Old US41	New 2 Lane facility	CST	\$ 10,199,433	\$ 5,099,716	# 1			20

Major Projects Implemented or Delayed from the Previous TIP (FY2019 – FY2023)

23 CFR §450.324(2) requires MPOs to list major projects from the previous TIP that were implemented and to identify any significant delays in the planned implementation of major projects. The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects that were identified as such in the FY2019 – FY2023 TIP.

Major Projects Implemented/Completed

- No multi-laning or new facility capacity improvement projects were scheduled for completion of construction phase.

Major Projects Significantly Delayed, Reason for Delay and Revised Schedule

- SR82 from Gator Slough to SR 29; FPN 4308491; Add lanes and reconstruction; \$34 million project; CST (\$34 million) moved from FY2019 to FY2020
- I-75 @ SR951; FPN 4258432; Major interchange improvement; \$108 million project; CST (\$89 million) moved from FY2021 to FY2024

Major Projects in the FY2020 – FY2024 TIP

The Collier MPO TIP identifies *major projects* as a *multi-laning or a new facility type capacity improvement*. The following list provides the status of the major projects in the FY2020 – FY2024 TIP.

Multi-Laning or New Facility Capacity Improvement Projects

- I-75 @ SR951; FPN 4258432; Major interchange improvement; \$103 million CST, ENV, INC, PE, ROW, RRU in FY2019-2021 and FY2023 (\$92 million of project in FY21)
- SR 29 Projects (Six projects that cover SR29 in its entirety between Oil Well Rd and the Hendry County Line)
 - FPN 4175402 Add lanes and reconstruction from Oil Well Road to Sunniland Nursery Rd; ENV and PE programmed in FY2024 for \$8.3 million
 - FPN 4175403 Add lanes and reconstruction from Sunniland Nursery Rd to S of Agriculture Way; ENV programmed in FY2023 for \$0.5 million
 - FPN 4175404 Add lanes and reconstruction from S of Agricultural Way to CR846 (Immokalee Rd); ENV programmed in FY2023 for \$0.3 million
- SR82 from Gator Slough to SR 29;

- SR 82 Projects
 - FPN 4308481 Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; \$48 million ENV, INC, ROW, RRU, CST with CST programmed in FY2023 for \$45 million
 - FPN 4308491 Add lanes and reconstruction from Gator Slough Lane to SR29; CST programmed in FY2020 for \$34million
- SR 951 Projects
 - FPN 4351112 Add lanes and rehabilitate pavement from Manatee Rd to N of Tower Rd; ROW programmed in FY20 for \$3.8 million; RRU and CST programmed in FY2024 for \$13 million
- Airport Pulling Road – FPN 4404411 Add thru lanes from Vanderbilt (Beach) Road to Immokalee Road; \$13 million PE and CST with CST programmed in FY2023 for \$10 million
- 16th St Bridge NE from Golden Gate Boulevard to Randall Boulevard – FPN 4318953 New bridge construction with CST programmed in FY2022 for \$5 million

PUBLIC INVOLVEMENT

The MPO adopted a new Public Participation Plan (PPP) in February 2019. The PPP follows Federal regulations for TIP related public involvement [23 C.F.R. 450.326(b)] and [23 U.S.C. 134 (i)(6) and (7)] providing adequate public notice of public participation activities and time for public review and comment at key decision points.

Specifically, the TIP and all amendments to the TIP, are presented at multiple meetings of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and MPO Board; the public may attend and comment at all MPO meetings. Meeting packets are available through the MPO's website or by calling/emailing the MPO office. Notices specific to the TIP are also posted on the website and distributed via email to listserv(s).

TIP AMENDMENTS

Occasionally amendments need to be made to the TIP. There are three types of amendments. The first type, Administrative Modification, is used for minor cost changes in a project/project phase, minor changes to funding sources, minor changes to the initiation of any project phase, and correction of scrivener errors. Administrative Modifications do not need MPO Board approval and may be authorized by the MPO's Executive Director.

The second type of amendment – a Roll Forward Amendment – is used to add projects to the TIP that were not added prior to June 30th but were added to the FDOT Work Program between July 1st and September 30th. Roll Forward Amendments are regularly needed largely due to the different state and federal fiscal years. Many of the projects that get rolled

forward are FTA projects because these projects do not automatically roll forward in the TIP. Roll Forward Amendments do not have any fiscal impact on the TIP.

A TIP Amendment is the third and most substantive type of amendment. These amendments are required when a project is added or deleted (excluding those projects added between July 1 and September 30), a project impacts the fiscal constraint of the TIP, project phase initiation dates, or if there is a substantive change in the scope of a project. TIP Amendments require MPO Board approval, are posted on the MPO website along with comments forms and distributed to listserv(s) via email. The Collier MPO's PPP defines the process to be followed for TIP amendments.

CERTIFICATION

The entire MPO process, including the TIP, must be certified by FDOT on an annual basis. The 2017 MPO process was certified by FDOT on June 8, 2018. The 2018 MPO certification process has begun and is expected to be complete before adoption of this TIP.

In addition, every four years the MPO must also be certified by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The last quadrennial FHWA/FTA certification review included a site visit between September 12-14, 2016. FHWA and FTA issued the Collier MPO's final 2016 Certification Report in December 2016. The next FHWA / FTA joint certification will be in 2020.

PROJECT ORGANIZATION

Projects are listed in nine different categories. Within each category projects are listed in numerical order using the FPN (Financial Project Number) which is in the upper left corner of each project page. Several of the roads are listed by their county or state road designation. The table below lists these designations along with the commonly used name.

Common Name	Name in TIP
Vanderbilt Drive	CR 901
Vanderbilt Beach Road	CR 862
San Marco Road	CR 92
US 41/Tamiami Trail	SR 90 SR 45
Collier Boulevard	SR 951

EXPLANATION OF PROJECT COSTS

Part I of the TIP contains all projects that are listed in the FY2020 – FY2024 TIP. The projects are divided into five categories: highways (including bridges, congestion management, bicycle and pedestrian, and maintenance), transportation planning, transit, transportation disadvantaged and aviation. Each project is illustrated on a separate project page. Future costs are presented in Year of Expenditure Dollars (YOE), which takes inflation into account. The inflation factors were developed by the State. Current and prior year costs are reflected in nominal dollars.

Projects often require multiple phases which may include any or all of the following: Project Development and Environment (PD&E), Design (PE), Environment (ENV), Right of Way acquisition (ROW), Railroad and Utilities (RRU), Construction (CST), Operations (OPS), Capital (CAP). Large projects are sometimes constructed in smaller segments and may be shown in multiple TIPs. When this happens, the project description (Letter D) will indicate that the current project is a segment/phase of a larger project. An example project sheet is shown on the next page as Figure 5.

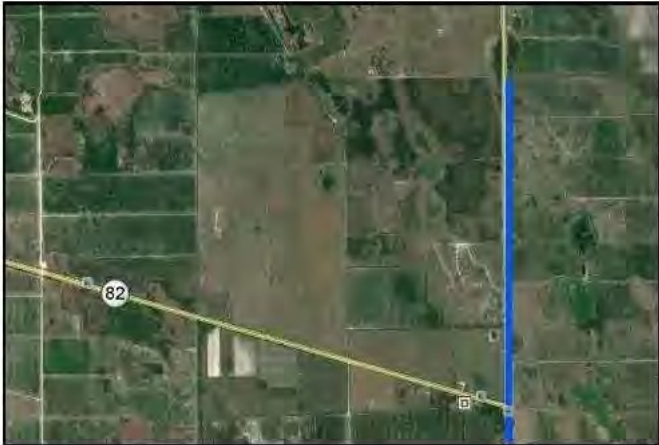
- A – Federal Project Number (FPN)
- B – Location of project
- C – Denotes is project is on the SIS system
- D – Project description
- E – Prior, Future, and Total Project Cost; LRTP and TIP References (if needed)
- F – FDOT Work Summary
- G – Lead agency for project
- H – Project length, if applicable
- I – Project Phase, Fund Code Source and Funding Amounts by Year, by Phase, by Fund Source
- J – Map of project area

Figure 5 – Project Sheet Example

A	4178784	B	SR 29 FROM SR 82 TO HENDRY C/L					C	SIS	
D	Project Description:	WIDEN FROM 2-4 LANES (one segment of larger project)							Prior Years Cost:	1,898,484
									Future Years Cost:	0
F	Work Summary:	ADD LANES & RECONSTRUCT							E	Total Project Cost: 14,492,538
									LRTP Ref:	SIS PLAN APPENDIX A
G	Lead Agency:	FDOT					H	Length:	1.869	

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACNP	0	0	0	0	11,270,219	11,270,219
CST	D1	0	0	0	0	171,150	171,150
I	ENV	D1	0	0	15,000	0	15,000
	ENV	ACNP	0	400,000	0	50,000	450,000
	INC	DDR	0	0	0	0	0
	ROW	ACNP	0	0	687,685	0	687,685
							0
Total		0	400,000	702,685	0	11,491,369	12,594,054

J



PROJECT COST DISCLAIMER:
The “Total Project Cost” amount displayed for of the federal and state funded projects in the TIP represents 10 years of programming in the FDOT Draft Tentative Work Program database for project on the Strategic Intermodal System (SIS) (FY2019 – FY2028), and 5 years of programming in the FDOT Draft Tentative Work Program for non-SIS projects (FY2019 – FY 2023) plus historical costs information for all projects having expenditures paid by FDOT prior to 2019. For a more comprehensive view of a specific project’s anticipated total budget cost for all phases of the project please refer to the LRTP.