



AGENDA CAC

Citizens Advisory Committee
ZOOM VIRTUAL MEETING
Meeting ID: 94793102384
Password: 802970

**Please click [here](#) to be directed to the Zoom website, or you may dial in at 1-646-876-9923.
If you prefer to join MPO staff in a conference room, please notify Anne McLaughlin by 5/15/2020
at 239-252-5884.**

**May 18, 2020
2:00 pm**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of February 24, 2020 Meeting Minutes**
5. **Open to Public for Comments on Items Not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO Executive Director
7. **Committee Action**
 - A. Endorse 2020 Project Priorities
 - B. Endorse FY2021-2025 Transportation Improvement Program (TIP)
 - C. Endorse Public Participation Plan Amendment
- D. Provide Input on 2045 Long Range Transportation Plan (LRTP) Scenario Planning
- E. Endorse Collier County National Highway System (NHS) Justification Report and SR 82 NHS Justification Report
8. **Reports and Presentations (May Require Committee Action)**
 - A. FDOT Presentation on SIS 2045 Cost Feasible Plan
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

*August 31, 2020 – 2:00 pm.
Growth Management Department – Conference Rooms 609/610*
12. **Adjournment**

PLEASE NOTE:

This meeting of the Citizens Advisory Committee (TAC) to the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director 14 days prior to the meeting date. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Executive Director and Title VI Specialist Ms. Anne McLaughlin (239) 252-5884 or by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

**CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Main Conference Room
2885 Horseshoe Drive North
Naples, FL 34104**

February 24, 2020 2:00 p.m. Meeting Minutes

1. Call to Order

Mr. Gelfand called the meeting to order at 2:02 p.m.

2. Roll Call

Mr. Ortman called the roll and confirmed a quorum was present.

CAC Members Present

Neal Gelfand, Chair, District II
Tammie Pernas, Everglades City (Left at 3:00 pm, resulting in
loss of quorum during discussion of item 8A as noted)
Suzanne Cross, City of Naples
Fred Sasser, City of Naples
Karen Homiak, District I

CAC Members Absent

Pam Brown, At-Large
Robert Phelan, Marco Island
Gary Shirk, At-Large
Russell Tuff, Vice-Chair, District III
Rick Hart, Persons with Disabilities
Josh Rincon, Representative of Minorities

MPO Staff

Anne McLaughlin, Director
Eric Ortman, Senior Planner
Karen Intrigo, Administrative Assistant

Others Present

Valerie Nowotnick, Minute Taker

3. Approval of the Agenda

Ms. Cross moved to approve the agenda. Ms. Pernas seconded. Carried unanimously.

4. Approval of the January 27, 2020 Meeting Minutes.

Ms. Homiak moved to approve the minutes as amended. Ms. Cross seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

N/A.

6. Agency Updates

A. FDOT

None.

B. MPO Executive Director

Anne McLaughlin - No formal update. **Mr. Ortman** announced that this would be his last meeting with the committee due to having accepted a job with Blue Zones.

7. Committee Action

A. Review Draft FY 20/21-21/22 Unified Planning Work Program (UPWP)

Ms. McLaughlin – Seeking comment and review from committee members of draft 2-year UPWP. This is the budget document for the MPO for the next two fiscal years. Preliminary draft due to FDOT by March 15, 2020. Final plan due by May 15, 2020. Brandy Otero, Principal Planner, is attending FHWA conference but offered these comments: (1) Changes made to the format of the draft were to reduce size of document (recommended by FDOT and FHWA); (2) needed to address new State planning emphasis areas (safety, system connectivity, resilience and automated/connected/electric vehicles/ride sharing services (“ACES”)); (3) have continuation of studies (2045 LRTP, Local Road Safety Plan, Transit Development Plan, Park & Ride Study); (4) implementing of public service announcements (i.e., videos) for safety campaign. FHWA is very interested in public engagement this year and MPO could expand outreach. Focus on safety and FDOT visions. Funding for safety and PSA campaign on local road safety plan would be approximately \$100k in F/Y 2021. Other study is a second transportation system performance report (80k +/-) allocated over two fiscal years. Also new transit study but waiting for transit planners over at PT&E and the results of the transit development plan. Specific category funding was discussed. Overall funding for fiscal year 2021 is \$1.365 million due to all the plans continued over from prior years; funding for FY 22 is about \$852,000. Final amounts depend on amount of roll-over from prior years. Draft document will be presented to MPO Board at March meeting and submitted to FDOT prior to March 15, 2020. Committees will see the draft again on April 27, 2020 for final endorsement. Final report will be presented to MPO Board on May 8, 2020 for transmittal to FDOT on May 15, 2020. Seeking committee members comments and questions. TAC made suggestion to produce a video about how to navigate roundabouts including cars, pedestrians, and bicyclists.

Ms. Homiak – has observed bicyclists using crosswalks and sidewalks rather than designated lanes. Ongoing problem even in her neighborhood. **Mr. Ortman** – County is considering having a Leading Pedestrian Intervals at crosswalks to add a little bit more time on crosswalk signals. Committee members had lengthy discussion regarding educating bicyclists about laws, etc. including educational classes in schools to students. **Mr. Gelfand** – questioned where data is obtained on safety initiatives (i.e., accidents, etc.) and how MPO will evaluate effectiveness of Public Service Announcements (PSAs). **Mr. Ortman** – education and enforcement have been demonstrated to be highly effective. The Local Road Safety Plan will address these directly. **Mr. Gelfand** – question regarding FDOT safety measures and whether all MPOs have to address the same safety performance measurements. **Ms. McLaughlin** – The performance measures are national [everyone has to address.] FDOT came up with safety performance targets. Most MPOs, including Collier, have adopted the FDOT safety targets - zero fatalities, injuries – acknowledging that the committee did not endorse them. **Mr. Gelfand** – because zero isn't realistic. **Ms. McLaughlin** - FDOT and federal government give MPOs freedom as long as expectations are met. Each MPO may have slightly different story to tell – bicyclists, minorities, older drivers, non-native residents are more likely to be involved in crashes due to language barriers, etc. We know where the highest crash corridors are, and who may be involved. **Ms. Cross** – the issue is reaching the target audience; message needs to have a call to action. **Ms. McLaughlin** – very hard to document effectiveness of a safety campaign. Lengthy discussion regarding options for enforcement of bicyclist/pedestrian/motorist laws and need for coordination with law enforcement agencies. **Ms. Cross** – walking paths and bike lanes should have markings such as arrows to show proper direction of travel. Recommends spending more money on getting the message to the audience as opposed to the creation of the message. **Mr. Gelfand** – getting message out to children is good but seniors need to be educated; go through their communities and have presentations to educate. **Mr. Ortman** – it is almost impossible to actually determine cause/effect of accidents because there are so many variables involved. **Mr. Gelfand** – should look at trends over time. **Ms. Cross** – noted there are performance measures in the UPWP, what is the baseline data. **Ms. McLaughlin** – the UPWP performance measures are general. Can bring the MPO's actual adopted performance measures and targets and present to the committee at a later date. **Mr. Ortman** – UPWP says what the MPO is going to do and how much it could cost. **Ms. McLaughlin** – Other studies [in the UPWP] include funding a second Transportation System Performance Report in the latter 2 years. Estimated cost is \$80k; addresses traffic congestion; required by the MPO's adopted Congestion Management Process to update report every 2 years. Placeholder for a transit study, Collier County to identify. In addition, may need to put money aside to amend LRTP due to outstanding studies that will not have been completed in time - ACES, resiliency, etc. In FY 2021, (approximate amounts): \$1.4M – continuation of a lot of studies, different funds that are rolled into the same budget (i.e., planning funds, S/U funds, transportation funds, etc.). In FY 2022, \$853k. **Ms. Cross** – seems to be flat budgeting on expenses (i.e., personnel costs, etc.). **Ms. McLaughlin** – budget is conservative; Collier County increased rent payments slightly, but provides a lot more in terms of resources - Human Resources, legal services, etc.; being short-staffed has allowed us to keep personnel expenses down. The UPWP will be circulated again in April. The draft UPWP is released to generate comments from FHWA, FDOT, and MPO committees.

8. Reports and Presentation

A. Update on 2045 Long Range Transportation Plan (LRTP)

Ms. McLaughlin – Goals, objectives, and decision-making framework was approved by Board. Public Involvement Plan written specifically for LRTP was also approved. Projections for socioeconomic data out to 2045 submitted to FDOT using County Interactive Growth Management (CIGM) program. The CIGM can project population; allocates socio-economic data to Traffic Analysis Zones based on certain criteria. Had conference call involving FDOT and Jacobs in January regarding FDOT external stations and recommended growth projections on two major routes – I75 and US 41. Assessed current and projected traffic counts. FDOT and LRTP consultants concurred that traffic counts are trending pretty flat for last 12 years – the prior LRTP estimated 3% growth. For 2045 LRTP, lowered it to 2.5% for I-75 and 2% for US 41. Left room for growth because it is increasing in eastern Collier County. Next Steps: (1) need information from FDOT D1 model run – E+C Network with 2045 projections – preliminary release date is February 15, 2020. (2) Jacobs to provide technical reports from Phase One - Existing Conditions to TAC/CAC for review in March, MPO Board in April - including Automated, Connected Electric vehicles and ride-sharing Services (ACES), resiliency, and revenues; (3) Jacobs also to provide Alternative 1 Cost Feasible network scenario due to FDOT March 15, 2020. FDOT is behind in releasing information that was due on February 15. **Mr. Gelfand** – do traffic projections consider seasonal variation - high-season, mid-season, low-season. **Ms. McLaughlin** – Will answer the question in detail when we present results of traffic model runs. Long-range planning is geared more towards average traffic conditions rather than high season; basis is variety of policies regarding Level of Service adopted by the cities, the County and by FDOT.

[Ms. Pernas left the meeting.]

Discussion continued pertaining to financial feasibility of projects in the LRTP. The LRTP must be adopted by December 2020 – no extensions.

B. Draft Public Participation Plan Amendment

Ms. McLaughlin - The changes to the Public Participation Plan (PPP) are available for public review. The PPP was adopted in February 2019. Amending now because staff members found errors under Transit and Transportation Disadvantaged sections, and in preparation for the FHWA's Federal Certification Review later this year. The committee will be invited to participate in that review; and will be briefed on outcome. FHWA has clarified what is expected in MPO PPPs: specific language about coordinating with federal land management agencies on the development of LRTP and TIP. FHWA wants to see a list of agencies and explanation of how coordination will take place. FHWA also expects to see actual text (versus summaries) of federal and state statutes, including Florida Sunshine Law notification requirements. **Mr. Gelfand** – asked about comments received during 45-day period. **Ms. McLaughlin** – typically do not get much feedback/comments from public on the PPP. **Mr. Ortman** – no comments received last time the PPP was amended; no comments so far this time. When TIP was adopted, did not get any comments. MPO has started using social media and getting responses. **Ms. McLaughlin** – used Facebook to get comments regarding public's perception about congestion. Received over 1000 comments. **Mr. Sasser** – is Facebook only medium being used. **Ms. Cross** – other options are Twitter, Instagram. **Ms. McLaughlin** – will consider suggestions and recommendations on social

outlets. Discussion about using State overhead signs on Interstate or other locations to announce opportunities to comment on plans. **Ms. McLaughlin** – not likely to be allowed on state roads, signage very tightly controlled on interstates. **Ms. Cross** – despite lengthy section on English as Second Language in the PPP, the conclusion is that translations aren't required. Key documents should be translated. **Mr. Ortman** – MPO documents are often translated into Spanish and Creole. **Ms. McLaughlin** – the MPO goes above and beyond federal [ESL] requirements in providing translations and accommodations for non-English speaking population. Lengthy discussion regarding translating documents and messages for non-English speaking citizens. **Mr. Ortman** – public commentary is open until March 26, 2020.

9. Member Comments

Mr. Sasser – roundabout discussion was important. Inquired when MPO will address the M-CORES toll roads. **Ms. McLaughlin** – There are task force opinions that must be considered first. Suggested sending comments to task force members if prefer not to wait. LRTP consultant, Jacobs advises that M-CORES could have ramifications for Collier LRTP. That would be the time to engage the MPO. The task force should do their evaluation first. Mentioned the MPO meetings online and that FDOT-D1 Secretary, L. K. Nandam, frequently gives updates on M-CORES at MPO Board meetings.

Mr. Gelfand – insurance industry should have good data and actuarial info on safety features (i.e., anti-theft systems, crash mitigation systems, number of accidents, etc.) Asked if FDOT or MPO is consulting with insurance companies to acquire that data from them for use in surveys, studies, etc. **Ms. McLaughlin** – Nationally, reporting on ACES includes overview of insurance data –will ask Jacobs to include in report for the LRTP. **Ms. Cross** – insurance companies are ready to deploy insurance by the minute for car services.

10. Distribution Items

A. Revised Minutes November 25, 2019

Mr. Gelfand - minutes were distributed to all members in agenda packet.

11. Next Meeting Date

*March 30, 2020 – 2:00 p.m.
2885 Horseshoe Drive South, Main Conference Room*

12. Adjournment

Mr. Sasser is not going to make next meeting due to personal commitments. With all business having been conducted, Mr. Gelfand asked for motion to adjourn. However, there no longer being a quorum, the request could not be acted on. Ms. McLaughlin noted that a formal motion is not required; the Chair can adjourn the meeting. Meeting adjourned at 3:30 pm.

EXECUTIVE SUMMARY
Committee Action
Item 7A

Endorse 2020 Priority Projects

OBJECTIVE: For the committee to endorse the 2020 Priority Projects.

CONSIDERATIONS: The 2020 Priority Projects are shown in **Attachment 1**; summarized by page number as follows:

- **P1. Bike-Ped:** Bicycle and pedestrian projects are slated to receive 100% of the MPO's annual SU federal funding allocation for FY2026, approximately \$4.1 million. The Bicycle and Pedestrian Advisory Committee rated and ranked ten new projects submitted in response to the MPO's Call for Projects. Based on project phases, the first year of funding would total roughly \$2.9 million. Total project costs are estimated to be \$13 million, on the order of three years of SU funding, however, FDOT typically programs funds from a variety of sources to augment the MPO's SU funds as projects move from design to construction.
- **P2. Bridge:** Priorities have not changed; project status updated. Collier County is in the process of reviewing priorities established in the East of 951 Bridge Study (2008).
- **P3. Congestion Management:** Priorities have not changed; project status updated.
- **P4. Transit:** County Public Transportation and Neighborhood Enhancement (PTNE) Division staff submit new transit priorities annually. This year's list identifies more asset management-related projects as a reflection of the Transit Asset Management Plan targets, which the MPO adopted.
- **P5. Highways:** New projects added, and project status updated. MPO staff added a new 2040 LRTP priority project slated for construction in the 2026-2030 timeframe: US 41/Tamiami Trail from Greenway Rd to 6-L Farm. FDOT completed the PD&E in 2008.
- **P6. Planning:** MPO staff added a new planning study – the 2050 LRTP. Work on the update begins in FY 2024.
- **P7. Joint Lee/Collier TRIP:** County Transportation Planning Division staff coordinated the updates to this list with Lee County MPO staff. Lee County TAC is reviewing the list on 5/7/2020. Collier County changes are annotated in red text.

STAFF RECOMMENDATION: That the committee endorse the 2020 Priority Projects.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. 2020 Project Priorities
 - P1. Bike-Ped
 - P2. Bridge
 - P3. Congestion Management
 - P4. Transit
 - P5. Highways
 - P6. Planning
 - P7. TRIP

2020 Collier MPO Bicycle Pedestrian Priorities as Ranked by the BPAC on Nov. 19, 2019 cost estimates updated as of 4/30/20						
Rank	Score	Location/ Jurisdiction	Project	Project Type	Yr 1	Totals
1	13	District 5	Carson, S 9th, N 9th	Sidewalks	\$ 136,132	\$ 762,334
2	10	District 2	Wiggins Pass	Sidewalks, Bike Lanes	\$ 125,400	\$ 1,086,900
2	10	Marco	N Collier Blvd Alt Bike Lanes	In-Road Bike Lanes	\$ 965,734	\$ 965,734
2	10	District 4	Pine St, Wisconsin, Illinois, Hollygate, Cooper	Sidewalks	\$ 90,666	\$ 728,528
2	10	District 1	Holland, Caldwell, Sholtz	Sidewalks	\$ 241,861	\$ 1,354,416
2	10	District 3	24th Pl, 27th Pl, 43rd St, 47th Terr	Sidewalks	\$ 226,352	\$ 1,267,571
3	8	Everglades	Copeland, Hibiscus, Broadway	Sidewalks, Bike Lanes	\$ 137,292	\$ 1,290,544
3	8	MPO	MPO Feasibility CR951 & CR92	Trail Feasibility Study	\$ 90,000	\$ 90,000
4	7	Naples	Freedom Park Ped Overpass	Pedestrian Overpass	\$ 200,000	\$ 4,982,794
5	2	Naples	26 Ave N	Sidewalk	\$ 673,488	\$ 673,488
			TOTALS		\$ 2,886,925	\$ 13,202,309
				Total cost estimate		\$13,051,726

2020 Bridge Priorities - 2018 & 2019 priorities w/ funding status updated*

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Ave NE	New Bridge Construction	\$8,000,000	CST \$4.9 m SU/CM CST FY22 FY21-25 TIP
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 Boulevard N and 8th Street NE	New Bridge Construction	\$8,000,000	
5	18th Ave NE, between 8th Street NE and 16th Street NE	New Bridge Construction	\$8,000,000	
6	13th Street NW, north end at proposed Vanderbilt Beach Road Extension	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 Avenue SE and 20th Avenue SE	New Bridge Construction	\$8,000,000	
10	62nd Avenue NE, West of 40th Street NE	New Bridge Construction	\$8,000,000	

*Collier County is in process of reviewing priorities established in the East of 951 Bridge Study (2008)

2020 Congestion Management Project Priorities (continuation of 2019 Priorities)

PROJECT RANKING	Project Name	Submitting Agency/ Jurisdiction	Current Estimated Project Costs	Phase	Funding Status Per Draft FY21-25 TIP
1	Crayton Road & Harbour Drive Intersection Improvements - Roundabout	City of Naples	\$ 892,211	CST FY24	FPN 4463171
2	ITS Fiber Optic and FPL Power Infrastructure - 13 locations	Collier County	\$ 273,725	CST FY25	FPN 4462501
3	Travel Time Data Collection & Performance Measurements	Collier County	\$ 701,000	CST FY25	FPN 4462511
4	Mooring Line Drive & Crayton Road Intersection Improvements - Roundabout	City of Naples	\$ 850,533	PE FY25	FPN 4463172 (PE \$126,000)
5	Golden Gate Parkway & US-41 Intersection Improvements (lane restriping to add left turn lane sb/eb US41)	City of Naples	\$ 1,366,107	PE FY23; ROW FY25	FPN 4464511 PE \$270,000; ROW \$225,942
6	New- Updated School Flasher System	Collier County	\$ 354,250	CST FY 23	FPN 4462521
7	New-Vehicle Count Station Update - 31 locations	Collier County	\$ 312,562	CST FY25	FPN 4462541
8	Bicycle Detection Systems at 4 intersections: US41/Central Ave, US41/3rd AveS; Park Shore Drive/Crayton Rd: 8th St S/3rd Ave S	City of Naples	\$ 67,429	CST FY24	FPN 4462531
9	Adaptive Traffic Control System - 13 intersections on Santa Barbara & Golden Gate Pkwy	Collier County	\$ 894,000	PE FY 24 CST FY25	FPN 4463421
Total			\$ 5,711,817		

2020 Transit Priorities					
Priority Ranking	Requested Funding / Project Estimates	*	Location	Description	
1	\$142,847.10	*	Route 11 US41	Increase Frequency To Peak Service - Add 2 Loops	
2	\$285,694.20	*	Route 12 Airport Pulling Rd	Increase Frequency To Peak Service - Add 1 Loop	
3	\$222,723.60	*	Route 19 Immokalee	Increase Frequency To Morning Service - Add 1 Loop	
4	\$428,541.30	*	Route 15 Golden Gate Pkwy	Increase Frequency To Peak Service - Add 3 Loops	
5	\$334,085.40	*	Route 25 Golden Gate Pkwy	Add 2 Loops (Currently The Route Has A Gap During The Day)	
6	\$334,085.40	*	Route 17 East Naples	Extend Evening Service By 2 Loops	
7	\$167,042.70	*	Route 11 US41	Extend Evening Service By 1 Loop	
8	\$222,723.60	*	Route 28 Ave Maria & Immokalee	Increase Frequency During The Day - Add 1 Loop	
9	\$167,042.70	*	Route 27 Collier Blvd & Immokalee Rd	Extend Morning Service By 1 Loop	
10	\$606,975.00	*	Route 13 City of Naples and Bayshore	Increased Peak Service Frequency - Add 4 Loop and Purchase a Bus	
11	\$5,000,000.00		8300 Radio Rd, Naples FL 34104	Maintenance Facility Rehabilitation for State of Good Repair and enhancement	
12	\$250,000.00		Throughout Collier County	Enhance accessibility to bus stops to meet American with Disabilities Act (ADA) requirements - 10 stops a year	
13	\$480,000.00		Throughout Collier County	Construct 12 new bus shelters & amenities per year (bike rack, bench, trash can, etc.)	
14	\$500,000.00		Throughout Collier County	Purchase Replacement Bus	
* Includes cost for 3 years of operation based on existing routes costs.					

Collier MPO Priorities for Highway Projects from 2040 LRTP and MPO Priority Safety Projects

HIGHWAY PRIORITIES 2020 (updated status of 2019 List, added new 5-yr in 2040 CFP)

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				PROJECT STATUS Including Projects Funded in Draft FY2021-25 TIP					
								2021-25			Projects Funded in CFP	FPN	Phase	Source	FY	Amount	
								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	4452962	CST	DI	2023	\$5,450,000	
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	4464121	PE	LF, CIGP	2024	\$3,200,000	
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		FDOT PD&E, FPN 4353471 Collier, 4351101 Lee MPO					
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	funded with County Sales Surtax					
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	FDOT Traffic Analysis & Modeling					
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	4351112	ROW,RRU, CST	DDR, DS, LF, DIH	2021 & 2024	\$17,341,882	
	Subtotal \$74,130,000														Subtotal	\$25,991,882	
HIGHWAY SAFETY																	
LRTP	Facility	Limit From	Limit To	Project Description	Miles	Total Project Cost (PDC)	Time Frame	Phase	Source	Funding Request	YOE	FPN	Phase	Source	FY	Amount	
n/a	Corkscrew Rd (north section)	750 Feet South of Wildcat Drive	1200 Feet East of Wildcat Drive	Increase curve radius & widen 10' lanes to 11'	0.552	\$1,400,000	2020	CST	OA, SU	\$700,000	\$1,400,000	4463231	CST	GRSU, LF	2021	\$1,478,586	
n/a	Corkscrew Rd (south section)	Lee County Curve	Collier County Proposed Curve	Widen Lanes from 10' -11', Add 2' shoulders both sides	1.005	\$1,200,000	2020	CST	OA, SU	\$600,000	\$1,200,000	4463232	CST	SU	2024	\$1,321,000	
Subtotal Corkscrew Rd						\$2,600,000				\$1,300,000						\$2,799,586	
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									
								2026-2030									
								Phase	Source	YOE Cost	YOE	FPN	Phase	Source	FY	Amount	
5	US 41/Tamiami Trail	Greenway Rd	6 L Farm Rd	2-lane roadway to 4 lanes with outside shoulder paved		\$21,830,000	2026-2030	PE	OA	\$6,010,000	TBD	4156213 PD&E completed 2008	CST	OA	26-30	Pending from FDOT	

2020 Planning Study Priorities

Priority	Fiscal Year	Project Cost	Plan or Study
1	2024/25	\$600,000	2050 LRTP

Joint TRIP Priorities for Lee and Collier
2020

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year	(1) Utilizing or relieving an SIS Facility	(2) SIS Connectivity	(3) County Enterprise Zones, Rural Area	(4) Corridor Management Techniques	(5) Production Readiness	(6) TRIP Funding Not Received	(7) Job Access and Economic	(8) Performance on Previous TRIP Projects	(9) Overmatch	(10) Public Private Partnerships	Total Points
2020/2021																					
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$23,590,800	\$6,975,000	Funded	\$ 2,651,966	FY 20/21	3	3	0	3	5	0	4	2	1	0	21
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing		New 4L	CST	\$20,900,000	\$4,000,000				3	0	0	3	5	0	4	2	1	0	18
2021/2022																					
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$20,025,000	\$5,000,000				0	1	2	3	5	0	4	2	1	0	18
Lee County	Three Oaks Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$20,930,000	\$5,000,000				0	0	0	3	5	0	4	2	1	0	15
2022/2023																					
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$17,795,300	\$4,500,000				3	3	0	3	5	0	4	2	1	0	21
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000				3	0	0	3	5	0	4	2	3	0	20
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L	CST	\$13,400,000	\$6,000,000				3	0	0	3	5	0	4	2	1	0	18
2023/2024																					
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road		CST	\$5,500,000	\$2,750,000	Funded	\$ 2,750,000	FY 23/24	3	0	0	3	5	0	4	2	1	0	18
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000				3	3	0	3	1	0	4	2	1	0	17
2024/2025																					
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$8,250,000	\$4,125,000				3	0	3	3	5	0	4	2	1	0	24
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	CST	\$33,000,000	\$5,000,000				3	3	0	3	5	0	4	2	3	0	23
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$31,400,000	\$15,700,000				3	1	3	3	5	0	4	2	1	0	22
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000				3	0	0	3	5	0	4	2	1	0	18
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	Funded	\$ 4,214,438	FY 24/25	3	0	0	3	5	0	4	2	1	0	18

- Collier County revisions:
- A. VBR moved from FY21/22 to 24/25
 - B. Collier Blvd from Golden Gate Main Canal to Golden Gate Pkwy, design completed, and ROW not required, so those phases were deleted from FY22/23 and 23/24. CST costs updated in FY 24/25
 - C. New project.
 - D. New Project

COMMITTEE ACTION
ITEM 7B

Endorse FY2021 - FY2025 Transportation Improvement Program (TIP)

OBJECTIVE: For the Committee to endorse the FY2021 - FY2025 Transportation Improvement Program (TIP)

CONSIDERATIONS: After the March 30, 2020 committee meeting was canceled due to the COVID-19 pandemic, MPO staff sent an email to committee members and the MPO's email distribution lists (including the Adviser Network) with a link to the draft on the MPO website soliciting review and comments by April 10th. The draft TIP was based on the February 4, 2020 Work Program snapshot provided by FDOT. MPO staff received questions from the City of Naples and comments from County PTNE Division involving minor clean-up items that have been addressed. No public comments were received.

In addition, staff received an updated Work Program snapshot dated April 13, 2020 and updated the draft TIP project sheets accordingly. **Attachment 1** describes the changes to project sheets that have been made.

MPO staff has not yet received comments from FHWA as of the time of publication of the agenda packet. Staff will make necessary revisions based on FHWA's comments prior to requesting MPO Board adoption on June 12, 2020.

STAFF RECOMMENDATION: That the Committee endorse the FY2021 - FY2025 Transportation Improvement Program (TIP) with the understanding that MPO staff will make revisions, if necessary, based on future comments received from FHWA.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Variance to TIP Project Sheets from February Snapshot
2. FY 2021-2025 TIP

VARIANCE FROM FEBRUARY SNAPSHOT

FPN	Project Description	Work Mix	FY	Variance	Explanation
	Snapshot Change				
4348571	SR 951 Over Big Marco Pass (Judge Jolley Memorial Bridge)	Bridge	2021	\$ (1,054,936)	revised cost estimate
4380591	SR 90 (US 41) Tamiami Trail from East of SR 84 (Davis Blvd) to Courthouse Shadows	Resurfacing	2021	\$ (5,263,001)	revised cost estimate and funding categories
4178784	SR 29 from SR 82 to Hendry County Line	Add lanes		\$ (36,000)	funding moved from ROW into Design (FY20)
	Error in Draft TIP & Other Revisions				
4418461	111th Ave north from Bluebill Ave Bridge to 7th St. North	Sidewalk	2021	\$ 553,410	placed in wrong FY (22) in First Draft of TIP
4415121	SR45 (US41) from S of Dunruss Creek to S of Gulf Park Dr	Repaving	2022	16, 266,598	placed in wrong FY (21) in First draft of TIP
4404411	airport Pulling Rd from Vanderbilt Rd to Immokalee Rd	Add thru lanes			Collier spelled wrong
4370961	Copeland Ave Sidewalk from S City Limit to NE Cor Broadway/Copeland	Sidewalk			FDOT changed project description/name
	<i>general changes: CM to CMAQ, corrected transposed Phase/Funding; map correction FPN:</i>				
	<i>4463201 I-75 (SR 93) from Toll booth to Collier Blvd - Resurfacing</i>				



COLLIER METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT #2 FY2021 - FY2025

Pending Adoption: June 12, 2020

QR Code- UPDATE.



The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Sections 134 and 135 of Title 23 U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

COLLIER METROPOLITAN PLANNING ORGANIZATION

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Councilman Eric Brechnitz MPO Vice-Chair

City of Marco Island

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MPO RESOLUTION #2020-XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION ENDORSING
THE FY 2020/21 – 2024/25 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 2020/21 – 2024/25 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 2020/21 – 2024/25 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 12th day of June 2020.

Attest:

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____

Anne McLaughlin
MPO Executive Director

By: _____

Councilwoman Elaine Middelstaedt
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

Figure 1 – Collier Metropolitan Planning Area (MPA)

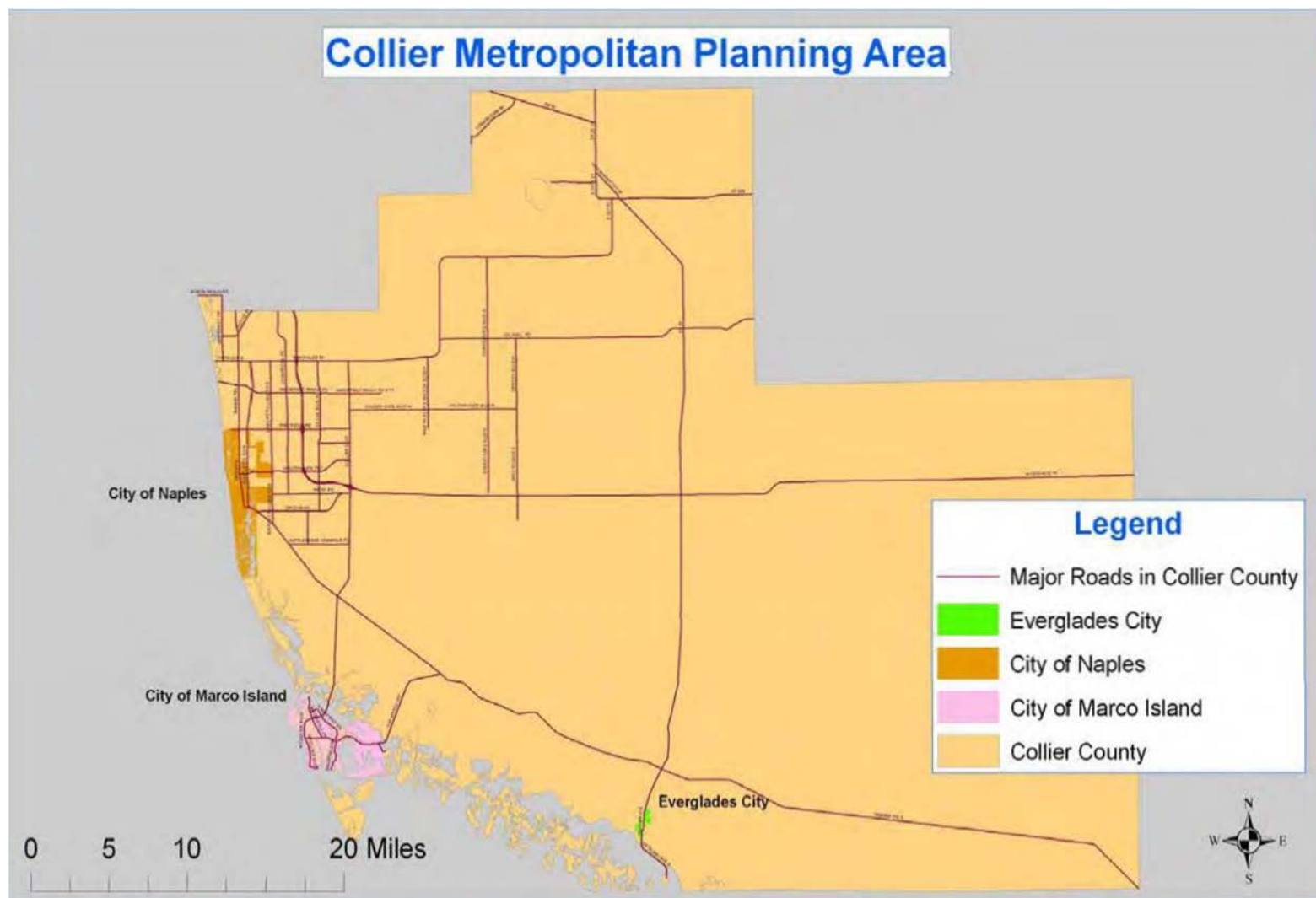
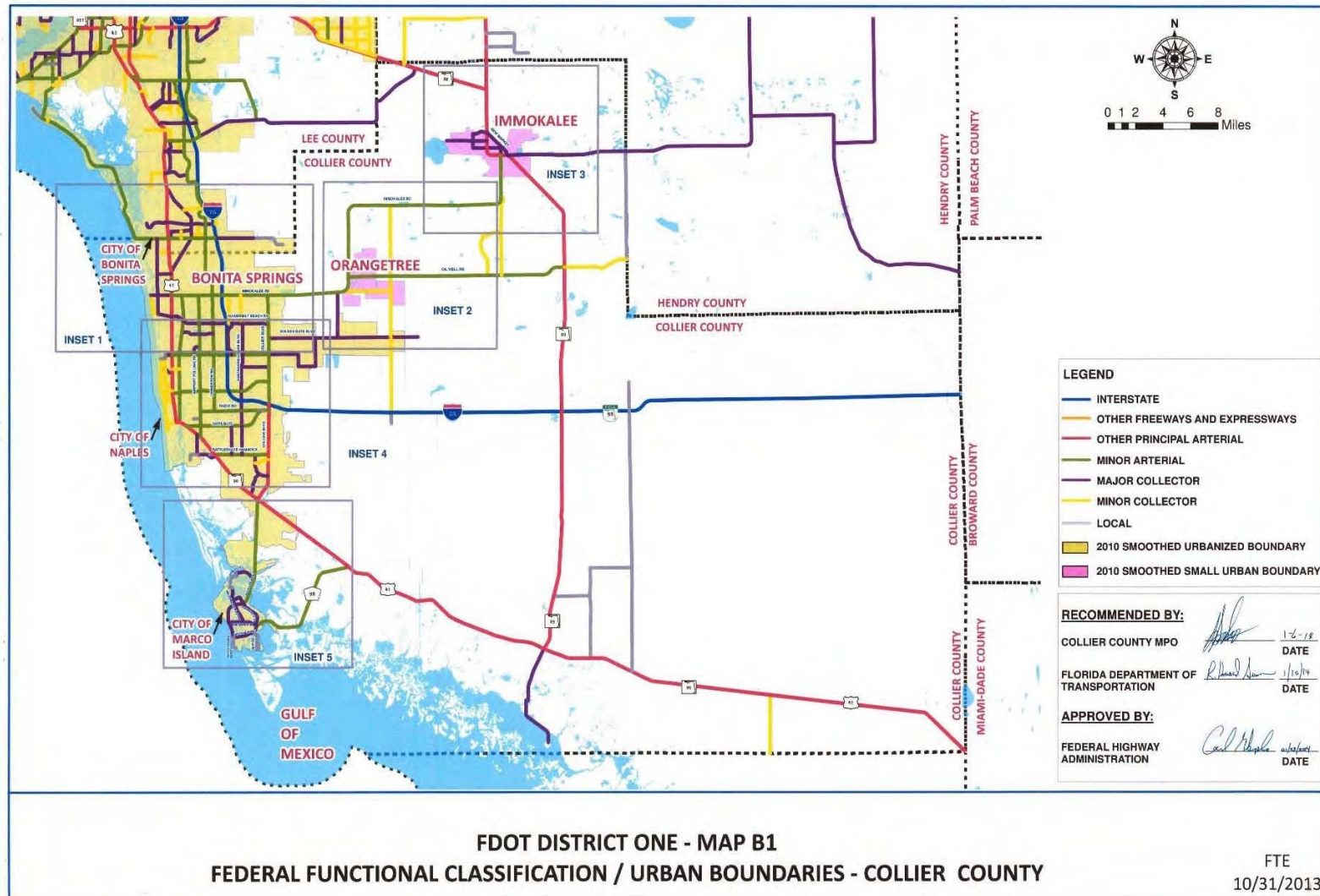


Figure 2 – Bonita Springs – Naples Urbanized Area Map



NARRATIVE

PURPOSE

The Collier Metropolitan Planning Organization (MPO) is required by Federal and State Statutes¹; 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

¹ 23 United States Code (U.S.C.) 134(j) and (k)(3) and (4); 23 U.S.C. 204; 49 U.S.C. 5303; 23 Code of Federal Regulations Part 450 Sections 326, 328, 330, 332 and 334; and Florida Statutes (F.S.) s.339.175, s.339.135(4)(c) and 4(d), and 427.051(1)

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.

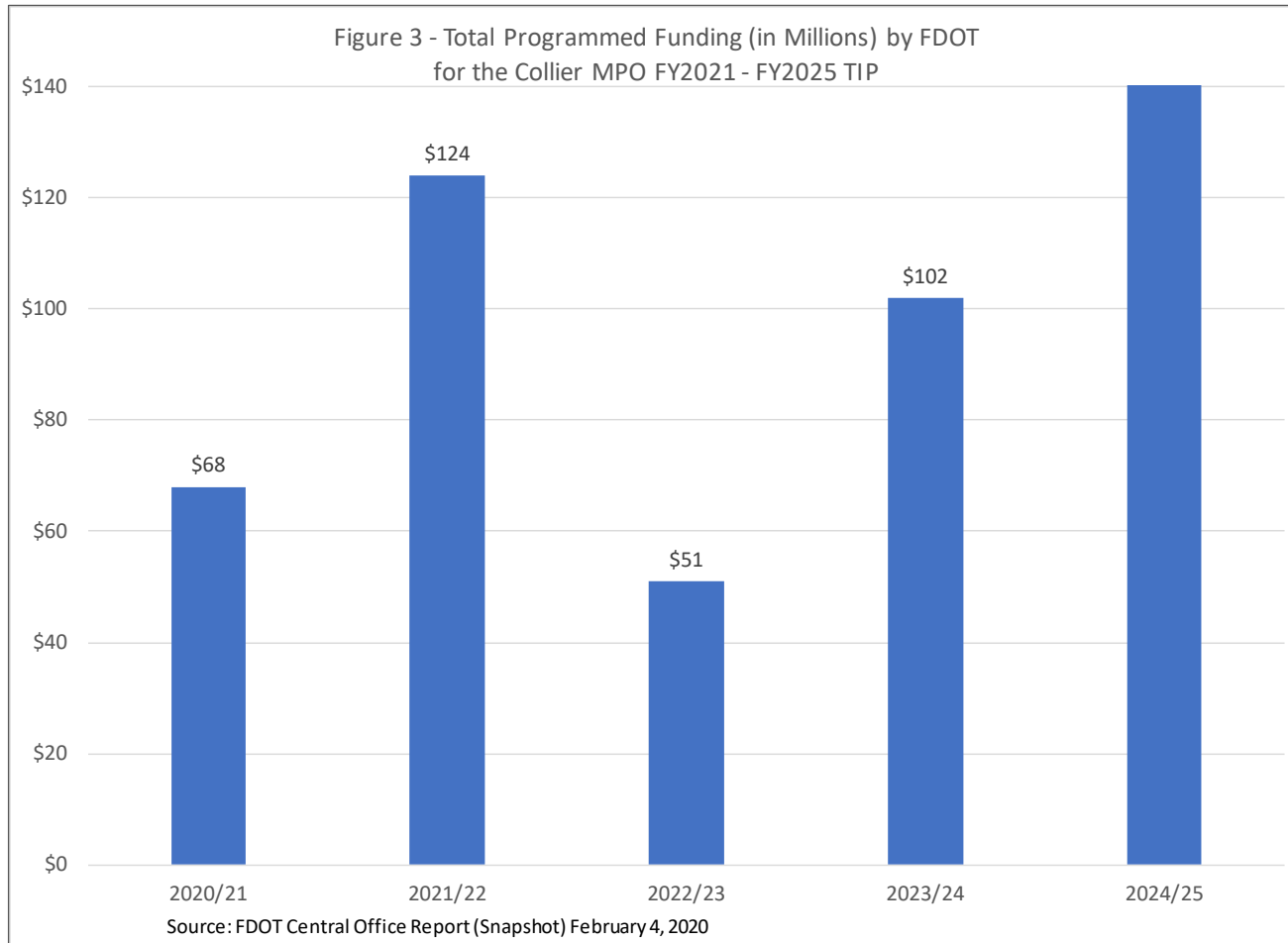
The TIP for the Collier MPO is fiscally constrained by year so that financial resources can be directed towards high priority transportation needs in the area. Consequently, the level of authorized funding (both current and projected) available to the state and the MPO is used as the basis for financial 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.

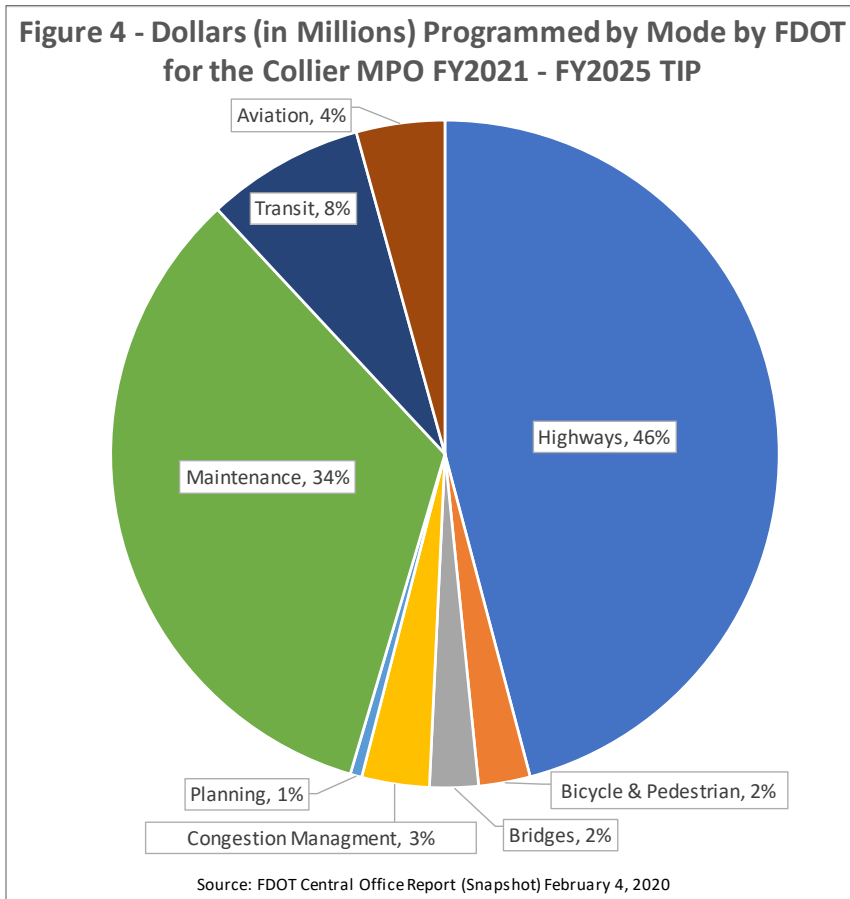
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for the motorized and 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) 2021- 2025 Tentative Work Program (February 4, 2020 Snapshot), which will be formally adopted on July 1, 2020, 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 \$488 million, a decrease of \$6 million (1%) when compared to the FY2020 - FY2024 TIP.** Total includes \$119 million in resurfacing; \$86 million on I-75 and \$33 million on US41. Please see Appendix H, page XXX, which detail's the TIP's fiscal constraint.





HIGHWAY FUNDING SOURCES

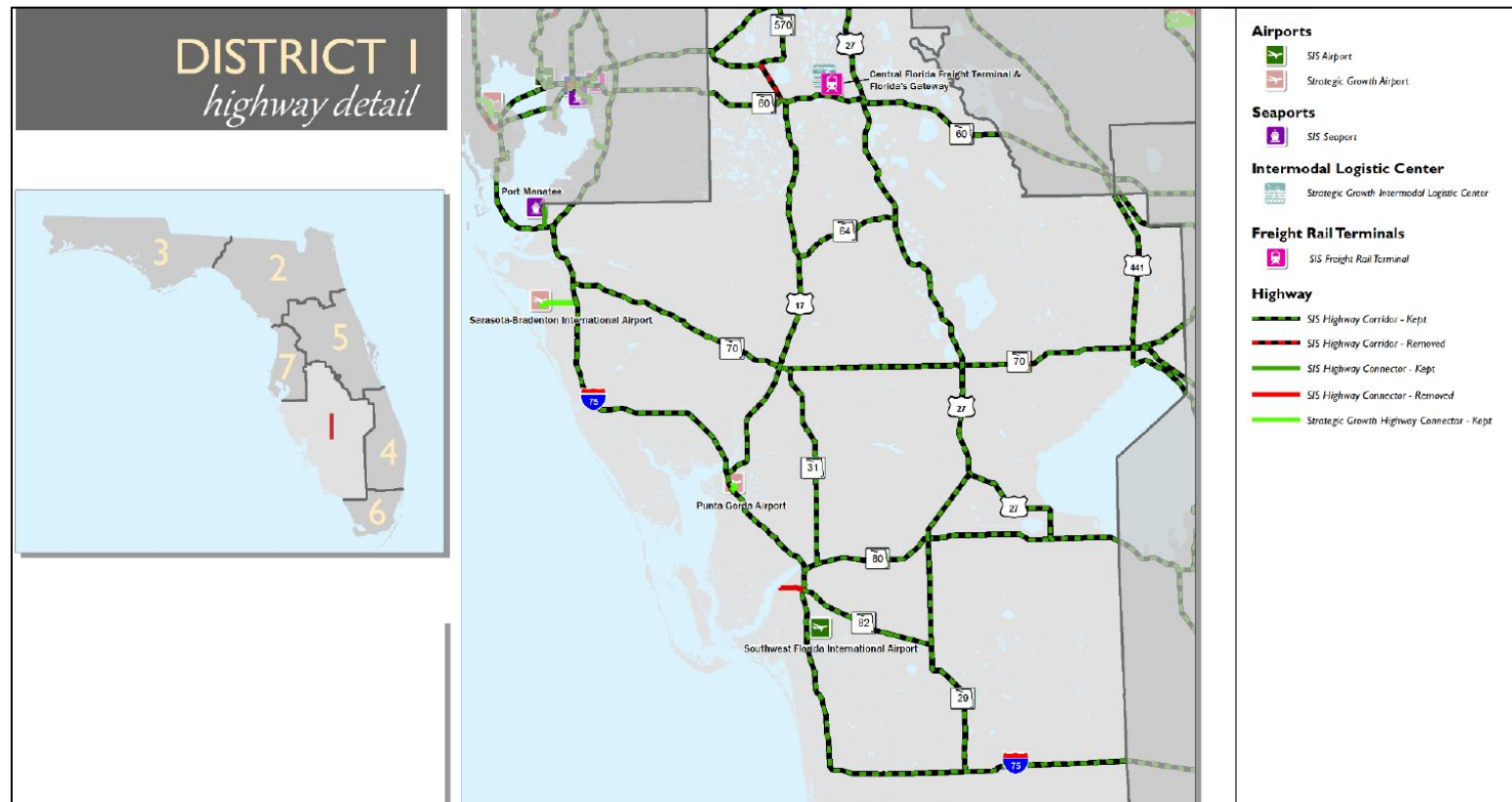
Surface Transportation Block Group Program (STBGP): The STBGP provides legislatively specified flexible funding that may be used by states and localities for projects on any Federal-aid eligible highway including the National Highway System (NHS), bridge projects on any public road, transit capital projects, 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.

I-75, State Route 29 and State Route 82 are identified as SIS facilities. 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:

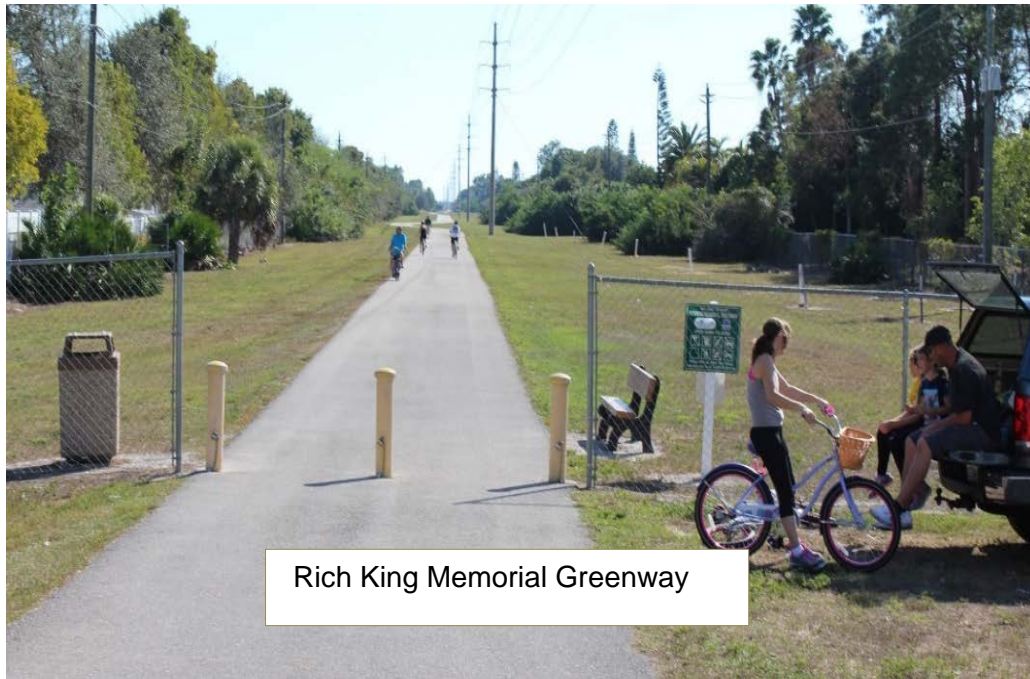
1. Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) and MAP-21 §1103:

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.



Rich King Memorial Greenway

- E. Community improvement activities which include but are not limited to:
- inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - 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:
- 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;
 - 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 § 5305 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 measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO) to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to 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 MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. The Florida Department of Transportation (FDOT) and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

HIGHWAY SAFETY PERFORMANCE MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) were finalized and published in the *Federal Register*. The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

1. Number of Fatalities;
2. Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100M VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

On August 31, 2019, FDOT established annual statewide performance targets for the safety measures. On November 8, 2019, the Collier MPO Board agreed to support FDOT's statewide safety performance targets, thus agreeing to plan and

program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 1 presents the statewide and MPO safety targets.

Table 1 – Statewide and MPO Safety Performance Targets

Statewide Safety Performance Target	Statewide Target (cy 2020)	MPO Target (cy 2020)
Number of fatalities	0	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0	0
Number of serious injuries	0	0
Rate of serious injuries per 100 million vehicle miles traveled	0	0
Number of non-motorized fatalities and serious injuries	0	0

FDOT adopted Vision Zero in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system...”

Safety is the first goal of the Florida Transportation Plan (FTP), the state’s long-range transportation plan, and the emphasis of Florida’s Strategic Highway Safety Plan (SHSP). The FTP, published in 2015, includes the number of transportation-related fatalities as an indicator to watch. The SHSP, published in 2012 and, most recently, in 2016, specifically embraces Vision Zero (“Driving Down Fatalities”) and identifies potential strategies to achieve zero traffic deaths. The 2016 SHSP was developed in coordination with Florida’s 27 MPOs through Florida’s Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance toward the zero deaths vision. For the 2019 HSIP annual report, FDOT established calendar year 2020 statewide safety

performance targets at “0” for each safety performance measure to reflect the Department’s vision of zero deaths.

The Collier MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trend in traffic crashes, both statewide and nationally. As such, the Collier MPO supports FDOT’s statewide 2020 safety targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

Safety performance measure targets are required to be adopted on an annual basis. FDOT, in August of each calendar year, will report the following year’s targets in the HSIP Annual Report. After FDOT adopts the targets, the MPO is required to either adopt FDOT’s targets or establish its own targets by the following February.

Baseline Conditions

Crash data and Vehicle Miles traveled (VMT) for the most recent five-year rolling average (2013-2017) were used to establish a baseline for safety performance measures (See Table 2). Data sources for Table 2 are FDOT’s Crash Analysis Reporting (CAR) database and Transportation and Data Analytics Office.

Table 2 – Baseline Safety Performance Measures – 2013-2017 Rolling Five-Year Average

Performance Measure	Florida	Collier MPO
Number of Fatalities	2,979.0	36.2
Number of Serious Injuries	20,653.6	186.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.398	1.038
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	9.732	5.263
Total number of non-motorized fatalities and serious injuries	3,267.0	39.2

Trends Analysis

The Collier MPO TIP development process, consistent with the process used to develop the MPO's Long-Range Transportation Plan (LRTP), includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

The Collier MPO also uses crash data to analyze trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future MPO transportation investments, as reflected in the TIP. Table 3 shows the Safety Performance Measure data for the Collier MPO for the last five, five-year rolling average periods for which data is available. FDOT's Crash Analysis Reporting (CAR) database and Transportation and Data Analytics Office provided the data used in Table 3.

Table 3 – Collier MPO - Safety Performance Reported in Five-Year Rolling Averages

The data for performance measures in Table 3 fluctuates in a narrow band around the average for that measure resulting in a relatively undefined trend over the nine years of data provided.

Nonetheless, the numbers reported for each measure highlight the need for continued investment in improvements in the safety of our transportation system.

Safety Projects in the TIP

The MPO considers safety as a planning factor in the project selection process. One of the goals of the 2040 LRTP is Increasing the safety of the transportation system. Many of the projects in the 2040 LRTP's Cost Feasible Plan have a safety component and as funding becomes available, they are included in the TIP. For example, the projects to improve the I-75 / SR 951 interchange and widening and reconstructing SR29 and SR82 serve the dual purpose of improving capacity and enhancing safety. The MPO makes a practice of emphasizing safety in its plans and studies. Examples

Performance Measure	2009-2013	2010-2014	2011-2015	2012-2016	2013-2017
Number of Fatalities	37.2	37.2	38.8	38.0	36.2
Number of Serious Injuries	184.0	174.0	175.2	177.2	186.2
Fatality Rate per 100 million Vehicle Miles Traveled (VMT)	1.169	1.160	1.184	1.125	1.038
Serious Injury Rate per 100 million Vehicle Miles Traveled (VMT)	5.790	5.445	5.388	5.252	5.263
Total number of non-motorized fatalities and serious injuries	37.2	38.6	37.6	40.0	39.2

include the 2019 Bicycle and Pedestrian Master Plan, which weighted safety as the most important project selection criteria and the work underway on the Transportation System Performance Report, which factors in crash data to prioritize locations for improvement as part of the MPO's Congestion Management Process. The MPO is in the process of developing a Local Road Safety Plan (LRSP).

Recommendations from the plan will be consistent with the emphasis areas of FDOT's Strategic Highway Safety Plan and will be reflected in a future TIP. The Draft FY20/21-FY21/22 Unified Planning Work Program (UPWP) sets aside \$100,000 for a Safety Education Campaign to develop Public Service Announcements (PSAs) and videos in order to implement the LRSP once it is adopted. Safety-related improvements at the project specific level are also addressed through other MPO practices such as its series of Walkable Community studies and in the prioritization of bicycle and pedestrian and congestion management projects.

Specific projects in this TIP that improve safety include:

Roadways:

- Roundabout – Harbour Dr. @ Crayton Rd. (FPN 4463171)
- Roundabout – Mooring Line Dr. @ Crayton Rd. (FPN 4463172)
- Intersection improvement: US 41 @ Golden Gate Parkway (FPN 4464511)
- Safety Project to improve curve radii and lane width on Corkscrew Road (FPN 4463231 and 4463232)
- US41 Resurfacing – incorporates recommendations from FDOT 2015 RSA for Airport Rd. and US 41 (FPN 4380591)
- Widening and reconstructing SR82 (All of SR82 in Collier County in response to numerous traffic fatalities (FPN 4178784)

Sidewalks:

- 111th Ave N: Bluebill Ave. to 7th St. N (FPN 4418461)
- Bald Eagle Dr: Collier Blvd. to Old Marco Ln. (FPN 4418781)
- Vanderbilt Dr.: Vanderbilt Beach Rd. to 109th Ave. N (FPN 4380921)
- Eden Park Elementary – Safe Routes to School – (FPN 4414801)
- Inlet Dr.: Addison Ct. to Travida Terr. (FPN 4418791)
- Lake Trafford Rd.: Little League Rd. to Laurel St. (FPN 4433753)
- Lake Trafford Rd.: Carson Rd. to Laurel St. (FPN 4433754)
- Copeland Ave.: Broadway south to City Limits (FPN 4370961)

- Shadowlawn Elementary (Linwood St.) Safe Routes to School (FPN 4465501)

Bike Lanes/Paths

- County Barn Rd.: Rattlesnake Hammock to Davis Blvd. (FPN 4380911)
- Green Blvd.: Santa Barbara Blvd. to Sunshine Blvd. (FPN 4380931)
- Mandarin Greenway: various locations, includes sidewalk (FPN 4404361)
- South Golf Dr.: Gulf Shore Blvd. to US41, includes sidewalk (FPN 4404371)
- San Marco Rd.: Vintage Bay Dr. to Goodland Rd. (FPN 4404381)

Lighting

- Highway lighting at various locations (FPN 4125741)
- Highway lighting City of Naples (FPN 4135371)

Other

- Bicycle Detection, City of Naples (FPN 4462531)
- School Flashers at various locations (FPN 4462521)
- Emergency services/fire station, I-75 MM63 (FPN 4353891)

PAVEMENT and BRIDGE CONDITION MEASURES (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt and concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to certain lower speed roads.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed for each 0.1mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS using these metrics and thresholds. A pavement section is rated as good if all three metric ratings are good, and poor if two or more metric ratings are poor. Sections that are not good or poor are considered fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system.

Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must set four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On November 9, 2018, the Collier MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 4 shows the statewide targets.

Table 4 – Pavement and Bridge Condition Performance Targets

Performance Measure	2-Year Statewide Target (2019)	4-Year Statewide Target (2021)
Percent of Interstate Pavement in Good Condition	Not required	60%
Percent of Interstate Pavement in Poor Condition	Not required	5%
Percent of non-Interstate NHS Pavement in Good Condition	40%	40%
Percent of non-Interstate NHS Pavement in Poor Condition	5%	5%
Percent of NHS Bridges (by deck area) in Good Condition	50%	50%
Percent of NHS Bridges (by deck area) in Poor Condition	10%	10%

For comparative purposes, current statewide conditions are as follows:

- 66 percent of the Interstate pavement is in good condition and 0.1 percent is in poor condition;
- 45 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 72 percent of NHS bridges (by deck area) is in good condition and 1 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar

to FDOT.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

Collier MPO's NHS roadways are:

- I-75 (SR 93)
- US41 (SR 45, Tamiami Trail)
- CR951 between US41 and I-75.

The Collier MPO's TIP reflects investment priorities established by FDOT for I-75 and US41, and are consistent with priorities identified in the 2040 LRTP. The focus of Collier MPO's investments in bridge and pavement condition on the NHS include:

- Pavement replacement or reconstruction (on the NHS)
 - 4415121 Resurfacing SR 45 (US41) from S of Dunruss Creek to S of Gulf Park Dr
 - 4440081 Resurfacing I-75 (SR93) from Broward County Line to Toll Booth
 - 4463201 Resurfacing I-75 (SR93) from Toll Booth to Collier Blvd
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity
 - 4452962 I-75 at Pine Ridge Rd Interchange Improvement
 - 4258432 I-75 (SR93) at SR951 Interchange Improvement
 - 4419751 Add Left Turn Lane on SR 90 (US41) at Oasis Visitor Center
 - SR 29 Projects to Add Lanes and Reconstruct
 - 4175402 From Oil Well Rd to Sunniland Nursery Rd
 - 4175403 From Sunniland Nursery Rd to S of Agriculture Way
 - 4175404 From S of Agriculture Way to CR846 E

- 4175405 From CR846 E to N of New Market Rd N
- 4175406 From N of New Market Rd to SR82
- 4178784 from SR82 to Hendry County Line
- Bridge replacement or reconstruction: n/a
- New bridge capacity on the NHS: n/a
- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts)]; n/a

The MPO tracks and reports on performance targets in the Director's Annual Report to the MPO Board, presented in December. The segment of CR951 between I-75 and US41 is in good condition. There are no bridges on that segment of 951.

The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance on the NHS. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP will fund, \$102.4 million for resurfacing, and \$128.9 million for new capacity. The TIP will fund \$7.7 million for non—NHS bridges. (Refer to project sheets in Bridge Section: 4318953 and 4348571.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

SYSTEM PERFORMANCE, FREIGHT, CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are

reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization (MPO) planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable²; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year targets for all three measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On November 9, 2018, the Collier MPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5 presents the statewide and MPO targets.

Table 5 Statewide System Performance and Freight Targets

Performance Measure	2-year Statewide Target	4-year Statewide Target
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² Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

	(2019)	(2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required ⁵	50%
Truck travel time reliability (TTTR)	1.75	2.00

For comparative purposes, current statewide conditions are as follows:

- 82 percent of person-miles traveled on the Interstate are reliable;
- 84 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017 and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets. It is the intent of FDOT to meet or exceed the established performance targets. System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all

modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

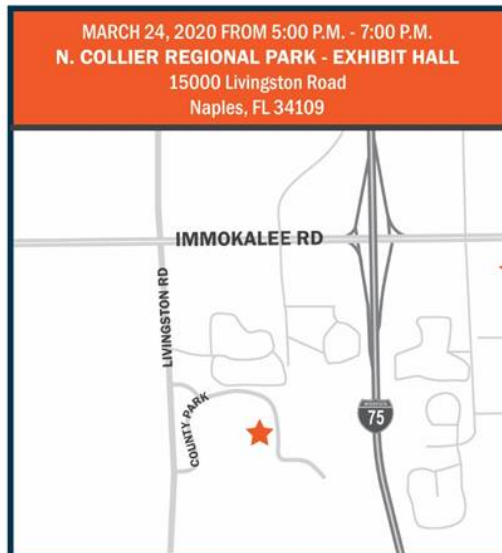
The Collier MPO TIP reflects investment priorities established in the Collier 2040 LRTP. The focus of Collier MPO's investments that address system performance and freight on the Interstate and non-Interstate NHS include:

Corridor improvements

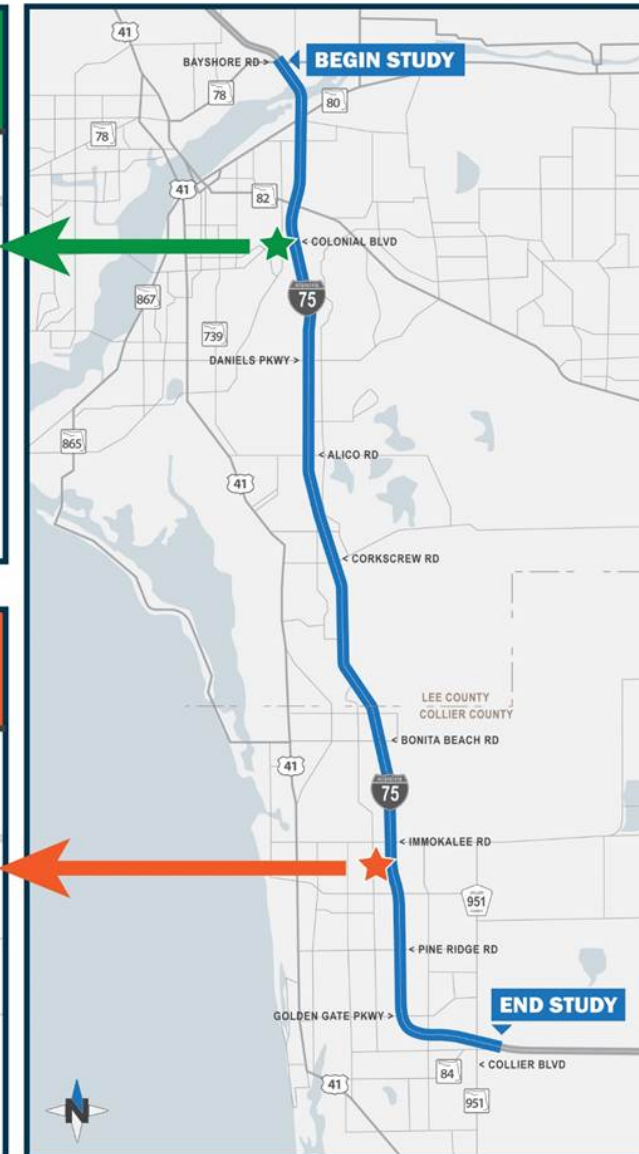
- Intersection improvements (on NHS roads)
 - 4258432 I-75 at SR951 Interchange Improvement
 - 4452962 I-75 at Pine Ridge Rd Interchange Improvement
 - 4464511 US 41 @ Golden Gate Parkway
 - 4380591 US41 Resurfacing – incorporates recommendations from FDOT 2015 RSA for Airport Rd. and US 41, including improved visibility and safety at intersections
- Projects evaluated in the CMP and selected for the TIP
 - 4464511 US 41 @ Golden Gate Parkway
 - See projects listed under ITS below

- Investments in transit, bicycle, or pedestrian systems that promote mode shift
 - \$11.5 million on new bicycle and pedestrian facilities
 - \$37.2 million in transit operations and planning
- Managed lanes
 - FDOT's Southwest Connect Interstate 75, a managed lane study on I-75 from SR 951 (Collier Boulevard) in Collier County to SR 78 (Bayshore Road) in Lee County, is not shown in the TIP. [FDOT postponed the kickoff meetings scheduled for March 2020 due to the COVID-19 - novel coronavirus - pandemic.]

KICKOFF MEETING LOCATIONS



I-75 MANAGED LANES STUDY LOCATION MAP



SOUTH STUDY LIMITS: FROM SR 951 (COLLIER BLVD.) TO SR 78 (BAYSHORE RD)

- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.):
 - \$18.7 million on safety and capacity enhancements on SR 29 – will reduce congestion, crashes and resulting travel delay
- TSMO/ITS projects or programs
 - \$4.5 million on congestion management / ITS operations and improvements
- Intersection Improvements Prioritized by the Congestion Management Committee following the Congestion Management Process (2017)
 - \$1.5 million including construction of 2 new roundabouts within City of Naples and improvements at US41 and Golden Gate Parkway
- Travel demand management programs, park and ride lots, etc.]
 - The MPO has hired Jacobs Engineering to conduct a Park and Ride Study. See Appendix J – SU funded projects in the UPWP.
- The MPO's project prioritization process for Bicycle and Pedestrian Facilities and Congestion Management includes selection criteria related to congestion-relief, reliability, and mode shift. Freight priorities are identified in the 2040 LRTP Cost Feasible Plan and from there, make their way into the TIP.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

TRANSIT ASSET MANAGEMENT MEASURES

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018. Table 6 identifies performance measures outlined in the final rule for transit asset management.

Table 6 FTA TAM Performance Measures

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark* (ULB)
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

**ULB considers a provider’s unique operating environment such as geography, service frequency, etc. and is not the same as an asset’s useful life.*

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates or amends the TIP or LRTP. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 28 transit providers participated in the FDOT Group TAM Plan (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Within the Collier MPO there are no agencies that participate in the FDOT Group TAM Plan.

Collier Area Transit (CAT), a Tier II provider, is the only transit provider within the MPO region. CAT does not participate in the FDOT Group TAM Plan as it has too few busses to meet the criteria. On November 9, 2018, the Collier MPO agreed to support the Collier County Board of County Commissioners (BCC) / Collier Area Transit (CAT) transit asset management targets which were adopted on October 23, 2018, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. Table 7 displays the TAM performance measures targets for FDOT and the current conditions within the Collier MPO.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. Table 7 summarizes both existing conditions for the most recent year available, and the targets.

Table 7 – TAM Performance Measures

Asset Category	FDOT and MPO Transit Targets	Current Conditions within Collier MPO	Met or Exceed Target
Equipment	10% have met or exceeded their Useful Life Benchmark (ULB)	0% exceed ULB	Yes
Rolling Stock	10% have met or exceeded their ULB	50% exceed ULB	No
Infrastructure	n/a	n/a	n/a
Facilities	25% of facilities less than 3.0 on the TERM scale	0% at or above 3.0 TERM	Yes

Transit Asset Management in the TIP

The Collier MPO TIP was developed and is managed in cooperation with CAT. CAT submits a list of Transit Priority Projects to the MPO Board for approval on an annual basis. The priority projects reflect the investment priorities established in the 2040 LRTP which incorporates the Transit Development Plan as its transit element. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. See Appendix I – Criteria Used for Project Prioritization

The 2019 list of Transit Project Priorities did not include asset management related projects. However, the MPO Board directed staff in December 2019 to use available SU funds to purchase a replacement bus for \$500,000; in addition to funding a project to enhance accessibility at 10 bus stops to meet ADA requirements for \$250,000 in FY 2020. The MPO will update transit project priority criteria in calendar year 2020 to include state of good repair criteria.

TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers

of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

The PTASP rule takes effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. MPOs then have 180 days to establish transit safety targets for the MPO planning area. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. The Collier MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

Over the course of 2019-2021, the Collier MPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. Future TIPs will include a discussion of the anticipated effect towards achieving the transit safety targets.

2019 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 2019 Transportation Project Priorities, for inclusion in the FY2021 – FY2025 TIP, were adopted by the MPO Board on June 14, 2019. 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 FY2021 – FY2025 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.

Table 1 – General Timeframe for FY2021-2025 TIP Process

Jan - March 2019	MPO solicits candidate projects for potential funding in FY2021 - FY2025 TIP.
June 2019	MPO adopts prioritized list of projects for funding in the MPO FY2021- 25 TIP
Nov 2019 – Jan 2020	FDOT releases Tentative Five-year Work Program for FY2021-FY2025
March – June 2020	MPO produces draft FY2021 - 2025 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP
June 2020	MPO adopts FY2021 – FY2025 TIP which is derived from FDOT's Tentative Five-year Work Program. MPO adopts prioritized list of projects for funding in the FY2022-FY2026 TIP
July 2020	FDOT's Five-Year Work Program FY2021 - FY2025 (which includes the MPO TIP) is adopted and goes into effect.
September 2020	MPO adopts TIP Amendment for inclusion of Roll Forward Report

2019 HIGHWAY PRIORITIES

Highway priorities are consistent with the 2040 LRTP Cost Feasible Plan. The Corkscrew Road safety project was added in 2019 to address two segments of the roadway that have a high number of crashes. Otherwise the 2019 priorities remain the same as the 2018 priorities. The MPO Board approved the highway priorities list, shown on Table 2, on June 14, 2019. MPO staff forwarded the list to FDOT for consideration of future funding.

Table 2 – 2019 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	OA	\$590,000	\$3,130,000
								CST	OA	\$2,540,000	
3	Pine Ridge Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$5,000,000	2021-2025	PE	OA	\$800,000	\$7,150,000
								CST	OA	\$6,350,000	
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4 to 6 lane roadway	2.0	\$30,000,000	2021-2025	PE	OA	\$3,600,000	\$41,700,000
								CST	OA	\$38,100,000	
7	Immokalee Rd	I-75 Interchange	I-75 Interchange	Intersection Traffic Signalization		\$2,750,000	2021-2025	PE	OA	\$510,000	\$4,000,000
								CST	OA	\$3,490,000	
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	OA	\$370,000	\$2,912,000
								CST	OA	\$2,542,000	
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
HIGHWAY SAFETY											
LRTP	Facility	Limit From	Limit To	Project Description	Miles	Total Project Cost (PDC)	Time Frame	Phase	Source	Funding Request	YOE
n/a	Corkscrew Rd (north section)	750 Feet South of Wildcat Drive	1200 Feet East of Wildcat Drive	Increase curve radius & widen 10' lanes to 11'	0.552	\$1,400,000	2020	CST	OA, SU	\$700,000	n/a
n/a	Corkscrew Rd (south section)	Lee County Curve	Collier County Proposed Curve	Widen Lanes from 10' -11', Add 2' - shoulders both sides	1.005	\$1,200,000	2020	CST	OA, SU	\$600,000	n/a
				TOTALS (COLLIERMPO)		\$2,600,000				\$1,300,000	

SIS PRIORITIES (for Collier and Lee County MPOs)

In addition to the highway priorities listed above, the MPO forwards two lists of priority 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. There are three SIS highway corridors in Collier County: I-75, SR29 and SR82 are the three SIS highway corridors in Collier County.. 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	@Luckett 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> Short Term - Current to 2025 Mid Term - 2025-2035 Long Term - 2035-2045 Minor Interchange Improvement - Add additional turn lanes, operational improvements Major Interchange Improvement - Rebuild to accommodate future 10-lane cross section</p>				

Phase Abbreviations: IJR Interchange Justification Report; PE Preliminary Engineering

2019 BRIDGE PRIORITIES

Bridge related priorities are consistent with the 2040 LRTP. The 2019 Bridge Related Priorities (Table 4) were approved by the MPO Board on June 14, 2019 and forwarded to FDOT for consideration of future funding.

Table 4 – 2019 Bridge Priorities

Rank	Location	Proposed Improvement	Cost Estimate	Status
1	16th Street NE, south of 10th Avenue NE	New Bridge Construction	\$8,000,000	CST FY22 \$4.9 million
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	

2019 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 2019 Transit Priorities which were approved by the MPO Board on June 14, 2019 and submitted to FDOT for consideration of future funding.

Table 5 - Transit Priorities 2019

Priority Ranking	Requested Funding / Project Estimates	*	Location	Description
1	\$142,847.10	*	Route 11 US41	Increase Frequency To Peak Service - Add 2 Loops
2	\$285,694.20	*	Route 12 Airport Pulling Rd	Increase Frequency To Peak Service - Add 1 Loop
3	\$222,723.60	*	Route 19 Immokalee	Increase Frequency To Morning Service - Add 1 Loop
4	\$428,541.30	*	Route 15 Golden Gate Pkwy	Increase Frequency To Peak Service - Add 3 Loops
5	\$334,085.40	*	Route 25 Golden Gate Pkwy	Add 2 Loops (Currently The Route Has A Gap During The Day)
6	\$334,085.40	*	Route 17 East Naples	Extend Evening Service By 2 Loops
7	\$167,042.70	*	Route 11 US41	Extend Evening Service By 1 Loop
8	\$222,723.60	*	Route 28 Ave Maria & Immokalee	Increase Frequency During The Day - Add 1 Loop
9	\$167,042.70	*	Route 27 Collier Blvd & Immokalee Rd	Extend Morning Service By 1 Loop
10	\$606,975.00	*	Route 13 City of Naples and Bayshore	Increased Frequency To Peak Service - Add 4 Loop and Purchase a Bus
11	\$200,000.00		Throughout Collier County	Enhance accessibility to bus stops to meet Americans with Disabilities Act (ADA) requirements - 10 stops a year
12	\$480,000.00		Throughout Collier County	Construct 12 new bus shelters & amenities per year (bike rack, bench, trash can, etc.)

* Includes cost for 3 years of operation based on existing routes costs.

2019 CONGESTION MANAGEMENT PRIORITIES

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 C.F.R. 450.322 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 MPO 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 MPO allocates its SU funds³ on a five-year rotating basis. In 2019, congestion management received 100% of the SU funds, approximately \$4.1 million. The 2019 congestion management priorities are all new projects as prior priority projects have been completed or removed from the priority list. Table 6 (next page) lists the 2019 congestion management priorities which were adopted by the MPO Board in June 2019 and subsequently modified and re-adopted by the Board on October 11, 2019. The Congestion Management Process (2017 update) was used by the committee as a guide to prioritize the 2019 projects.



³ Surface Transportation Funds for Urbanized Area – with population greater than 200,000. Allocation of funds is determined by a formula.

Table 6 – 2019 Congestion Management Priorities

Rank	Project Name	Submitting Agency/ Jurisdiction	Phase	Costs Updated 10-11-19
1	Crayton Road & Harbour Drive Intersection Improvements - Roundabout	City of Naples	CEI & CST	\$895,211
2	ITS Fiber Optic and FPL Power Infrastructure - 13 locations	Collier County	CST	\$272,725
3	Travel Time Data Collection & Performance Measurements	Collier County	CST	\$700,000
4	Mooring Line Drive & Crayton Road Intersection Improvements - Roundabout	City of Naples	PE, CEI and CST	\$850,533
5	Golden Gate Parkway & US-41 Intersection Improvements (lane restriping to add left turn lane sb/eb US41)	City of Naples	PE & CST	\$1,366,107
6	New- Updated School Flasher System	Collier County	CST	\$353,250
7	New-Vehicle Count Station Update - 31 locations	Collier County	CST	\$311,562
8	Bicycle Detection Systems at 4 intersections: US41/Central Ave, US41/3rd AveS; Park Shore Drive/Crayton Rd: 8th St S/3rd Ave S	City of Naples	CST	\$66,429
9	Adaptive Traffic Control System - 13 intersections on Santa Barbara & Golden Gate Pkwy	Collier County	DSN & CST	\$893,000

BICYCLE and PEDESTRIAN PRIORITIES

Two changes were made to the 2018 Bicycle and Pedestrian Project Priorities; #6 Pine Ridge Road sidewalk was deleted at the County's request as it is being incorporated into a larger project; and #14 Immokalee Road Shared Use Path was deleted upon recommendation of the Bicycle and Pedestrian Advisory Committee along with County concurrence. The 11 remaining projects represent the 2019 Bicycle and Pedestrian priorities, all of which are funded for construction in the current TIP. The MPO Board adopted the list on June 14, 2019 which was then sent to FDOT for consideration of funding.

The 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 in March 2019. 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.

Table 7 – 2019 Bicycle and Pedestrian Priorities
(2018 list updated to FDOT Tentative Work Program Fiscal Years 2021-2025)

Rank	Project Name	Project Description	Limits		Amount Requested	Submitting Agency/ Jurisdiction	Phase/Amount Funded in Work Program	FPN
1	County Barn Rd	10' Shared Use Path - west side	Davis Blvd	Rattlesnake Hammock Rd	\$1,411,482	Collier County	PE \$176,000 CST \$1,879,376	4380911
2	Vanderbilt Drive	Sidewalk and crosswalk	Vanderbilt Beach Rd	109th Ave N	\$272,248	Collier County	PE \$151,000 CST \$709,075	4380921
3	Green Blvd	5' Bike Lanes - both sides	Santa Barbara Blvd	Sunshine Blvd	\$567,750	Collier County	PE \$226,000 CST \$1,084,670	4380931
5	S. Golf Dr	5-ft sidewalks, crosswalks, bike lanes, parking on north side	500' West of US 41 & 7th St N	7th St. N. & '400 east of Gulf Shore Blvd N	\$880,000	City of Naples	CST \$1,976,749	4404371
6	Pine Ridge Road	6' sidewalk - south side	Whippoorwill Lane	Napa Blvd	\$561,800	Collier County	deleted at County's request	n/a
7	111th Ave N	5' Bike Lanes/Paved Shoulders - both sides	N from Bluebill Ave Bridge	7th St N	\$480,000	Collier County	CST \$553,410	4418461
8	Mandarin Greenway Sidewalk Loop	Sidewalks	Banyan Blvd & 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 (coded as sidewalk)	Collier Blvd.	Old Marco Lane	\$344,030	City of Marco Island	CST \$509,685	4418781
10	Everglades City - Copeland Ave S	Sidewalks	Traffic Circle by Everglades City Hall	Chokoloskee Bay Causeway	\$410,000	Everglades City	PE-ENV \$415,000 CST \$497,632	4370961
11	Lake Trafford Rd	6' Sidewalks	Carson Rd	Laurel St	\$492,800	Collier County	CST \$572,675	4433754
12	Inlet Dr. - Addison Court Pathway	8' Shared Use Pathway - east and south side	Travida Terr.	Addison Ct	\$299,707	City of Marco Island	CST \$411,781	4418791
13	Lake Trafford Rd	5' Bike Lanes	Little League Rd	Laurel St	\$780,500	Collier County	CST \$800,460	4433753

REGIONAL PRIORITIES – TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)



In addition to local MPO priorities, the Collier MPO coordinates with the Lee County MPO to set regional priorities. The Lee County and Collier MPOs entered into an Interlocal Agreement by which they set policies to prioritize regional projects.

The Transportation Regional Incentive Program (TRIP). TRIP is a discretionary program that funds regional projects prioritized by the two MPOs. The TRIP priorities approved by the MPO Board on June 14, 2019, are shown in Table 8.

Table 8 - 2019 Joint Collier/Lee County MPO TRIP Priorities

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year	Total Points
2019/2020											
2020/2021											
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$15,625,000	\$6,975,000	1			21
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$17,379,925	\$6,000,000	2			21
Lee County	Three Oaks Ext.	North of Alico Road - Segment 1		New 4L	CST	\$25,830,000	\$7,000,000	3			18
Lee County	Estero Blvd	South Segment		Road Upgrade	CST	\$7,750,000	\$3,875,000	Funded	\$ 2,651,966	FY 20/21	15
2021/2022											
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	1			21
2022/2023											
Collier County	Veterans Memorial Blvd.	Livingston Road	Old US41	New 2 Lane facility	CST	\$10,199,433	\$ 5,099,716	1			21
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	PE	\$3,200,000	\$1,600,000	2			20
Lee County	Three Oaks Ext.	North of Alico Road Segment 2		New 4L	CST	\$25,830,000	\$7,000,000	3			18
2023/2024											
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	ROW	\$7,000,000	\$3,500,000	1			22
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road		CST	\$5,500,000	\$2,750,000	2			21
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000	3			17
2024/2025											
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$31,400,000	\$15,700,000	1			25
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	CST	\$10,000,000	\$5,000,000	2			24
Collier County	Vanderbilt Beach Rd.	16th St. NE	Everglades	New 2L	CST	\$8,250,000	\$4,125,000	3			24

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 FY2020 – FY20241 TIP.

Major Projects Implemented/Completed

- SR82 from Gator Slough Lane to SR29. Construction completed to widen road from two to four lanes. (FPN 4308491)
- Marco Island Airport – Construction completed on new terminal building (FPN 4370631).

Major Projects Significantly Delayed, Reason for Delay and Revised Schedule

The cause of the delays was budgetary according to FDOT.

- SR82 from Hendry County Line to Gator Slough. Add lanes and reconstruction. Construction (\$41 million) phase moved from FY2023 to FY2024 (FPN 4308481).
- I-75 @ SR951; Major interchange improvement; construction (\$89 million) moved from FY2024 to FY2025 (FPN 4258432).
- SR29 from SR82 to Hendry County Line. Add lanes and reconstruction. Construction phase (\$10 million) moved out of Work Program. (FPN 4178784)

Major Projects in the FY2021 – FY2025 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 FY2021 – FY2025 TIP.

Multi-Laning or New Facility Capacity Improvement Projects

- I-75 @ SR951; FPN 4258432; Major interchange improvement; \$98 million CST, ENV, PE, ROW, RRU. \$89 million of project in FY24.
- 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; 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;
- FPN 4175405 Add lanes and reconstruction from CR846 to New Market Rd.; ENV, ROW programmed in FY24 and FY25 for \$6.7 million.
- 4175406 Widen from two to four lanes; ROW programmed in FY25 for \$1.1 million
- FPN 4178784 Add lanes and reconstruction from SR82 to Hendry County Line; ROW programmed in FY21 for \$1.3 million.
- SR 82 Projects
 - FPN 4308481 Add lanes and reconstruction from Hendry County Line to Gator Slough Lane; ENV, ROW, RRU, CST with CST programmed in FY2024 for \$41 million
- SR 951 Projects
 - FPN 4351112 Add lanes and rehabilitate pavement from Manatee Rd to N of Tower Rd; ROW. CST with construction(\$13 million) programmed in FY24
 - See FPN 4258432 under Capacity Enhancements
- 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 programmed in FY22 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.

Typically, 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. However, due to the COVID-19 pandemic, the MPO is using email and website outreach to interested parties instead of holding advisory committee meetings; and investigating holding a virtual or call-in meeting for the MPO Board to adopt the TIP. Public comments for the FY2021 – FY2025 TIP may be found in Appendix G.

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 2019 MPO process was

certified by FDOT on June 8, 2018. The 2019 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 MPO's transportation planning process was jointly certified by FHWA and FTA on December 28, 2016. The next FHWA / FTA joint certification will begin with a site visit scheduled for August 12, 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

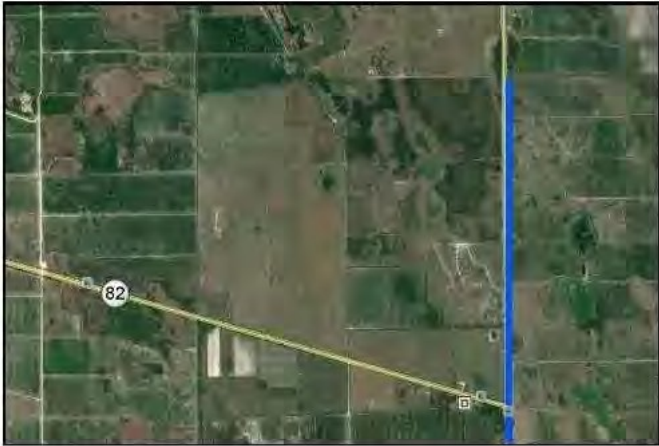
Source J – Map of project area

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.

PART 1
SECTION A-1
HIGHWAY PROJECTS

includes

Adding Lanes and Reconstruction

Adding Thru-lanes, Left-turn lanes, Turning lanes

Interchange Improvements

PD&E Studies

4175402**SR 29 FROM OIL WELL ROAD TO SUNNILAND NURSERY ROAD****SIS****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: 8,325,000

LRTP Ref: CFP, Appendix C

Work Summary:

ADD LANES & RECONSTRUCT

Lead Agency:

FDOT

Length:

4.762

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	DI	0	0	0	885,000	0	885,000
PE	ACNP	0	0	0	1,300,000	0	1,300,000
PE	DI	0	0	0	6,140,000	0	6,140,000
							0
							0
							0
							0
Total		0	0	0	8,325,000	0	8,325,000



4175403**SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 6,000,866

Future Years Cost: N/A

Total Project Cost: 6,500,866

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency:

FDOT

Length:

2.548

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	SU	0	0	40,538	0	0	40,538
ENV	TALT	0	0	459,462	0	0	459,462
							0
							0
							0
							0
							0
Total		0	0	500,000	0	0	500,000



4175404**SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E****SIS**

Project Description: WIDEN FROM 2-4 LANES (one segment of larger project)
CR 846 E IS AIRPORT RD (diff from CR31)

Prior Years Cost: 4,019,606

Future Years Cost: N/A

Total Project Cost: 4,289,606

Work Summary: ADD LANES & RECONSTRUCT

L RTP Ref: SIS PLAN APPENDIX A

Lead Agency: FDOT **Length:** 2.251

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	TALT	0	0	183,125	0	0	183,125
ENV	DS	0	0	86,875	0	0	86,875
							0
							0
							0
							0
							0
Total		0	0	270,000	0	0	270,000



4175405**SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 6,050,576

Future Years Cost: N/A

Total Project Cost: 12,793,978

Work Summary: NEW ROAD CONSTRUCTION

LRTP Ref: SIS PLAN APPENDIX A

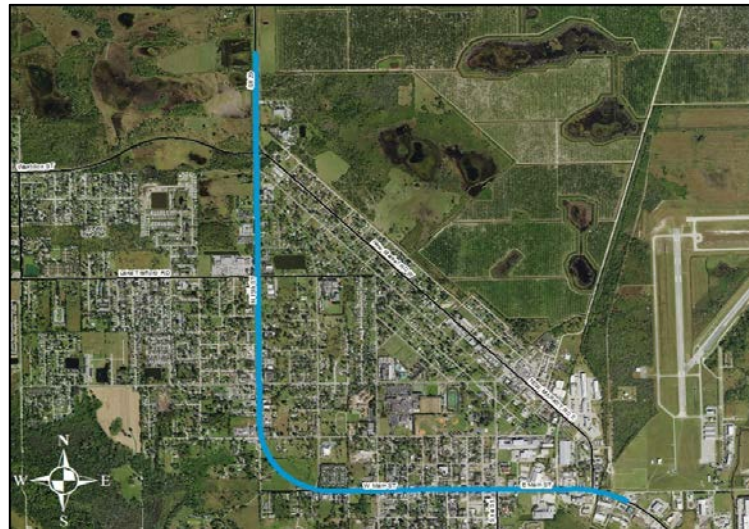
Lead Agency:

FDOT

Length:

3.484

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACNP	0	0	0	975,253	3,786,280	4,761,533
ROW	DDR	0	0	0	0	1,921,869	1,921,869
ENV	DDR	0	0	0	0	60,000	60,000
							0
							0
							0
							0
Total		0	0	0	975,253	5,768,149	6,743,402



4175406**SR 29 FROM N OF NEW MARKET ROAD TO SR 82****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 4,610,229

Future Years Cost: 30,355,723

Total Project Cost: 36,437,706

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

Lead Agency:

FDOT

Length:

3.037

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACNP	0	0	0	0	1,091,754	1,091,754
ENV	TALT	0	0	380,000	0	0	380,000
							0
							0
							0
							0
							0
Total		0	0	380,000	0	1,091,754	1,471,754



4178784**SR 29 FROM SR 82 TO HENDRY C/L****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 1,981,919

Future Years Cost: 0

Total Project Cost: 3,345,461

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

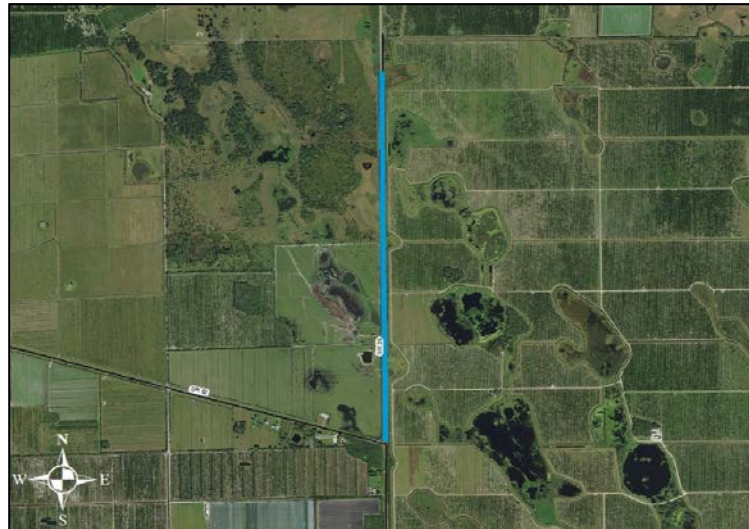
Lead Agency:

FDOT

Length:

1.869

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	ACNP	15,000	0	50,000	0	0	65,000
ROW	ACNP	1,298,542	0	0	0	0	1,298,542
							0
							0
							0
							0
							0
Total		1,313,542	0	50,000	0	0	1,363,542



4258432**I-75 (SR 93) AT SR 951****SIS**

Project Description: Ultimate interchange improvement.
Work Summary: INTERCHANGE IMPROVEMENT

Prior Years Cost: 14,114,575
 Future Years Cost: N/A
 Total Project Cost: 118,302,570
 LRTP Ref: CFP APPENDIX C

Lead Agency: FDOT **Length:** 0.651

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	DDR	0	0	50,000	100,000	0	150,000
ROW	STED	6,900,638	0	0	0	0	6,900,638
RRU	DI	0	0	0	0	4,226,000	4,226,000
RRU	LF	0	0	0	0	1,100,000	1,100,000
PE	DDR	0	0	870,392	0	0	870,392
DSB	ACNP	0	0	0	0	67,871,220	67,871,220
DSB	LF	0	0	0	0	138,875	138,875
DSB	DI	0	0	0	0	22,880,000	22,880,000
DSB	DIH	0	0	0	0	5,720	5,720
DSB	DSB2	0	0	0	45,150	0	45,150
Total		6,900,638	0	920,392	145,150	96,221,815	104,187,995



4308481**SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE****SIS****Project Description:** WIDEN FROM 2-4 LANES (one segment of larger project)

Prior Years Cost: 3,266,045

Future Years Cost: N/A

Total Project Cost: 47,998,848

Work Summary: ADD LANES & RECONSTRUCT

LRTP Ref: SIS PLAN APPENDIX A

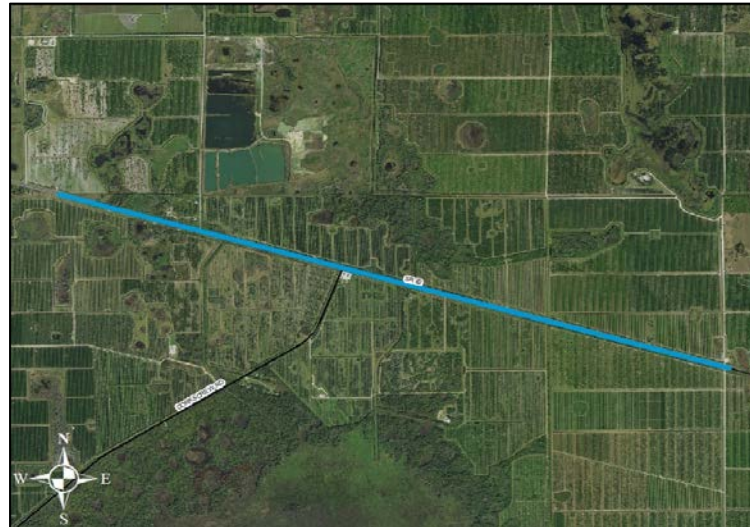
Lead Agency:

FDOT

Length:

4.022

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	BNIR	2,118,990	0	0	0	0	2,118,990
ENV	DDR	0	20,000	50,000	0	0	70,000
CST	DI	0	0	0	40,638,258	0	40,638,258
CST	DIH	0	0	0	5,555	0	5,555
RRU	DDR	0	0	0	500,000	0	500,000
INC	DDR	0	0	0	0	1,400,000	1,400,000
							0
Total		2,118,990	20,000	50,000	41,143,813	1,400,000	44,732,803



4351112**SR 951 FROM MANATEE ROAD TO N OF TOWER ROAD****Project Description:**

Prior Years Cost: 3,241,353

Future Years Cost: 0

Total Project Cost: 20,583,235

Work Summary:

ADD LANES & REHABILITATE PVMT

LRTP Ref:

CFP, Appendix C

Lead Agency:

FDOT

Length:

0.769

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	662,904	0	0	0	0	662,904
ROW	DS	1,293,789	0	0	0	0	1,293,789
RRU	DDR	0	0	0	1,000,000	0	1,000,000
RRU	LF	0	0	0	1,550,000	0	1,550,000
CST	LF	0	0	0	166,650	0	166,650
CST	DDR	0	0	0	12,657,429	0	12,657,429
CST	DIH	0	0	0	11,110	0	11,110
Total		1,956,693	0	0	15,385,189	0	17,341,882



4404411 AIRPORT PULLING RD FROM VANDERBILT RD TO IMMOKALEE RD**Project Description:** Add thru lanes

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 12,856,200

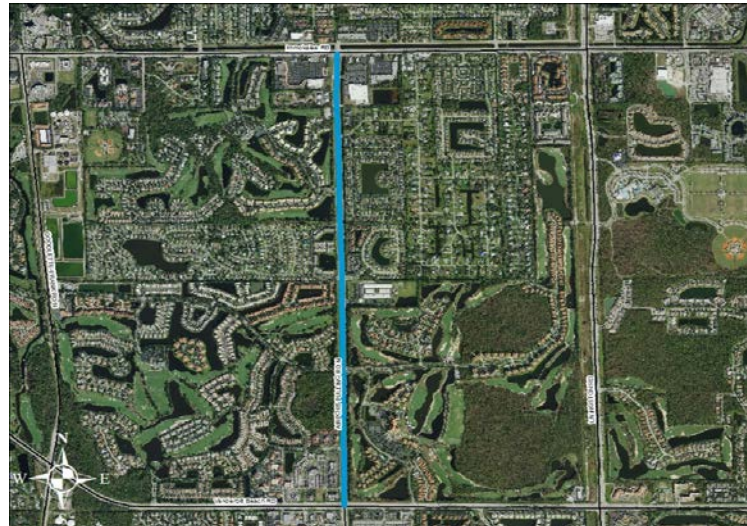
Work Summary: ADD THRU LANE(S)

LRTP Ref: CFP, Appendix C

Lead Agency: COLLIER COUNTY**Length:** 1.97

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	LF	1,500,000	0	0	0	0	1,500,000
PE	CIGP	1,500,000	0	0	0	0	1,500,000
CST	LF	0	0	4,928,100	0	0	4,928,100
CST	CIGP	0	0	4,928,100	0	0	4,928,100

Total		3,000,000	0	9,856,200	0	0	12,856,200
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4419751**SR 90 (US 41) AT OASIS VISITOR CENTER****SIS****Project Description:**

Prior Years Cost: 416,013

Future Years Cost: 0

Total Project Cost: 998,188

L RTP Ref: REVENUE PROJECTIONS P5
APPENDIX A**Work Summary:**

ADD LEFT TURN LANE(S)

Lead Agency:

FDOT

Length:

0.276

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	DDR	15,000	30,000	0	0	0	45,000
CST	DDR	0	521,380	0	0	0	521,380
CST	DIH	0	15,795	0	0	0	15,795

Total		15,000	567,175	0	0	0	582,175
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4452962**I-75 AT PINE RIDGE ROAD****SIS****Project Description:**

Prior Years Cost: 1,014,749

Future Years Cost: 0

Total Project Cost: 6,464,749

Work Summary:

INTERCHANGE IMPROVEMENT

LRTP Ref: CFP, Appendix C

Lead Agency:

FDOT

Length:

0.046

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DI	0	0	5,450,000	0	0	5,450,000

Total	0	0	5,450,000	0	0	5,450,000
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4463231**CORKSCREW RD NORTH FROM S OF WILDCAT DR TO E OF WILDCAT DRIVE****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,478,586

Work Summary:

WIDEN/RESURFACE EXIST LANES

LRTP Ref: REVENUE PROJECTIONS

P10 APPENDIX A

Lead Agency:

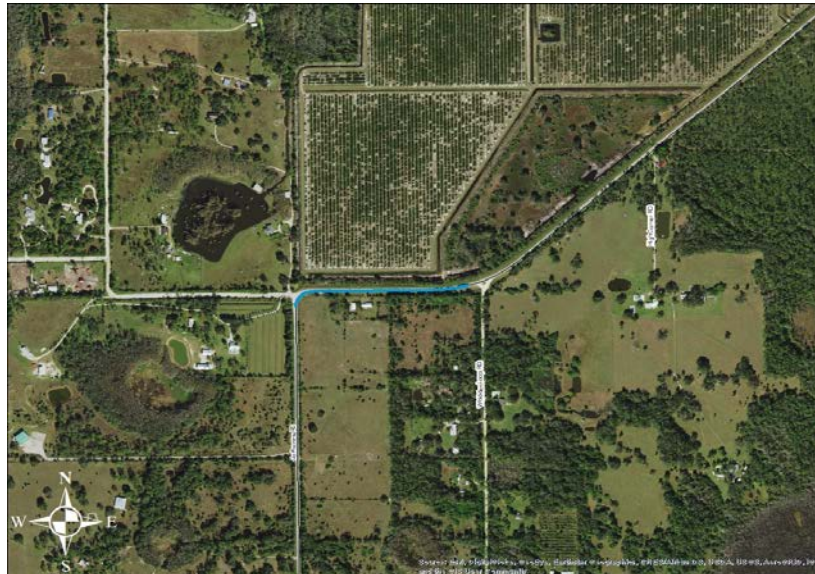
COLLIER COUNTY

Length:

0.15

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	GFSU	774,974	0	0	0	0	774,974
CST	LF	703,612	0	0	0	0	703,612

Total		1,478,586	0	0	0	0	1,478,586
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4463232**CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,321,000

LRTP Ref: REVENUE PROJECTIONS
P10 APPENDIX A**Work Summary:**

WIDEN/RESURFACE EXIST LANES

Lead Agency:

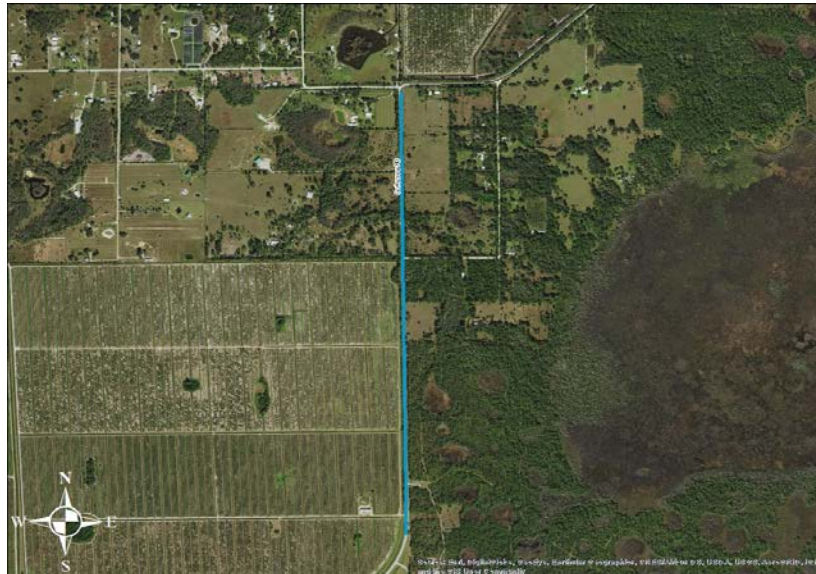
COLLIER COUNTY

Length:

1.005

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	1,321,000	0	1,321,000 0

Total		0	0	0	1,321,000	0	1,321,000
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4463381**VANDERBILT BEACH RD FROM US 41 TO E OF GOODLETTE FRANK****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 8,428,876

LRTP Ref: CFP, Appendix C

Work Summary:

ADD LANES & RECONSTRUCT

Lead Agency:

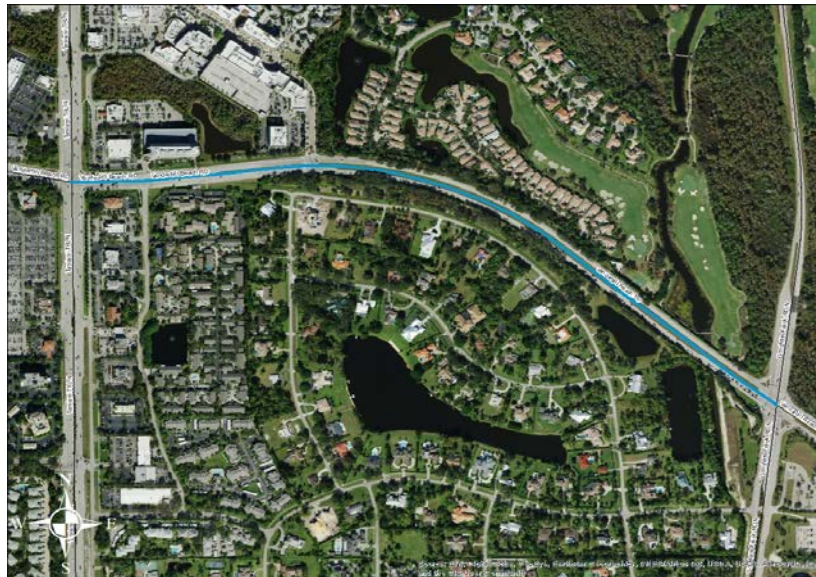
COLLIER COUNTY

Length:

0.995

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	LF	0	0	0	0	4,214,438	4,214,438
CST	TRIP	0	0	0	0	3,109,486	3,109,486
CST	TRWR	0	0	0	0	1,104,952	1,104,952

Total	0	0	0	0	8,428,876	8,428,876
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4463411**GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 5,500,000

L RTP Ref: REVENUE PROJECTIONS P5
APPENDIX A**Work Summary:**

ADD LANES & RECONSTRUCT

Lead Agency:

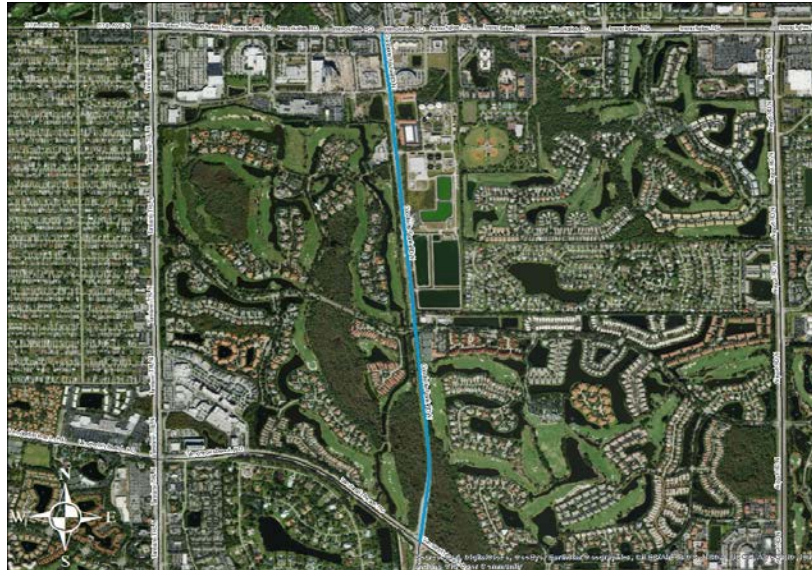
COLLIER COUNTY

Length:

1.757

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	LF	0	0	0	2,750,000	0	2,750,000
CST	TRIP	0	0	0	2,700,947	0	2,700,947
CST	TRWR	0	0	0	49,053	0	49,053

Total	0	0	0	5,500,000	0	5,500,000
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4464121**CR 951 (COLLIER BLVD) FROM GOLDEN GATE CANAL TO GREEN BLVD****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 3,200,000

Work Summary:

WIDEN/RESURFACE EXIST LANES

LRTP Ref: REVENUE PROJECTIONS P5

APPENDIX A

Lead Agency:

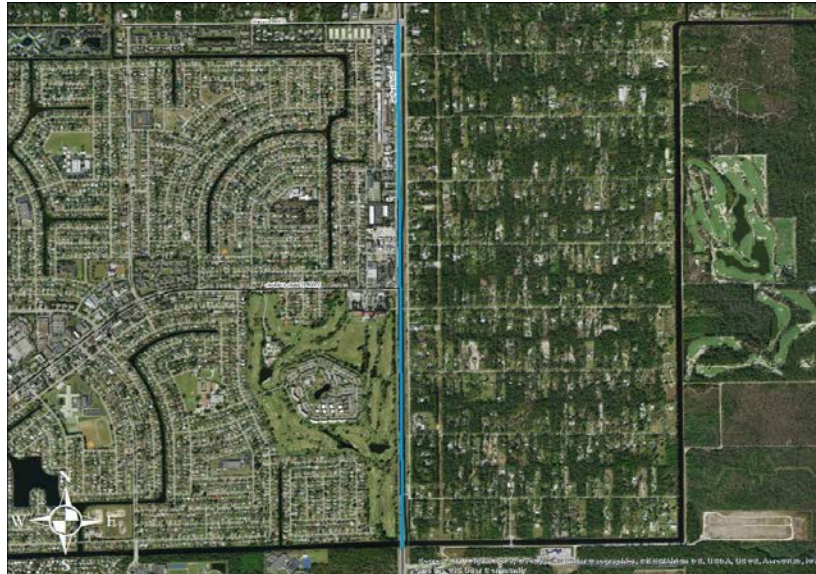
COLLIER COUNTY

Length:

2.04

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	LF	0	0	0	1,600,000	0	1,600,000
PE	CIGP	0	0	0	1,600,000	0	1,600,000

Total		0	0	0	3,200,000	0	3,200,000
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PART 1
SECTION A-2
BRIDGE PROJECTS

4318953**16TH ST BRIDGE NE FROM GOLDEN GATE BLVD TO RANDALL BLVD****Project Description:**

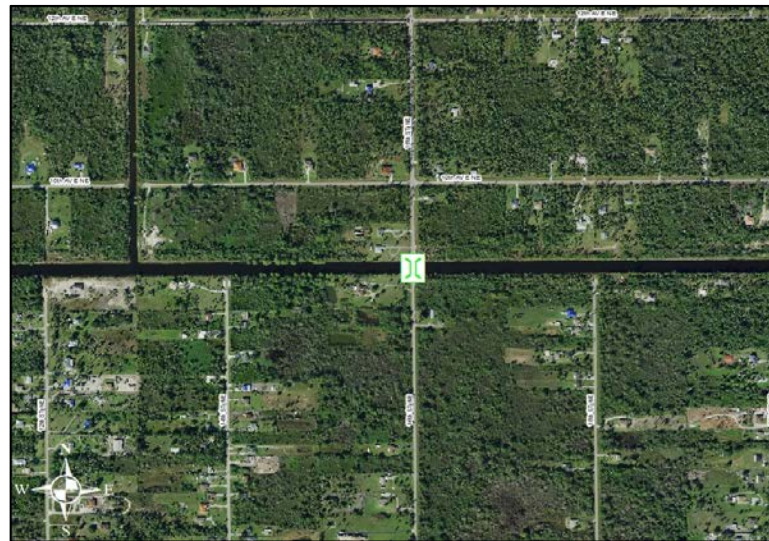
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 4,933,943

Work Summary: NEW BRIDGE CONSTRUCTIONLRTP Ref: REVENUE PROJECTIONS P5-
5 APPENDIX A**Lead Agency:** Collier County**Length:** 3.212

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	CMAQ	0	1,066,078	0	0	0	1,066,078
CST	SU	0	3,867,865	0	0	0	3,867,865
							0
							0
							0
							0
							0
Total		0	4,933,943	0	0	0	4,933,943



4348571**SR 951 OVER BIG MARCO PASS (JUDGE JOLLEY MEMORIAL BRIDGE)****Project Description:**

Prior Years Cost: 212,310

Future Years Cost: 0

Total Project Cost: 1,888,843

Work Summary:

BRIDGE-REPAIR/REHABILITATION

LRTP Ref: REVENUE PROJECTIONS P5-

5 APPENDIX A

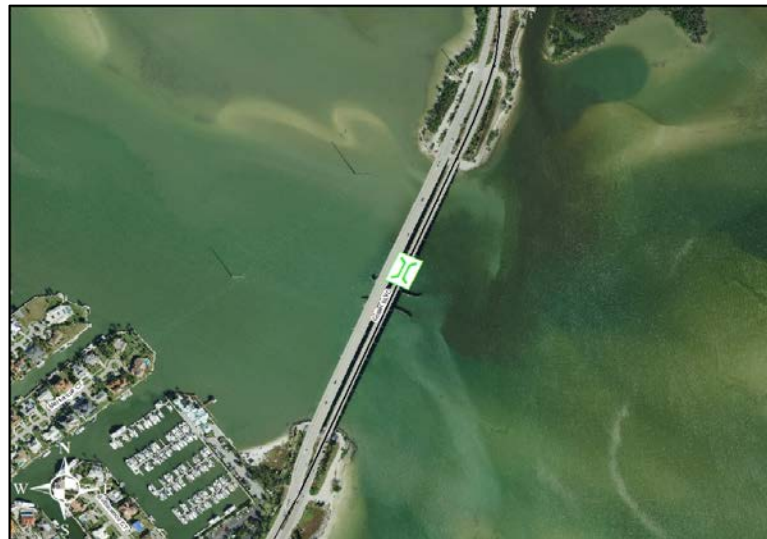
Lead Agency:

FDOT

Length:

0.302

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	BRRP	1,656,013	0	0	0	0	1,656,013
CST	DIH	20,520	0	0	0	0	20,520
							0
							0
							0
							0
							0
Total		1,676,533	0	0	0	0	1,676,533



4350431**COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS****Project Description:**

Prior Years Cost: 30,398

Future Years Cost: 0

Total Project Cost: 1,922,774

Work Summary:

BRIDGE-REPAIR/REHABILITATION

LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency:

FDOT

Length:

29.362

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	BRRP	0	0	0	459,819	0	459,819
CST	DIH	0	0	0	55,550	0	55,550
CST	DS	0	0	0	1,177,007	0	1,177,007
PE	BRRP	0	0	200,000	0	0	200,000
							0
							0
							0
Total		0	0	200,000	1,692,376	0	1,892,376



4441851**CR 846 OVER DRAINAGE CANAL****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 2,607,197

Work Summary:

BRIDGE REPLACEMENT

LRTP Ref: REVENUE PROJECTIONS P5-
5 APPENDIX A**Lead Agency:**

FDOT

Length:

0.018

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACBR	0	0	0	0	2,562,197	2,562,197
ENV	ACBR	0	0	15,000	0	30,000	45,000
							0
							0
							0
							0
							0
Total		0	0	15,000	0	2,592,197	2,607,197



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PART 1

SECTION A-3

**CONGESTION MANAGEMENT SYSTEMS/
INTELLIGENT TRANSPORTATION SYSTEMS
(CMS/ITS) PROJECTS**

includes
Traffic Signals
Traffic Signal Updates
Traffic Operations Improvements
Intelligent Transportation System (ITS)
ATMS Arterial Traffic Management
Traffic Management Center (TMC) Software

4462531**BICYCLE DETECTION CITY OF NAPLES ITS****Project Description:** CMC 2019 Priority No. 8

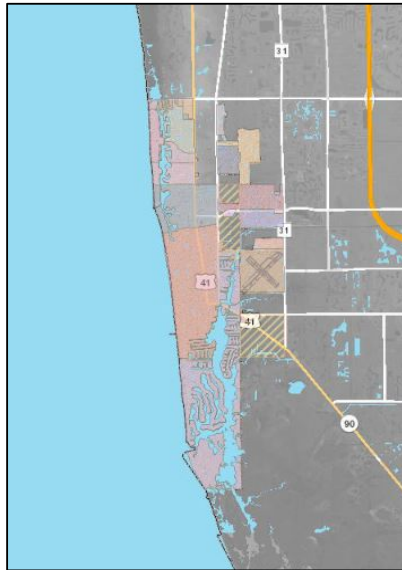
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 67,429

Work Summary: ITS SURVEILLANCE SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** NAPLES**Length:**

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	67,429	0	67,429
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	67,429	0	67,429



4371031**COLLIER TMC OPS FUND COUNTY WIDE****Project Description:**

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 LRTP Ref: CFP-CMS/ITS PROJECTS P6-
 24 & APPENDIX A P10

Work Summary: OTHER ITS**Lead Agency:** COLLIER COUNTY**Length:** 0.001

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DS	81,000	81,000	81,000	81,000	0	324,000
							0
							0
							0
							0
							0
							0
Total		81,000	81,000	81,000	81,000	0	324,000



4404351**COLLIER COUNTY TRAFFIC SIGNAL TIMING OPTIMIZATION AT VARIOUS LOCATIONS****Project Description:** CMC PRIORITY 2016-02

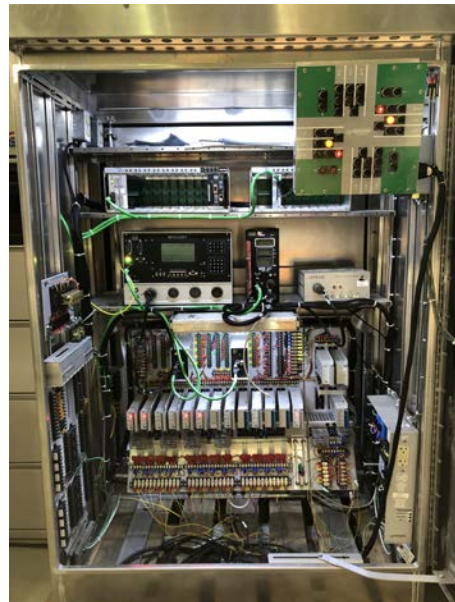
Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRAFFIC SIGNAL UPDATELRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	50,000	0	0	50,000
PE	SU	0	351,000	0	0	0	351,000
							0
							0
							0
							0
							0
Total		0	351,000	50,000	0	0	401,000



4371041**NAPLES TMC OPERATIONS FUNDING CITY WIDE****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OTHER ITSLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** NAPLES**Length** NA

TIP Amendment: Roll Forward 9-9-16

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DS	30,000	30,000	30,000	30,000	0	120,000
							0
							0
							0
							0
							0
							0
							0
Total		30,000	30,000	30,000	30,000	0	120,000

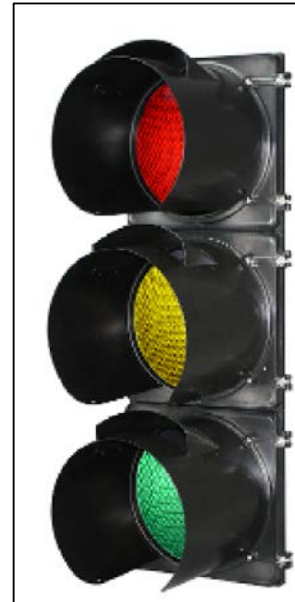
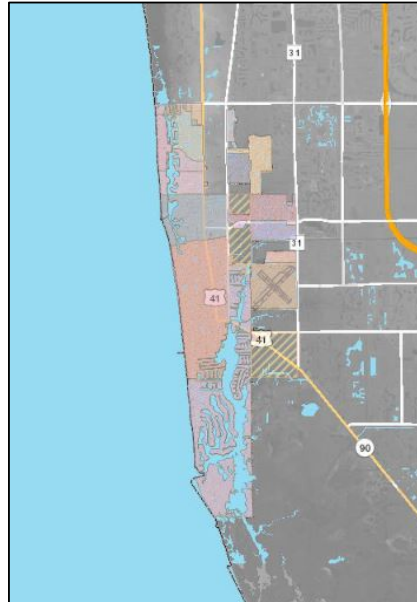


4136271**NAPLES TRAFFIC SIGNALS REIMBURSEMENT****Project Description:**

Prior Years Cost: N/A
 Future Years Cost: N/A
 Total Project Cost: N/A
 LRTP Ref: REVENUE PROJECTIONS
 APPENDIX A

Work Summary: TRAFFIC SIGNALS**Lead Agency:** NAPLES **Length:** 12.814

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DDR	120,871	129,650	138,848	143,013	147,303	679,685
							0
							0
							0
							0
							0
							0
Total		120,871	129,650	138,848	143,013	147,303	679,685



4379251 SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS**Project Description:** CMC PRIORITY 2015-03

Prior Years Cost: 0

Future Years Cost: 0

Work Summary: TRAFFIC SIGNAL UPDATE

Total Project Cost: 452,561

LRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	CMAQ	0	451,560	0	0	0	451,560
CST	SA	0	1,001	0	0	0	1,001
							0
							0
							0
							0
							0
Total		0	452,561	0	0	0	452,561



4379261 SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41**Project Description:** CMC PRIORITY 2014-04, 2015-01

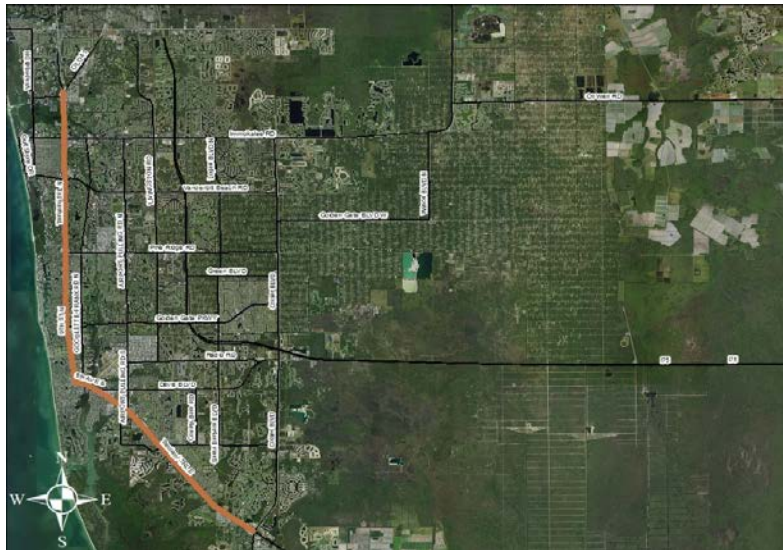
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 516,200

Work Summary: TRAFFIC SIGNAL UPDATELRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** 19.96

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	516,200	0	0	0	0	516,200
							0
							0
							0
							0
							0
							0
							0
Total		516,200	0	0	0	0	516,200



4379241 TRAVEL TIME DATA COLLECTION COLLIER COUNTY ITS ARCH ATMS**Project Description:** CMC PRIORITY 2012-10

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 441,450

Work Summary: OTHER ITSLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** 0.001

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	CMAQ	0	397,835	0	0	0	397,835
CST	DIH	0	1,000	0	0	0	1,000
CST	SA	0	42,615	0	0	0	42,615
							0
							0
							0
							0
Total		0	441,450	0	0	0	441,450



4051061**COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING****Project Description:** MPO SU FUNDS HELD FOR COST OVER-RUNS, FUTURE PROGRAMMING

Prior Years Cost: 1,016,835

Future Years Cost: 0

Total Project Cost: 8,168,896

Work Summary: TRAFFIC OPS IMPROVEMENTLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** FDOT**Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	1,040,062	3,571	747,152	2,308,197	2,282,740	6,381,722
CST	TALU	1,069	2,493	2,507	382,333	381,937	770,339
							0
							0
							0
							0
							0
Total		1,041,131	6,064	749,659	2,690,530	2,664,677	7,152,061



4126661**COLLIER COUNTY TRAFFIC SIGNALS REIMBURSEMENT****Project Description:**

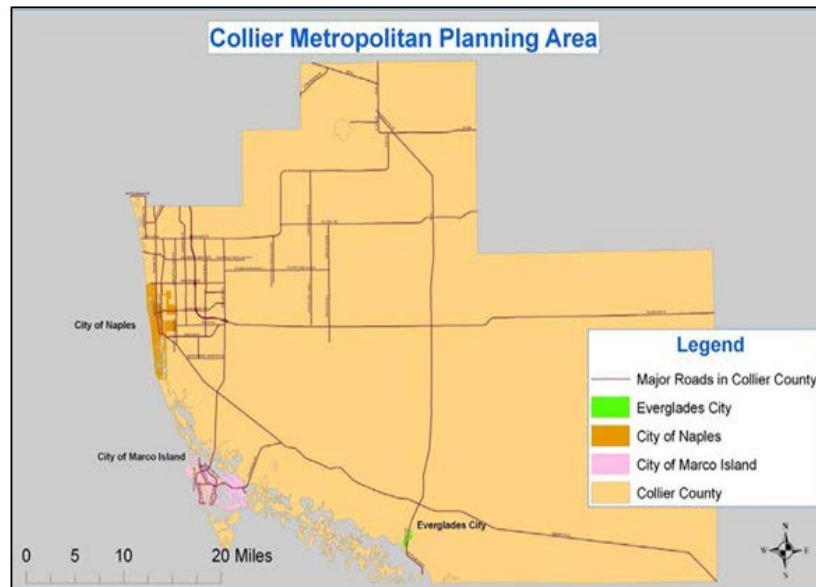
Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRAFFIC SIGNALSLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** 12.814

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DDR	319,631	334,373	349,712	360,203	371,009	1,734,928
							0
							0
							0
							0
							0
							0
Total		319,631	334,373	349,712	360,203	371,009	1,734,928



4462501**FIBER OPTIC & FPL****Project Description:** CMC 2019 Priorities No. 2

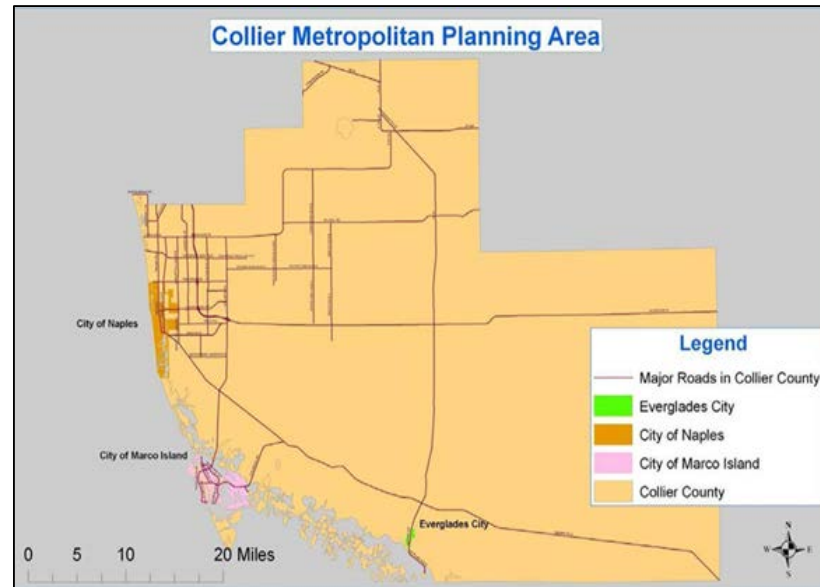
Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ITS COMMUNICATION SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	0	273,725	273,725
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	273,725	273,725



4462511**TRAVEL TIME DATA COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 3

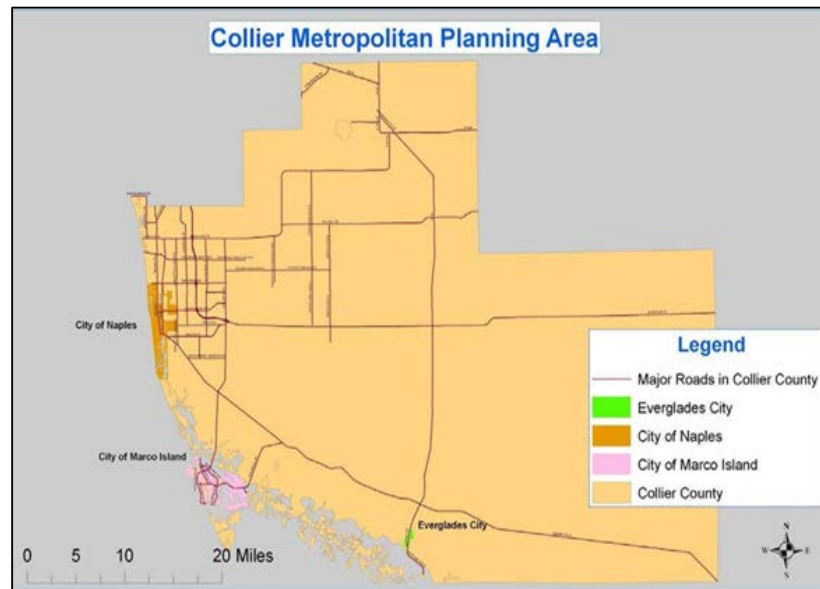
Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ITS COMMUNICATION SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	0	701,000	701,000
							0
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	701,000	701,000



4462521 SCHOOL FLASHER COLLIER COUNTY ITS**Project Description:** CMC 2019 Priority No. 6

Prior Years Cost: 0

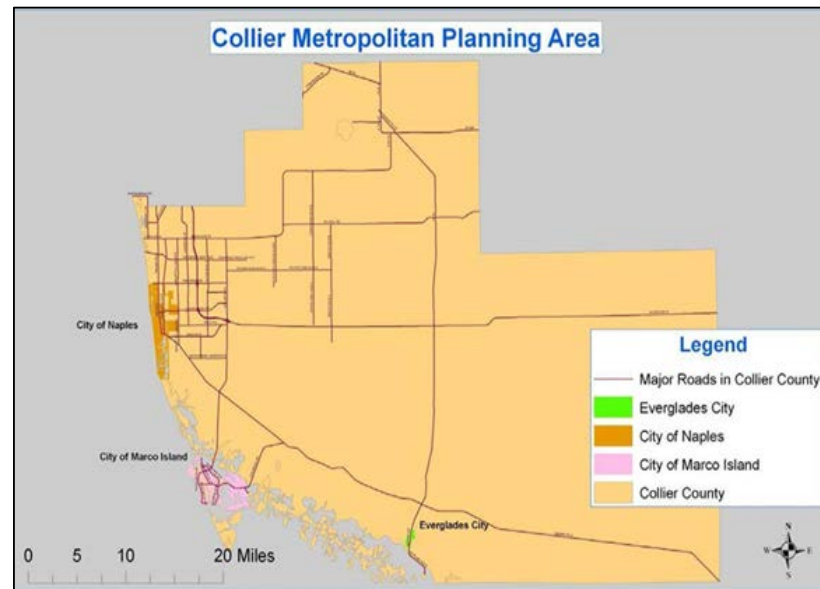
Future Years Cost: 0

Total Project Cost: 354,250

Work Summary: ITS SURVEILLANCE SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	354,250	0	0	354,250

Total	0	0	354,250	0	0	354,250
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4462541**VEHICLE COUNT STATION COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 7

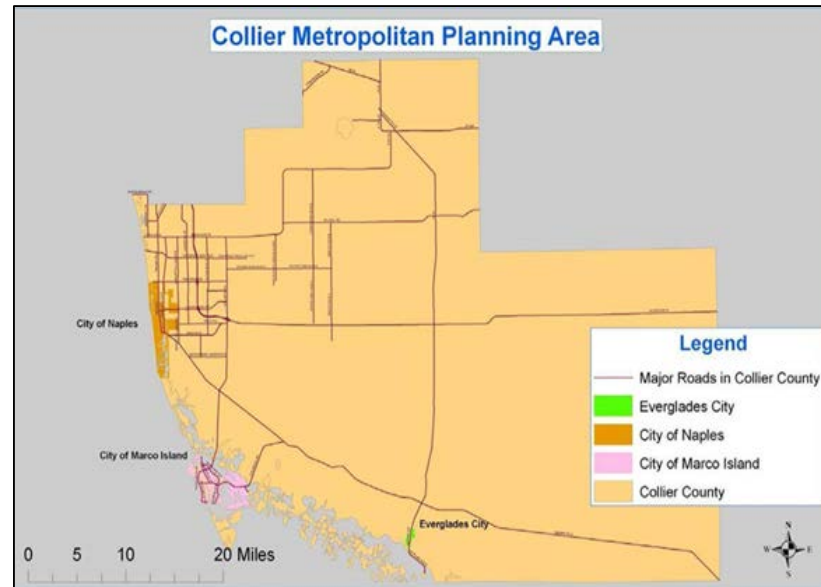
Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 312,562

Work Summary: TRAFFIC CONTROL DEVICES/SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	0	312,562	312,562
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	312,562	312,562



4463421**TRAFFIC CONTROL COLLIER COUNTY ITS****Project Description:** CMC 2019 Priority No. 9

Prior Years Cost: 0

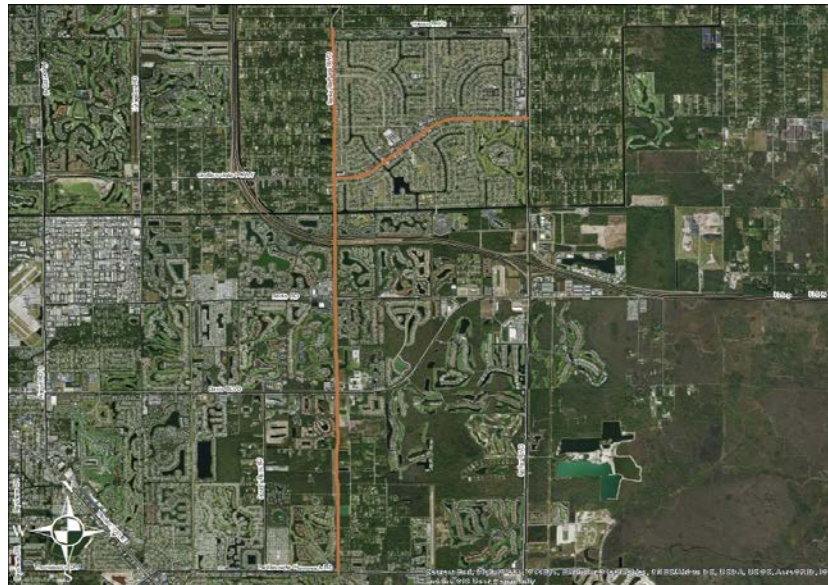
Future Years Cost: 0

Total Project Cost: 894,000

Work Summary: TRAFFIC CONTROL DEVICES/SYSTEMLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** COLLIER COUNTY**Length:** 0.1

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	0	0	0	116,000	0	116,000
CST	SU	0	0	0	0	778,000	778,000

Total	0	0	0	116,000	778,000	894,000
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4463171**HARBOUR ROUNDABOUT FROM CRAYTON RD TO HARBOUR DR****Project Description:** CMC 2019 Priority No. 1

Prior Years Cost: N/A

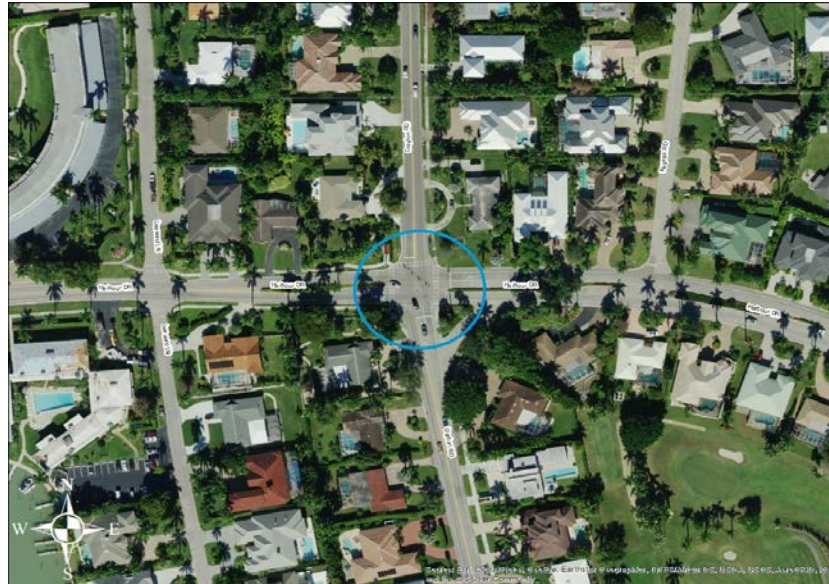
Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ROUNDABOUTLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** NAPLES**Length:** 0.33

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	0	0	892,211	0	892,211

Total	0	0	0	892,211	0	892,211
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4463172**MOORING ROUNDABOUT FROM CRAYTON RD TO MOORING LINE DR****Project Description:** CMC 2019 Priority No. 4

Prior Years Cost: N/A

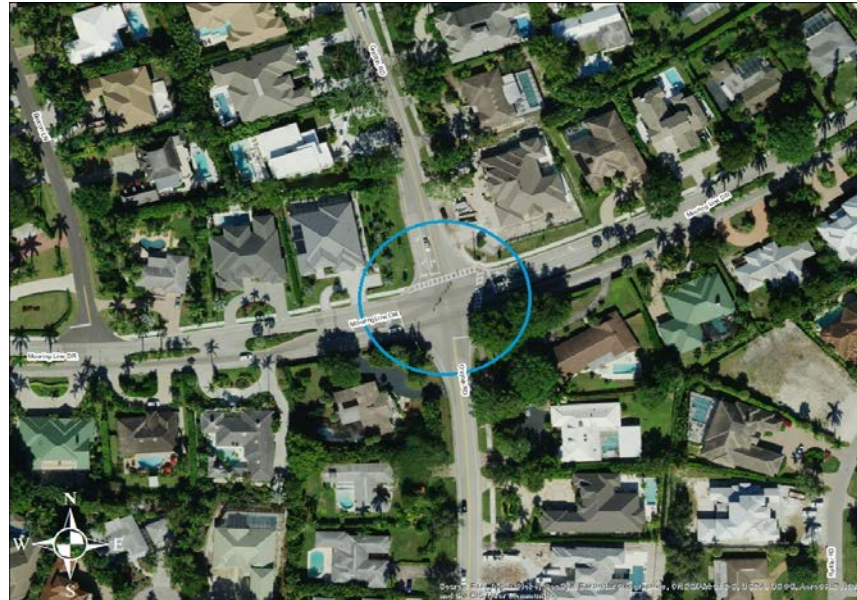
Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ROUNDABOUTLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** NAPLES**Length:** 0.35

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	0	0	0	0	126,000	126,000 0

Total	0	0	0	0	126,000	126,000
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4464511**US 41 AND GOLDEN GATE AT US 41 AND GOLDEN GATE PKWY****Project Description:** CMC 2019 Priority No. 5

Prior Years Cost: 0

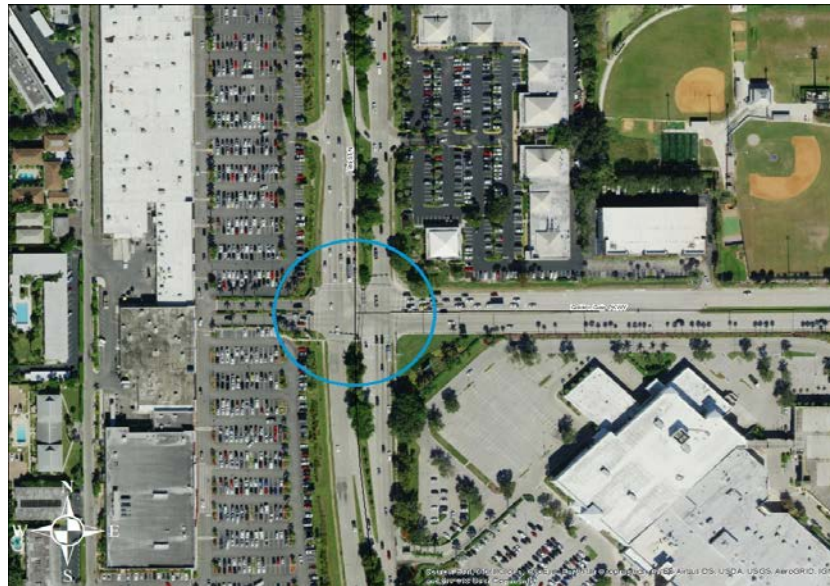
Future Years Cost: 0

Total Project Cost: 495,942

Work Summary: INTERSECTION IMPROVEMENTLRTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A P10**Lead Agency:** FDOT**Length:** 0.006

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	0	0	270,000	0	0	270,000
ROW	SU	0	0	0	0	225,942	225,942

Total	0	0	270,000	0	225,942	495,942
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PART 1

SECTION A-4

BICYCLE and PEDESTRIAN PROJECTS

includes
Bicycle and Pedestrian Projects
Pedestrian Safety Improvements

4370961**COPELAND AVE SIDEWALK FROM S CITY LIMIT TO NE COR BROADWAY/COPELAND****Project Description:** BPAC PRIORITY 2017-10, 16-10, 15-10, 14-05

Prior Years Cost: 643,455

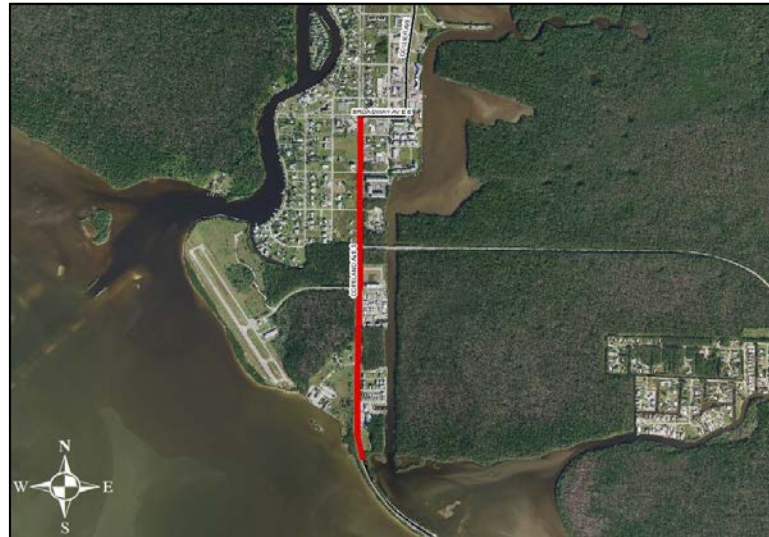
Future Years Cost: 0

Total Project Cost: 1,318,409

LRTP Ref: CFP P6-25

Work Summary: SIDEWALK**Lead Agency:** FDOT**Length:** 0.953

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ENV	TALT	20,000	40,000	0	0	0	60,000
CST	SU	0	152,455	0	0	0	152,455
CST	TALT	0	82,498	0	0	0	82,498
CST	TALU	0	380,001	0	0	0	380,001
PE	TALU	0	0	0	0	0	0
							0
							0
Total		20,000	654,954	0	0	0	674,954



4380911**COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)****Project Description:** BPAC PRIORITY 2017-01, 16-01, 15-01, 14-01, 13-05

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 2,055,376

Work Summary: BIKE PATH/TRAIL

LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY**Length:** 2.045

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	176,000	0	0	0	0	176,000
CST	SA	0	0	50,000	0	0	50,000
CST	SU	0	0	1,449,520	0	0	1,449,520
CST	TALU	0	0	379,856	0	0	379,856

Total		176,000	0	1,879,376	0	0	2,055,376
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4380921**CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N****Project Description:** BPAC PRIORITY 2017-02, 16-02, 15-02, 14-02

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 860,075

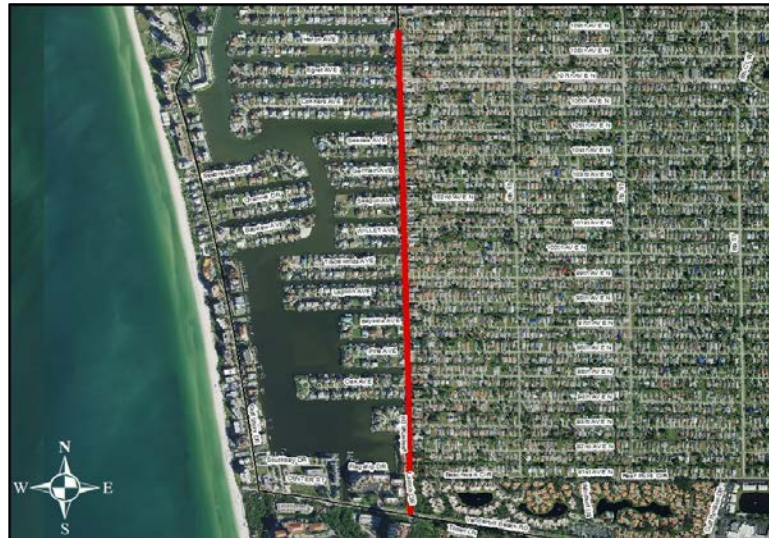
Work Summary: SIDEWALK

LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY**Length:** 1.214

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	151,000	0	0	0	0	151,000
CST	SU	0	0	709,075	0	0	709,075

Total		151,000	0	709,075	0	0	860,075
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4380931**GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD****Project Description:** BPAC PRIORITY 2017-03, 16-03, 15-03, 14-06

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,310,670

Work Summary: BIKE LANE/SIDEWALK

LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY**Length:** 1.040

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SU	226,000	0	0	0	0	226,000
CST	SU	0	0	1,084,670	0	0	1,084,670

Total		226,000	0	1,084,670	0	0	1,310,670
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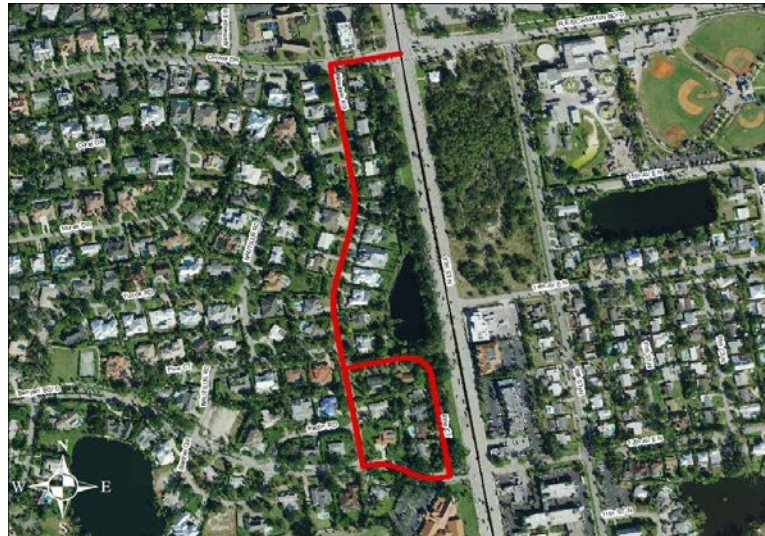


4404361**MANDARIN GREENWAY SIDEWALKS AT VARIOUS LOCATIONS**

Project Description: BPAC PRIORITY 2015 & 2016-08; SW LOOP ON 4 STREETS - ORCHARD DR, MA Prior Years Cost: 45,311
 TO ORCHARD DR, SIDEWALKS Future Years Cost: 0
 Total Project Cost: 394,718
Work Summary: BIKE LANE/SIDEWALK LRTP Ref: CFP P6-25

Lead Agency: NAPLES **Length:** 0.840

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	0	331,929	0	0	0	331,929
CST	DDR	0	17,478	0	0	0	17,478
							0
							0
							0
							0
							0
Total		0	349,407	0	0	0	349,407



4404371**SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41****Project Description:** BPAC PRIORITY 2017-05, 16-05, 15-05, 14-09

Prior Years Cost: 279,363

Future Years Cost: NA

Total Project Cost: 2,256,112

LRTP Ref: CFP P6-25

Work Summary: BIKE LANE/SIDE WALK**Lead Agency:** NAPLES**Length:** 2.537

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SA	0	0	121,000	0	0	121,000
CST	CMAQ	0	0	1,855,749	0	0	1,855,749
							0
							0
							0
							0
							0
Total		0	0	1,976,749	0	0	1,976,749



4404381**SAN MARCO RD FROM VINTAGE BAY DRIVE TO GOODLAND RD**

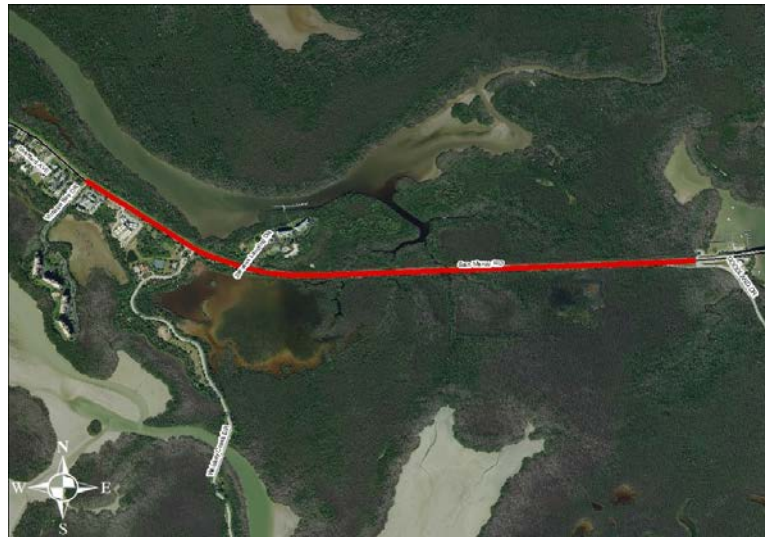
Project Description: BPAC Priority: 2016-04, 15-04
 REMOVE SW REPLACE 8' SHARED USE PATH SOUTH SIDE

Prior Years Cost: 45,000
 Future Years Cost: 0
 Total Project Cost: 695,062
 LRTP Ref: CFP P6-25

Work Summary: BIKE PATH/TRAIL

Lead Agency: MARCO ISLAND **Length:** 1.440

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	650,062	0	0	0	0	650,062
							0
							0
							0
							0
							0
							0
Total		650,062	0	0	0	0	650,062



4414801**EDEN PARK ELEMENTARY**

Project Description: Safe Routes to School project (SRTS)
South side of Carson Rd from Westclox to Carson Lakes Cir 6' SW

Prior Years Cost: 55,738
Future Years Cost: 0
Total Project Cost: 719,071
LRTP Ref: CFP P6-25

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY **Length:** 0.75

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SR2T	0	663,333	0	0	0	663,333

Total	0	663,333	0	0	0	663,333
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4418461 111TH AVE NORTH FROM BLUEBILL AVE BRIDGE TO 7TH ST NORTH

Project Description: BPAC PRIORITY 2014, 2015 & 2016-07
FOR 5' BIKE LANES

Prior Years Cost: 64,740

Future Years Cost: 0

Total Project Cost: 618,150

Work Summary: BIKE LANE/SIDEWALK

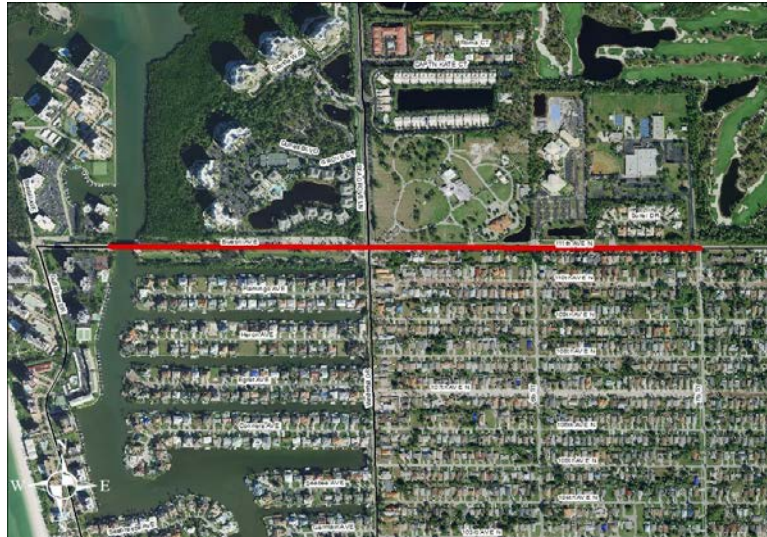
LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY

Length: 0.770

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	553,410	0	0	0	0	553,410

Total	553,410	0	0	0	0	553,410
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4418781 BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN**Project Description:** BPAC PRIORITY 2014, 2014 & 2016-09

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 509,685

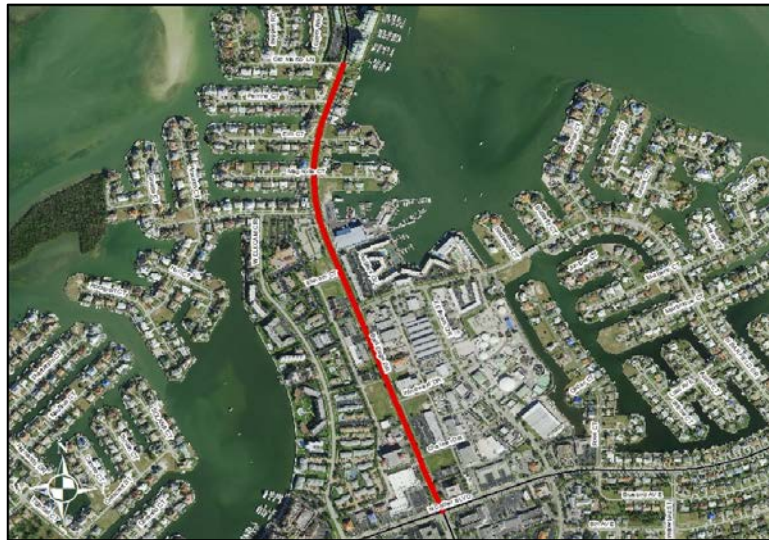
Work Summary: SIDEWALK

LRTP Ref: CFP P6-25

Lead Agency: MARCO ISLAND**Length:** 0.89

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	1,000	0	0	0	0	1,000
CST	ACSU	508,685	0	0	0	0	508,685

Total		509,685	0	0	0	0	509,685
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4418791**INLET DRIVE FROM ADDISON CT TO TRAVIDA TERRACE**

Project Description: 8' SHARED USE PATHWAY EAST & SOUTH SIDE
BPAC PRIORITY 2017-12, 16-12, 15-12

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 411,781

Work Summary: SIDEWALK

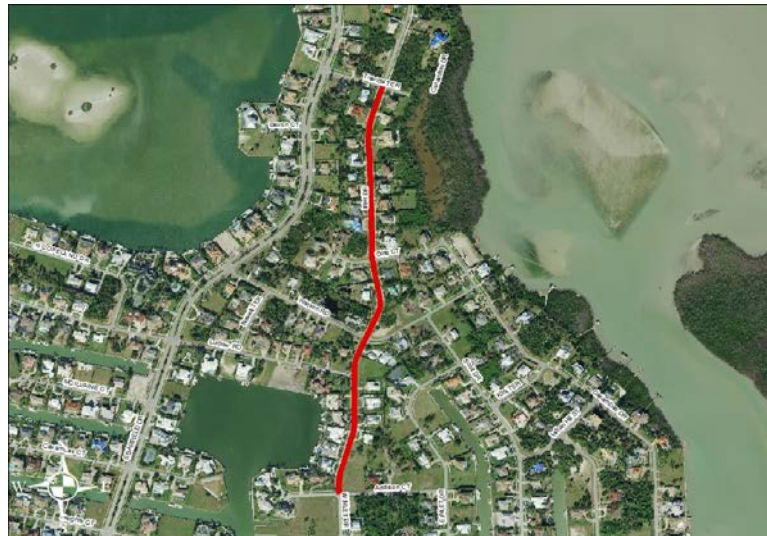
L RTP Ref: CFP P6-25

Lead Agency: MARCO ISLAND

Length: 0.65

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	29,574	0	0	0	0	29,574
CST	TALU	382,207	0				382,207

Total		411,781	0	0	0	0	411,781
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4433753**COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES****Project Description:** BPAC PRIORITY 2017-13, 16-13, 15-03; 5' BIKE LANES

Prior Years Cost: 92,000

Future Years Cost: 0

Total Project Cost: 892,460

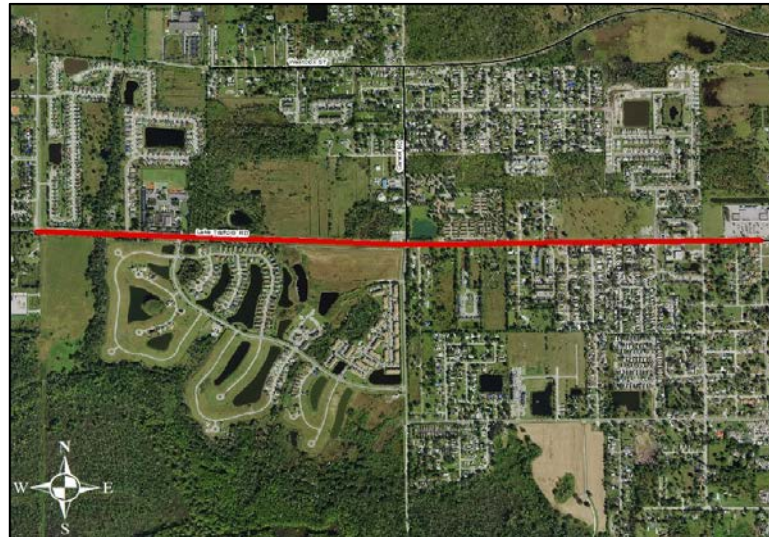
Work Summary: SIDEWALK

LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY**Length:** 0.01

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	800,460	0	0	0	0	800,460

Total	800,460	0	0	0	0	800,460
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4433754**COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES****Project Description:** BPAC PRIORITY 2017-11, 16-11, 15-11; 6' SW

Prior Years Cost: 83,000

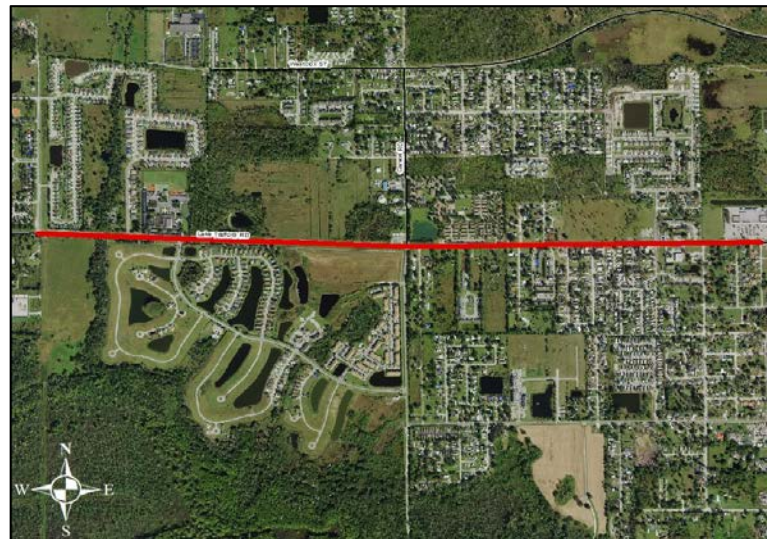
Future Years Cost: 0

Total Project Cost: 655,675

LRTP Ref: CFP P6-25

Work Summary: SIDEWALK**Lead Agency:** COLLIER COUNTY**Length:** 0.01

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SU	572,675	0	0	0	0	572,675
							0
							0
							0
							0
							0
							0
Total		572,675	0	0	0	0	572,675



4465501**SHADOWLAWN ELEMENTARY - SRTS****Project Description:** Linwood Ave: Airport Road to Commercial Drive

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 90,943

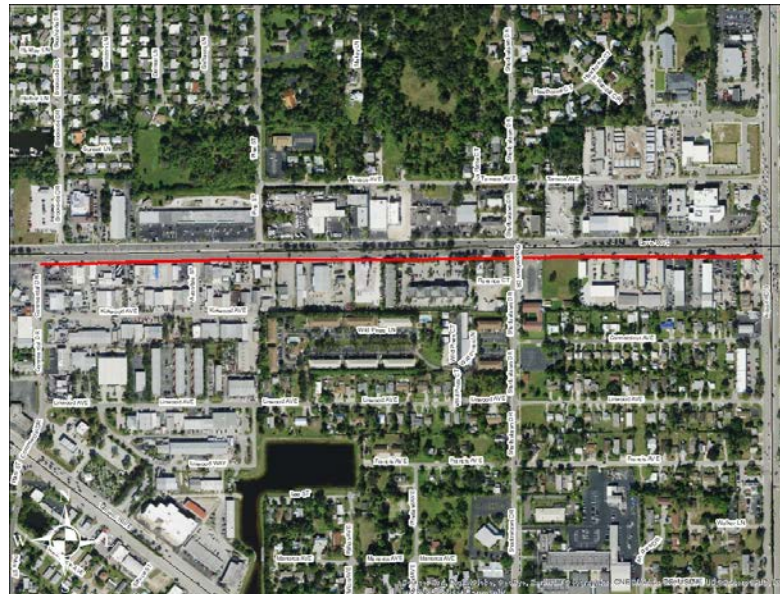
Work Summary: SIDEWALK

LRTP Ref: CFP P6-25

Lead Agency: COLLIER COUNTY**Length:** 0.51

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SR2T	0	0	90,943	0	0	90,943

Total	0	0	90,943	0	0	90,943
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PART 1
SECTION A-5
MAINTENANCE
PROJECTS

includes Landscaping, Lighting, Resurfacing and other Maintenance
Projects

0001511**TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY****SIS****Project Description:**

Continued toll operations on I-75 (Alligator Alley)

Prior Years Cost:

N/A

Future Years Cost:

N/A

Total Project Cost:

N/A

Work Summary:

TOLL PLAZA

LRTP Ref:

APPENDIX A

Lead Agency:

FDOT

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	TOO2	4,170,000	4,175,000	4,185,000	4,185,000	4,185,000	20,900,000

Total	4,170,000	4,175,000	4,185,000	4,185,000	4,185,000	20,900,000
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4082611**COLLIER CO ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

ROUTINE MAINTENANCE

LRTP Ref: REVENUE PROJECTIONS

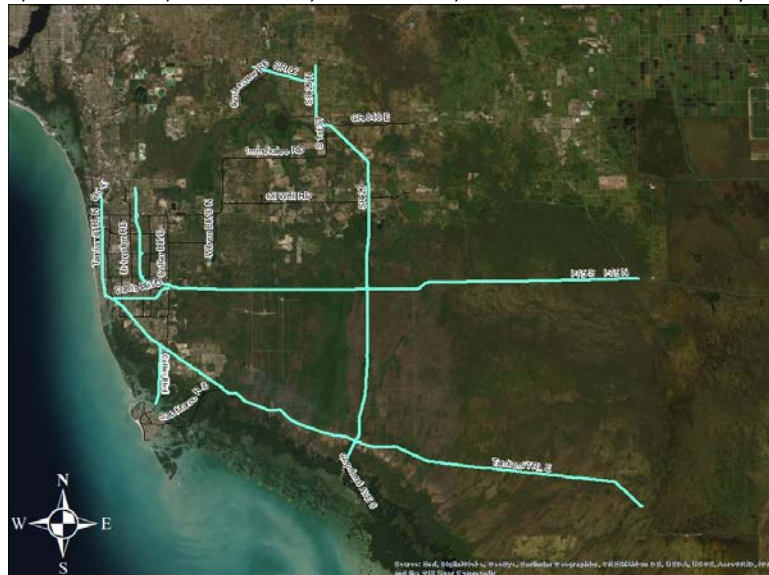
APPENDIX A P5-5

Lead Agency:

FDOT

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	35,000	35,000	35,000	35,000	0	140,000

Total	35,000	35,000	35,000	35,000	0	140,000
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4082621**COLLIER CO(PRIMARY) ROADWAY & BRIDGE MAINT PRIMARY SYSTEM****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

ROUTINE MAINTENANCE

LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency:

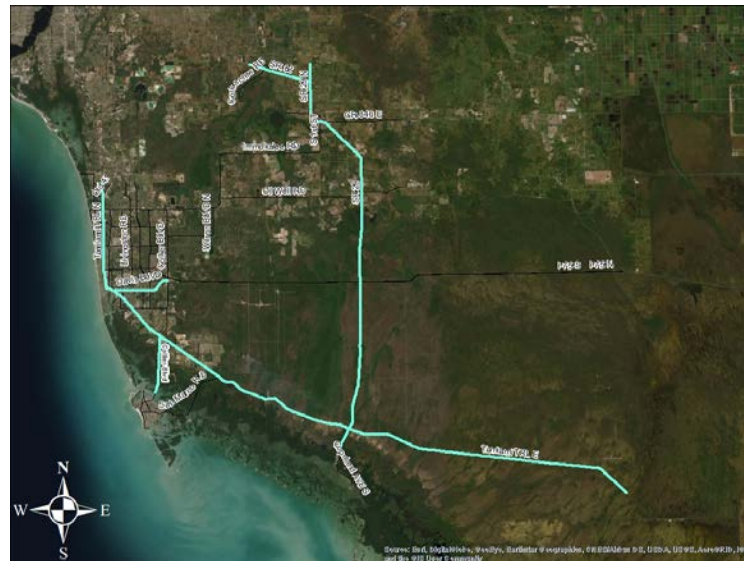
FDOT

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	50,000	50,000	50,000	50,000	0	200,000

Total	50,000	50,000	50,000	50,000	0	200,000
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4125741 COLLIER COUNTY HIGHWAY LIGHTING**Project Description:** Highway Lighting

Prior Years Cost: NA

Future Years Cost: NA

Total Project Cost: NA

Work Summary: ROUTINE MAINTENANCE

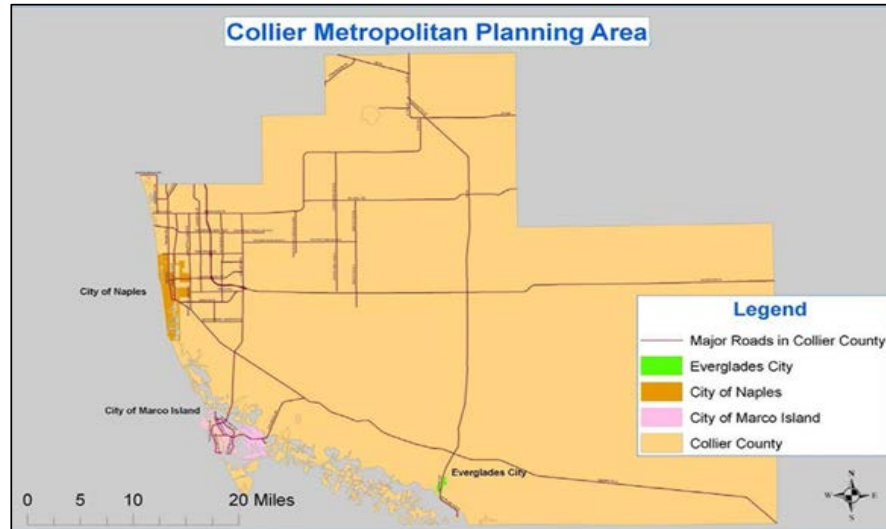
LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	354,088	364,708	375,645	386,913	0	1,481,354

Total	354,088	364,708	375,645	386,913	0	1,481,354
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4129182 COLLIER COUNTY ASSET MAINTENANCE**Project Description:** Asset Maintenance

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ROUTINE MAINTENANCE

LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency: FDOT**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	2,128,898	2,128,898	2,128,898	2,128,898	2,113,898	10,629,490

Total	2,128,898	2,128,898	2,128,898	2,128,898	2,113,898	10,629,490
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4135371 NAPLES HIGHWAY LIGHTING DDR FUNDING**Project Description:** Naples Highway Lighting

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: ROUTINE MAINTENANCE

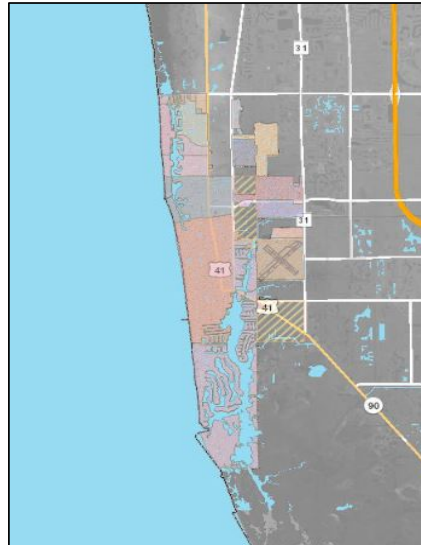
LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency: CITY OF NAPLES**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	151,521	156,065	160,746	165,567	0	633,899

Total		151,521	156,065	160,746	165,567	0	633,899
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4353891**ALLIGATOR ALLEY FIRE STATION @ MM63****SIS****Project Description:** Emergency Services, Fire Station

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: MISCELLANEOUS STRUCTURE

LRTP Ref:

Lead Agency: FDOT **Length:** 1.054

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DSB2	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000
							0
							0
							0
							0
							0
							0
							0
Total		1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000



4380591**SR90(US 41) TAMIAMI TRL FM E OF SR84(DAVIS BLVD) TO COURTHOUSE SHADOWS**

Project Description: INCORPORATES SOME RECOMMENDATIONS FROM FDOT RSA FOR AIRPORT-PULLING/US 41 AREA

Prior Years Cost: 463,399

Future Years Cost: 0

Total Project Cost: 6,782,142

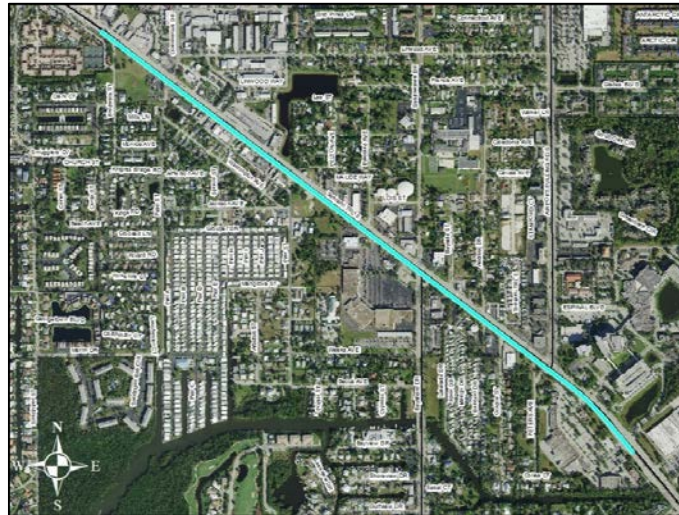
L RTP Ref: REVENUE PROJECTIONS P5-5 APPENDIX A

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 1.465

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	1,026,000	0	0	0	0	1,026,000
CST	ACSS	961,775					
CST	SA	51,300	0	0	0	0	51,300
CST	DDR	4,204,668	0	0	0	0	4,204,668
ENV	DDR	75,000	0	0	0	0	75,000
Total		6,318,743	0	0	0	0	6,318,743



4385841**I-75/ALLIGATOR ALLEY TOLL BOOTH LANDSCAPING****SIS****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,399,892

Work Summary:

LANDSCAPING

LRTP Ref: P5-3, 5-5 & APPENDIX A

Lead Agency:

FDOT

Length:

0.001

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	200,000	0	0	0	0	200,000
PE	DIH	10,000	0	0	0	0	10,000
CST	DDR	0	0	0	0	1,178,452	1,178,452
CST	DIH	0	0	0	0	11,440	11,440

Total		210,000	0	0	0	1,189,892	1,399,892
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4415121**SR 45 (US 41) FROM S OF DUNRUSS CREEK TO S OF GULF PARK DR****Project Description:**

Prior Years Cost: 2,600,493

Future Years Cost: 0

Total Project Cost: 18,867,091

Work Summary:

RESURFACING

LRTP Ref: REVENUE PROJECTIONS P5-
5 APPENDIX A**Lead Agency:**

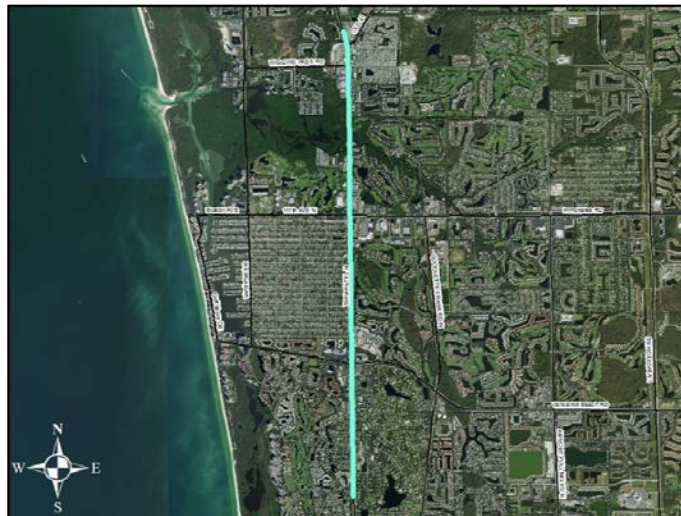
FDOT

Length:

4.735

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SA	0	6,984,909	0	0	0	6,984,909
CST	DDR	0	6,549,307	0	0	0	6,549,307
CST	DIH	0	1,053	0	0	0	1,053
CST	DS	0	2,731,329	0	0	0	2,731,329

Total		16,266,598	0	0	0	16,266,598
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4415611**SR 90 FROM WHISTLER'S COVE TO COLLIER BLVD****Project Description:**

Prior Years Cost: 19,273

Future Years Cost: 0

Total Project Cost: 5,042,910

LRTP Ref: REVENUE PROJECTIONS P5-
5 APPENDIX A**Work Summary:**

RESURFACING

Lead Agency:

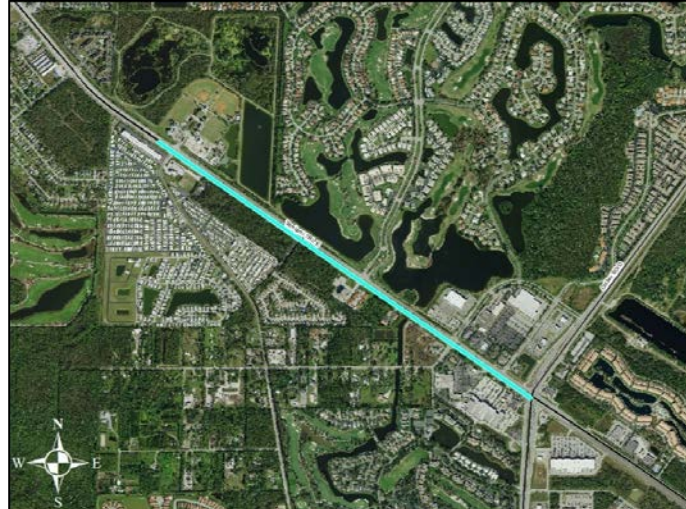
FDOT

Length:

1.38

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	0	0	4,905,397	0	0	4,905,397
CST	DIH	0	0	43,240	0	0	43,240
ENV	DDR	25,000	50,000	0	0	0	75,000

Total		25,000	50,000	4,948,637	0	0	5,023,637
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4439891 SR 90 (US 41) FROM SR 951 (COLLIER BLVD) TO GREENWAY ROAD**Project Description:** US 41 Landscaping

Prior Years Cost: 10,000

Future Years Cost: 0

Total Project Cost: 1,988,000

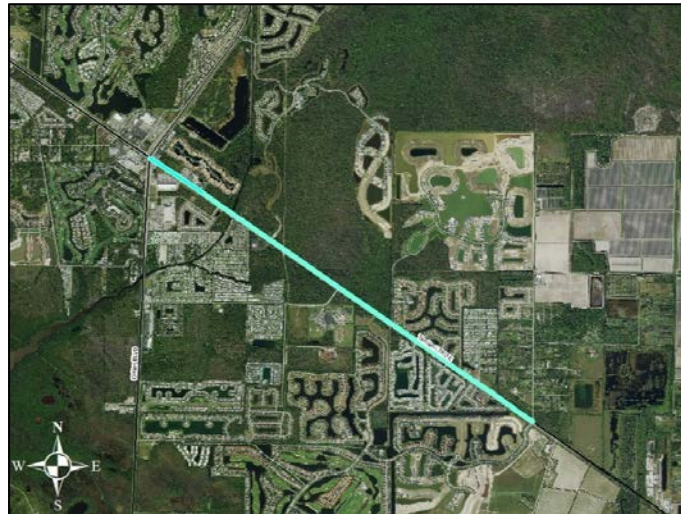
Work Summary: LANDSCAPING

LRTP Ref: P5-3, 5-5 & APPENDIX A

Lead Agency: FDOT**Length:** 6.174

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	1,978,000	0	0	0	0	1,978,000

Total	1,978,000	0	0	0	0	1,978,000
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4440081**I-75 (SR 93) FROM BROWARD COUNTY LINE TO TOLL BOOTH****SIS****Project Description:** I-75 Resurfacing

Prior Years Cost: 4,873,004

Future Years Cost: 0

Total Project Cost: 87,049,943

Work Summary: RESURFACING

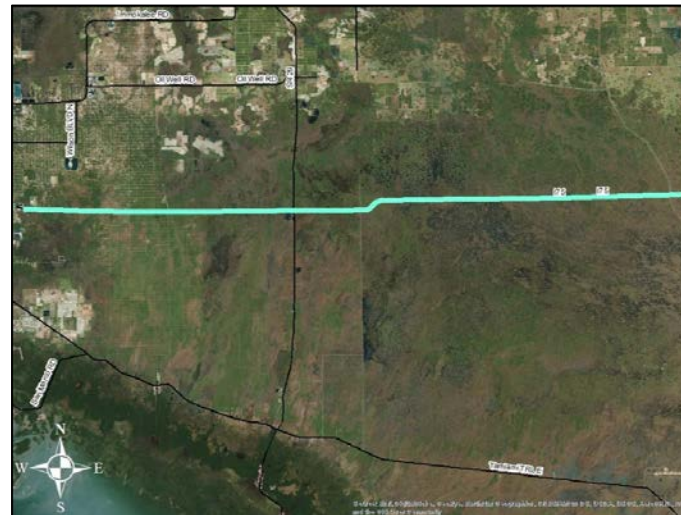
LRTP Ref: REVENUE PROJECTIONS

APPENDIX A P5-5

Lead Agency: FDOT**Length:** 48.949

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	0	1,150,745	0	0	0	1,150,745
CST	DS	0	203,494	0	0	0	203,494
CST	DSB2	0	80,822,700	0	0	0	80,822,700

Total	0	82,176,939	0	0	0	0	82,176,939
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4463201**I-75 (SR 93) FROM TOLL BOOTH TO COLLIER BLVD****SIS****Project Description:**

Prior Years Cost: 1,000
 Future Years Cost: 0
 Total Project Cost: 3,988,329
 LRTP Ref:

Work Summary:

RESURFACING

Lead Agency:

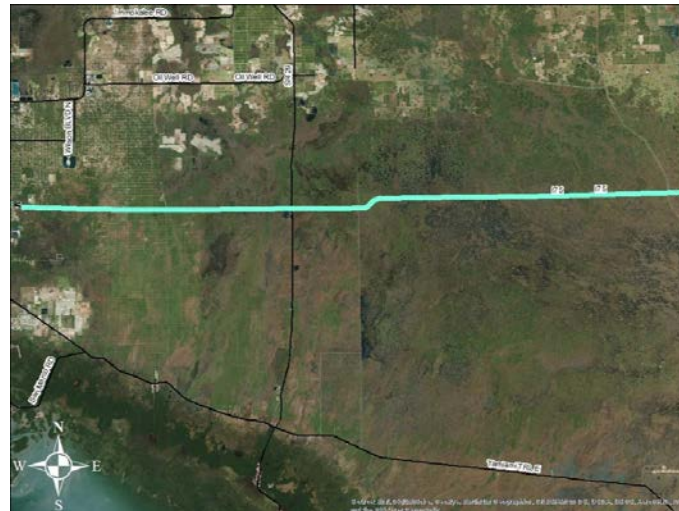
FDOT

Length:

1.661

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACNP	700,000	0	0	0	0	700,000
CST	ACNP	0	0	3,287,329	0	0	3,287,329

Total	700,000	0	3,287,329	0	0	3,987,329
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PART 1

SECTION B

TRANSPORTATION PLANNING PROJECTS

includes
MPO Planning Funds

Please see Appendix J for additional plans and studies in the UPWP that are using SU funds,
but that are not included in the TIP.

4393143**COLLIER COUNTY MPO FY 2020/2021-2021/2022 UPWP****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRANSPORTATION PLANNING

LRTP Ref: GOALS & OBJECTIVES P3-

5

Lead Agency: MPO **Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	548,485	548,485	0	0	0	1,096,970
							0
							0
							0
							0
							0
							0
Total		548,485	548,485	0	0	0	1,096,970



4393144**COLLIER COUNTY MPO FY 2022/2023-2023/2024 UPWP****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRANSPORTATION PLANNING

LRTP Ref: GOALS & OBJECTIVES P3-

5

Lead Agency: MPO **Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	0	0	548,485	548,485	0	1,096,970
							0
							0
							0
							0
							0
							0
Total		0	0	548,485	548,485	0	1,096,970



4393145**COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: TRANSPORTATION PLANNING

LRTP Ref: GOALS & OBJECTIVES P3-

5

Lead Agency: MPO **Length:** NA

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	0	0	0	0	548,485	548,485
							0
							0
							0
							0
							0
							0
Total		0	0	0	0	548,485	548,485



PART 1
SECTION C
TRANSIT PROJECTS

4101131**COLLIER COUNTY MPO TRANSIT PLANNING FTA SECTION 5305 (D)****Project Description:** FTA Section 5305 Metropolitan Planning

Prior Years Cost: N/A

Future Years Cost: N/A

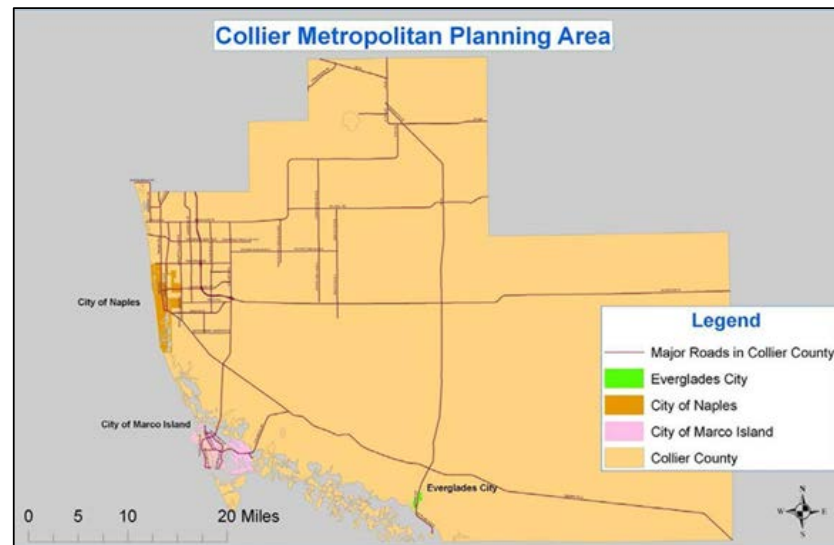
Total Project Cost: N/A

Work Summary: MODAL SYSTEMS PLANNING

LRTP Ref: TRANSIT CFP P6-34

Lead Agency: MPO**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DPTO	9,877	9,877	9,877	9,877	11,410	50,918
PLN	DU	79,010	79,010	79,010	79,010	91,283	407,323
PLN	LF	9,877	9,877	9,877	9,877	11,410	50,918
							0
							0
							0
							0
Total		98,764	98,764	98,764	98,764	114,103	509,159



4101201**COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE**

Project Description: Section 5311 Rural and Small Areas Paratransit Operating and Administrative Service

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OPERATING/ADMIN. ASSISTANCE

L RTP Ref: TRANSIT CFP P6-34

Lead Agency: COLLIER COUNTY

Length: N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	366,460	364,222	404,525	379,787	484,276	1,999,270
OPS	LF	366,460	364,222	404,525	379,787	484,276	1,999,270
							0
							0
							0
							0
							0
Total		732,920	728,444	809,050	759,574	968,552	3,998,540



4101391**COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE****Project Description:** State Transit Fixed-Route Operating Assistance Block Grant

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

LRTP Ref: TRANSIT CFP P6-34

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DDR	0	0	906,623	0	0	906,623
OPS	DPTO	1,058,049	1,110,951	259,876	1,224,824	1,234,010	4,887,710
OPS	LF	1,058,049	1,110,951	1,166,499	1,224,824	1,234,010	5,794,333
							0
							0
							0
Total		2,116,098	2,221,902	2,332,998	2,449,648	2,468,020	11,588,666



4101461**COLLIER COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary:

CAPITAL FOR FIXED ROUTE

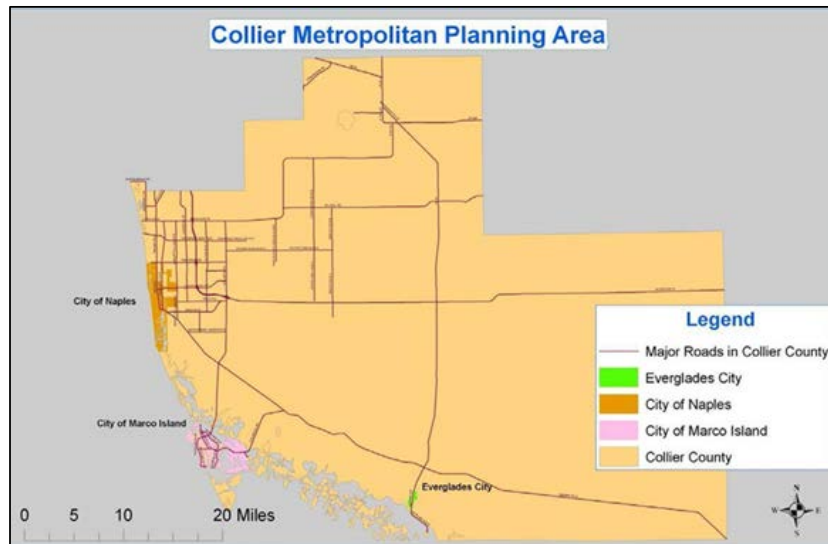
LRTP Ref: TRANSIT CFP P6-34

Lead Agency:

COLLIER COUNTY

Length: N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	1,903,350	1,998,517	2,098,443	2,203,365	2,313,533	10,517,208
CAP	LF	475,838	499,630	524,611	550,842	578,384	2,629,305
							0
							0
							0
							0
							0
Total		2,379,188	2,498,147	2,623,054	2,754,207	2,891,917	13,146,513



4101462 COLLIER COUNTY FTA SECTION 5307 OPERATING ASSISTANCE**Project Description:** Fixed Route Operating Assistance

Prior Years Cost: N/A

Future Years Cost: N/A

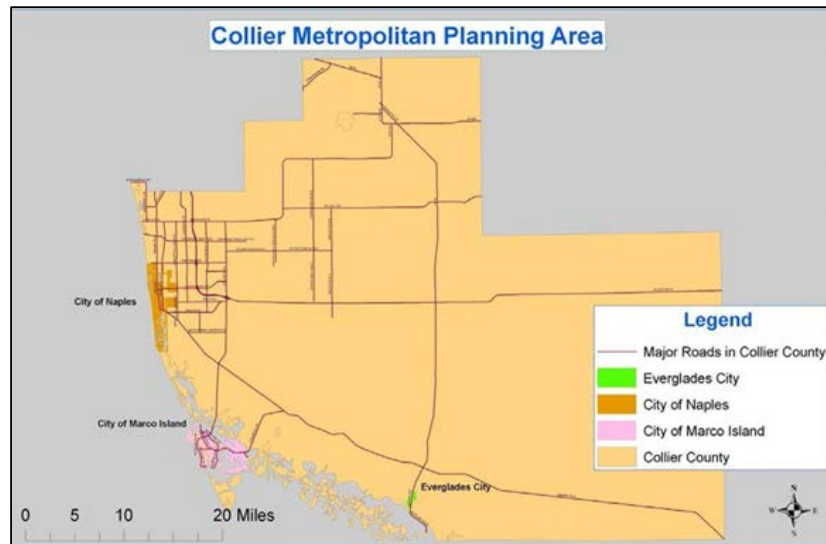
Total Project Cost: N/A

Work Summary: OPERATING FOR FIXED ROUTE

L RTP Ref: TRANSIT CFP P6-34

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	FTA	500,000	100,000	442,610	807,700	798,900	2,649,210
OPS	LF	500,000	100,000	442,610	807,700	798,900	2,649,210
							0
							0
							0
							0
							0
Total		1,000,000	200,000	885,220	1,615,400	1,597,800	5,298,420



4340301**COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE****Project Description:**

Prior Years Cost: N/A

Future Years Cost: N/A

Total Project Cost: N/A

Work Summary: CAPITAL FOR FIXED ROUTEL RTP Ref: CFP-CMS/ITS PROJECTS P6-
24 & APPENDIX A**Lead Agency:** COLLIER COUNTY**Length:** N/A

TIP Amendment: 2015-0918

2014-0912-1

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	391,390	410,959	431,507	453,082	475,737	2,162,675
CAP	LF	97,847	102,740	107,877	113,271	118,934	540,669
							0
							0
							0
							0
							0
Total		489,237	513,699	539,384	566,353	594,671	2,703,344



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PART 1
SECTION D
TRANSPORTATION DISADVANTAGED PROJECTS

This section includes the Transportation Disadvantaged program projects in FY2020/21 – FY2024/25. The Community Transportation Coordinator (CTC) for the Transportation Disadvantaged program in Collier County is the Collier County Board of County Commissioners which provide services under a memorandum of agreement with the Florida Commission for the Transportation Disadvantaged. The Collier MPO, as the designated official planning agency for the program (DOPA) confirms that projects programmed through FY 2024/25 are all consistent with the Transportation Disadvantaged Service Plan (TDSP) major update which was adopted by the Collier Local Coordinating Board (LCB) on October 24, 2018. The two Transportation Disadvantaged program projects are listed below.

The amount of the MPO's LCB assistance and the Transportation Disadvantaged Trust Fund (TDTF) for FY2020/21 was not yet available when this TIP was adopted. The amounts listed below are from FY2019/20 and will be adjusted accordingly via an Administrative Modification to the TIP once they become available.

Collier MPO LCB Assistance

The FY2019/20 Planning Grant Allocations for the Transportation Disadvantaged Trust Fund was \$27,016. This grant allocation is used by the Collier MPO to support the LCB.

Collier County FY 2019/20 TDTF / Trip and Equipment Grant

The TDTF and Trip and Equipment Grant are funded by the Florida Commission for the Transportation Disadvantaged. The estimated amount of the grant is \$910,405. These funds are used to cover a portion of the operating expenses for the Collier Area ParaTransit Program

PART 1
SECTION E
AVIATION PROJECTS

4389771**IMMOKALEE REGIONAL ARPT REHABILITATE RUNWAY 18/36****Project Description:**

Prior Years Cost: 1,782,500

Future Years Cost: 0

Total Project Cost: 8,165,000

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Work Summary:

AVIATION PRESERVATION PROJECT

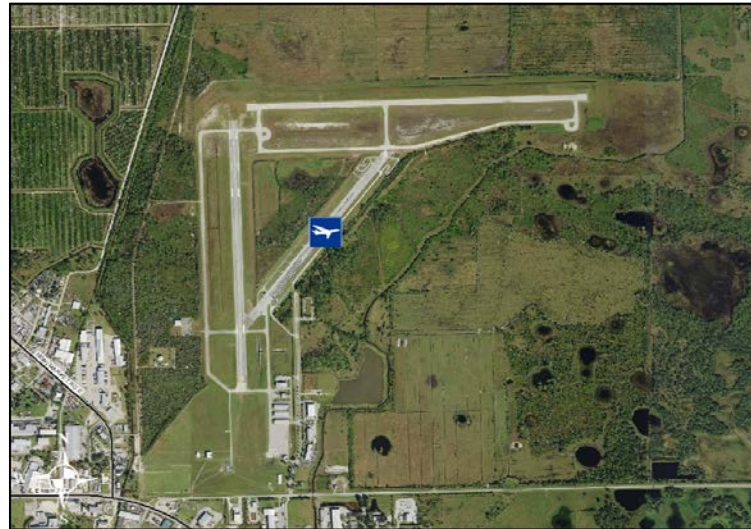
Lead Agency:

COLLIER COUNTY

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	4,706,000	400,000	0	0	0	5,106,000
CAP	LF	1,176,500	100,000	0	0	0	1,276,500
							0
							0
							0
							0
							0
Total		5,882,500	500,000	0	0	0	6,382,500



4403081**NAPLES MUNICIPAL ARPT AIRCRAFT RESCUE AND FIRE FIGHTING FACILITY****Project Description:**

Prior Years Cost: 5,404,710

Future Years Cost: 0

Total Project Cost: 6,329,420

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Work Summary:

AVIATION SAFETY PROJECT

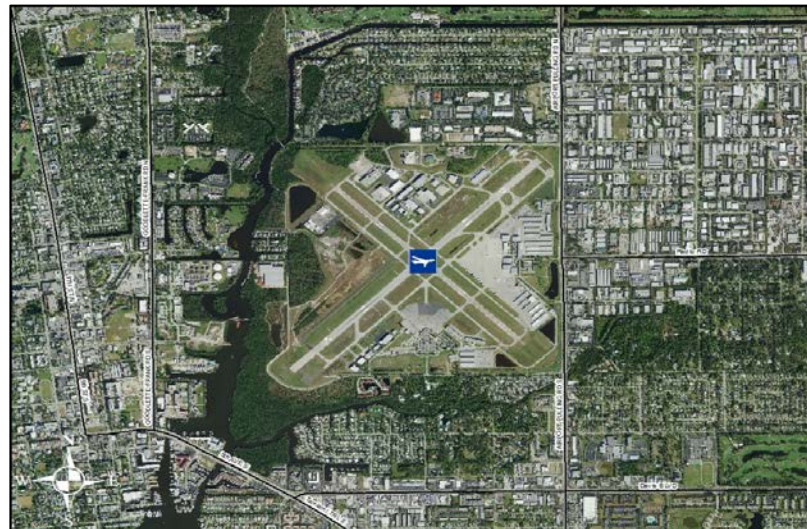
Lead Agency:

NAPLES AIRPORT AUTHORITY

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	462,355	0	0	0	0	462,355
CAP	LF	462,355	0	0	0	0	462,355
							0
							0
							0
							0
							0
Total		924,710	0	0	0	0	924,710



4416711**EVERGLADES AIRPARK RUNWAY 15/33 REHABILITATION****Project Description:**

Prior Years Cost: 166,650

Future Years Cost: 0

Total Project Cost: 2,166,650

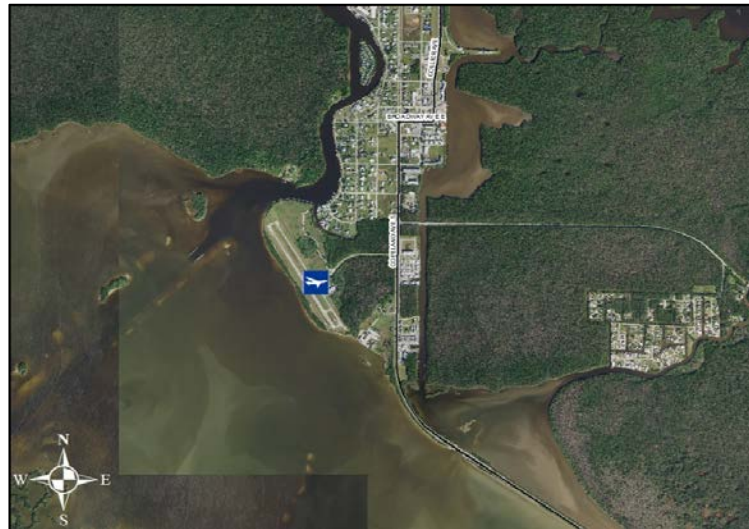
Work Summary: AVIATION PRESERVATION PROJECT

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPTO	100,000	0	0	0	0	100,000
CAP	FAA	1,800,000	0	0	0	0	1,800,000
CAP	LF	100,000	0	0	0	0	100,000
							0
							0
							0
							0
Total		2,000,000	0	0	0	0	2,000,000



4417831**IMMOKALEE ARPT TAXIWAY C EXTENSION****Project Description:**

Prior Years Cost: 233,565

Future Years Cost: 0

Total Project Cost: 3,233,565

Work Summary:

AVIATION PRESERVATION PROJECT

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Lead Agency:

COLLIER COUNTY

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	150,000	0	0	0	0	150,000
CAP	FAA	2,700,000	0	0	0	0	2,700,000
CAP	LF	150,000	0	0	0	0	150,000
							0
							0
							0
							0
Total		3,000,000	0	0	0	0	3,000,000



4443941**EVERGLADES AIRPARK SEAPLANE BASE DESIGN AND CONSTRUCT****Project Description:** Note: On 9/27/18 CST phase moved to this FPN. Formerly was 4418151

Prior Years Cost: 100,000

Future Years Cost: 0

Total Project Cost: 412,500

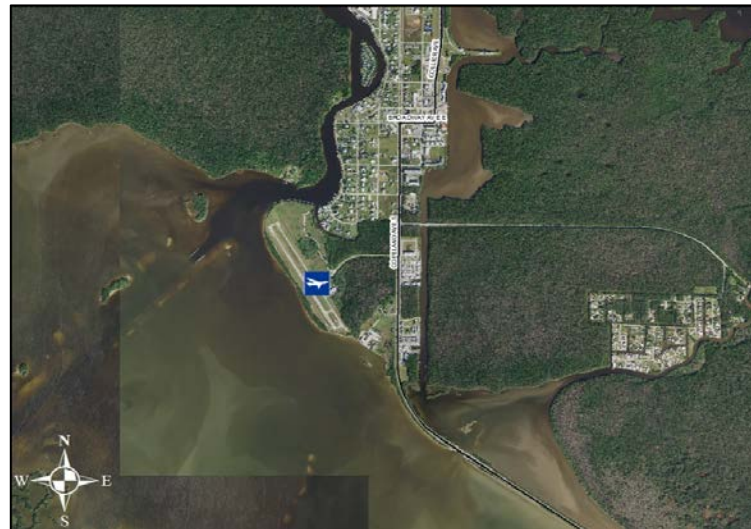
Work Summary: AVIATION CAPACITY PROJECT

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	250,000	0	0	0	250,000
CAP	LF	0	62,500	0	0	0	62,500
							0
							0
							0
							0
							0
Total		0	312,500	0	0	0	312,500



4463531**NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS****Project Description:**

Prior Years Cost: NA

Future Years Cost: NA

Total Project Cost: NA

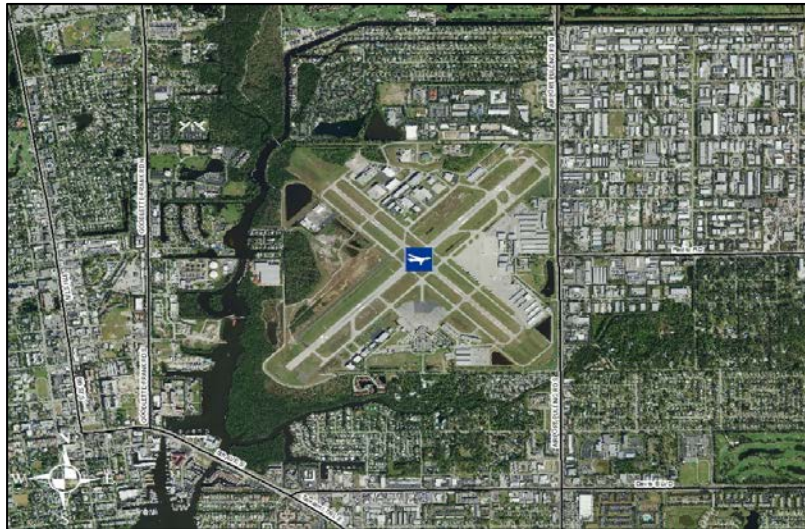
Work Summary: AVIATION REVENUE/OPERATIONAL

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Lead Agency: NAPLES AIRPORT AUTHORITY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	0	800,000	2,500,000	3,300,000
CAP	LF	0	0	0	800,000	2,500,000	3,300,000
							0
							0
							0
							0
							0
Total		0	0	0	1,600,000	5,000,000	6,600,000



4463591

IMMOKALEE REGIONAL ARPT PERIMETER ROAD / TAXIWAY A MODIFICATION**Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 1,263,700

Work Summary: AVIATION PRESERVATION PROJECT

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

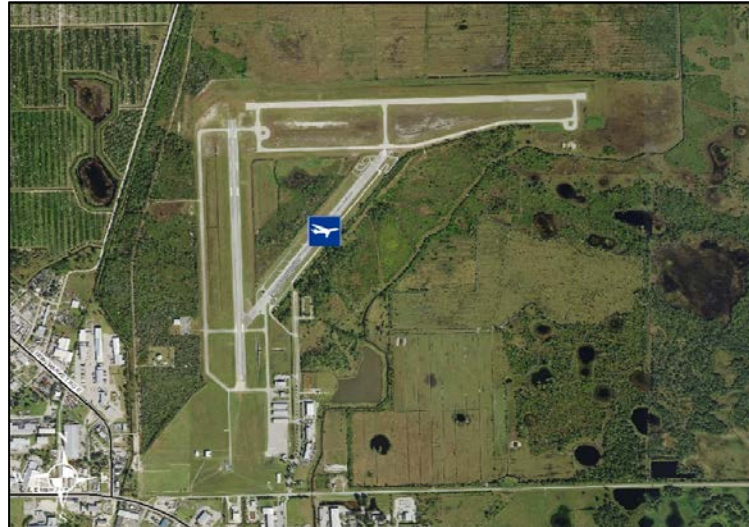
Lead Agency:

COLLIER COUNTY

Length:

N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	0	0	50,000	0	0	50,000
CAP	DPTO	0	13,185	0	0	0	13,185
CAP	FAA	0	237,330	900,000	0	0	1,137,330
CAP	LF	0	13,185	50,000	0	0	63,185
							0
							0
							0
Total		0	263,700	1,000,000	0	0	1,263,700



4463621**MARCO ISLAND EXEC ARPT FUEL FARM EXPANSION****Project Description:**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 375,000

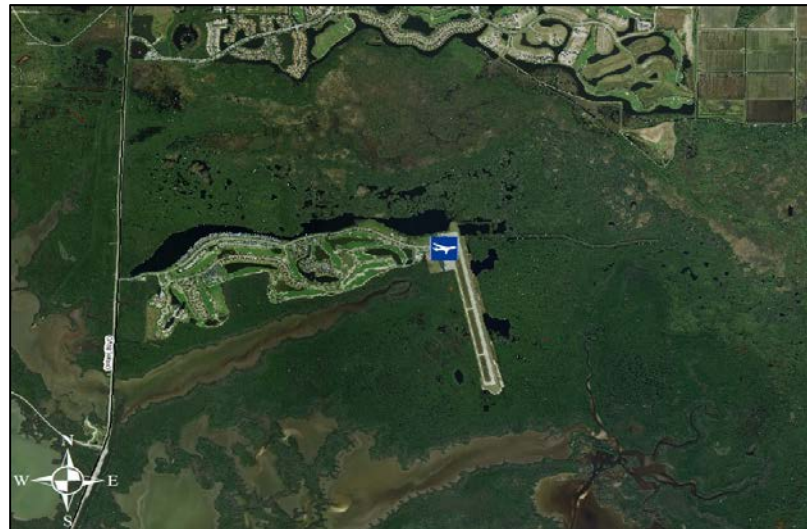
Work Summary: AVIATION REVENUE/OPERATIONAL

LRTP Ref: APPENDIX A REVENUE

FORECASTS TABLE 3 P5

Lead Agency: COLLIER COUNTY**Length:** N/A

Phase	Fund	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DPTO	0	0	0	300,000	0	300,000
CAP	LF	0	0	0	75,000	0	75,000
							0
							0
							0
							0
							0
Total		0	0	0	375,000	0	375,000



PART II

COLLIER COUNTY PROJECTS

The projects included in this section of the TIP are generally located outside of the Cities of Marco Island and Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments.

Priorities are established by the Collier County Board of County Commissioners based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The five-year schedule of Capital Improvement Projects approved by the Board of County Commissioners is shown on the next two pages. All improvements are consistent with the Collier County Comprehensive Plan and Collier County Growth Management Plan.

Attachment D
2020 5 Year Work Program
(Dollars shown in Thousands)

Project #	Project Name	UPDATE TO SAP FY19 Amount		FY20 Amount		FY21 Amount		FY22 Amount		FY23 Amount		FY24 Amount		FY 20-24 Amount
SUMMARY OF PROJECTS														
60168	Vanderbilt Beach Rd/Collier Blvd-16th	27,154	R/M/D/A	15,000	R/A	75,000	C							90,000
60201	Pine Ridge Rd (Livingston to I75)	1,000	A							30,000	D/C/M			30,000
60066	11 Bridge Replacements			1,075	M	31,865	C							32,940
60147	Randall/Immokalee Road Intersection	221	D	950	D/R			8,800	C					9,750
60190	Airport Rd Vanderbilt Bch Rd to Immokalee Rd	64		3,000	D/R			14,500	C					17,500
60215	Triangle Blvd/Price St	200	R	6,000	R/C									6,000
60212	New Golden Gate Bridges (11)							15,476	D/C	6,120	D/C	18,000	D/C	39,596
60212.1	47th Ave NE					9,030	D/C					9,000	D/C	9,000
TBD	16th Street NE Bridge													9,030
60228	Sidewalks			1,627	D/C	1,311	D/C	1,997	D/C	2,530	D/C	2,535	D/C	10,000
60145	Golden Gate Blvd 20th St to Everglades	21,935	R/D/C											-
60211	Orange Blossom (Airport to Livingston)	200	S	-		-		-						-
60198	Veterans Memorial	400	R	3,600	R/D	8,800	C			-				12,400
60199	Vanderbilt Beach Rd (US41 to E of Goodlette)	800	D	500	D/R			8,900	C					9,400
60200	Goodland Road (CR 92A) Roadway Improvements	1,400	D/M	2,000	A	4,100	C							6,100
60219	Whippoorwill	300		4,000	D/C									4,000
60129	Wilson Benfield Ext (Lord's Way to City Gate N)	3,487	S/C	7,000	C	1,000	R/A	1,000	R/A	1,000	R/A	1,000	R/A	11,000
65061	Ruston Pointe	140	C	150	C									150
60144	Oil Well (Everglades to Oil Well Grade)	5,832		608	A	300	A	300	A	300	A	300	A	1,808
33524	Tiger Grant	2,852		685										685
70167	Business Center (City Gate)					8,000	C							8,000
68057	Collier Blvd (Green to GG Main Canal)							3,200	D/A	7,000	R/A	4,900	A	15,100
60065	Randall Blvd/Immokalee Rd to Oil Well	232										1,500	A	1,500
60232	Belle Meade			30										30
TBD	Goodlette Rd (VBR to Immokalee Rd)							2,000	R/A	5,500	D/R/M/A	6,750	A	14,250
TBD	Green Blvd (Santa Barbara Blvd to Sunshine)									500	S			500
60229	Wilson Blvd (GG Blvd to Immokalee)			2,000	A	10,000	D/A	10,000	C					22,000
TBD	Vanderbilt Bch Rd (16th to Everglades)							2,800	D/R/M	11,250	R/A	5,000	R/A	19,050
TBD	Massey St							845	D/R					845
TBD	Immokalee Rd (Livingston to Logan)							1,000	S/A					1,000
60016	Intersections Improvements Shoulder Widening	2,112		-		375		300		300		550		1,525
33524	Pine Ridge Rd Turning Ln	1,590												-
60148	Airport Rd-Davis Blvd Intersection	2,148	DC											-
60214	Immokalee/Woodcrest Imp	1,000	DC											-
60225	White Blvd (Collier to 23rd St S.W.) Shoulders	175	D											-
60226	16th Ave (13th St SW to 23rd St SW) Shoulders			150	D			1,350	C					1,500
60227	Corkscrew Rd (Lee County Line) Shoulders			1,200	C									1,200
60231	Oil Well Rd (Camp Keais Rd to SR 29) Shoulders			900	D/C									900
60230	Randall and 8th-8th St Bridge Opening Impacts	100	D	900	C									900
60213	St Andrews Safety	534	DC											-
60132	Immokalee/CR951 Broken Back Intersection	1,109	DC											-
60192	Lake Trafford @ 19th St	2	DC											-
TBD	Randall Blvd (Immokalee Rd to Desoto Blvd)Shoulder									100	DC	1,450	C	1,550
60233	Corkscrew Rd (Lee Cnty Line to SR82 Curve)	1,400	C											-
TBD	Randall Blvd at Everglades Blvd					625	DC	350	C					975
TBD	Immokalee Rd at Northbrooke Dr/Tarpon Bay Blvd					1,000	DC							1,000
TBD	Everglades Blvd (Oil Well to Immokalee Rd)Shoulder									1,600	DC			1,600
Several	LAPS	130												-
61001	Tree Farm/Woodcrest	1,034												-
60040	Golden Gate Blvd-Wilson to 20th	423												-
68056	Collier Blvd (GGB to Green)	339												-
50154	Hurricane IRMA	545												-
60208	Immokalee Rd Beautification	3												-
	Contingency													-
Total		78,861		51,375		151,406		71,973		67,045		50,985		392,784
Operations Improvements/Programs														
66066	Bridge Repairs/Improvements	10,814		2,500		2,500		6,500		6,500		6,000		24,000
60130	Wall/Barrier Replacement	793		500		250		250		250		250		1,500
60131	Road Resurfacing 111/101	5,637		6,800		6,500		6,000		6,000		11,500		36,800
60128	Limerock Road Conversion 111	1,017												100
60077	Striping and Marking	985		800		800		800		800		950		4,150
60172	Traffic Ops Upgrades/Enhancements	2,029		400		700		700		700		700		3,200
60189	LED Replacement Program	1,110		350										350
60183	Sign Retroreflectivity Requirement	27												-
60118	Countywide Pathways/Sidewalks Non PIL /LAP	1,865		250		350		300		750		750		2,400
69081	Pathways/Sidewalks Bike Lanes Maint/Enhance	24												-
60037	Asset Mgmt	523		450		100		100		100		100		850
60146	TMC Relocation Fund 310	1,122												-
60197	RM Facility Fund 310	750		500		500		500		500		500		2,500
69331-339	District 1,2,3,4,5,6 Sidewalk PIL	402												-
60191	Lap Design Phase	112												-
Subtotal Operations Improvements/Programs		27,210		12,650		11,700		15,150		15,600		20,750		75,850
60066	Congestion Mgmt Fare	918												-
60085	TIS Review	365		250	S	250	S	250	S	250	S	250	S	1,250
60088	PUD Monitoring	165												-
60109	Planning Consulting	443		500	S	500	S	500	S	500	S	500	S	2,500
60163	Traffic Studies	635		300		300		300		300		300		1,500
60171	Multi Project	80												-
	Advance/Repay to 325 STW	14,450												-
	Impact Fee Refunds	1,370		250		250		250		250		250		1,250
	Debt Service Payments	13,326		13,262		13,134		13,131		13,136		13,576		66,239
Total Funding Request All Funds		137,823		78,587		177,540		101,554		97,081		86,611		541,373
REVENUES														
	Sales Tax			9,127		86,407		26,973		31,650		29,535		183,692
	Impact Fees Revenue	18,130		15,000		15,500		15,500		15,500		15,500		77,000
	COA Revenue													-
	Gas Tax Revenue	22,975		23,000		24,000		24,000		24,000		24,000		119,000
	Grants/Reimbursements*	1,895		1,500		4,934		4,928						11,362
	DCA/Interlocal 62014			1,000										1,000
	Transfer 001 to 310	8,556		9,389		9,556		9,556		9,556		9,556		47,613
	Transfer 111 to 310	4,250		4,000		3,500		3,500		3,500		3,500		18,000
	Interest Gas Tax-Impact Fees	500		1,381		1,000		1,000		1,000		1,000		5,381
	Carry Forward 313-310-Impact Fees	129,093		47,576										47,576
	Potential Debt Funding/Unfunded Needs					26,000				723		5,545		32,268
	Expected FEMA Reimbursement					8,500								8,500
	Revenue Reserve 5%			(1,919)		(2,025)		(2,025)		(2,025)		(2,025)		(10,019)
	Total 5 Year Revenues	185,399		110,054		177,372		83,432		83,904		86,611		541,373
	Gross Surplus/Shortfall	47,576		31,467		(168)		(18,122)		(13,177)		-		-

Key:

A = Adv Construction / S = Study / D = Design
M = Mitigation / C = Construction / R = ROW
LS = Landscape / L = Litigation / I = Inspection
AM = Access Mgmt / LP = SIB Loan Repayment
@ = See separate supplemental maps
**The 5-cent Local Option Fuel Tax is earmarked towards debt service, bridges, and intersection improvements.

Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
16th St Bridge		4,934			
Airport VBR to Immokalee	1,500		4,928		
	1,500	4,934	4,928	0	0

Sales Tax Projects:

	FY20	FY21	FY22	FY23	FY24	FY 25
60168						
60201		74,000				
60066				23,000		
60147		7,000				
TBD			7,000			
60215	1,500		2,500			
60212	6,000					
			15,476	6,120	18,000	7,308
TBD		4,096			9,000	
TBD	1,627	1,311	1,997	2,530	2,535	
TBD						
Total	9,127	86,407	26,973	31,650	29,535	7,308

PART III

CITY OF NAPLES PROJECTS

The projects included in this section of the TIP are located inside the City of Naples. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Naples City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions.

The following two pages are from Naples's Adopted FY2019-FY2020 Budget and show the FY2020-FY2024 capital improvement programs for Streets (Fund 190) and the Community Redevelopment Agency (Fund 180). Note that the amount for FY20 is a requested amount; the City will adopt its FY2020-FY2021 budget after the adoption of this TIP.

**CAPITAL IMPROVEMENT PROJECTS
COMMUNITY REDEVELOPMENT AGENCY - FUND 180**

CIP PROJECT		Requested				
NUMBER	DESCRIPTION	2019-20	2020-21	2021-22	2022-23	2023-24
19C06	5th Avenue N Interconnect	300,000	0	0	0	0
20C02	1st Ave S Improvements	300,000	2,700,000	0	0	0
20C24	River Park Fitness Equipment	30,000	0	0	0	0
20C06	Sidewalk Sweeper	26,000	0	0	0	0
	6th Avenue South Improvements	0	0	0	2,500,000	2,500,000
TOTAL CRA FUND		656,000	2,700,000	0	2,500,000	2,500,000

STREETS FUND 190

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

CIP NUMBER	PROJECT DESCRIPTION	Requested 2019-20	2020-21	2021-22	2022-23	2023-24
	*Annual Pavement Resurfacing Program	650,000	650,000	650,000	700,000	700,000
	Total Programs Budgeted in the Operations Budget	650,000	650,000	650,000	700,000	700,000
20U31	Alley Maintenance & Improvements	85,000	75,000	75,000	75,000	75,000
20U29	Pedestrian & Bicycle Master Plan Projects	65,000	150,000	150,000	150,000	150,000
20U21	Citywide ADA Accessibility Improvements**	15,000	15,000	15,000	15,000	15,000
20U07	City Road Bridge Improvements	150,000	150,000	100,000	0	0
20U08	Traffic Operations & Signal System Improvements	50,000	0	0	0	50,000
20U35	12th Avenue South Improvements	170,000	0	0	0	0
	Anchor Road Traffic Calming Project	0	225,000	0	0	0
	Intersection/Signal System Improvements	0	0	400,000	0	0
	Vehicle Replacement	0	0	0	150,000	0
	Total Streets and Traffic CIP Budget	535,000	615,000	740,000	390,000	290,000
TOTAL STREETS AND TRAFFIC FUND		1,185,000	1,265,000	1,390,000	1,090,000	990,000

*Pavement Resurfacing is budgeted in the Operations Budget "Road Resurfacing" line item, and identified on the CIP list for information only.

(1) Coordinate with CRA 8th Street Improvements

FDOT FUNDED PROJECTS	2019-20	2020-21	2021-22	2022-23	2023-24
FDOT Reimbursement for Traffic Signal Operations on US41	98,217	100,779	103,538	106,455	109,568
FDOT Reimbursement for US41 Street Lighting	147,108	151,521	156,064	160,745	165,566
FDOT Reimbursement for Traffic Operations Center	30,000	30,000	30,000	30,000	30,000
FDOT South Golf Drive Bike Lane/Sidewalk: Gulf Shore Blvd to W US41	278,363	0	0	1,975,749	0
FDOT SIDEWALKS: Naples Beach Access	0	0	0	0	0
FDOT SIDEWALK: 3rd Street North (Central Ave - 7th Ave N)	0	0	0	0	0
FDOT SIDEWALK: 2nd Street S (6th Ave S - 11th Ave S)	0	0	0	0	0
FDOT Mandarin Greenway sidewalks at various locations	0	44,311	0	349,407	0
FDOT DRAINAGE: US-41 Drainage System Replacement Project	0	0	0	0	0
FDOT *Crayton Road & Harbour Drive Improvements - Roundabout	0	0	0	0	760,480
*Crayton Road & Mooring Line Drive Improvements - Roundabout	0	0	0	0	0
*Golden Gate Parkway & US41 Improvements	0	0	0	0	55,400
*Bicycle Detection Systems at 4 intersections	0	0	0	0	80,000
FDOT TOTAL	553,688	326,611	289,602	2,622,356	1,201,014

PART IV

CITY OF MARCO ISLAND PROJECTS

The projects included in this section of the TIP are located inside the City of Marco Island. The projects are funded through a variety of funding sources including local gas taxes, road impact fees, state and federal grants, and developer commitments. Priorities are established by the Marco Island City Council based upon an analysis of existing conditions and project needs. Some reconstruction and resurfacing projects may have been initially requested by citizens. Other projects are part of the overall maintenance and improvement program, utilizing various funds, with priorities established through careful and continuous monitoring of conditions. Marco Island's Five Year Capital Improvements Program Summary is shown on the following page.

**CAPITAL IMPROVEMENT PLAN - INFRASTRUCTURE AND OTHER
FIVE-YEAR PROGRAM (FY 2020 - FY 2024)**

ITEM #	PROJ	INFORMATION TECHNOLOGY	COST	TERM	QTY	WHEN	AVAILABLE
1	16016	IT - Network Equip Replacement (75 switches)	126,000	5	1	FY22	48,980
2	16017	IT - SAN - Offsite Storage Devices	60,000	7	1	FY23	23,200
6	16021	IT - Replacement Virtual Host	30,000	5	4	FY23	17,520
7	16022	IT - Replacement Audio/Visual PTZ Cameras	17,500	5	5	FY21	13,569
8	18003	IT - City Wide Hardware Replacement Program	84,240	1	50	ANNUALLY	56,340
		IT Infrastructure & Other Total	317,740				159,609

FY2020	FY2021	FY2022	FY2023	FY2024	TOTAL 5 YR
26,000	26,000	26,000	26,000	26,000	130,000
7,200	7,200	7,200	7,200	7,200	36,000
4,000	4,000	4,000	4,000	4,000	20,000
3,500	3,500	3,500	3,500	3,500	17,500
84,240	84,240	84,240	84,240	84,240	421,200
124,940	124,940	124,940	124,940	124,940	624,700

ITEM #	PROJ	FD DEPARTMENT	COST	TERM	QTY	WHEN	AVAILABLE
1	16002	FD - Fire Fighting Equip. - Hose, nozzles, appliances	10,200		1	Annually	19,482
2	16003	FD - Mobile & Portable 800 Mhz radios - Fund In FY25				FY25	96,672
3	16004	FD - Medical Equipment - Airway, Trauma, Medical	4,600		1	Annually	1,697
4	16005	FD - Cardiac Monitors	228,400	5	1	FY21	136,595
5	16006	FD - Thermal Imaging Cameras	33,900	5	1	FY26	6,660
6	16007	FD - Chest Compression Devices	9,100		2	Annually	27,300
7	16010	FD - Hurst Tool/ Jaws of Life	68,385	5	2	FY26	8,745
8	16012	FD - Station Appliances	1,000		1	Annually	-
9	16013	FD - SCBA	7,200		6	Annually	21,600
10	16014	FD - FD Station 50	3,300,000	5	1	FY20	211,486
	16015	FD - FD Station 51	2,700,000	5	1	-	-
		FD Infrastructure & Other Total	6,362,785				530,237

FY2020	FY2021	FY2022	FY2023	FY2024	TOTAL 5 YR
11,400	11,400	11,400	11,400	11,400	57,000
-	-	-	-	-	-
7,000	7,000	7,000	7,000	7,000	35,000
29,000	29,000	29,000	29,000	29,000	145,000
4,500	4,500	4,500	4,500	4,500	22,500
9,100	9,100	9,100	9,100	9,100	45,500
10,500	10,500	10,500	10,500	10,500	52,500
1,000	1,000	1,000	1,000	1,000	5,000
7,200	7,200	7,200	7,200	7,200	36,000
560,000	560,000	560,000	560,000	560,000	2,800,000
-	-	-	-	-	-
639,700	639,700	639,700	639,700	639,700	3,198,500

ITEM #	PROJ	PUBLIC WORKS DEPARTMENT	COST	TERM	QTY	WHEN	AVAILABLE
	16023	PW - West Winterberry Bridge Rehabilitation-Design	600,000	1		FY20	600,000
1	16024	PW - Annual Bridge Rehabilitation Project	300,000			Annually	999,245
2	16025	PW - Bridge Replacement- W. Winterberry Bridge	4,300,000	4		FY22	2,793,005
3	16027	PW - Citywide Drainage Improvement Projects	302,000			Annually	200,052
4	16028	PW - Master Plan Drainage Project - Citywide	295,000			Annually	431,345
5	16030	PW - Shared Use Pathway - Design (3 remaining)	Varies	5			435,800
6	16031	PW - Street Resurfacing - Citywide	500,000			Annually	587,577
		PW - Bald Eagle/Elkcam Signal Upgrade				DONE	25,500
7	16035	PW - Bike Paths -Design & Construction (5 remaining)	214,000	5		Annually	176,719
	16038	PW - Linear Trail Park - Phase 3 (Grant)		2		DONE	390,513
		Public Works Infrastructure & Other Total	6,511,000				6,639,754

FY2020	FY2021	FY2022	FY2023	FY2024	TOTAL 5 YR
-	-	-	-	-	-
300,000	300,000	300,000	300,000	300,000	1,500,000
767,260	767,260	-	-	-	1,534,520
302,000	302,000	302,000	302,000	302,000	1,510,000
295,000	295,000	295,000	295,000	295,000	1,475,000
90,000	90,000	90,000	90,000	90,000	450,000
500,000	500,000	1,267,260	1,267,260	1,267,260	4,801,780
224,080	224,080	224,080	224,080		896,320
					-
2,478,340	2,478,340	2,478,340	2,478,340	2,254,260	12,167,620

ITEM #	PROJ	PARKS & RECREATION DEPARTMENT	COST	TERM	QTY	WHEN	AVAILABLE
1	16080	REC - Re-Pavement Winterberry Parking Lots (2)	65,000	10	2	FY25	19,500
2	16081	REC - Re-Seal & Re-Stripe Racquet Center Parking Lot	40,000	7	1	FY23	19,020
3	18060	REC - Park Improvements - Mackle	4,000			As Needed	4,981
4		REC - Park Improvements - Racquet Center	3,800			As Needed	16,018
5		REC - Park Improvements - Winterberry	2,000			As Needed	16,909
6		REC - Park Improvements - Leigh Plummer	1,000			As Needed	-
7		REC - Park Improvements - Veterans Community Park	2,000			As Needed	-
8		REC - Park Improvements - TBE	2,000			As Needed	-
9		REC - Park Improvements - Jane Hittler	1,000			As Needed	
10	16087	REC - Park Fencing	10,000	5	1	FY20	7,391
11	16088	REC - Re-Seal & Re-Stripe Mackle Park Parking Lot	50,000	10	1	FY29	15,145
		Parks & Rec. Infrastructure & Other Total	180,800				98,964

FY2020	FY2021	FY2022	FY2023	FY2024	TOTAL 5 YR
6,500	6,500	6,500	6,500	6,500	32,500
6,340	6,340	6,340	6,340	6,340	31,700
4,000	4,000	4,000	4,000	4,000	20,000
3,800	3,800	3,800	3,800	3,800	19,000
2,000	2,000	2,000	2,000	2,000	10,000
1,000	1,000	1,000	1,000	1,000	5,000
7,000	2,000	2,000	2,000	2,000	15,000
2,000	2,000	2,000	2,000	2,000	10,000
1,000	1,000	1,000	1,000	1,000	5,000
2,000	2,000	2,000	2,000	2,000	10,000
5,000	5,000	5,000	5,000	5,000	25,000
40,640	35,640	35,640	35,640	35,640	183,200

PART V

CITY OF EVERGLADES

The City of Everglades City continues to focus attention on stormwater, drainage and transportation system improvements. Through collaboration with FDOT and the MPO, the current TIP includes one project in Everglades City; the construction of a sidewalk on the east side of Copeland Avenue from Broadway south to the City limits. In addition, the City has submitted another project for consideration of funding in a future TIP. The projects are part of the City's Bicycle and Pedestrian Master Plan which is still in development. The project will add bicycle and pedestrian improvements on several of the City's streets.

PART VI

FEDERAL FUNDING OBLIGATIONS

IN COLLIER MPO AREA FOR THE PRECEEDING YEAR

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

DATE RUN: 10/01/2019
TIME RUN: 10.26.50
MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:417540 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM OIL WELL ROAD TO SR 82
COUNTY:COLLIER
PROJECT LENGTH: 16.961MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	658,786
TOTAL 417540 1	658,786
TOTAL 417540 1	658,786

ITEM NUMBER:417540 3
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM SUNNILAND NURSERY ROAD TO S OF AGRICULTURE WAY
COUNTY:COLLIER
PROJECT LENGTH: 2.548MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSA	609,339
SA	1,000,866
TOTAL 417540 3	1,610,205
TOTAL 417540 3	1,610,205

ITEM NUMBER:417540 4
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM S OF AGRICULTURE WAY TO CR 846 E
COUNTY:COLLIER
PROJECT LENGTH: 2.251MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSU	833,449
SA	168,747
TOTAL 417540 4	1,002,196
TOTAL 417540 4	1,002,196

ITEM NUMBER:417540 6
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82
COUNTY:COLLIER
PROJECT LENGTH: 3.037MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	522,705
REPE	3,656,698
TOTAL 417540 6	4,179,403
TOTAL 417540 6	4,179,403

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:417878 4
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM SR 82 TO HENDRY C/L
COUNTY:COLLIER
PROJECT LENGTH: 1.869MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
REPE	100,000
TOTAL 417878 4	100,000
TOTAL 417878 4	100,000

ITEM NUMBER:430878 1
DISTRICT:01
ROADWAY ID:03000601

PROJECT DESCRIPTION:CR 953/BARFIELD DR FROM CR 92 (SAN MARCO RD) TO INLET DRIVE
COUNTY:COLLIER
PROJECT LENGTH: 1.100MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
RED	100,001
TOTAL 430878 1	100,001
TOTAL 430878 1	100,001

ITEM NUMBER:430922 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:PINECREST ELEMENTARY SRTS SAFETY SIDEWALKS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-8,844
TOTAL 430922 1	-8,844
TOTAL 430922 1	-8,844

ITEM NUMBER:431895 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:8TH STREET NE BRIDGE FROM GOLDEN GATE BLVD TO RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: 3.212MI

NON-SIS
TYPE OF WORK:NEW BRIDGE CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	4,854
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	3,002,845
TOTAL 431895 1	3,007,699
TOTAL 431895 1	3,007,699

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:433173 1 PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM COUNTY BARN RD TO SANTA BARBARA BLVD
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03001000 PROJECT LENGTH: 1.009MI

NON-SIS
TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-45,667
TOTAL 433173 1	-45,667
TOTAL 433173 1	-45,667

ITEM NUMBER:433176 1 PROJECT DESCRIPTION:PINE RIDGE RD AT VARIOUS LOCATIONS
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03504000 PROJECT LENGTH: .191MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 5/ 5/ 1

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	158,979
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	6,000
TOTAL 433176 1	164,979
TOTAL 433176 1	164,979

ITEM NUMBER:433181 1 PROJECT DESCRIPTION:ST ANNS SCHOOL SIDEWALKS AT VARIOUS LOCATIONS
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-12,796
TOTAL 433181 1	-12,796
TOTAL 433181 1	-12,796

ITEM NUMBER:433185 1 PROJECT DESCRIPTION:HARBOUR DR FROM CRAYTON RD TO BINNACLE DR
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03516000 PROJECT LENGTH: .315MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-8,132
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-142,349
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-16,840
TOTAL 433185 1	-167,321
TOTAL 433185 1	-167,321

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
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DATE RUN: 10/01/2019
TIME RUN: 10.26.50
MBROBLTP

HIGHWAYS
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ITEM NUMBER:433186 1 PROJECT DESCRIPTION:2ND STREET SOUTH FROM 11TH AVENUE SOUTH TO 6TH AVENUE SOUTH
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-8,861
TOTAL 433186 1	-8,861
TOTAL 433186 1	-8,861

ITEM NUMBER:433187 1 PROJECT DESCRIPTION:N BARFIELD DR FROM COLLIER BLVD TO SAN MARCO RD
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000055 PROJECT LENGTH: 1.925MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	-27,962
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-1,527
TOTAL 433187 1	-29,489
TOTAL 433187 1	-29,489

ITEM NUMBER:433188 1 PROJECT DESCRIPTION:3RD STREET NORTH FROM CENTRAL AVENUE TO 7TH AVE NORTH
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-1,864
TOTAL 433188 1	-1,864
TOTAL 433188 1	-1,864

ITEM NUMBER:433189 1 PROJECT DESCRIPTION:N COLLIER BLVD FROM E ELKCAM CIRCLE TO BUTTONWOOD COURT
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03030000 PROJECT LENGTH: .658MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	655,579
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	1,000
TOTAL 433189 1	656,579
TOTAL 433189 1	656,579

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

DATE RUN: 10/01/2019
TIME RUN: 10.26.50
MBROBLTP

HIGHWAYS
=====

ITEM NUMBER:433190 1
DISTRICT:01
ROADWAY ID:03634001

PROJECT DESCRIPTION:MOORING LINE DR FROM BRIDGE #030125 TO US 41
COUNTY:COLLIER
PROJECT LENGTH: .617MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-15,900
TOTAL 433190 1	-15,900
TOTAL 433190 1	-15,900

ITEM NUMBER:433540 1
DISTRICT:01
ROADWAY ID:03000039

PROJECT DESCRIPTION:WINTERBERRY DRIVE FROM PEACOCK TER TO BARFIELD DR
COUNTY:COLLIER
PROJECT LENGTH: .777MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND	
SU	409,590
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	1,000
TOTAL 433540 1	410,590
TOTAL 433540 1	410,590

ITEM NUMBER:434990 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:GOLDEN GATE VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	-185
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
TALT	56,716
TALU	222,598
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	1,000
TOTAL 434990 1	281,129
TOTAL 434990 1	281,129

ITEM NUMBER:435029 1
DISTRICT:01
ROADWAY ID:03010000

PROJECT DESCRIPTION:US 41 FROM CR 846 (111TH AVE) TO N OF 91ST AVE
COUNTY:COLLIER
PROJECT LENGTH: 1.174MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	10,212
TOTAL 435029 1	10,212
TOTAL 435029 1	10,212

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:435030 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:SUNSHINE BLVD FROM 17TH AVE SW TO GREEN BLVD
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	43,592
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	2,514
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU TALU	343,078 69,869
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 435030 1	460,053
TOTAL 435030 1	460,053

ITEM NUMBER:435042 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:YELLOWBIRD ST FROM JAMAICA RD TO COLLIER BLVD
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND TALU	-41,596
TOTAL 435042 1	-41,596
TOTAL 435042 1	-41,596

ITEM NUMBER:435110 1
DISTRICT:01
ROADWAY ID:03514000

PROJECT DESCRIPTION:CR 887 (OLD US 41) FROM US 41 TO LEE COUNTY LINE
COUNTY:COLLIER
PROJECT LENGTH: 1.550MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	800,000
TOTAL 435110 1	800,000
TOTAL 435110 1	800,000

ITEM NUMBER:435116 1
DISTRICT:01
ROADWAY ID:03513000

PROJECT DESCRIPTION:GOLDEN GATE COLLECTOR SIDEWALKS VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 1.213MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA	113
TOTAL 435116 1	113
TOTAL 435116 1	113

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DATE RUN: 10/01/2019

TIME RUN: 10.26.50

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HIGHWAYS
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ITEM NUMBER:435117 1
DISTRICT:01
ROADWAY ID:03631000

PROJECT DESCRIPTION:NORTH NAPLES SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: 1.248MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	579,654
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 435117 1	580,654
TOTAL 435117 1	580,654

ITEM NUMBER:435118 1
DISTRICT:01
ROADWAY ID:03550000

PROJECT DESCRIPTION:CR 862 (VANDERBILT) FROM CR 901 TO GULF PAVILLION DR
COUNTY:COLLIER
PROJECT LENGTH: .674MI

NON-SIS
TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	4,150
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	500
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SA TALT	101 56,716
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	1,000
TOTAL 435118 1	62,467
TOTAL 435118 1	62,467

ITEM NUMBER:435119 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:49TH TERRACE SW FROM 20TH PLACE SW TO 19TH PLACE SW
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU TALU	23,764 158,692
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	1,000
TOTAL 435119 1	183,456
TOTAL 435119 1	183,456

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HIGHWAYS
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ITEM NUMBER:435368 1
DISTRICT:01
ROADWAY ID:03590000

PROJECT DESCRIPTION:CR 846/IMMOKALEE RD AT RANDALL BLVD
COUNTY:COLLIER
PROJECT LENGTH: .200MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	39,306
TOTAL 435368 1	39,306
TOTAL 435368 1	39,306

ITEM NUMBER:436585 1
DISTRICT:01
ROADWAY ID:03001000

PROJECT DESCRIPTION:SR 84 (DAVIS BLVD) FROM SR 90 (US 41) TO AIRPORT PULLING RD
COUNTY:COLLIER
PROJECT LENGTH: .952MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	18,828
TOTAL 436585 1	18,828
TOTAL 436585 1	18,828

ITEM NUMBER:436971 1
DISTRICT:01
ROADWAY ID:03000000

PROJECT DESCRIPTION:TRAFFIC COUNT STATIONS UPDATES COLLIER COUNTY
COUNTY:COLLIER
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY	
SU	127,649
TOTAL 436971 1	127,649
TOTAL 436971 1	127,649

ITEM NUMBER:437185 1
DISTRICT:01
ROADWAY ID:

PROJECT DESCRIPTION:NAPLES BEACH ACCESS SIDEWALKS AT VARIOUS LOCATIONS
COUNTY:COLLIER
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	470,017
TOTAL 437185 1	470,017
TOTAL 437185 1	470,017

ITEM NUMBER:439002 1
DISTRICT:01
ROADWAY ID:03080000

PROJECT DESCRIPTION:SR 29 FROM NORTH 1ST STREET TO NORTH 9TH STREET
COUNTY:COLLIER
PROJECT LENGTH: .524MI

NON-SIS
TYPE OF WORK:PEDESTRIAN SAFETY IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	1,862,768

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TALU	46,478
TOTAL 439002 1	1,909,246
TOTAL 439002 1	1,909,246

ITEM NUMBER:440437 1 PROJECT DESCRIPTION:SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03010000 PROJECT LENGTH: 2.537MI

NON-SIS
TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES SU	278,363
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 440437 1	279,363
TOTAL 440437 1	279,363

ITEM NUMBER:441480 1 PROJECT DESCRIPTION:EDEN PARK ELEMENTARY
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SR2T	54,738
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T	1,000
TOTAL 441480 1	55,738
TOTAL 441480 1	55,738

ITEM NUMBER:441846 1 PROJECT DESCRIPTION:111TH AVE NORTH FROM BLUEBILL AVE BRIDGE TO 7TH ST NORTH
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:BIKE LANE/SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	63,740
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 441846 1	64,740
TOTAL 441846 1	64,740
TOTAL DIST: 01	16,901,071
TOTAL HIGHWAYS	16,901,071

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TIME RUN: 10.26.50

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PLANNING
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ITEM NUMBER:436973 1 PROJECT DESCRIPTION:NAPLES DOWNTOWN CIRCULATION AND MOBILITY
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:PTO STUDIES
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES	
SU	-20
TOTAL 436973 1	-20
TOTAL 436973 1	-20

ITEM NUMBER:439314 1 PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2016/2017-2017/2018 UPWP
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-293,423
TOTAL 439314 1	-293,423
TOTAL 439314 1	-293,423

ITEM NUMBER:439314 2 PROJECT DESCRIPTION:COLLIER COUNTY MPO FY 2018/2019-2019/2020 UPWP
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	729,033
TOTAL 439314 2	729,033
TOTAL 439314 2	729,033
TOTAL DIST: 01	435,590
TOTAL PLANNING	435,590

ITEM NUMBER:435008 1	PROJECT DESCRIPTION:COLLIER COUNTY AREA TRANSIT ITS PH IV	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:URBAN CORRIDOR IMPROVEMENTS
ROADWAY ID:03000000	PROJECT LENGTH: .001MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND	2019	
CODE		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
SU	545,068	
TOTAL 435008 1	545,068	
TOTAL 435008 1	545,068	

ITEM NUMBER:440439 1	PROJECT DESCRIPTION:BUS SHELTERS IN COLLIER COUNTY AT VARIOUS LOCATIONS	*NON-SIS*
DISTRICT:01	COUNTY:COLLIER	TYPE OF WORK:PUBIC TRANSPORTATION SHELTER
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND	2019	
CODE		
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE		
SU	286,180	
TOTAL 440439 1	286,180	
TOTAL 440439 1	286,180	
TOTAL DIST: 01	831,248	
TOTAL TRANSIT	831,248	

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MISCELLANEOUS
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ITEM NUMBER:433002 1 PROJECT DESCRIPTION:HURRICANE IRMA COUNTY WIDE (03) DISASTER RECOVERY
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	49,413
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	140,071
TOTAL 433002 1	189,484
TOTAL 433002 1	189,484

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:433178 1 PROJECT DESCRIPTION:TMOC VIDEO WALL REPLACEMENT
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID: PROJECT LENGTH: .000

FUND CODE	2019
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY SU	28,095
TOTAL 433178 1	28,095
TOTAL 433178 1	28,095

NON-SIS
TYPE OF WORK:TRAFFIC MANAGEMENT CENTERS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:438066 1 PROJECT DESCRIPTION:VIDEO WALL MONITORS FOR THE CITY OF NAPLES
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES SU	129,000
TOTAL 438066 1	130,000
TOTAL 438066 1	130,000

NON-SIS
TYPE OF WORK:TMC SOFTWARE & SYSTEM INTEGRAT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:438094 1 PROJECT DESCRIPTION:SIGNAL PRE-EMPTION FOR THE CITY OF NAPLES
DISTRICT:01 COUNTY:COLLIER
ROADWAY ID:03000000 PROJECT LENGTH: .001MI

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	1,000
TOTAL 438094 1	1,000
TOTAL 438094 1	1,000
TOTAL DIST: 01	348,579
TOTAL MISCELLANEOUS	348,579

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

GRAND TOTAL 18,516,488

PART VII

FTA OBLIGATED PROJECTGS FOR FY 2019

The Federal Transit Administration (FTA) annually produces a list of projects for which federal funds have been obligated in the preceding year. The list is shown on the next page.

FY 2019 Obligated FTA Funds			
Description	FTA FL#	Awarded Amount	Executed Date
FY19 5307	FL 2019-088	\$2,611,614	September 24, 2019
FY18 5339	FL 2018-084	\$411,466	October 29, 2018

PART VIII

COLLIER MPO FUNDING SUMMARY

The FDOT Five-Year TIP Funding Summary for the Collier MPO is shown on the following page.

Effective Date: 01/15/2020 Florida Department of Transportation Run: 02/03/2020 10.43.40

5 Year TIP - Fund Summary

DISTRICT 1

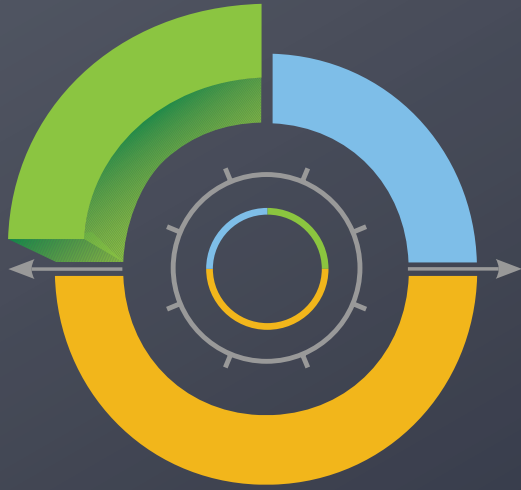
Fund	Fund Name	<2021	2021	2022	2023	2024	2025	>2025	All Years
	TOTAL OUTSIDE YEARS	38,594,256	0	0	0	0	0	0	38,594,256
ACBR	ADVANCE CONSTRUCTION (BRT)	0	0	0	15,000	0	2,592,197	0	2,607,197
ACNP	ADVANCE CONSTRUCTION NHPP	0	2,049,542	0	3,337,329	3,367,007	71,657,500	4,293,916	84,705,294
ACSA	ADVANCE CONSTRUCTION (SA)	6,963,038	0	0	0	0	0	0	6,963,038
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	0	1,125,809	0	0	0	0	0	1,125,809
ACSU	ADVANCE CONSTRUCTION (SU)	1,000,000	508,685	0	0	0	0	0	1,508,685
BNDS	BOND - STATE	100,000	0	0	0	0	0	0	100,000
BNIR	INTRASTATE R/W & BRIDGE BONDS	6,030,090	2,118,990	0	0	0	0	0	8,149,080
BRRP	STATE BRIDGE REPAIR & REHAB	263,421	2,710,949	0	200,000	459,819	0	0	3,634,189
CIGP	COUNTY INCENTIVE GRANT PROGRAM	0	1,500,000	0	4,928,100	1,600,000	0	0	8,028,100
CM	CONGESTION MITIGATION - AQ	522,705	0	1,915,473	1,855,749	0	0	0	4,293,927
D	UNRESTRICTED STATE PRIMARY	17,193,890	2,719,507	2,734,671	2,750,289	2,766,378	2,113,898	0	30,278,633
DDR	DISTRICT DEDICATED REVENUE	28,071,729	19,044,396	9,452,933	7,320,972	15,560,645	7,578,633	0	87,029,308
DI	ST. - S/W INTER/INTRASTATE HWY	8,406	0	0	5,450,000	47,663,258	27,106,000	26,061,807	106,289,471
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,211,027	30,520	17,848	43,240	72,215	17,160	0	1,392,010
DPTO	STATE - PTO	8,163,266	1,167,926	1,134,013	269,753	1,534,701	1,245,420	0	13,515,079
DS	STATE PRIMARY HIGHWAYS & PTO	7,158,198	1,404,789	3,045,823	197,875	1,288,007	0	0	13,094,692
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	14,143,304	1,400,000	82,222,700	1,400,000	1,445,150	1,400,000	2,800,000	104,811,154
DU	STATE PRIMARY/FEDERAL REIMB	5,727,114	445,470	443,232	483,535	458,797	575,559	0	8,133,707
FAA	FEDERAL AVIATION ADMIN	360,193	4,500,000	237,330	900,000	0	0	0	5,997,523
FTA	FEDERAL TRANSIT ADMINISTRATION	35,313,336	2,794,740	2,509,476	2,972,560	3,464,147	3,588,170	0	50,642,429
GFSA	GF STPBG ANY AREA	609,339	0	0	0	0	0	0	609,339
GFSU	GF STPBG >200 (URBAN)	1,232,807	774,974	0	0	0	0	0	2,007,781
GMR	GROWTH MANAGEMENT FOR SIS	1,799,608	0	0	0	0	0	0	1,799,608
IMD	INTERSTATE MAINTENANCE DISCRET	204,989	0	0	0	0	0	0	204,989
LF	LOCAL FUNDS	29,256,529	6,600,538	2,363,105	7,634,099	10,027,951	11,179,227	0	67,061,449
PL	METRO PLAN (85% FA; 15% OTHER)	0	548,485	548,485	548,485	548,485	548,485	0	2,742,425
REPE	REPURPOSED FEDERAL EARMARKS	3,756,698	0	0	0	0	0	0	3,756,698
SA	STP, ANY AREA	1,194,685	51,300	7,028,525	171,000	0	0	0	8,445,510
SR2T	SAFE ROUTES - TRANSFER	55,738	0	663,333	90,943	0	0	0	810,014
STED	2012 SB1998-STRATEGIC ECON COR	0	6,900,638	0	0	0	0	0	6,900,638
SU	STP, URBAN AREAS > 200K	1,700,140	4,716,443	4,706,820	4,705,205	4,704,837	4,699,969	0	25,233,414
TALT	TRANSPORTATION ALTS- ANY AREA	0	20,000	122,498	1,022,587	0	0	0	1,165,085
TALU	TRANSPORTATION ALTS- >200K	343,087	383,276	382,494	382,363	382,333	381,937	0	2,255,490
TCSP	TRANS, COMMUNITY & SYSTEM PRES	754,574	0	0	0	0	0	0	754,574
TO02	EVERGLADES PARKWAY	69,298,666	4,170,000	4,175,000	4,185,000	4,185,000	4,185,000	20,925,000	111,123,666
TRIP	TRANS REGIONAL INCENTIVE PROGM	0	0	0	0	2,725,601	3,224,716	0	5,950,317
TRWR	2015 SB2514A-TRAN REG INCT PRG	0	0	0	0	24,399	989,722	0	1,014,121
Grand Total		281,030,833	67,686,977	123,703,759	50,864,084	102,278,730	143,083,593	54,080,723	822,728,699

PART IX
APPENDICES

APPENDIX A

FDOT’S STRATEGIC INTERMODAL SYSTEM
FIRST FIVE YEAR PLAN FY2019/20 – FY2023/24
SECOND FIVE YEAR PLAN FY2024/25 – FY2028/29
COST FEASIBLE PLAN FY2028/29 – FY2044/45 (2018 Edition)

The following pages illustrate the FDOT Strategic Intermodal System (SIS) Plans for District 1. The plans may be downloaded at:
<https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm>



Strategic Intermodal System

First Five Year Plan

2019/2020
FY 2023/2024



The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

Update Cycle: Adopted annually by the Legislature, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

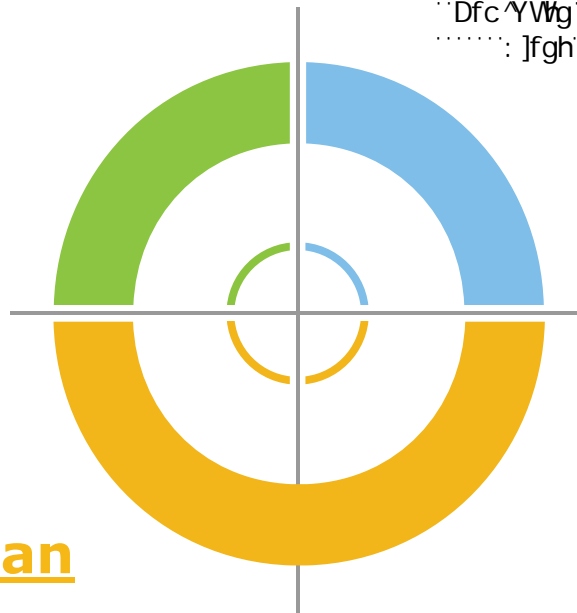
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.

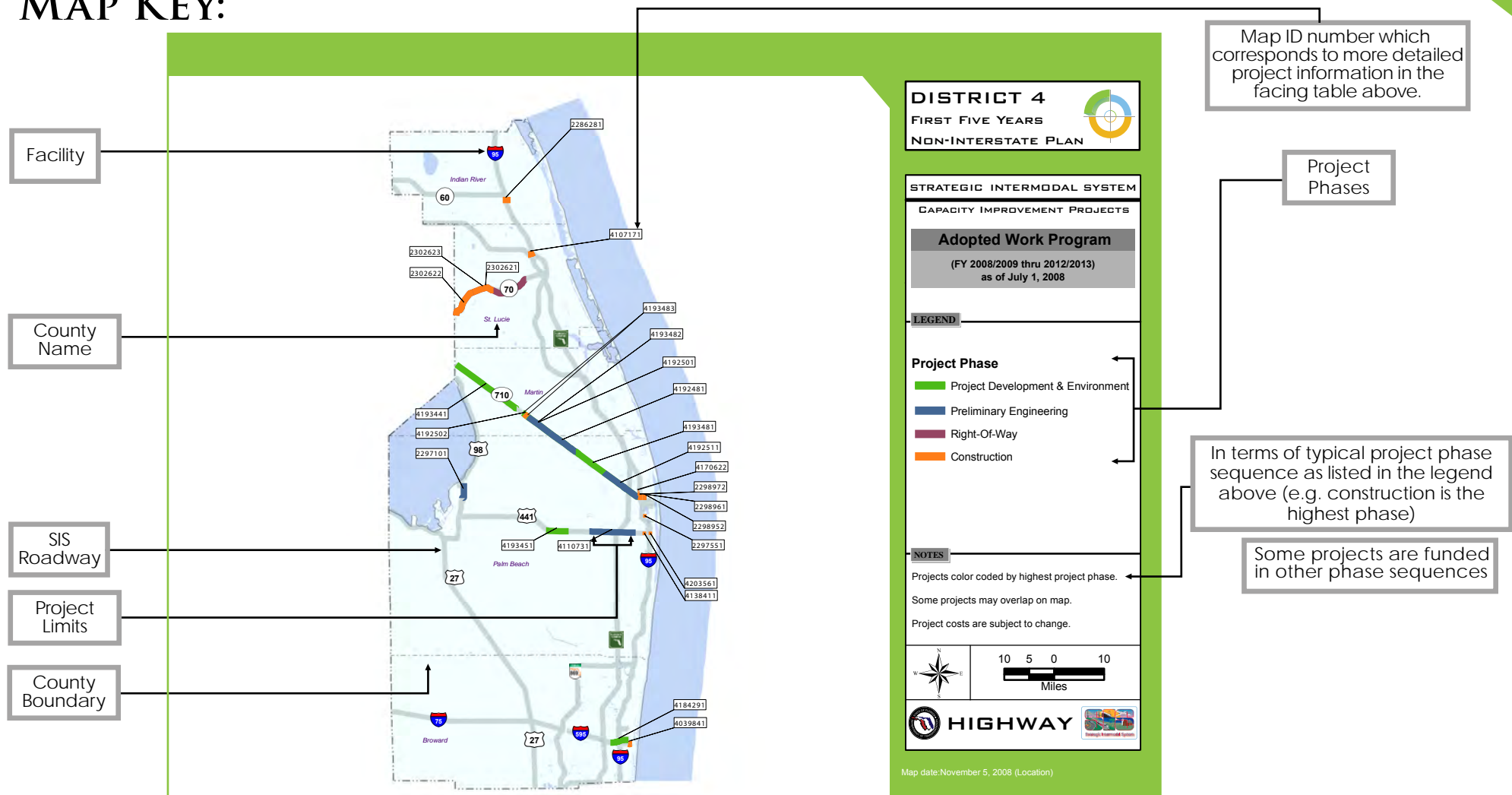
Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the State's Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.



MAP KEY:



Project Phases

Work Program Phase consists of Phase Group (major areas of work performed) and Phase Type (who is being paid to perform the work). Phases include all Phase Types other than Phase Type 1 (In-House) and Phase Type 9 (Indirect Support). See the Work Program Instructions at <http://www.dot.state.fl.us/programdevelopmentoffice/> for additional information.

Project Development and Environment - Study that satisfies the National Environmental Policy Act (NEPA) process resulting in a location design concept for an engineering and environmentally feasible alternative to meet the need determined in the planning phase. Defined by Phase Group 2 (PD&E).

Preliminary Engineering - Program to further develop and analyze location and design engineering phases of highway and bridge construction projects. Defined by Phase Group 3 (PE) and Phase Group C (Environmental).

Right of Way - The phase of acquiring land to support the construction projects. Defined by Phase Group 4 (ROW).

Construction - Phase consists of the physical work performed to build or assemble the infrastructure. Defined by Phase Group 5 (Construction) and Phase Group 6 (Construction Support).



District 1 SIS Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2020	2021	2022	2023	2024	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301855	Fgt I-4 at SR 33 Interchange Modification	Modify Interchange	\$5,005	\$10,000	\$0	\$0	\$0	\$10,000	\$5,005	\$0				●	●
2012103	I-4 (SR 400) from W of US 27 (SR 25) to E of CR 532	Add 4 to Build 10 Lanes	\$5,359	\$0	\$0	\$0	\$0	\$0	\$5,359	\$0		●		●	
4425122	I-4 (SR 400) from W of SR 570 (polk Parkway) to W of US 27 Interchange	Project Dev. & Env.	\$40	\$0	\$0	\$0	\$0	\$0	\$40	\$0	●				
4301853	I-4 at SR 33 Interchange Modification	Modify Interchange	\$8,321	\$50	\$0	\$0	\$0	\$6,755	\$1,616	\$0		●	●	●	
2012153	I-4 at SR 557	Modify Interchange	\$80,763	\$0	\$0	\$0	\$0	\$80,762	\$1	\$0		●	●	●	●
2010325	I-75 (SR 93) at US 301 Interchange	Modify Interchange	\$13,272	\$160,816	\$0	\$4,000	\$0	\$173,019	\$4,539	\$530		●	●	●	●
4425193	I-75 (SR 93) from Collier/lee County Line to SR 78 (bayshore Dr)	Project Dev. & Env.	\$40	\$0	\$0	\$0	\$0	\$0	\$40	\$0	●				
4425192	I-75 (SR 93) from E of SR 951 to Collier/lee County Line	Project Dev. & Env.	\$34	\$0	\$0	\$0	\$0	\$0	\$34	\$0	●				
4425183	I-75 (SR 93) from N River Rd to SR 681	Project Dev. & Env.	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$0	●				
2012775	I-75 (SR93) at Bee Ridge Road	Modify Interchange	\$126	\$2,795	\$10,644	\$7,202	\$0	\$20,320	\$447	\$0		●	●	●	
4062253	I-75 at Corkscrew Interchange	Modify Interchange	\$49	\$0	\$0	\$0	\$0	\$49	\$0	\$0		●			
4062256	I-75 at Corkscrew Interchange	Add Turn Lane	\$20	\$0	\$0	\$0	\$0	\$0	\$20	\$0					●
4206132	I-75 at Fruitville Road/CR 780	Modify Interchange	\$139	\$750	\$30	\$500	\$6,899	\$5,649	\$594	\$2,075		●	●	●	●
2010326	I-75 at SR 64	Modify Interchange	\$596	\$0	\$0	\$0	\$0	\$53	\$543	\$0					●
2012773	I-75 at SR 72 (clark Road) Interchange	Modify Interchange	\$43	\$61,238	\$0	\$0	\$0	\$59,828	\$1,078	\$375		●		●	●
4130651	I-75 at SR 884 (colonial Blvd) Interchange	Modify Interchange	\$63,132	\$0	\$2,000	\$0	\$0	\$61,710	\$3,422	\$0		●	●	●	●
4258432	I-75 at SR 951	Modify Interchange	\$7,507	\$0	\$45	\$2,536	\$89,457	\$96,886	\$1,416	\$1,243	●	●	●	●	●
4062254	I-75 from S of Corkscrew Road to S of Daniels Parkway	Add 2 to Build 6 Lanes	\$1,192	\$0	\$0	\$0	\$0	\$1,185	\$7	\$0				●	
4425211	Interstate Program Manager - Gec	Project Dev. & Env.	\$2,000	\$2,000	\$2,000	\$2,000	\$0	\$6,000	\$2,000	\$0	●				
ANNUAL TOTALS			\$187,658	\$237,649	\$14,719	\$16,238	\$96,356	\$522,216	\$26,181	\$4,223					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

First Five Years

Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2019/2020 through FY 2023/2024
(as of July 1, 2019)

LEGEND

Project Phase

- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

NOTES

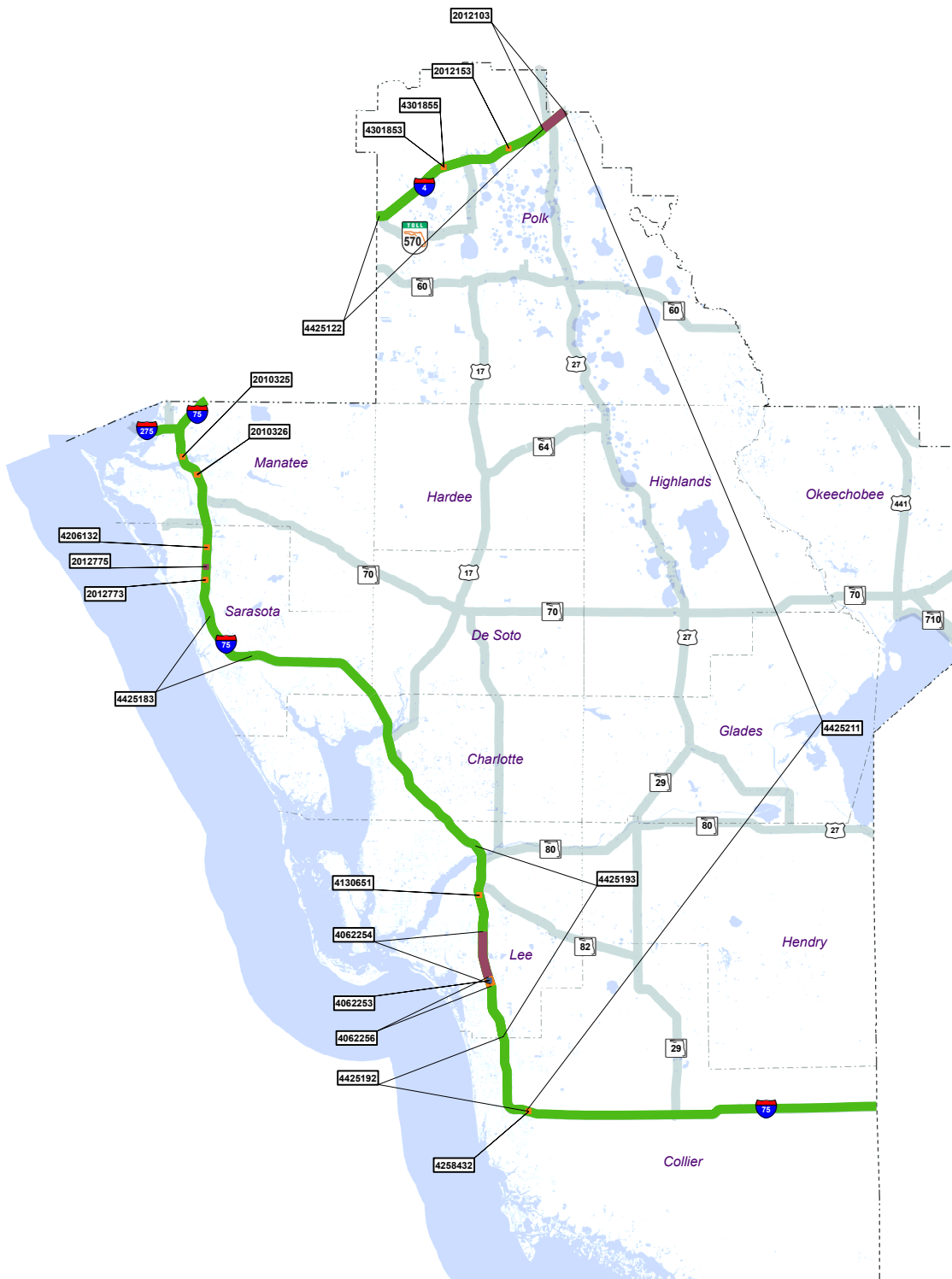
Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY





District 1 SIS Non-Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2020	2021	2022	2023	2024	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4365631	North Jones Loop Rd from Burnt Store Road to Piper Road	Project Dev. & Env.	\$1,220	\$0	\$0	\$0	\$0	\$0	\$1,220	\$0	●				
4389021	SR 15/700 (US 98/441) at Se 18th Terr Roundabout	Modify Intersection	\$2,046	\$0	\$0	\$0	\$0	\$0	\$2,046	\$0		●		●	●
4178788	SR 29 from CR 80a (cowboy Way) to CR 731 (whidden Rd)	Add 2 to Build 4 Lanes	\$1,589	\$2,166	\$2,673	\$7,374	\$0	\$12,088	\$1,589	\$125		●	●	●	
4178781	SR 29 from CR 80-a to CR 731 (whidden Rd)	Project Dev. & Env.	\$3	\$500	\$0	\$0	\$0	\$0	\$503	\$0	●		●		
4178787	SR 29 from CR 832 (keri Rd) to F Rd	Add 2 to Build 4 Lanes	\$24	\$0	\$0	\$1,607	\$0	\$1,523	\$108	\$0		●	●	●	
4175405	SR 29 from CR 846 E to N of New Market Road N	New Road	\$26	\$0	\$0	\$0	\$1,022	\$1,022	\$26	\$0		●		●	
4178783	SR 29 from F Road to Cowboy Way	Add 2 to Build 4 Lanes	\$9,817	\$4,842	\$0	\$0	\$0	\$13,914	\$745	\$0		●	●	●	
4344901	SR 29 from I-75 to Oil Well Rd	Project Dev. & Env.	\$26	\$0	\$0	\$0	\$0	\$0	\$26	\$0	●				
4175406	SR 29 from N of New Market Rd N Road to SR 82	Add 2 to Build 4 Lanes	\$50	\$0	\$0	\$380	\$1,123	\$1,123	\$430	\$0		●	●	●	
4175402	SR 29 from Oil Well Road to Sunniland Nursery Road	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$0	\$8,275	\$8,275	\$0	\$0		●	●		
4175404	SR 29 from S of Agriculture Way to CR 846 E	Add 2 to Build 4 Lanes	\$50	\$0	\$0	\$270	\$0	\$0	\$320	\$0		●	●		
4178784	SR 29 from SR 82 to Hendry C/I	Add 2 to Build 4 Lanes	\$508	\$1,274	\$0	\$9,970	\$475	\$11,644	\$583	\$0		●	●	●	●
4175403	SR 29 from Sunniland Nursery Road to S of Agriculture Way	Add 2 to Build 4 Lanes	\$48	\$0	\$0	\$500	\$0	\$0	\$548	\$0		●	●		
4419421	SR 31 from SR 80 (palm Beach Blvd) to SR 78 (bayshore Rd)	Project Dev. & Env.	\$51	\$0	\$0	\$0	\$0	\$0	\$51	\$0	●				
4338562	SR 60 from CR 630 to Grape Hammock Rd	Add 2 to Build 6 Lanes	\$149	\$0	\$0	\$0	\$0	\$149	\$0	\$0		●			
4338563	SR 60 from Grape Hammock Road to East of Kissimmee River Bridge	Add 2 to Build 4 Lanes	\$0	\$350	\$0	\$0	\$0	\$350	\$0	\$0		●			
4145065	SR 70 from CR 29 to Lonesome Island Road	Project Dev. & Env.	\$792	\$0	\$0	\$0	\$0	\$0	\$792	\$0	●				
4145062	SR 70 from Lorraine Rd to CR 675/waterbury Road	Project Dev. & Env.	\$3,835	\$7,863	\$0	\$47,742	\$0	\$27,431	\$30,326	\$1,683	●	●	●	●	●
4193444	SR 710 from E of L-63 Canal to Sherman Wood Ranches	Add 2 to Build 4 Lanes	\$0	\$0	\$0	\$3,300	\$0	\$3,250	\$50	\$0		●			
4193445	SR 710 from Sherman Wood Ranches to CR 714 (martin C/I)	Add 2 to Build 4 Lanes	\$0	\$0	\$6,350	\$0	\$0	\$6,350	\$0	\$0		●			
4193443	SR 710 from US 441 to L-63 Canal	New Road	\$5,886	\$3,315	\$0	\$0	\$0	\$5,431	\$3,770	\$0		●		●	
4308491	SR 82 from Gator Slough Lane to SR 29	Add 2 to Build 4 Lanes	\$33,933	\$0	\$0	\$0	\$0	\$33,613	\$207	\$114		●		●	●
4308481	SR 82 from Hendry County Line to Gator Slough Lane	Add 2 to Build 4 Lanes	\$2,789	\$0	\$20	\$45,354	\$0	\$47,329	\$833	\$0		●	●	●	●
4192432	US 27 (SR 25) from Highlands County Line to CR 630a	Add 2 to Build 6 Lanes	\$7	\$1,346	\$2,571	\$50	\$500	\$400	\$4,074	\$0		●	●	●	●
4192434	US 27 at SR 60	Modify Interchange	\$61,024	\$0	\$0	\$0	\$0	\$52,391	\$8,633	\$0		●	●	●	●
4349861	US 27 at SR 64	Modify Intersection	\$595	\$0	\$0	\$0	\$0	\$25	\$570	\$0					●
4424031	US 27 from South of Sun 'n Lake to North of Sun 'n Lake	Add Turn Lane	\$0	\$0	\$0	\$200	\$0	\$0	\$200	\$0		●			
4192433	US 27 from CR 630a to Presidents Drive	Add 2 to Build 6 Lanes	\$604	\$4,731	\$1,964	\$0	\$70	\$500	\$6,769	\$100		●	●	●	
4449581	US 441 (SR 15) at CR 68 (ne 160th St)	Add Turn Lane	\$0	\$0	\$0	\$0	\$65	\$0	\$65	\$0		●			
4448861	US 441 (SR 15) at Potter Rd (ne 144th St)	Add Turn Lane	\$0	\$0	\$0	\$0	\$75	\$0	\$75	\$0		●			
ANNUAL TOTALS			\$125,072	\$26,387	\$13,578	\$116,747	\$11,605	\$226,808	\$64,559	\$2,022					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

First Five Years
Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2019/2020 through FY 2023/2024
(as of July 1, 2019)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

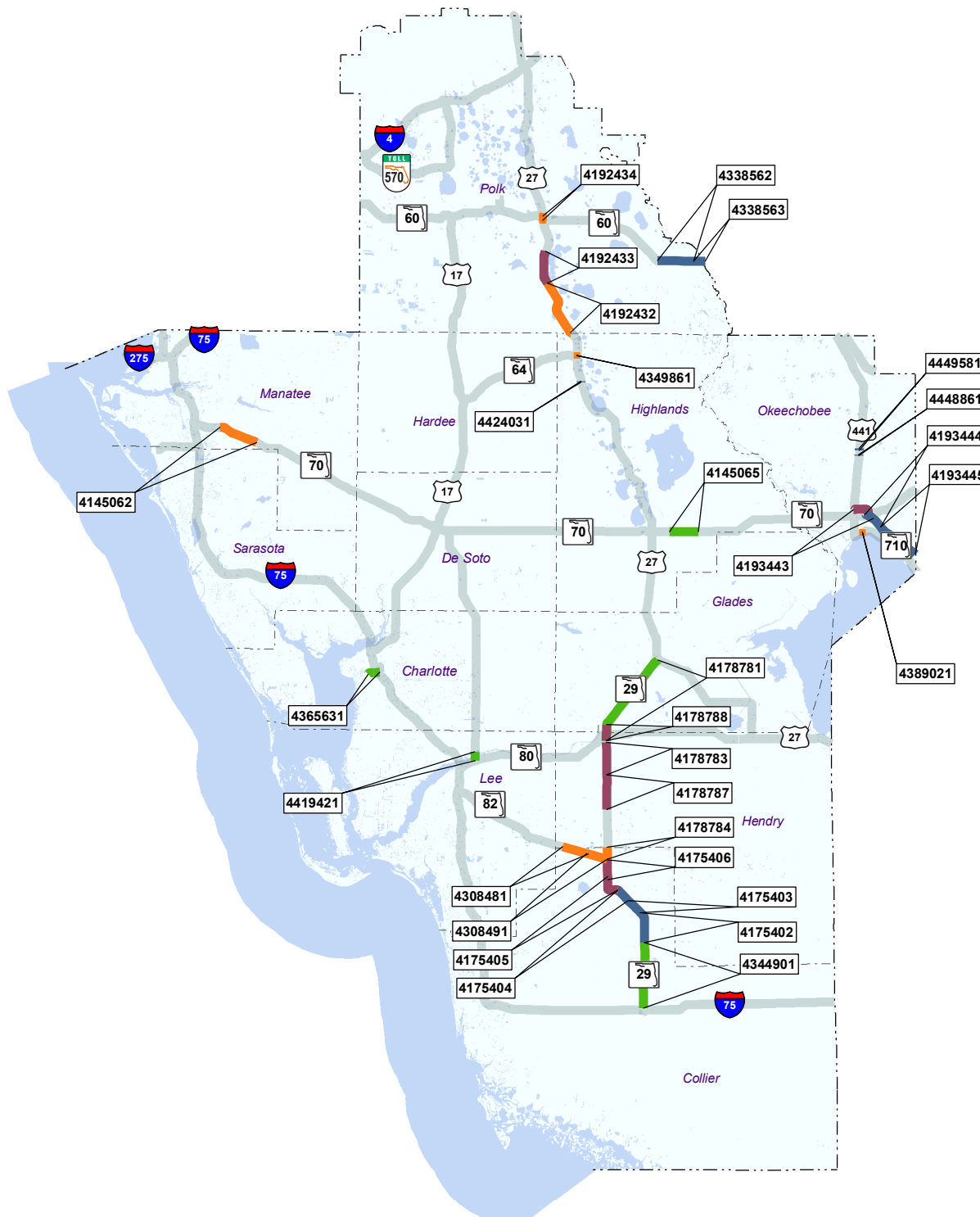
Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.



HIGHWAY

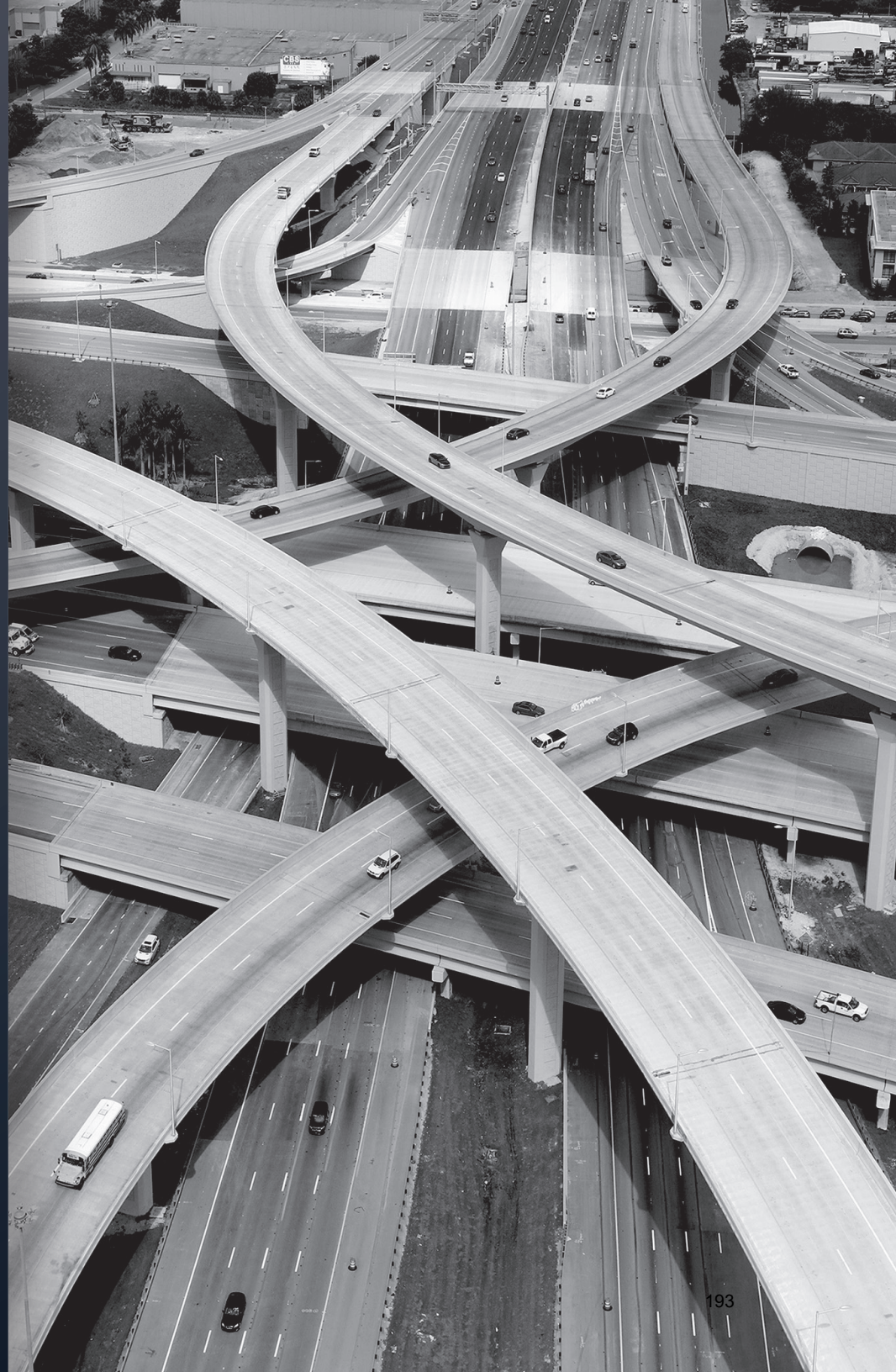




Strategic Intermodal System

Second Five Year Plan

2024/2025
FY 2028/2029



The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Year Plan illustrates projects on the SIS that are funded by the Legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

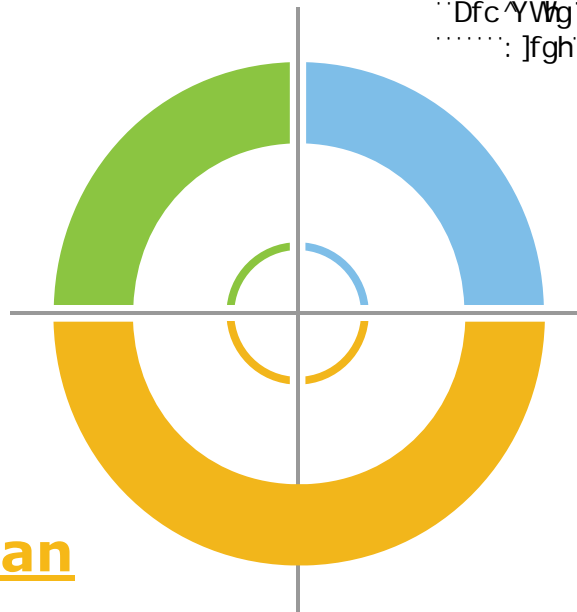
The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. This plan could move forward into the Second Five as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.

Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.





District 1 SIS Plan



MAP ID	FACILITY	DESCRIPTION	2025	2026	2027	2028	2029	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4301853	I-4 AT SR 33 INTERCHANGE MODIFICATION	Modify Interchange	\$0	\$0	\$0	\$86,479	\$0	\$85,735	\$244	\$500					●
2012775	I-75 (SR93) AT BEE RIDGE ROAD	Modify Interchange	\$0	\$142,293	\$0	\$0	\$0	\$142,293	\$0	\$0					●
4206132	I-75 AT FRUITVILLE ROAD/CR 780	Modify Interchange	\$111,136	\$0	\$0	\$0	\$0	\$111,112	\$24	\$0					●
4178785	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)	Add 2 to Build 4 Lanes	\$2,318	\$6,733	\$0	\$0	\$0	\$9,051	\$0	\$0				●	
4178787	SR 29 FROM CR 832 (KERI RD) TO F RD	Add 2 to Build 4 Lanes	\$2,653	\$0	\$0	\$0	\$0	\$0	\$2,653	\$0				●	
4175405	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD N	New Road	\$5,879	\$0	\$0	\$0	\$0	\$5,879	\$0	\$0				●	
4175406	SR 29 FROM N OF NEW MARKET RD N ROAD TO SR 82	Add 2 to Build 4 Lanes	\$0	\$29,943	\$0	\$0	\$0	\$29,943	\$0	\$0					●
4193444	SR 710 FROM E OF L-63 CANAL TO SHERMAN WOOD RANCHES	Add 2 to Build 4 Lanes	\$2,051	\$5,076	\$0	\$0	\$0	\$7,127	\$0	\$0				●	
4193443	SR 710 FROM US 441 TO L-63 CANAL	New Road	\$0	\$67,377	\$0	\$0	\$0	\$66,852	\$0	\$525					●
4308481	SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE	Add 2 to Build 4 Lanes	\$2,800	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0					●
4192432	US 27 (SR 25) FROM HIGHLANDS COUNTY LINE TO CR 630A	Add 2 to Build 6 Lanes	\$0	\$107,007	\$0	\$0	\$0	\$105,107	\$0	\$1,900					●
4192433	US 27 FROM CR 630A TO PRESIDENTS DRIVE	Add 2 to Build 6 Lanes	\$0	\$67,379	\$0	\$0	\$0	\$67,379	\$0	\$0					●
4449581	US 441 (SR 15) AT CR 68 (NE 160TH ST)	Add Turn Lane	\$0	\$611	\$0	\$0	\$0	\$0	\$611	\$0					●
4448861	US 441 (SR 15) AT POTTER RD (NE 144TH ST)	Add Turn Lane	\$0	\$399	\$0	\$0	\$0	\$0	\$399	\$0					●
ANNUAL TOTALS			\$126,837	\$426,818	\$0	\$86,479	\$0	\$630,478	\$6,731	\$2,925					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 1

Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

FY 2024/2025 through FY 2028/2029
(as of July 1, 2019)

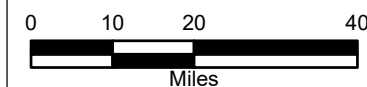
LEGEND

Project Phase

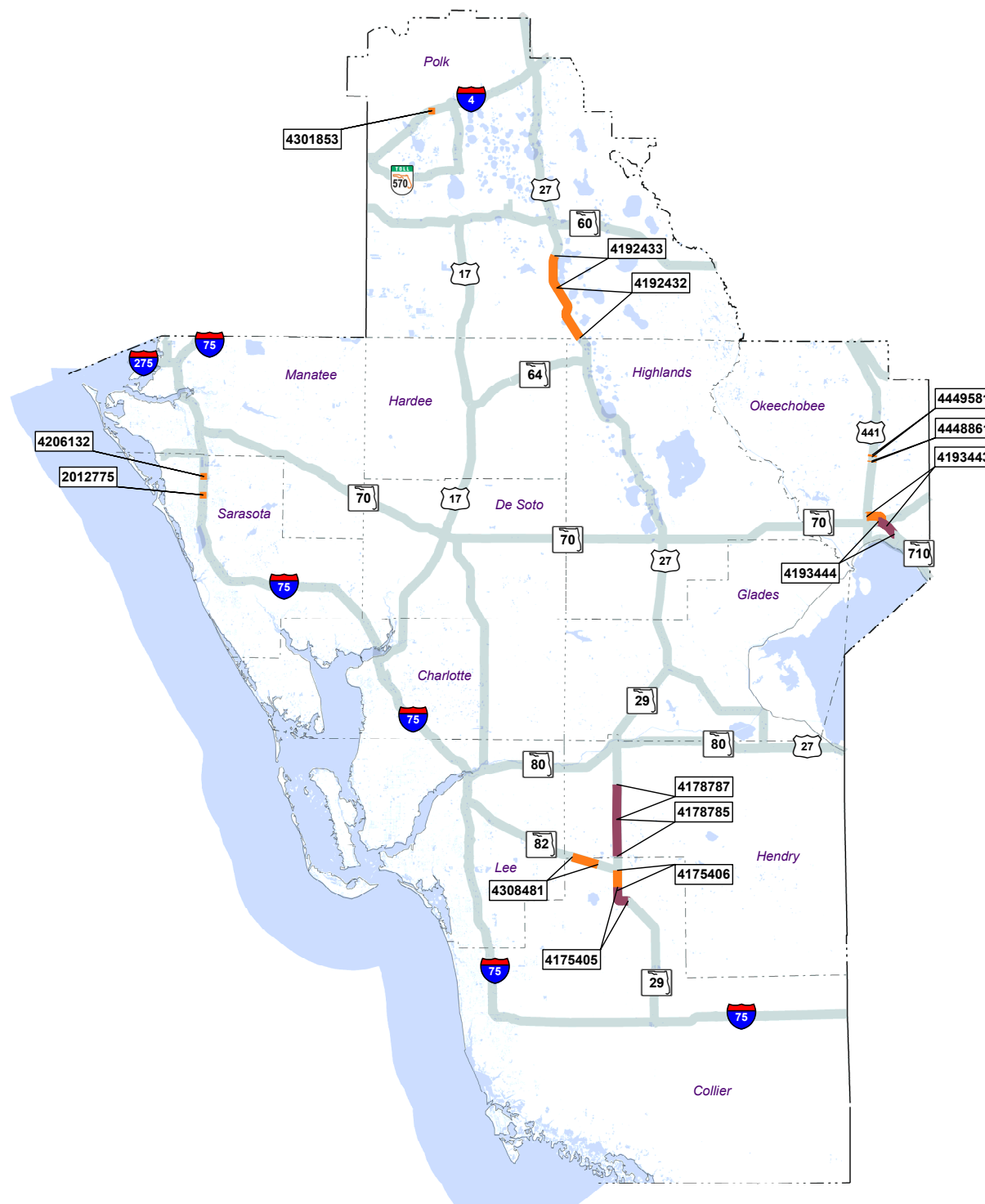
- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.
Some projects may overlap on map.
Project costs are subject to change.



HIGHWAY

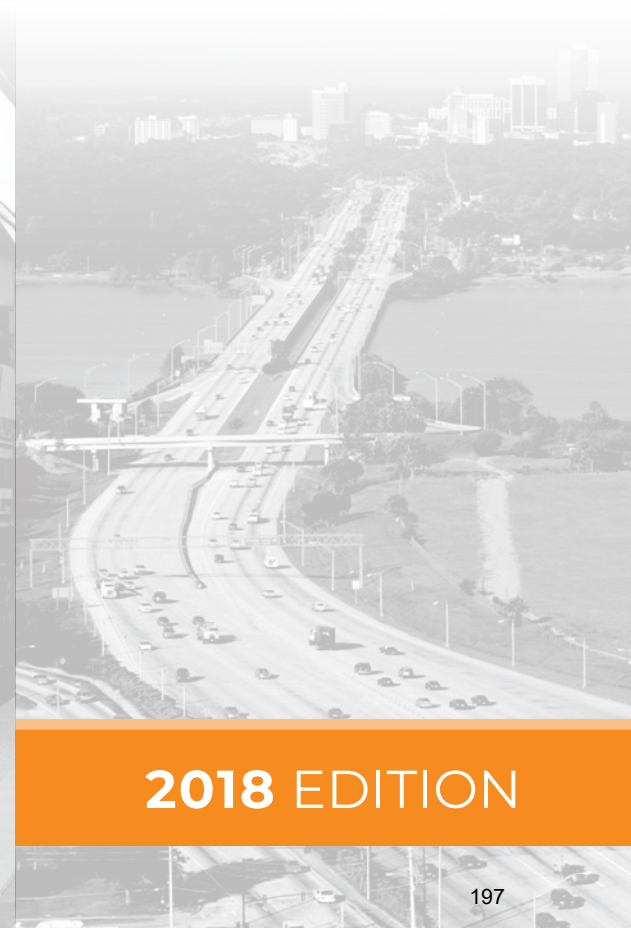




Strategic Intermodal System

Long Range Cost Feasible Plan

FY 2029-2045



PRESENT DAY COSTS

2018 EDITION

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	347,080	398,766					MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	1,656,000	1,905,680					MGLANE
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300					MGLANE
3334	I-75	at North Jones Loop Rd			6,500	6,500								M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500								M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500								M-INCH
3337	I-75	at CR 769/Kings Highway			6,500	6,500								M-INCH
3339	I-75	North of University Parkway	CR 6 / Moccasin Wallow Rd.		60,480	60,480	175,240	821,344	996,584					MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538					MGLANE
3463	I-75	SR 681	North of University Parkway		49,014	49,014	152,341		152,341					MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427					MGLANE
1379	SR 29	I-75	Oil Well Rd		4,333	4,333								A2-4
1383	SR 29	CR80A	CR 731 (Whidden Road)					113,434	113,434					A2-4
3341	SR 29	Oil Well Rd. / CR 658	Sunniland Nursery Rd.				4,548		4,548					A2-4
3342	SR 29	Sunniland Nursery Rd.	South of Agriculture Way				2,378		2,378					A2-4
3343	SR 29	S. of Agriculture Way	CR 846 E				5,628	23,318	28,946					A2-4
3346	SR 29	F Rd	North of Cowboy Way					47,899	47,899					A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					49,905	49,905					NR
3348	SR 31	SR 80	SR 78		9,350	9,350								A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	6,376	10,567					A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	20,324	30,934					A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830					A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.	2,500	19,500	22,000								A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27	3,000	21,000	24,000								A2-6
3359	SR 64	Hardee / Highlands County Line	US 27	1,600	4,500	6,100								A2-4
3357	SR 64	US 17	SR 636	2,000	10,250	12,250								A2-4
3358	SR 64	Old Town Creek Rd. / CR 671 / Parnell Rd.	Hardee / Highlands County Line	1,750	5,000	6,750								A2-4
3367	SR 70	NW 38th Terrace	US 98	1,200	1,700	2,900								A2-4
3363	SR 70	Jefferson Avenue	US 27		2,879	2,879								A2-4
3364	SR 70	US 27	CR 29		2,456	2,456								A2-4
3365	SR 70	CR 29	Lonesome Island Road		1,083	1,083								A2-4
3362	SR 70	East of SR 31	Jefferson Avenue	3,500	39,000	42,500								A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)	2,500	18,500	21,000								A2-4
3360	SR 70	CR 675	DeSoto County Line	3,000	26,000	29,000								A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace	4,000	35,000	39,000								A2-4
3369	SR 710	Sherman Woods Ranch	Okeechobee / Martin County Line				7,399		7,399					A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd.	1,500	4,500	6,000								A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.	2,500	4,500	7,000								HWYCAP
3373	SR 82	Alabama Road	Homestead Blvd.		2,189	2,189								A2-6
3372	SR 82	Michigan Link Ave.	Gateway Blvd	3,000	9,000	12,000								HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.	750	674	1,424								HWYCAP
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.	750	1,965	2,715								HWYCAP
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,045	2,000	3,045								A2-6
3376	US 17	Mann Rd.	Main St.	1,250	2,500	3,750								A2-6
3377	US 17	Main St.	SR 60A / Auto Zone Ln	1,000	3,000	4,000								A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line	3,500	4,182	7,682								A2-6
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line		16,320	16,320	6,664		6,664					HWYCAP
3379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500								FRTCAP
3380	US 27	Glades / Highlands County Line	SR 70	3,000	18,000	21,000								A2-6
3381	US 27	South of Skipper Rd.	US 98	1,250	1,500	2,750								A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.	1,500	2,500	4,000								A2-4

Funded CFP Totals

814,080

4,245,139

Total CFP Funds= 5,059,219

LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A4-SUL: Add 4 Special Use Lanes

ACCESS: Access
BRIDGE: Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
PTERM: Passenger Terminal
ITS: Intelligent Transp. Sys
MGLANE: Managed Lanes

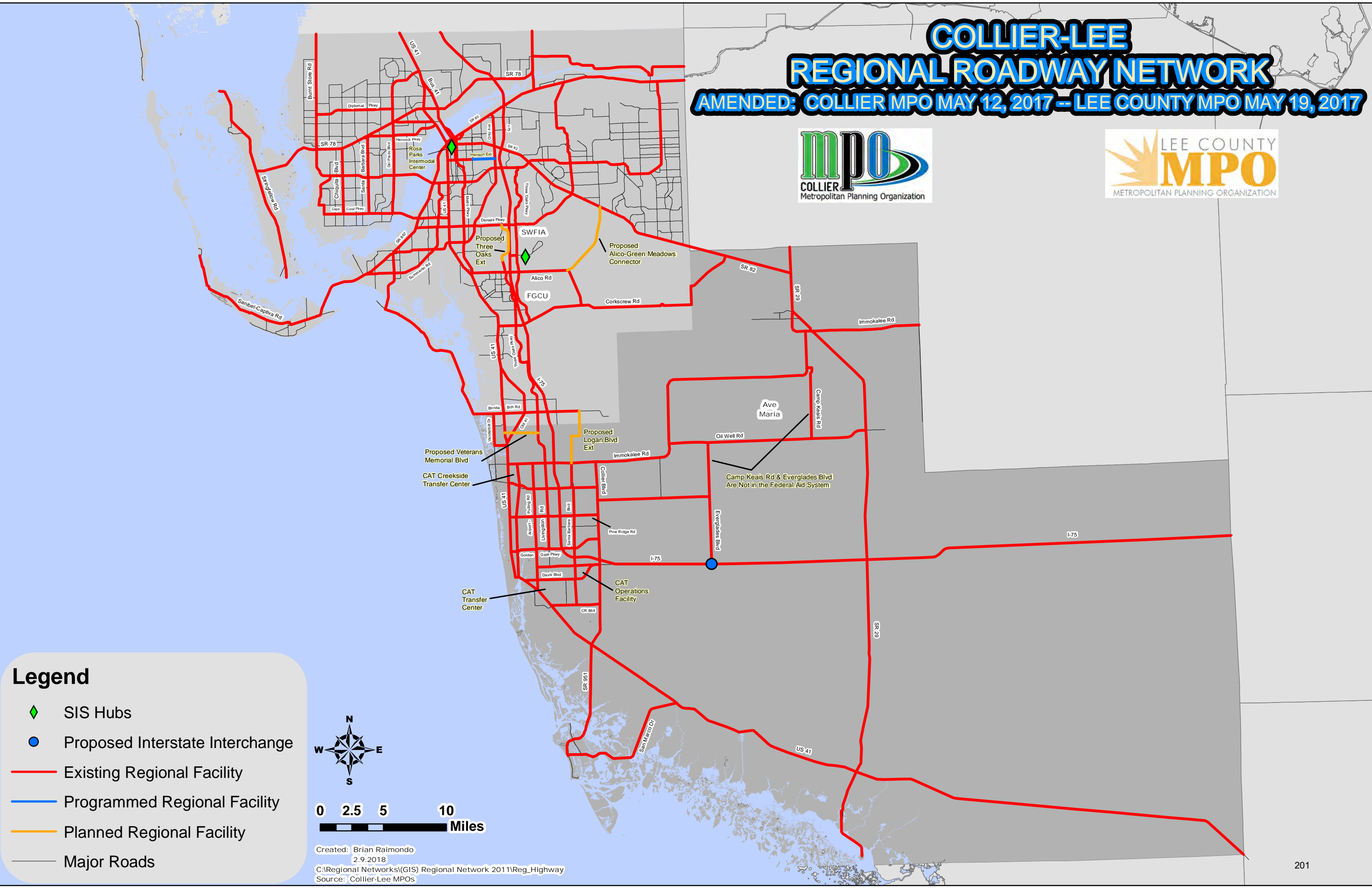
M-INCH: Modify Interchange
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. Env.
SERVE: Add Svc/Front/CD System
STUDY: Study
UP: Ultimate Plan

APPENDIX B

COLLIER COUNTY AND LEE COUNTY REGIONAL ROADWAY MAP

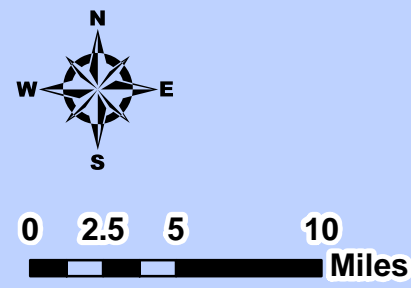
COLLIER-LEE REGIONAL ROADWAY NETWORK

AMENDED: COLLIER MPO MAY 12, 2017 -- LEE COUNTY MPO MAY 19, 2017



Legend

- SIS Hubs
- Proposed Interstate Interchange
- Existing Regional Facility
- Programmed Regional Facility
- Planned Regional Facility
- Major Roads



Created: Brian Raimondo
2.9.2018
C:\Regional Networks\GIS\Regional Network 2011\Reg_Highway
Source: Collier-Lee MPOs

APPENDIX C

AIRPORT CAPITAL IMPROVEMENT PROGRAMS

INCLUDES:
EVERGLADES AIRPARK
IMMOKALEE REGIONAL AIRPORT
MARCO ISLAND AIRPORT
NAPLES MUNICIPAL AIRPORT

The Naples and Collier County Airport Authorities develop annual aviation project priorities. These project priorities are listed in their Joint Airport Capital Improvement Programs. (JACIP) and capital improvement plans for each of the airports within the Collier MPO planning area. These programs and plans have been coordinated with the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA).

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Naples Municipal Airport
Sponsor: City of Naples Airport Authority

Local ID: APF
Sponsor ID: APF

NPIAS No.: 12-0053
Site No.: 03379.*A

Project Description:				Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown			
								State	Local		
Extend TW B, Apron Construction, Wildlife Habitat Removal - North Quadrant											
UPIN:	PFL0011418	FDOT Item No.:				2020	\$3,600,000	\$200,000	\$200,000	\$4,000,000	
Box and T-Hangar Construction - South Quadrant											
UPIN:	PFL0011685	FDOT Item No.:	446353	1		2020	\$0	\$1,440,000	\$360,000	\$1,800,000	
Runway 5-23 Drainage Swale Improvements											
UPIN:	PFL0011686	FDOT Item No.:	441765	1	2	2020	\$2,700,000	\$150,000	\$150,000	\$3,000,000	
GA Terminal Traffic,Parking and Airport Entrance Road Improvements											
UPIN:	PFL0012398	FDOT Item No.:				2020	\$0	\$0	\$2,000,000	\$2,000,000	
14 CFR Part 150 Study Update											
UPIN:	PFL0012915	FDOT Item No.:	446899	1		2020	\$300,000	\$15,000	\$361,000	\$676,000	
ATCT Upgrade and Improvements											
UPIN:	PFL0012916	FDOT Item No.:				2020	\$0	\$0	\$1,000,000	\$1,000,000	
General Aviation Terminal Improvements											
UPIN:	PFL0012917	FDOT Item No.:				2020	\$0	\$0	\$3,500,000	\$3,500,000	
North GA Apron Rehabilitation											
UPIN:	PFL0012918	FDOT Item No.:				2020	\$0	\$0	\$2,000,000	\$2,000,000	
Yearly Total	2020						\$6,600,000	\$1,805,000	\$9,571,000	\$17,976,000	
Box and T-Hangar Construction - South Quadrant											
UPIN:	PFL0011685	FDOT Item No.:	446353	1		2021	\$0	\$4,488,000	\$1,122,000	\$5,610,000	
14 CFR Part 150 Study Update											
UPIN:	PFL0012915	FDOT Item No.:	446899	1		2021	\$150,000	\$7,500	\$180,500	\$338,000	
Taxiways A and B Safety Improvements Design and Construction											
UPIN:	PFL0013032	FDOT Item No.:			1	2	2021	\$1,620,000	\$90,000	\$90,000	\$1,800,000
Yearly Total	2021						\$1,770,000	\$4,585,500	\$1,392,500	\$7,748,000	

Airport Security Upgrade

UPIN: PFL0011715	FDOT Item No.: 441675 1	2022	\$0	\$800,000	\$200,000	\$1,000,000
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14 CFR Part 150 Study Update

UPIN: PFL0012915	FDOT Item No.: 446899 1	2022	\$150,000	\$7,500	\$180,500	\$338,000
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EA of Short Term Improvements

UPIN: PFL0013033	FDOT Item No.:	3	3	2022	\$360,000	\$20,000	\$20,000	\$400,000
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Yearly Total	2022				\$510,000	\$827,500	\$400,500	\$1,738,000
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Commercial Terminal Apron Rehabilitation

UPIN: PFL0012395	FDOT Item No.:	2024	\$0	\$750,000	\$750,000	\$1,500,000
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Expand General Aviation Terminal Apron Phase 1 Design and Construction

UPIN: PFL0013030	FDOT Item No.:	4	4	2024	\$106,200	\$5,900	\$5,900	\$118,000
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Yearly Total	2024				\$106,200	\$755,900	\$755,900	\$1,618,000
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East Quadrant Apron Construction Phase 2 Design and Construction

UPIN: PFL0009409	FDOT Item No.: 446385 1	5	5	2025	\$0	\$140,000	\$35,000	\$175,000
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Expand General Aviation Terminal Apron Phase 1 Design and Construction

UPIN: PFL0013030	FDOT Item No.:	4	4	2025	\$1,530,000	\$85,000	\$85,000	\$1,700,000
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Yearly Total	2025				\$1,530,000	\$225,000	\$120,000	\$1,875,000
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East Quadrant Apron Construction Phase 2 Design and Construction

UPIN: PFL0009409	FDOT Item No.: 446385 1	5	5	2026	\$0	\$2,000,000	\$500,000	\$2,500,000
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Yearly Total	2026				\$0	\$2,000,000	\$500,000	\$2,500,000
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AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Everglades Airpark
Sponsor: Collier County Airport Authority

Local ID: X01
Sponsor ID: MKY

NPIAS No.: 12-0021
Site No.: 03182.*A

Project Description:				Fed	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown				
				Priority			Federal	State	Local		
Reconstruct and widen Runway 15/33											
UPIN:	PFL0003358	FDOT Item No.:	441671	1	2	2	2020	\$2,000,000	\$0	\$0	\$2,000,000
Design, Permit, Bid and Construct Seaplane Base											
UPIN:	PFL0012389	FDOT Item No.:	444394	1	NOTE: 4443941 - Design, permit, bit and construction have been rescheduled for 2021		2020	\$0	\$630,000	\$157,500	\$787,500
Design, Permit & Bid Runway 15/33 Reconstruction											
UPIN:	PFL0012390	FDOT Item No.:					2020	\$0	\$8,500	\$8,500	\$17,000
Yearly Total	2020							\$2,000,000	\$638,500	\$166,000	\$2,804,500
Reconstruct and widen Runway 15/33											
UPIN:	PFL0003358	FDOT Item No.:	441671	1	2	2	2021	\$0	\$112,500	\$112,500	\$225,000
Install VASI System											
UPIN:	PFL0008819	FDOT Item No.:			4		2021	\$150,000	\$0	\$0	\$150,000
Airport Master Plan Update											
UPIN:	PFL0010198	FDOT Item No.:			3	4	2021	\$180,000	\$0	\$0	\$180,000
Yearly Total	2021							\$330,000	\$112,500	\$112,500	\$555,000
Land Acquisition											
UPIN:	PFL0008818	FDOT Item No.:			5	5	2022	\$1,125,000	\$0	\$0	\$1,125,000
Install VASI System											
UPIN:	PFL0008819	FDOT Item No.:			4		2022	\$0	\$8,250	\$8,250	\$16,500
Airport Master Plan Update											
UPIN:	PFL0010198	FDOT Item No.:			3	4	2022	\$0	\$10,000	\$10,000	\$20,000
Yearly Total	2022							\$1,125,000	\$18,250	\$18,250	\$1,161,500
Land Acquisition											
UPIN:	PFL0008818	FDOT Item No.:			5	5	2023	\$0	\$56,250	\$56,250	\$112,500

Design, Permit, Bid and Construct Apron

UPIN: PFL0008820	FDOT Item No.:	2023	\$150,000	\$0	\$0	\$150,000
Yearly Total	2023		\$150,000	\$56,250	\$56,250	\$262,500

Design, Permit, Construct T-Hangar

UPIN: PFL0008311	FDOT Item No.:	2024	\$0	\$600,000	\$150,000	\$750,000
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Design, Permit, Bid and Construct Apron

UPIN: PFL0008820	FDOT Item No.:	2024	\$0	\$192,500	\$57,500	\$250,000
Yearly Total	2024		\$0	\$792,500	\$207,500	\$1,000,000

Design, Permit, Bid & Construct General Aviation Terminal Building

UPIN: PFL0008821	FDOT Item No.:	2025	\$0	\$800,000	\$200,000	\$1,000,000
Yearly Total	2025		\$0	\$800,000	\$200,000	\$1,000,000

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Marco Island Executive Airport
Sponsor: Collier County Airport Authority

Local ID: MKY
Sponsor ID: MKY

NPIAS No.: 12-0142
Site No.: 03315.44*A

Project Description:				Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			
							Federal	State	Local	
Construct New Terminal, Auto Parking, Airport Entrance and Aircraft Apron										
UPIN:	PFL0005820	FDOT Item No.:	437063	1	2	2020	\$0	\$3,247,620	\$811,905	\$4,059,525
Construct Apron Expansion										
UPIN:	PFL0011428	FDOT Item No.:			5	2020	\$0	\$80,000	\$20,000	\$100,000
Acquire 5,000 Gallon Jet-A Refueler Truck										
UPIN:	PFL0013062	FDOT Item No.:				2020	\$0	\$200,000	\$50,000	\$250,000
Yearly Total	2020						\$0	\$3,527,620	\$881,905	\$4,409,525
Construct New Terminal, Auto Parking, Airport Entrance and Aircraft Apron										
UPIN:	PFL0005820	FDOT Item No.:	437063	1	2	2021	\$0	\$2,000,000	\$500,000	\$2,500,000
Preliminary Planning and Design of Air Traffic Control Tower										
UPIN:	PFL0009401	FDOT Item No.:			5	2021	\$285,000	\$0	\$0	\$285,000
Design, permit, and Construct Aircraft Hangars										
UPIN:	PFL0010945	FDOT Item No.:				2021	\$0	\$120,000	\$30,000	\$150,000
Construct Apron Expansion										
UPIN:	PFL0011428	FDOT Item No.:			5	2021	\$0	\$800,000	\$200,000	\$1,000,000
Construct Aircraft Operations/Maintenance/GSE Facility										
UPIN:	PFL0012373	FDOT Item No.:	446360	1		2021	\$0	\$600,000	\$150,000	\$750,000
Yearly Total	2021						\$285,000	\$3,520,000	\$880,000	\$4,685,000
Construct ATCT										
UPIN:	PFL0006538	FDOT Item No.:			5	2022	\$2,398,750	\$0	\$0	\$2,398,750
Preliminary Planning and Design of Air Traffic Control Tower										
UPIN:	PFL0009401	FDOT Item No.:			5	2022	\$0	\$7,500	\$7,500	\$15,000
Design, permit, and Construct Aircraft Hangars										
UPIN:	PFL0010945	FDOT Item No.:				2022	\$0	\$2,000,000	\$500,000	\$2,500,000

Yearly Total	2022				\$2,398,750	\$2,007,500	\$507,500	\$4,913,750
Construct ATCT								
UPIN:	PFL0006538	FDOT Item No.:	5	2023	\$0	\$63,125	\$63,125	\$126,250
Expand Fuel Farm Capacity								
UPIN:	PFL0012374	FDOT Item No.:	446362 1	2023	\$0	\$300,000	\$75,000	\$375,000
Yearly Total	2023				\$0	\$363,125	\$138,125	\$501,250
Design, Permit & Bid Apron Lighting								
UPIN:	PFL0012904	FDOT Item No.:		2024	\$540,000	\$0	\$30,000	\$570,000
Yearly Total	2024				\$540,000	\$0	\$30,000	\$570,000
Design, Permit & Bid Apron Lighting								
UPIN:	PFL0012904	FDOT Item No.:		2025	\$0	\$30,000	\$0	\$30,000
Yearly Total	2025				\$0	\$30,000	\$0	\$30,000

AIRPORT SPONSOR REQUESTED FUNDING - CAPITAL IMPROVEMENT PLAN SUMMARY

Airport: Immokalee Regional Airport
Sponsor: Collier County Airport Authority

Local ID: IMM
Sponsor ID: MKY

NPIAS No.: 12-0031
Site No.: 03245.*A

Project Description:				Fed Priority	Sponsor	Sponsor Year	Sponsor Requested Funding Breakdown			
							Federal	State	Local	
Construct Extension of Taxiway C										
UPIN:	PFL0003510	FDOT Item No.:	441783	1	3	2020	\$2,013,300	\$0	\$0	\$2,013,300
Security Updates and Additions										
UPIN:	PFL0009404	FDOT Item No.:	433632	1		2020	\$0	\$624,000	\$156,000	\$780,000
Design, Permit and Bid Extension of Taxiway C										
UPIN:	PFL0009406	FDOT Item No.:	441783	1	3	2020	\$0	\$8,500	\$8,500	\$17,000
Design Rehabilitation of Runway 18/36										
UPIN:	PFL0011323	FDOT Item No.:	438977	1		2020	\$0	\$352,000	\$88,000	\$440,000
Yearly Total	2020						\$2,013,300	\$984,500	\$252,500	\$3,250,300
Construct Extension of Taxiway C										
UPIN:	PFL0003510	FDOT Item No.:	441783	1	3	2021	\$0	\$111,850	\$111,850	\$223,700
Rehabilitate Runway 18/36										
UPIN:	PFL0009405	FDOT Item No.:	438977	1		2021	\$0	\$5,280,000	\$1,320,000	\$6,600,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012380	FDOT Item No.:	446359	1		2021	\$237,330	\$0	\$0	\$237,330
Yearly Total	2021						\$237,330	\$5,391,850	\$1,431,850	\$7,061,030
Design, Permit, Construct Aircraft Storage Hangars										
UPIN:	PFL0008323	FDOT Item No.:				2022	\$0	\$1,200,000	\$300,000	\$1,500,000
Design, Permit & Bid Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012380	FDOT Item No.:	446359	1		2022	\$0	\$13,185	\$13,185	\$26,370
Construct Perimeter Road & Taxiway A Modifications										
UPIN:	PFL0012381	FDOT Item No.:	446359	1		2022	\$900,000	\$0	\$0	\$900,000
Yearly Total	2022						\$900,000	\$1,213,185	\$313,185	\$2,426,370

Design Airpark Boulevard Extension

UPIN: PFL0008317	FDOT Item No.: 446358 1	2023	\$0	\$1,000,000	\$250,000	\$1,250,000
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Design Airport Maintenance and Operations Building

UPIN: PFL0008318	FDOT Item No.:	2023	\$0	\$40,000	\$10,000	\$50,000
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Construct Perimeter Road & Taxiway A Modifications

UPIN: PFL0012381	FDOT Item No.: 446359 1	2023	\$0	\$50,000	\$50,000	\$100,000
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Yearly Total	2023		\$0	\$1,090,000	\$310,000	\$1,400,000
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Construct Airport Maintenance and Operations Building

UPIN: PFL0008320	FDOT Item No.:	2024	\$0	\$1,200,000	\$300,000	\$1,500,000
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Construct Airpark Boulevard Extension

UPIN: PFL0008321	FDOT Item No.: 446358 1	2024	\$0	\$1,615,680	\$403,920	\$2,019,600
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Rehabilitate and Replace Fuel Farm

UPIN: PFL0012903	FDOT Item No.: 446361 1	2024	\$0	\$800,000	\$200,000	\$1,000,000
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Yearly Total	2024		\$0	\$3,615,680	\$903,920	\$4,519,600
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EIS for Runway Extension

UPIN: PFL0005823	FDOT Item No.: 441784 1	2025	\$150,000	\$0	\$0	\$150,000
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Yearly Total	2025		\$150,000	\$0	\$0	\$150,000
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Land acquisition for runway extension (103 acres) & PHU Mitigation

UPIN: PFL0003877	FDOT Item No.: 5	2026	\$2,814,840	\$0	\$0	\$2,814,840
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EIS for Runway Extension

UPIN: PFL0005823	FDOT Item No.: 441784 1	2026	\$0	\$7,500	\$7,500	\$15,000
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Yearly Total	2026		\$2,814,840	\$7,500	\$7,500	\$2,829,840
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APPENDIX D
ACRONYMS and FUND and PHASE CODES

Acronyms that are used in this Transportation Improvement Program

Acronym	Description	Acronym2	Description2
ADA	Americans with Disabilities Act	JARC	Job Access and Reverse Commute
AUIR	Annual Update and Inventory Report	LCB	Local Coordinating Board
BCC/BOCC	Board of County Commissioners	L RTP	Long Range Transportation Plan
BPAC	Bicycle and Pedestrian Advisory Committee	MAP-21	Moving Ahead for Progress in the 21st Century
BPMP	Bicycle & Pedestrian Master Plan	MPA	Metropolitan Planning Area
BRT	Bus Rapid Transit	MPO	Metropolitan Planning Organization
CAT	Collier Area Transit	NHS	National Highway System
CEI	Construction Engineering Inspection	OA	Other Arterial
CFR	Code of Federal Regulations	OPS	Operations
CAC	Citizens Advisory Committee	PD&E	Project Development and Environmental
CIGP	County Incentive Grant Program	PE	Preliminary Engineering
CMC	Congestion Management Committee	PTO	Public Transportation Organization
CMP	Congestion Management Process	RACEC	Rural Area of Critical Economic Concern
CMS	Congestion Management System	ROW	Right of Way
COA	Comprehensive Operational Analysis	RRU	Railroad/Utilities
CR	County Road	SA	Surface Transportation Program - Any Area
CST	Construction	SE, TE	Surface Transportation Program - Enhancement
CTC	Community Transportation Coordinator	SHS	State Highway System
CTD	Commissioner for the Transportation Disadvantaged	SIS	Strategic Intermodal System
CTST	Community Traffic Safety Team	SR	State Road
DSB	Design Build	SRTS, SR2S	Safe Routes to School
EIS	Environmental Impact Study	STIP	State Transportation Improvement Program
EMO	Environmental Management Office	STP	Surface Transportation Program
ENG	Engineering	SU, XU	Surface Transportation Funds for Urbanized Area formula based - population over 200,000
ENV	Environmental	TAC	Technical Advisory Committee
FAA	Federal Aviation Administration	TAP	Transportation Alternative Program
FDOT	Florida Department of Transportation	TD	Transportation Disadvantaged
FHWA	Federal Highway Administration	TDTF	Transportation Disadvantaged Trust Fund
FM	Financial Management	TDP	Transit Development Plan
FPN	Financial Project Number	TDSP	Transportation Disadvantaged Service Plan
F.S.	Florida Statute	TIP	Transportation Improvement Program
FTA	Federal Transit Administration	TMA	Transportation Management Area
FY	Fiscal Year	TRIP	Transportation Regional Incentive Program
HSIP	Highway Safety Improvement Program	TSM	Transportation System Management
HWY	Highway	UPWP	Unified Planning Work Program
I	Interstate	UZA	Urbanized Area
INC	Incentive Contractor	YOE	Year of Expenditure
ITS	Intelligent Transportation System		
JACIP	Joint Airport Capital Improvement Program		

Additional Acronyms Added: CRA Community Redevelopment Agency, JPA Joint Participation Agreement, TMC Traffic Management Center, TOC Traffic Operations Center

Phase Codes that are used in this Transportation Improvement Program

CAP	Capital
CST	Construction
DSB	Design Build
ENV	Environmental
INC	Contract Incentives
MNT	Maintenance
OPS	Operations
PDE	Project Development & Environment (PD&E)
PE	Preliminary Engineering
PLN	Planning
ROW	Right-of-Way
RRU	Railroad & Utilities

Work Program Instructions Appendix D Funds Codes

As Of: 1/27/2020

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/support/appendixd.aspx?CT=FC>

Code	Description	Fund Group	Fund Group Description
ACAN	ADVANCE CONSTRUCTION ANY AREA	F32	O.F.A. - AC FUNDING
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F32	O.F.A. - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACEM	EARMARKS AC	F43	100% FEDERAL DEMO/EARMARK
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F32	O.F.A. - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F32	O.F.A. - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F32	O.F.A. - AC FUNDING
ACNH	ADVANCE CONSTRUCTION (NH)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSB	ADVANCE CONSTRUCTION (SABR)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F32	O.F.A. - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ACTA	ADVANCE CONSTRUCTION TALT	F32	O.F.A. - AC FUNDING
ACTL	ADVANCE CONSTRUCTION TALL	F32	O.F.A. - AC FUNDING
ACTN	ADVANCE CONSTRUCTION TALN	F32	O.F.A. - AC FUNDING
ACTU	ADVANCE CONSTRUCTION TALU	F32	O.F.A. - AC FUNDING
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS

BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRAC	BRT (AC/REGULAR)	F34	O.F.A. - AC/REGULAR
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRT	FED BRIDGE REPL - ON SYSTEM	F31	O.F.A. - REGULAR FUNDS
BRTD	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F31	O.F.A. - REGULAR FUNDS
CFA	CONTRACTOR FUNDS ADVANCE	N49	OTHER NON-FEDERAL FUNDS
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
COE	CORP OF ENGINEERS (NON-BUDGET)	F49	100% FEDERAL NON-FHWA
COOP	COOPERATIVE AGREEMENTS - FHWA	F49	100% FEDERAL NON-FHWA
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT

DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB6	TAMPA-HILLSBOROUGH EXPR. AUTH.	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EBBP	EQUITY BONUS SUPPLEMENTING BDG	F34	O.F.A. - AC/REGULAR
EBNH	EQUITY BONUS SUPPLEMENTING NH	F34	O.F.A. - AC/REGULAR
EBOH	EQUITY BONUS - OVERHEAD	F31	O.F.A. - REGULAR FUNDS
EM18	GAA EARMARKS FY 2018	N11	100% STATE
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM20	GAA EARMARKS FY 2020	N11	100% STATE
ER12	2012 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER13	2013 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER14	SPRING FLOODING 2014	F42	100% FEDERAL EMERGENCY FUNDS
ER16	2016 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS

ER18	2018 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER19	2019 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
F330	SEC 330 STP EARMARKS 2003	F43	100% FEDERAL DEMO/EARMARK
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FD21	FDM-DODGE ISLAND TUNNEL	F33	O.F.A. - DEMO/EARMARK FUNDS
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FLEM	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON-FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FSF1	FED STIMULUS, S/W MANAGED	F45	100% FEDERAL STIMULUS PROGRAM
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
GR17	GENERAL REVENUE FOR FY2017 GAA	N11	100% STATE
GREM	GENERAL REVENUE EMERGENCY MGMT	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS

HRRR	HIGH RISK RURAL ROAD	F31	O.F.A. - REGULAR FUNDS
HSID	INTERSECTION CRASHES	F31	O.F.A. - REGULAR FUNDS
HSLD	LANE DEPARTURE CRASHES	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F31	O.F.A. - REGULAR FUNDS
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
IBRC	INNOVATIVE BRIDGE RES & CONST	F43	100% FEDERAL DEMO/EARMARK
IM	INTERSTATE MAINTENANCE	F11	I, IM - REGULAR FUNDING
IMAC	IM (AC/REGULAR)	F13	IM - AC/REGULAR
IMD	INTERSTATE MAINTENANCE DISCRET	F14	I, IM - DISCRETIONARY
IVH	INTELLIGENT VEHICLE HIWAY SYST	F33	O.F.A. - DEMO/EARMARK FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSIBLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
MCOR	MULTI-USE COR S.338.2278,F.S.	N11	100% STATE
MCSG	MOTOR CARRIER SAFETY GRANT	F49	100% FEDERAL NON-FHWA
NFP	NATIONAL FREIGHT PROGRAM	F31	O.F.A. - REGULAR FUNDS
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHAC	NH (AC/REGULAR)	F23	NH - AC/REGULAR
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHEX	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING

NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F31	O.F.A. - REGULAR FUNDS
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
S112	STP EARMARKS - 2006	F43	100% FEDERAL DEMO/EARMARK
S115	STP EARMARKS - 2004	F43	100% FEDERAL DEMO/EARMARK
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK

S125	STP EARMARKS - 2009	F43	100% FEDERAL DEMO/EARMARK
S129	STP EARMARKS - 2008	F43	100% FEDERAL DEMO/EARMARK
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SAAN	STP, ANY AREA - NOT ON NHS	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F31	O.F.A. - REGULAR FUNDS
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SB	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCMC	SCOP M-CORR S.338.2278,F.S.	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
SED	STATE ECONOMIC DEVELOPMENT	N11	100% STATE
SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2E	SAFE ROUTES - EITHER	F31	O.F.A. - REGULAR FUNDS
SR2N	SAFE ROUTES NON-INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SRMC	SCRAP M-CORR S.338.2278,F.S.	N11	100% STATE
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK

STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TCSP	TRANS, COMMUNITY & SYSTEM PRES	F43	100% FEDERAL DEMO/EARMARK
TD18	TD COMMISSION EARMARKS FY 2018	N11	100% STATE
TD19	TD COMMISSION EARMARKS FY 2019	N11	100% STATE
TD20	TD COMMISSION EARMARKS FY 2020	N11	100% STATE
TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
TDMC	TD M-CORR S.338.2278,F.S.	N11	100% STATE
TDPD	TD PAYROLL REDIST D FUNDS	N11	100% STATE
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIFI	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
TIFR	TIFIA FUNDS REDISTRIBUTED	F41	100% FEDERAL FUNDS
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TIMP	TRANSPORTATION IMPROVEMENTS	F33	O.F.A. - DEMO/EARMARK FUNDS
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBC	GARCON POINT BRIDGE	N43	TOLL MAINTENANCE

TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBH	I-4 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBK	TAMPA BAY EXPRESS LANES-MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS
TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBK	TAMPA BAY EXP LANES OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TPFP	TRUCK PARKING FACILITIES PGM	F33	O.F.A. - DEMO/EARMARK FUNDS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS
WFMC	WF M-CORR S.338.2278,F.S.	N11	100% STATE
WKBL	2012 SB1998-TRANS BEACHLINE-TP	N11	100% STATE

WKOC	2012 SB1998-REPAYMNT OOC DEBT	N11	100% STATE
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APPENDIX E

COLLIER MPO'S LONG RANGE TRANSPORTATION PLAN (LRTP) COST FEASIBLE PLAN (HIGHWAY AND TRANSIT)

To view the entire Collier 2040 LRTP please visit:

<https://www.colliermopo.org/lrtp/>

2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing Lanes	Project Length (Miles)	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040 Project Totals	2041-2050 YOE CST
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST		
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7.89			\$10.02							\$10.02	
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							\$6.19	\$3.63		\$9.82	
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	\$41.40			\$55.87							\$55.87	
35	SR 82	Gator Slough	SR 29	2	3.2	2-Lane Roadway to 4 Lanes	\$34.54			\$34.54							\$34.54	
	TMA BOX (20%) Bridges						n/a			\$4.66			\$4.66			\$9.34	\$18.66	
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			\$9.32			\$9.32			\$18.67	\$37.31	
	TMA BOX (40%) CMP						n/a			\$9.32			\$9.32			\$18.67	\$37.31	
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	\$2.00	\$0.59		\$2.54							\$3.13	
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	\$5.00	\$0.80		\$6.35							\$7.15	
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	\$2.75	\$0.51		\$3.49							\$4.00	
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$15.03	\$2.72					\$22.55				\$25.27	
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$33.11			\$6.85				\$77.66			\$84.51	\$82.78
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	\$4.00			\$5.08							\$5.08	
21	US 41	Goodlette Rd		N/A		Intersection	\$2.00	\$0.37		\$2.54							\$2.91	
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$13.35	\$2.02					\$20.03				\$22.05	
15	US 41 (SR 90) (Tamiame Trail East)	Greenway Rd	6 I. Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$21.83			\$6.01				\$25.59	\$41.70		\$73.30	
9	US 41 (SR 90) (Tamiame Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	\$44.14						\$10.30				\$10.30	\$110.35
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$30.00	\$3.66		\$38.10							\$41.76	
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	\$31.00						\$4.68		\$53.48		\$58.16	
13a / 14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	16th St	0 & 2	7	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 16th St	\$67.60			\$67.60							\$67.60	
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$5.00	\$1.22		\$6.35							\$7.57	
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$20.00						\$30.00				\$30.00	
16	Randall Boulevard	8th Street	Everglades Blvd	2	3.4	4 lane divided to 6 lane divided (includes corridor study to determine preferred alignment)	\$25.50	\$6.22	\$5.76			\$25.73		\$9.25			\$46.96	\$63.74
65	Randall Boulevard	Everglades Blvd	Desoto Blvd	2	1.84	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$27.32	\$5.81						\$32.03			\$37.84	\$68.29
74	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	0	0.25	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$5.79	\$0.69						\$3.78			\$4.47	\$14.47
75	Randall Boulevard	Big Cypress Parkway	Oil Well Road	0	1.6	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$20.65	\$4.11						\$24.22			\$28.33	\$51.62
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	\$8.00	\$1.95	\$1.08				\$12.00				\$15.03	
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$25.04			\$5.24	\$23.01	\$37.56					\$65.81	
56	Benfield Road	City Gate Boulevard North	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	\$56.47	\$1.83		\$20.69				\$21.21			\$43.72	\$141.16
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	\$29.31	\$0.61		\$6.90				\$30.70			\$38.20	\$73.28
13b	Vanderbilt Beach Road Ext	16th St	Desoto	0	3.7	2 lane roadway in a 4 lane footprint	\$35.00										\$0.00	\$188.05
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	\$23.36	\$2.85			\$21.47					\$44.63	\$68.94	
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	\$28.02			\$3.86				\$17.05	\$53.52		\$74.42	
13a / 14p	Vanderbilt Beach Road Ext	Collier Boulevard	16th St	2 & 0	7	Add remaining 3 lanes	\$48.05									\$91.78	\$91.78	
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$10.00			\$2.76						\$19.10	\$21.86	
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.00			\$3.10			\$6.00				\$9.10	
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.06			\$3.10				\$4.69	\$7.75		\$15.55	
							\$731.21	\$35.95	\$6.84	\$255.77	\$58.50	\$70.21	\$151.43	\$21.17	\$249.81	\$358.64	\$1,208.32	\$793.74

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remaining	Revenue	Spent	Remaining	Revenue	Spent	Remaining	
TMA	\$23.32	\$23.29	\$0.03	\$23.32	\$23.29	\$0.03	\$46.64	\$46.69	-\$0.05	\$0.01
OA	\$55.60	\$58.10	-\$2.50	\$52.60	\$42.58	\$10.02	\$115.10	\$144.95	-\$29.85	-\$22.33
SIS	\$100.43	\$100.43	\$0.00	\$0.00	\$0.00	\$0.00	\$9.82	\$9.82	\$0.00	\$0.00
County	\$106.82	\$106.07	\$0.75	\$201.66	\$201.41	\$0.25	\$430.84	\$417.87	\$12.97	\$13.97

Notes: Design phases funded by OA not included in totals
#56 and #29 are only partial ROW & Mitigation costs

LRTP Transit Cost Feasible Plan – Service Schedule

COLLIER 2040
Long Range Transportation Plan



Table 6-6 | Transit Cost Feasible Plan – Service Schedule

Route No.	Route Name	2040 Weekday and Saturday				2040 Sunday			
		Start (AM)	End (PM)	Service Hours	Frequency	Start (AM)	End (PM)	Service Hours	Frequency
Existing Route Improvements									
11	US 41/Creekside	6:00	10:00	16:00	45 mins.	7:30	5:50	10:20	90 mins.
12	Airport/Creekside	6:00	10:00	16:00	45 mins.	7:30	5:50	10:20	90 mins.
13	NCH/Coastland Mall	6:00	10:00	16:00	30 mins.	7:00	5:50	10:50	60 mins.
14	Bayshore/Coastland Mall	6:30	10:00	15:30	30 mins.				
15	Golden Gate City (A)	5:35	10:00	16:25	45 mins.	6:58	5:28	10:30	90 mins.
16	Golden Gate City (B)	4:35	10:00	17:25	45 mins.	7:28	5:58	10:30	90 mins.
17	Rattlesnake/Edison College (Rattlesnake-Hammock Ext.)	6:00	10:00	16:00	45 mins.	7:30	5:45	10:15	90 mins.
18	US 41 East/Naples Manor (Rattlesnake-Hammock Ext.)	6:30	10:00	15:30	45 mins.	6:30	6:20	11:50	90 mins.
19	GG Estates/Immokalee (Realigned via Ave Maria)	3:45	10:00	18:15	75 mins.	7:00	7:25	12:25	150 mins.
20	Pine Ridge (Replaced by Routes 28 and 29 in 2030)								
21	Marco Island Circulator	8:15	10:00	13:45	50 mins.	8:15	4:50	6:30	100 mins.
121	Express Immokalee/Marco	5:30	7:00	4:20	N/A	5:30	7:00	4:20	N/A
22	Immokalee Circulator	5:50	10:00	16:10	45 mins.	5:50	7:55	14:05	90 mins.
23	Immokalee Circulator	6:20	10:00	15:40	45 mins.	6:20	8:25	14:05	90 mins.
24	US 41 East/Charlee Estates	7:00	10:00	15:00	45 mins.	8:30	5:15	8:45	90 mins.
25	Golden Gate Pkwy/Goodlette Road	6:00	10:00	16:00	45 mins.	Noon	4:25	4:25	90 mins.
26	Pine Ridge/Clam Pass (No full day service)	9:00	10:00	13:00	45 mins.	9:00	4:20	7:20	90 mins.
27	CR 951/Immokalee Rd	6:00	10:00	16:00	45 mins.	7:30	6:22	10:52	90 mins.
28	Pine Ridge Road (Replaces existing Route 20)	6:00	10:00	16:00	45 mins.	6:00	10:00	16:00	60 mins.
29	Logan Blvd (Replaces existing Route 20)	6:00	10:00	16:00	45 mins.	6:00	10:00	16:00	60 mins.
Proposed New Services									
New Circulator Services									
302	Beach to Seagate via Goodlette-Frank	6:00	10:00	16:00	60 mins.	6:00	10:00	16:00	60 mins.
307	Seasonal Beach Access Route	9:00	3:00	6:00	60 mins.	9:00	3:00	6:00	60 mins.
New Fixed-Route Services									
36	Mercato/5th Ave (Thursday-Saturday Only)	6:00	10:00	16:00	40 mins.				
New Express Services									
124	Gov Center to Florida Southwestern State College-Lee Campus	AM Peak	PM Peak	6:00	60 mins.				
125	Collier-Lee County Connector	AM Peak	PM Peak	8:00	60 mins.				

L RTP Transit Cost Feasible Plan – Operating and Capital Costs Summary

COLLIER 2040
Long Range Transportation Plan



Table 6-7 | Operating and Capital Costs Summary

Project Description	Implementation Year	Capital Costs (YOE)			Operating Cost (YOE)	Total Cost (YOE)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$23,618,735	\$0	\$0	\$177,312,459	\$200,931,194
Continue existing demand response service (ADA)	Ongoing	\$9,916,974	\$0	\$0	\$100,880,036	\$110,797,010
Support vehicles	Ongoing	\$382,499	\$0	\$0	\$0	\$382,499
Service frequency and hours expansion on existing routes	2039	\$0	\$16,933,372	\$0	\$35,677,992	\$52,611,364
Add Sunday service to Routes 16, 18, and 23	2039	\$0	\$0	\$0	\$1,171,068	\$1,171,068
Beach to Seagate via Goodlette-Frank	2039	\$0	\$846,669	\$0	\$1,708,676	\$2,555,345
Seasonal Beach Access	2016	\$0	\$1,483,720	\$0	\$2,287,228	\$3,770,948
Seasonal Beach Access - service hours improvement	2040	\$0	\$0	\$0	\$40,769	\$40,769
Mercato/5th Ave (Thursday-Saturday Only)	2038	\$0	\$1,644,017	\$0	\$2,126,143	\$3,770,160
Government Center to FSW	2039	\$0	\$2,466,025	\$0	\$1,695,043	\$4,161,068
Collier-Lee County Connector	2035	\$0	\$1,504,508	\$0	\$4,371,080	\$5,875,588
Paratransit (ADA) service for new local routes	2021-2040	\$0	\$2,128,564	\$0	\$361,402	\$2,489,966
Spare vehicles for improved and new fixed-route service	2021-2040	\$0	\$4,975,662	\$0	\$0	\$4,975,662
Staff Position - Mobility Management	2021-2040				\$1,795,286	\$1,795,286
Major TDP Update	2021-2040				\$826,149	\$826,149
Evaluate Fare Policy	2021-2040				\$165,230	\$165,230
Bus Stop Inventory Assessment Update, COA, Etc.	2021-2040				\$852,451	\$852,451
Miscellaneous Planning and Technical Studies	2021-2040				\$561,027	\$561,027
Amenities Program	2021-2040	\$0	\$0	\$1,122,962		\$1,122,962
ITS Improvements	2021-2040	\$0	\$0	\$608,489		\$608,489
ADA Compliance Improvements	2021-2040	\$0	\$0	\$802,116		\$802,116
Miscellaneous Capital	2021-2040	\$0	\$0	\$481,269		\$481,269
Transfer Point-Existing (2)	2021-2040	\$0	\$0	\$278,784		\$278,784
Transfer Point-Future(2)	2021-2040	\$0	\$0	\$1,481,692		\$1,481,692
Total		\$33,918,207	\$31,982,537	\$4,775,313	\$331,832,039	\$402,508,096

APPENDIX F

FEDERAL LANDS APPROPRIATIONS
(Eastern Federal Lands Highway Division of the
Federal Highway Administration (FHWA))

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 or 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

APPENDIX G
SUMMARY OF PUBLIC COMMENTS

Public Comments received on October 21, 2019 during joint FDOT/MPO outreach at the Orange Blossom Library

1. Susan – sidewalks are needed on Palm River Blvd.; it is very dark; I will only walk on the grass; too dangerous
 - a. Response - empathized, noted that the County has looked at putting sidewalks on Palm River Blvd., but that extensive drainage work would be needed
2. John Kasian – lives on Countryside between Radio and Davis – Davis Blvd is a scary road; too much develop is happening which is causing too much traffic; wants a dedicated left-turn from Davis onto Glen Eagle Blvd
 - a. Response – empathized, noted that FDOT is looking at Davis Blvd, recent resurfacing project on Davis included specific safety improvements
3. Kal Dutta – wife needs medical transportation, concerned that Uber is difficult if it is in a car; suggested Collier look into something similar to Ann Arbor’s Med Transit for people w/disabilities which is called “A- Ride” as an example for ideas to implement for local medical transportation; two worst intersections in Collier County are US41@VBR and US41@Immokalee Rd; suggested a 10-sec red in all directions to prevent crashes resulting from red-light runners – they are doing it in Sacramento; who do I call if I see a traffic infraction; need better signage such as California airport that says “Car Return Next Left” and then “Missed Car Return – Turn Here”
 - a. Response – informed him about CAT services including paratransit service; the sheriff, local or state police would be the one to call about traffic infractions; noted that the 10-sec delay would be passed on to the traffic engineers
4. M Hoffman – inquired about project at Pine Ridge and Whippoorwill
 - a. Response - explained that the County had incorporated it into a larger project
5. Conservancy of Southwest Florida (Kelly and June) – asked if MCORES was included in Draft Tentative; questions about the status of SR29 projects and the “bypass”
 - a. Response – MCORES is not in Draft Tentative; SR29 is still in design, no construction has been funded
6. Robert – Collier County needs less infrastructure and more green space
7. Shari Monetta – the (Golden Gate) Estates does not want commercial development
8. Carol Ann Marlons – Detroit traffic is much worse than traffic in Collier; likes Goodlette because it isn’t crowded and uses it as a “shortcut” to avoid traffic; loves our roads
9. Tracy Williams – spoke with here about Coastal Paradise Bike Route; NPC’s Paradise Coast Trail Vision and the Southwest Connector – gave her multiple copies on bike/ped map for distribution
10. John Gomoliski - No comments related to transportation
11. Un-named person – No comments related to transportation

APPENDIX H

FISCAL CONSTRAINT

The FY 2021 - FY 2025 Transportation Improvement Program (TIP) is fiscally constrained as shown below.

FY 2020/21 - FY 2024/25 TIP Funding Estimates and Project Cost Estimates						
Federal, State and Local Funding Estimates						
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Federal	17,918,724	18,557,666	16,484,756	12,925,606	84,043,817	\$149,930,569
State	43,167,715	102,782,988	26,745,229	79,325,173	47,860,549	\$299,881,654
Local	6,600,538	2,363,105	7,634,099	10,027,951	11,179,227	\$37,804,920
	<u>\$67,686,977</u>	<u>\$123,703,759</u>	<u>\$50,864,084</u>	<u>\$102,278,730</u>	<u>\$143,083,593</u>	<u>\$487,617,143</u>
Project Funding Source Estimates						
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Highways	16,819,449	587,175	17,476,592	77,087,159	111,818,840	\$223,789,215
Bridges	2,731,469	4,933,943	215,000	1,692,376	2,592,197	\$12,164,985
Pathways	4,071,073	1,667,694	5,740,813	0	0	\$11,479,580
CMS/ITS	2,108,833	1,826,098	2,023,469	4,380,386	5,600,218	\$15,939,004
Planning	548,485	548,485	548,485	548,485	548,485	\$2,742,425
Maintenance	22,784,251	106,803,208	16,571,255	8,351,378	8,888,790	\$163,398,882
Transit	6,816,207	6,260,956	7,288,470	8,243,946	8,635,063	\$37,244,642
Aviation	11,807,210	1,076,200	1,000,000	1,975,000	5,000,000	\$20,858,410
	<u>\$67,686,977</u>	<u>\$123,703,759</u>	<u>\$50,864,084</u>	<u>\$102,278,730</u>	<u>\$143,083,593</u>	<u>\$487,617,143</u>
Project Cost Estimates						
	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Highways	16,819,449	587,175	17,476,592	77,087,159	111,818,840	223,789,215
Bridges	2,731,469	4,933,943	215,000	1,692,376	2,592,197	12,164,985
Pathways	4,071,073	1,667,694	5,740,813	-	-	11,479,580
CMS/ITS	2,108,833	1,826,098	2,023,469	4,380,386	5,600,218	15,939,004
Planning	548,485	548,485	548,485	548,485	548,485	2,742,425
Maintenance	22,784,251	106,803,208	16,571,255	8,351,378	8,888,790	163,398,882
Transit	6,816,207	6,260,956	7,288,470	8,243,946	8,635,063	37,244,642
Aviation	11,807,210	1,076,200	1,000,000	1,975,000	5,000,000	20,858,410
	<u>\$67,686,977</u>	<u>\$123,703,759</u>	<u>\$50,864,084</u>	<u>\$102,278,730</u>	<u>\$143,083,593</u>	<u>487,617,143</u>

Please note that the fiscal constraint demonstrated above is from the FDOT Central Office report run on February 4, 2020.

APPENDIX I

CRITERIA USED FOR PROJECT PRIORITIZATION

MPO Board Allocation of its Transportation Management Area (TMA) Funds

The MPO Board adopted a temporary suspension of its former allocation formula for TMA funds on March 10, 2017. The new, temporary policy allocates 100% of its TMA Funds annually for five-years as follows: Year 1 – Pedestrian and Bicycle, Year 2 – Bridges, Year 3, Congestion Management, Year 4 – Pedestrian and Bicycle, and Year 5 – Congestion Management. The Cost Feasible Plan of the Long Range Transportation Plan (LRTP) contains a budget line item for these project categories but does not list individual projects (except for bridge projects) within these categories.

FDOT requires that the TIP includes the MPO's criteria and process for prioritizing projects. The questions/criteria used by the MPO to prioritize projects are listed in the tables below.

Bicycle and Pedestrian Projects

On March 8, 2019, the MPO Board adopted the Bicycle and Pedestrian Master Plan which contains the criteria and point system that will be used to evaluate bicycle and pedestrian projects. Project evaluation occurs in a two-step process. First, MPO staff conducts a preliminary assessment for eligibility according to the following criteria: a) timeliness, b) constructability and c) funding availability. Next, MPO staff and advisory committees evaluate, score and rank the projects according to the criteria, points, and associated Long Range Transportation Plan (LRTP) goal(s) listed below.

Safety LRTP Goal: Improve the safety of the transportation system for users
<ul style="list-style-type: none">• Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points• Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points• Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points• Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point
Equity LRTP Goal: Promote the integrated planning of transportation and land use
<ul style="list-style-type: none">• Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points• Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points• Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point

Connectivity

LRTP Goal: Improve System Continuity and Connectivity

LRTP Goal: Promote multi-modal solutions

- Fills a prioritized infrastructure gap identified in this Plan – 5 points
- Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

Congestion Management Projects

Congestion management projects were evaluated based on the Congestion Management Process (CMP) 2017 Update. Project eligibility was first determined based on the 11 criteria below, which reflect the Performance Measures adopted as part of the CMP 2017 Update. Each of the criteria addresses one or more goals of the LRTP which are also listed below. The Congestion Management Committee (CMC) then prioritized the eligible projects using a Delphi method.

Eligibility Criteria	LRTP Goal
Maintains concurrency w/FDOT Regional ITS and/or Technical advances	<ul style="list-style-type: none">• reduce roadway congestion
Increases number of connected signalized intersections	<ul style="list-style-type: none">• reduce roadway congestion• increase the safety of the transportation system
Improves Travel Time Reliability	<ul style="list-style-type: none">• reduce roadway congestion
Capacity Enhancement	<ul style="list-style-type: none">• improve system continuity and connectivity
Increases ridership on existing route and increases number of riders at specific transit stops before/after installation	<ul style="list-style-type: none">• promote multi-modal solutions
Improves bike/ped connections to bus shelters, inclusive of meeting ADA requirements	<ul style="list-style-type: none">• promote multi-modal solutions• improve system continuity and connectivity
Reduces the miles of gaps in cycling network per 2016 Inventory	<ul style="list-style-type: none">• promote multi-modal solutions• improve system continuity and connectivity• increase the safety of the transportation system
Addresses a problem area identified in B/P safety study, Walkability Study or B/P Safety Audit	<ul style="list-style-type: none">• increase the safety of the transportation system

Study that is Travel Demand Management (TDM) related
Study that is related to New Network Connections
Study that is related to an Intermodal Hub(s)

Bridge Project Application Criteria

Bridge projects were drawn from the County's East of CR 951 Bridge Report. The LRTP and therefore Transportation Improvement Program (TIP) recommendations for bridge projects come directly from this report. The criteria used to evaluate bridge projects and the associated LRTP goal are listed in the table below.

Question/Criteria	LRTP Goal
Emergency response times and proximity to responding agency.	Increase the safety of the transportation system for users.
Impact of bridge on increasing mobility and ease of evacuation.	Improve system continuity and connectivity.
Gains in service efficiency, particularly for schools.	Improve system continuity and connectivity.
Public sentiment.	

Transit Project Selection

Collier Area Transit (CAT) provides the MPO with transit priorities. These priorities are based on the Transit Development Plan which is the strategic guide for public transportation in Collier County. The plan is updated annually, and a major update is completed every five years. The development of proposed transit projects is based on:

1. Situational Appraisal which is an assessment of CAT's operating environment to identify community needs.
2. Transit Demand Assessment which is a technical analysis of transit demand and needs used to identify areas with characteristics supportive of transit.
3. Discussion with public agency staffs, visioning surveys, workshops, and stakeholder discussions.
4. Coordination with the MPO in the long-range transportation planning process
Long Range Transportation Plan Goals associated with the selection of transit projects include:
 - Reduce roadway congestion.
 - Promote multi-modal solutions.

- Promote the integrated planning of transportation and land use.

5. Transit Asset Management (TAM) Performance Measures – The MPO adopted the Board of County Commissioners’ TAM Targets on November 9, 2018:

Measure	Target	Existing Conditions	Meets	Responsible Agency
Transit Rolling Stock	≤10% have met or exceeded ULB	0%	Yes	Collier County - CAT
Transit Equipment	≤25% have met or exceeded ULB	50%	No	Collier County - CAT
Transit Facilities	≥25% < 3 TERM	0%	Yes	Collier County - CAT

Although the 2019 Transit Priorities submitted by County staff did not include State of Good Repair related projects, the MPO gave staff direction in December 2019 to use available SU funds to purchase a replacement bus for \$500,000 and to fund a project to enhance accessibility at 10 bus stops to meet ADA requirements for \$250,000 in FY 2020. The MPO will request the inclusion of State of Good Repair related projects when soliciting Transit Priorities in calendar year 2020.

The LRTP and the TIP

The LRTP is also the source of other projects contained in the TIP. Proposed projects in an LRTP’s Cost Feasible Plan are evaluated, in part, on their merits to improve traffic flow, capacity and congestion as analyzed using the Travel Demand Model (D1RPM). The LRTP used several additional criteria in project evaluation including:

1. Freight system improvement
2. Wetland and species impacts
3. Evacuation route
4. Cost per lane mile
5. Reduction in congestion

Projects identified in an LRTP needs analysis are selected for inclusion in the Cost Feasible Plan based on their needs analysis ranking and on a financial analysis of funds that can reasonably be expected to be available for transportation investments during the timeframe of the plan. Each year, the MPO will select a subset of the projects in the Cost Feasible Plan for inclusion in the upcoming TIP.

APPENDIX J

ADDITIONAL PLANS and STUDIES

(That are in the UPWP and that are using SU funds, but that are not included in the TIP.)

2045 Long Range Transportation Plan (LRTP) Project Priority

On September 13, 2019, the MPO Board unanimously approved designating the development of the 2045 Long Range Transportation Plan (LRTP) as a project priority. As a result of this action, the MPO added \$200,000 of its Surface Transportation Funds for Urbanized Area (SU) to the development of the LRTP bringing the total LRTP budget to \$590,418.

A LRTP is a long-range planning document that comprehensively considers the future needs of all forms of transportation based on projected economic growth and an increasing population.

2019 Planning Study Priorities

Priority	Fiscal Year	Project Cost	Plan or Study
1	2020	\$590,418	2045 LRTP

Local Road Safety Plan (LRSP)

The Local Road Safety Plan was formerly called the Strategic Highway Safety Plan. On October 11, 2019 the MPO Board unanimously approved a \$200,000 contract for development of a Local Road Safety Plan (LRSP). The Plan will be completed in the second half of 2020. The LRSP will prioritize opportunities to improve highway safety and recommend strategies and budgets for programs and policies that can reduce the loss of life, injuries and property damage from crashes occurring on the county-wide network of streets and highways.

Park and Ride Study

The Park and Ride Study, funded in FY 2019 for \$60,000. will identify prime locations, site plan considerations and planning level cost estimates that will aid the County and MPO Board in prioritizing future project expenditures. The anticipated completion date is October 2020.

APPENDIX K

OTHER REGIONAL AND ONGOING PROJECTS MANAGED BY FDOT

FM 435347-1 CR 887 (Old US 41) From US41/SR45 to Lee/Collier County Line: Add lanes and Reconstruct. Currently in PD&E phase. Part of larger regional project that includes FM 435110-1 from Lee/Collier County Line to Bonita Beach Rd in Lee County, also in PD&E. Traffic Studies underway; precede development of Typical Sections. Once these are done, the staff will meet with both Collier and Lee County to coordinate and get their input to start developing the Alternate Sections.

US 41 Traffic Analysis and Modeling Forecasting from 9th ST/5th Ave intersection to Goodlette Rd Intersection: Current activities include:

- o Collected turning movement counts (TMC) in late January / early February 2020
- o Calibrating the Travel Demand Model with TMC
- o Calculating growth rate
- o Preparing Synchro model
- o Vissim model at specific intersections

Upon completion of analysis, FDOT will convene staff committee to review

FM 4156213 US 41/Tamiami Trail from Greenway Rd to 6 L Farm Rd: 2-lane to 4-lane with paved outside shoulder – PD&E completed in 2008. It is still an approved candidate for design-build and the Project Manager is waiting on funding.

APPENDIX L

AMENDMENTS and ADMINISTRATIVE MODIFICATIONS

All amendments and administrative modifications made to the FY2021 - FY2025 TIP are contained in this appendix.

Roll Forward Report

On July 1 of each year, when the “new” TIP and Florida Department of Transportation (FDOT) Five-Year Work Program (WP) become adopted, there are often projects that were supposed to get authorized prior to June 30 when the “old” TIP and WP were in effect but did not receive authorization. These projects automatically “roll forward” in the WP but not in the TIP. Since the TIP and WP must match each other, there is a need to amend the TIP to include those projects that did not get authorized prior to June 30. Additionally, Federal Transit Administration (FTA) projects do not automatically roll forward in the WP and TIP therefore a roll forward amendment to the TIP must include these projects as well.

Each July, FDOT Work Program Office prepares a Roll Forward Report which lists all projects that require a Roll Forward Amendment to the TIP. The Roll Forward Amendment will not be recognized by the Federal Highway Administration (FHWA) until October 1st which is the effective date of the “new” TIP. The Roll Forward Amendment is anticipated in the Fall of 2020.

COMMITTEE ACTION
ITEM 7C

Endorse Public Participation Plan (PPP) Amendment

OBJECTIVE: For the Committee to endorse the Public Participation Plan (PPP) Amendment.

CONSIDERATIONS: The MPO canceled the March and April committee meetings due to the COVID-19 pandemic, and in their place, distributed documents to committee members and the public to review via email and the MPO website. The mandatory 45-day public comment period began on 4/8/20 and ends on 5/22/20. One public comment has been received to-date. The comment and response are shown in Appendix H of the PPP.

The revisions are shown in Track Changes on **Attachment 1**. The clean version of the amended PPP is shown in **Attachment 2**. The second round of revisions addresses comments received from FHWA regarding civil rights and the COVID-19 pandemic, added to prior revisions addressing Transportation Disadvantaged Standard Operating Procedures and identifying specific federal land management agencies and statutory language.

STAFF RECOMMENDATION: That the Committee endorse the Public Participation Plan amendment with the understanding that MPO staff will add and respond to any additional public comments received and conduct a final review in order to correct typos, grammatical errors and other non-substantive clean-up items.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Amended PPP – Track Changes
2. Amended PPP – Clean Version



Public Participation Plan



Adopted ~~February 8,~~
2019 June 12, 2020

ADDITIONAL REVISIONS RELATED TO
CIVIL RIGHTS and COVID-19
EMERGENCY DRAFT 2020
AMENDMENT for SECOND 45-Day
Public Comment Period



Scan the QR code with your
smartphone to visit our website.

The MPO's Public Involvement Coordinator,
Anne McLaughlin, may be reached by phone at
239-252-5884, by cell at 239-919-4378, or by
email at: anne.mclaughlin@colliercountyfl.gov

Collier MPO

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PUBLIC PARTICIPATION PLAN

COLLIER COUNTY METROPOLITAN PLANNING ORGANIZATION

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ACKNOWLEDGEMENT

The preparation of this document has been financed in part through grants from the Federal Highway Administration and the Federal Transit Administration, the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104 (f) of Title 23, U.S. Code, and local funding. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Persons consulted with in the development of this Public Participation Plan (PPP) are acknowledged at the end of the document.

TITLE VI AND RELATED LAWS

‡ 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.colliermmpo.org/get-involved/civil-rights/www.mpocivilrightspage.com>. Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services (free of charge) should contact Anne McLaughlin at least ten (days) prior to the service date: annemclaughlin@colliercountyfl.gov - (239) 252-5884 - Telerelay 711.

~~he MPO's public participation is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Public participation in the MPO's planning process is solicited without regard to race, color, national origin, sex, age, disability, religion or family status. Persons requiring special accommodations for MPO meetings or to participate in MPO activities under the Americans with Disabilities Act of 1990 (ADA) should contact the MPO Executive Director, Anne McLaughlin at (239) 252-5884 or annemclaughlin@colliergov.net~~

PUBLIC PARTICIPATION PLAN

LEARNING FROM OUR COLLEAGUES

This document represents a significant departure from prior versions of Collier MPO's Public Involvement Plan adopted in 2013 and revised in 2015 and 2017. Staff reviewed Public Participation Plans produced by other Florida MPOs to identify elements that were innovative and applicable to Collier MPO's needs. This PPP borrows a great deal of material from the Polk Transportation Planning Organization's 2016 PPP. ~~Public Participation Plan (2016)~~. Interested readers may wish to view the entire Polk TPO PPP at www.polktpo.com

Collier MPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, contact the MPO office at (239) 252-5814.



You Can Make a Difference

There are several ways for you to help shape the future of transportation:

Become a member of Collier MPO's Adviser Network

Page ~~10~~1

How to submit your comments to the Collier Metropolitan Planning Organization

Page ~~14~~5

PUBLIC PARTICIPATION PLAN

How to leave comments about a specific plan or study

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Submit an application to serve on an MPO Advisory Committee

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INTRODUCTION

The goal of the Collier Metropolitan Planning Organization's (MPO) Public Involvement Plan is to ensure that all citizens regardless of race, color, religion, national origin, sex, age, disability, or familial status, have an equal opportunity to participate in the MPO's decision-making process. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The MPO strives to accomplish this by involving the potentially affected public in MPO outreach programs. MPO staff activities are designed to develop partnerships and enhance the

PUBLIC PARTICIPATION PLAN

participation in the transportation planning process, with groups and individuals of “traditionally underserved” communities. These communities include minorities, low income, the elderly, and persons with disabilities. Staff activities include, but are not limited to, participation in groups serving these communities, targeted communications with local media outlets, conducting meetings at convenient times and in locations that are accessible to transit, when possible, and the publication of MPO documents in non-technical, accessible formats when needed.

GUIDING PRINCIPLES

The Public Participation Plan (PPP) serves as a framework to the public involvement process in regard to MPO planning related activities. The plan identifies federal, state and MPO requirements, PPP goals and objectives, PPP policies, planning activities which require public involvement and the process involved when providing the public with full access and notice to planning activities. The PPP incorporates the following guiding principles into the development of any required transportation plans and programs:

- Early and continuous public involvement opportunities throughout the planning and programming process;
- Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
- Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
- Periodic review of public involvement efforts by the MPO to ensure full and open access to all;
- Review of public involvement procedures by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) when necessary;
- Coordination of MPO public involvement processes with statewide efforts whenever possible;
- Reasonable public access to information; and
- Consideration and reasonable response to public comments received.

ABOUT US

Established in 1982, the Collier MPO is a federally mandated transportation policy-making organization composed of locally elected officials from Collier County, City of Naples, City of Marco Island, and the City of Everglades City. The MPO is tasked to provide both the urban and rural areas of the County with a **Continuing, Cooperative, and Comprehensive (3-C) planning process** to ensure that highways, transit, bicycle, pedestrian and other facilities are properly considered within the context of the overall transportation needs of the community.

PUBLIC PARTICIPATION PLAN

The MPO staff reports directly to the MPO Board and provides information and technical assistance to the advisory committees. On a regular basis the committees, along with the MPO staff, provide recommendations to the MPO Board regarding short and long-range planning, implementation of projects, and related issues. The MPO Board and each of its advisory committees operate under bylaws approved by the MPO Board. The advisory committees include the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Local Coordinating Board (LCB) and the Congestion Management Committee (CMC). Members of these committees, various interested parties and citizens make up the MPO Master Database of Contacts. The committees review plans, documents and programs and provide comments and recommendations during the development of plans and major studies. Documents presented to the MPO Board for approval, endorsement or ratification have typically been reviewed by the TAC and CAC.



The Collier MPO Board adopted new Vision and Mission statements in 2017. The MPO's goal is to work together with the public citizens of the Collier MPO planning area to fulfill the MPO's Mission and Vision.

Vision Statement

The MPO strives to provide a fully integrated and multi-modal transportation system that safely and efficiently moves people and goods while promoting economic development and protecting natural and man-made regional assets.

Mission Statement

Provide transportation planning leadership through a collaborative effort to maintain a safe, efficient, integrated, and multi-modal transportation system.

ABOUT THE REGION

The Collier MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island and Everglades City.

PUBLIC PARTICIPATION PLAN

Collier Metropolitan Planning Area Map



Collier MPO FY2014/15 - 2015/16 TIP

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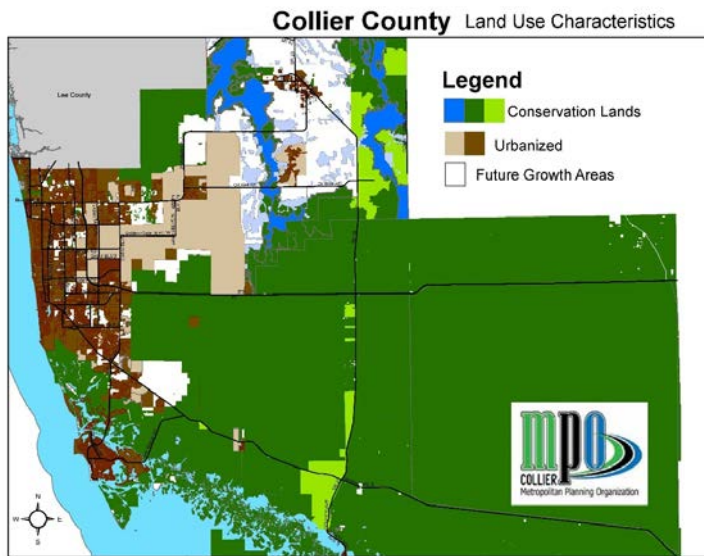
Collier County has an estimated 2017 population of 356,774. The 2017 Median Household Income in Collier County is \$62,407 compared with \$50,883 for the state of Florida as a whole. The 2017 Percent of Households Below Poverty Level is 13% in Collier County, compared with 16% for Florida.¹

All of Collier County - including the Cities of Naples, Marco Island, and Everglades City – experience a large, seasonal increase in population and traffic between October and April, with the highest traffic volumes occurring in the months of February and March. Collier County is expected to continue growing in population. Approximately 77% of Collier County's ~~has a large land area~~ is preserved under various conservation mechanisms combined with State and Federal conservation lands, shown in green on the map below. The conservation lands provide recreational opportunities and help sustain the natural environment. They also constrain development.

¹ 2017 American Community Survey (ACS) 5-yr Estimates, Tables S0101, DP03, CP03

PUBLIC PARTICIPATION PLAN

The protected lands to the southeast buffer Collier County somewhat from the intense traffic impacts and pressures that interconnectivity with urban areas to the southeast. As a result, Collier County has a minimal system of Federal Aid Eligible roadways, as shown on the map on the following page, which somewhat constrains the availability of State and Federal funding for the MPO.



PUBLIC PARTICIPATION PLAN



PUBLIC PARTICIPATION PLAN

WHAT IS THE COLLIER MPO RESPONSIBLE FOR?

The Collier MPO is required under State and Federal laws to develop the following documents:

1. **Long-Range Transportation Plan (LRTP)** – updated every five years, required to address a minimum time horizon of 20 years. The LRTP identifies needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation needs. The LRTP must be multimodal and include, at a minimum, roadway, bicycle and pedestrian and transit infrastructure improvements.
2. **Transportation Improvement Program (TIP)** – identifies transportation projects and priorities that will be pursued over the next five years.
3. **Unified Planning Work Program (UPWP)** – a two-year plan that identifies funding sources for each MPO planning activity and a schedule of activities
4. **Public Participation Plan (PPP)** – provides a framework for public involvement in regard to MPO planning related activities.

OUR PLANNING PARTNERS

MPO BOARD (BOARD)

The MPO Board establishes transportation policies and evaluates transportation needs for the area. The Board is comprised of 9 elected officials, including all 5 County Commissioners, 2 City Council members representing the City of Naples, 1 City Council member representing the City of Marco Island and 1 City Council member representing Everglades City. The Florida Department of Transportation (FDOT) attends and participates in all MPO Board meetings.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

FDOT and the MPO work closely together and have a long-standing partnership. The majority of the MPO's funding comes through FDOT. The Department also provides guidance and assistance as needed and informs the MPO of new or different requirements and practices.

STATE AND FEDERAL LAND MANAGEMENT AGENCIES

[When developing the Transportation Improvement Program \(TIP\) and Long Range Transportation Plan \(LRTP\), the MPO consults with agencies and officials responsible for other planning activities within the MPO's jurisdiction that are affected by transportation, government agencies and non-profit organizations that receive Federal assistance from a source other than that the US Department of Transportation to provide non-emergency transportation services, Indian Tribal governments\(s\), State and Federal land Management Agencies. For consultation with Tribal Governments, see section on Intergovernmental Coordination Below. See P27 Requirements for Public Participation Plan for applicable code citations. The](#)

PUBLIC PARTICIPATION PLAN

[MPO has added contact information for the following Federal and State agencies to the email distribution list\(s\) to ensure their opportunity to participate in the development of the TIP and LRTP:](#)

[Federal Lands Management Agencies](#)

- [National Park Service \(Everglades National Park and Big Cypress National Preserve\)](#)
- [US Fish and Wildlife Service \(Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge\)](#)

[State Land Management Agencies](#)

- [National Estuarine Research Reserve – Rookery Bay and Cape Romano – Ten Thousand Islands Aquatic Preserve](#)
- [Collier-Seminole State Park](#)
- [Picayune Strand State Forest](#)
- [Fakahatchee Strand Preserve State Park](#)
- [Delnor-Wiggins Pass State Park](#)
- [Okaloacoochee Slough State Forest](#)
- [South Florida Water Management District](#)

[Land Management Nonprofit Agencies](#)

- [National Audubon Society – Corkscrew Swamp Sanctuary](#)

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is composed of professional staff of member entities. The TAC advises the MPO on technical matters, promotes coordination among member agencies regarding transportation planning and programming, reviews MPO products for technical sufficiency, accuracy and completeness, makes priority recommendations for the LRTP, TIP, UPWP and provides technical analyses on other transportation planning issues.

CITIZENS ADVISORY COMMITTEE (CAC)

The CAC advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs from the citizens' perspectives. The CAC consists of voting members appointed by the MPO Board to represent various regions and jurisdictions, the disabled, minorities and groups having civic, community and economic interests.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

PUBLIC PARTICIPATION PLAN

The BPAC provides citizen input on bicycle and pedestrian related issues within the community, advises on developing a Bicycle and Pedestrian Master Plan that is responsive to the needs of the community, recommends policies that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation. Members are appointed by the MPO Board to represent a broad cross-section of Collier County residents, neighborhoods and to include bike/ped safety professions, transit riders, local advocacy groups, organizations that encourage active transportation from a community health perspective and advocates for persons with disabilities and other transportation disadvantaged populations.

CONGESTION MANAGEMENT COMMITTEE (CMC)

The CMC advises on technical matters related to updating the MPO's Congestion Management Process (CMP) and coordinating the CMP with regional Congestion Management System and Intelligent Transportation System architecture. Members are professional staff appointed by the division, department or agency they represent and one representative each from the TAC and CAC.

LOCAL COORDINATING BOARD (LCB) FOR TRANSPORTATION DISADVANTAGED

The LCB assists the MPO in identifying local service needs, providing information and direction to the Community Transportation Coordinator (Board of County Commissioners) on the coordination of services. Members on the LCB are appointed by designated planning agencies. The designated official planning agency for Collier County is the MPO.

ADVISER NETWORK

Collier MPO established the Adviser Network in 2018 to serve as an additional mechanism for citizen involvement with the objective of increasing participation by local residents who may not have the time to participate on a standing committee. The MPO gathers contact information from participants at MPO-sponsored public meetings and special events who express an interest in remaining informed of MPO activities and wish to comment on MPO actions of specific interest to them. Members of the Adviser Network have several options for participating in the MPO planning process, varying from interaction through social media, responding to surveys, submitting comments, and viewing of videos to attendance at community forums. Members are encouraged to participate on an as-desired basis as time allows and their interest dictates.

INTERGOVERNMENTAL COORDINATION

The MPO adopted a **Government to Government Public Involvement Policy** effecting tribal entities in June 2016. The policy is incorporated in the PPP as **Appendix A**.

PUBLIC PARTICIPATION PLAN

The MPO has an **Interlocal Agreement** with Lee County MPO to coordinate regional transportation planning. The Interlocal Agreement is incorporated in the PPP as **Appendix B**.

PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, continued the performance-based planning and public involvement requirements of prior transportation acts. It is likely that future transportation appropriation acts will do likewise. However, to the extent that Planning Factors change in the future, this section of the PPP will be updated to reflect them.

The FAST Act identifies ten planning factors the MPO must consider when developing its LRTP.

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 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. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate **stormwater impacts** of the transportation system.
9. Emphasize the **preservation** of the existing transportation system.
10. Enhance travel and **tourism**.

*the following definitions help explain the use of these words in transportation planning:

Accessibility – the ability to reach a desired destination

Mobility – physical movement from one place to another, relates to the availability of different modes or options for travel

Connectivity – the integration of transportation modes throughout the system

PUBLIC PARTICIPATION PLAN

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

PRIMARY GOAL: TO ACTIVELY ENGAGE A BROAD CROSS-SECTION OF THE PUBLIC IN TRANSPORTATION PLANNING AND SERVE AS A SOURCE OF INFORMATION ON MPO TRANSPORTATION PLANNING ACTIVITIES

OBJECTIVES

1. Maintain an up-to-date master database of contacts
2. Develop an Adviser Network
3. Broaden public awareness of, and active engagement with, the MPO
4. Develop a presence on social media
5. Develop an interactive website, conduct on-line surveys and invite on-line commentary
6. Receive input from a diverse cross-section of the community
7. Demonstrate effectiveness of public input

PERFORMANCE MEASURES

1. Contact Database - updated quarterly at a minimum
2. Adviser Network – track numbers of Advisers listed and attendance at community forums on an annual basis
3. Public Awareness/Engagement – conduct annual on-line surveys
4. Social Media –establish a program and report on beginning levels of activities after year one
5. Interactive Website – track opportunities and participation numbers annually
6. Diversity – track and report on participation by demographics, businesses, NGO, civic groups
7. Effectiveness – track and report on changes that can be directly linked to public comments

SECONDARY GOAL: TO COMPLY WITH STATE AND FEDERAL REGULATIONS

OBJECTIVES

1. Identify regulatory requirements in PPP
2. Develop PPP to meet requirements.

PERFORMANCE MEASURES

1. FDOT review and concurrence
2. FDOT review and concurrence

PUBLIC PARTICIPATION PLAN

WHOM WE SEEK TO CONSULT WITH

Tribal entities	Regional planning partners
Public Agencies	Minority communities
Business groups	Public health organizations
Civic organizations	Neighborhood/Homeowner Associations
Freight industry representatives	Private transportation providers
Low-income communities	Environmental groups
Tourism industry representatives	Bicyclists and pedestrians
Representatives of the disabled	Higher education institutions
Social service organizations	Transit dependent persons
Organizations focused on aging	Organizations focused on youth
Community & economic development organizations	Workforce development organizations/agencies

HAVING YOUR SAY

The Collier MPO encourages public comments and provides the public with a variety of ways to voice their opinions and share their ideas.

EARLY COORDINATION

The Adviser Network will have an opportunity to submit early comments and provide direction on the development of major work products such as the LRTP, PPP, UPWP and TIP. The Adviser Network will also have an opportunity to provide public input on transportation planning issues and subject areas prior to the MPO actually beginning work on developing a specific plan. Comments and suggestions will be used to guide the development of work products that will eventually go before the advisory committees and MPO Board.

PUBLIC COMMENT PERIODS & NOTIFICATIONS

The primary opportunity for the public to share their thoughts and ideas occurs during public review and comment periods as major plans are developed through the MPO's planning process and reviewed at regularly scheduled advisory committee and Board meetings. **The public will have at least 30 days to review and comment as major plans make their way through the advisory committee process and ultimately, go to the MPO Board for formal action such as approval or adoption.** State statutes and Federal law require the provision of **adequate public notice** of public participation activities, providing **timely notice** and **reasonable access** to information about transportation issues, using **visualization techniques** to describe the **LRTP** and **TIP** and making information and meeting notices available in **electronic format** on the **Internet**. Rarely are public comment periods of specific duration specified by law except for the following with regards to the PPP and LRTP:

- **PPP - Adopting or revising the MPO's Public Participation Plan – 45 calendar days**

PUBLIC PARTICIPATION PLAN

- **LRTP** - Posting the final adopted LRTP on the internet and having hard copies available at the MPO office— **no later than 90 days after adoption**

HOW TO SUBMIT COMMENTS TO THE COLLIER MPO

- The MPO provides self-addressed stamped comment cards which may be mailed to the MPO office. Call 239-252-5814 for more information.
- Comments may be submitted on the MPO website with electronic comment cards. Go to www.colliermopo.com
- The public may comment at any MPO advisory committee or MPO Board meeting. The meeting schedule is available on the MPO website [Meeting Schedule](#) or by calling 239-252-5814

HOW YOUR COMMENTS WILL BE USED

The Collier MPO values public input. All comments received will be considered as part of the transportation decision-making process. Staff will document all comments and forward them to the MPO advisory committees and Boards. All organizations and individuals who submit a comment in writing or via email and include their contact information will receive a written response to their comment. Staff will make every effort to respond to comments before a final vote by the MPO Board on an action item. Comments received using the methods described above are documented as part of the public record and are posted on line at www.colliermopo.com

Appendix F Standard Operating Procedures identifies how public comments will be documented.

GETTING INVOLVED

The current calendar of MPO and advisory committee meetings may be found online at www.colliermopo.com or you may request a hard copy be mailed or faxed to you by calling 239-252-5814.

MPO BOARD MEETINGS

The MPO Board meets on the second Friday of the month (with the exception of July, August and January, when there are no regularly scheduled meetings.) Board meetings are typically held in the Board of County Commissioners Chambers, 3299 E. Tamiami Blvd. Naples, Administration Building (F), third floor. See Site map for Collier County Government Center, following page. The Collier MPO traditionally holds its April Board meeting in a different location, rotating between facilities provided by member entities.

Joint Lee County MPO/Collier MPO advisory committee and Board meetings rotate locations between Lee County and Collier County. Additionally, special meetings are sometimes called on dates, times and locations that vary from the norm. Staff advises checking the MPO website prior to a Board meeting to confirm the location, date and time of a meeting you wish to attend. Please check the MPO calendar for advisory committee meeting dates, times and locations as well.

Collier County Government Center

MPO Board Meetings - Arrow Shows Location



PUBLIC PARTICIPATION PLAN

ADVISER NETWORK PUBLIC FORUMS

In addition to providing notice via the MPO's listserv(s), the MPO will send email notice to the Adviser Network when hosting community meetings on plans and studies in process, to solicit public input on issues of current interest. As part of the process, MPO staff or the MPO's consultant will prepare a recap of the meeting to document public comments and to share the comments and recommendations with the advisory committees and MPO Board. See Appendix F – Standard Operating Procedures for more detail.

APPOINTMENTS TO ADVISORY COMMITTEES

The Collier MPO Board appoints local residents to serve on two Advisory Committees – the Citizens Advisory Committee (CAC) and the Bicycle and Pedestrian Advisory Committee (BPAC). The MPO Bylaws specify the makeup of each committee. The MPO Bylaws may be viewed on the MPO website at the following link: [MPO Board Bylaws](#)

The bylaws of the CAC may be viewed at the following link(s): [CAC Bylaws](#)

BPAC Bylaws: [BPAC Bylaws](#)

If you are interested in serving on one of these two advisory committees, staff recommends first reviewing the bylaws to determine your eligibility, then contacting the MPO Director at 239-252-5884 if you have questions concerning eligibility or the time commitment entailed.

You may download an application to serve on an Advisory Committee at this link: [Advisory Committee Application](#)

As an alternative, you may call the MPO office at 239-252-5814 and ask that an application form be sent to your home address. Completed application forms must include your signature and may be scanned and sent electronically to colliermmpo@colliergov.net. If you prefer, you may mail in or hand deliver applications to the MPO office at 2885 South Horseshoe Drive, Naples, FL 34104

HOW TO LEAVE COMMENTS ABOUT A SPECIFIC PLAN OR STUDY

The MPO website features the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Public Work Program (UPWP) and other plans currently underway. Opportunities for the public to comment accompany each posted plan. Call the office if you have any questions (239) 252-5814 or cannot find what you are looking for on the website: www.colliermmpo.com

PUBLIC MEETING SCHEDULES

The meeting schedule is standardized but it is subject to change. Check the location by viewing the current agenda on the MPO website or call the MPO office at 239-252-5814 to have one sent to you. Link to agendas: [MPO Meeting Agendas](#)

PUBLIC PARTICIPATION PLAN

ACCESS FOR ALL

LIMITED ENGLISH PROFICIENCY PLAN

The purpose of the Collier MPO's Limited English Proficiency Plan is to provide meaningful access to the MPO for people with limited or no ability to speak, read, write or understand English. The LEP Plan is incorporated in the PPP as **Appendix C**.

NONDISCRIMINATION POLICY AND COMPLAINT PROCEDURE

Collier MPO places a high value on providing equal access to the transportation planning process. The MPO's Nondiscrimination Plan and Complaint Procedures are incorporated in the PPP as **Appendix D**.

IDENTIFYING UNDERSERVED POPULATIONS

Collier MPO maintains a GIS database and map that identifies traditionally underserved populations in the region. MPO staff updates the database and map periodically, based on conducting annual reviews of Census Bureau statistics. See **Appendix E** for the current version of the map and related statistics. The following Outreach Strategies are intended to reach a broad cross-section of the region's demographics, including traditionally underserved populations.

Un traductor del idioma español está disponible en la oficina de MPO. Teléfono: 239-252-5814

Gen yon tradiktè Kreyòl Ayisyen ki disponib nan biwo MPO la. Telefòn: ~~Yon tradiktè pou Kreyòl ayisyen ki disponib nan biwo MPO la. Telefòn:~~

OUTREACH STRATEGIES

The MPO ~~will use~~ is using the following outreach strategies to engage the public in the transportation planning process. Appendix F – Standard Operating Procedures summarizes in graphic format how these strategies will be deployed on specific plans and studies along with public notification requirements for committee and Board meetings.

ENHANCED INTERACTIVE WEBSITE: www.colliermopo.com

The MPO ~~is updating~~ has updated its website to introduce interactive features that will enhance its ability to serve as a source of information. The site provides a calendar of events, links to agendas, minutes, and

PUBLIC PARTICIPATION PLAN

draft MPO documents currently under review. Opportunities for the public to comment are available in the form of staff email and phone number listings. Interactive surveys and maps are frequently posted on the website while major plans and studies are in process.

VISUALIZATION TECHNIQUES

The MPO ~~will invest~~^{is investing} in enhanced visualization techniques such as videos, simulation models, animated graphics and 3D imaging in the course of developing updates to the Long-Range Transportation Plan and other major plans and studies that may be underway in any given year. For example, in 2018, staff posted a video created for the Golden Gate Walkability Study. The video was produced by a drone, fly-over camera view of people walking and crossing streets in the community. Information was added to generate interest in participating in public meetings to develop the plan. The video was also shown on local public access TV.

In addition, the MPO ~~will continue~~^{is continuing} the use of a broad range of traditional visualization techniques such as maps, pictures or graphics in order to assist with the communication of complex concepts and to promote understanding of transportation plans and programs. A logo representing the MPO is used to identify products and publications of the MPO. The logo helps the public to become familiar with the MPO and recognize MPO products. The logo is used on all MPO publications.



E-NOTIFICATIONS AND SOCIAL MEDIA

The MPO began posting information on Collier County's Facebook page in January 2018. Current MPO postings may be viewed at the following link: <https://www.facebook.com/CollierGov/>

In addition, E-blasts ~~will be~~^{are} sent to members of the Adviser Network and other interested parties to provide helpful information on transportation planning, public meetings, events and opportunities for involvement. The MPO Master Database lists all contacts including businesses, residential associations, agencies, Native American Tribes, the Adviser Network, and the public. The database includes committee membership and e-mail addresses. Mailing addresses will be included for Individuals who do not have e-mail and require hard copy documents, surveys, comment cards, etc. to be mailed to them.

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SURVEYS & POLLS

The MPO ~~will conduct~~s surveys and polls on specific topics and plans as needed to engage a broad cross section of the public. The information will be shared on the MPO's website.

PARTNERING

The MPO ~~will coordinate~~s with government agencies to conduct outreach at health care centers, food banks and food stamp offices, schools, offices on aging etc. and develop alliances with faith-based institutions, cultural centers, community-based organizations; partnering with local interest groups to conduct outreach at special events. Partners in outreach ~~will be~~are encouraged to take a leadership role in public participation efforts in the area. The purpose is to build relationships and identify strategies to bring former nonparticipants into the planning process.

PUBLIC TELEVISION

Regular MPO Board meetings – those that take place at the Board of County Commissioners Chamber - are shown on Collier TV, and can be watched live and on-line at the following link: [Collier County TV](#)

Collier County maintains an archive of MPO Board meetings on-line. The MPO is currently working with Collier TV to also post video recordings and flyers produced by the MPO on Collier TV. [Collier County Meeting Video Archive](#)

EARNED MEDIA

The MPO ~~will issue~~issues press releases and provide briefings in advance of special events and public meetings and workshops oriented to plan development or gathering public comments on major issues. The intention is to build relationships with local television, radio and print journalists and reporters to facilitate public information campaigns. For example, during the development of the Bicycle and Pedestrian Master Plan in 2018, the Project Manager with the MPO was interviewed on Univision, with translation services provided by the station for its Spanish speaking audience.

PROJECT SPECIFIC PUBLIC INVOLVEMENT PLANS (PIP)

The MPO typically develops project specific PIPs targeting stakeholders who are most likely to be interested in the outcome of the plan or project in question. The public involvement strategies are geared to the target audience and may vary by topic or subarea of the MPO.

A PIP developed for a specific project must meet or exceed the notification commitments in the Board-adopted PPP.

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~~SEMI-ANNUAL~~ MONTHLY eNEWSLETTER

MPO staff ~~has traditionally produced~~ a semi-annual newsletter ~~that is~~ distributed via email and hard copy to the Master Database list of all contacts. The MPO has recently expanded that practice by publishing a monthly newsletter in digital format. MPO staff will continue to bring hard copies for distribution at public meetings and community outreach events held throughout the year. The newsletter promotes regular and special meetings, planning studies, publications and work products. The newsletter will be translated into Spanish or Haitian Creole upon request.

PUBLIC WORKSHOPS/OPEN-HOUSES

Public workshops are generally open and informal with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. Project-specific workshops and meetings provide detailed project information to the public and solicit public involvement. They are conducted for project-specific activities and the MPO's federal certification review. (See PIP above and Appendix F – Standard Operating Procedures for more detail.)

PUBLIC MEETINGS

All MPO Board and advisory committee meetings are open to the public at ADA accessible facilities in convenient locations and used to solicit public comment. Members of the public are given an opportunity to address the MPO board or committee on any agenda item or transportation related topic not on the agenda. These meetings provide formal settings for citizens or interested parties to make comments to the MPO and advisory committees. They are recorded, and minutes are taken for the record. The MPO may also hold stand-alone public meetings related to specific projects or plans. These meetings can be held at any time during a project. Notice of the meetings is given to the public through the MPO website, e-mail, and if requested, by regular mail. The MPO issues press releases to notify the media of public meetings, as recommended by the Government in the Sunshine Manual (2017). Florida Sunshine Law.

COMMUNITY OUTREACH EVENTS

MPO staff participation in community outreach events at public venues, fairs and festivals provides another method to inform the public about the Collier MPO and how individuals or groups can become involved in the metropolitan transportation planning process. MPO surveys, newsletters, maps or comment forms are often distributed to heighten the awareness of the public on functions of the MPO. MPO staff will participate in activities hosted by other agencies and organizations and provide printed materials at outreach events.

COMMENT FORMS

Comment forms are used to solicit public comment on specific issues being presented at workshops or public meetings and community outreach events. Comment forms may be very general in nature, or very specific for soliciting feedback. Comment forms are sometimes included in publications and on the MPO website to solicit input.

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QR CODES

The MPO inserts Quick Response (QR) Codes on the covers of adopted plans such as the Long Range Transportation Plan, Public Participation Plan, Transportation Improvement Program, Unified Planning Work Program and the Bicycle and Pedestrian Master Plan. QR codes allow the public immediate access to view MPO documents using cell phone applications.

ORIENTATIONS

MPO staff conduct individual orientations to inform new members of the MPO Board and committees of their roles and the MPO transportation planning process.

EVALUATION

ANNUAL REPORTING ON PERFORMANCE MEASURES

Reporting on the PPP performance measures is included in the MPO Director's Annual Report to the MPO Board at the end of each fiscal year. If the analysis indicates a need for modifications to the PPP, the Director will discuss options with the Board and follow-up with bringing the changes through the Advisory Committee review process during the coming year.

REQUIRED NOTIFICATION

The MPO will review the PPP on an annual basis to ensure it remains consistent with the requirements in the Florida Department of Transportation's MPO Handbook. The MPO Handbook may be viewed in its entirety at the following link: [FDOT MPO Handbook](#)

Current requirements are summarized by planning product as follows.

LONG RANGE TRANSPORTATION PLAN

Florida Statutes 339.175 – requires the MPO to provide the following interested parties, at a minimum, a **reasonable opportunity** to comment on the LRTP:

- Public
- Affected Public Agencies
- Representatives of Transportation Agencies
- Freight Transportation Service Providers and Shippers
- Private providers of Transportation
- Public Transit Representatives and Users

PUBLIC PARTICIPATION PLAN

- 23 CFR 450.322 – All interested parties are to be given a reasonable opportunity to comment on the LRTP.
- **Administrative Modifications** are minor revisions to the LRTP and do not require public review and comment or re-demonstrating fiscal constraint. 23 CFR 450.104
- **Amendments** are major revisions to the LRTP and do require public involvement and re-demonstrating fiscal constraint.
- **Major Updates** are adopted every 5 years. The TAC and CAC are provided the opportunity to review and comment on Amendments and Major Updates prior to the MPO Board taking action. If the TAC and CAC achieve a quorum, the committees may vote to endorse the amendment or update as presented, or vote to endorse subject to revision, or may vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

PUBLIC PARTICIPATION PLAN

Maintaining Concurrency with MPO Handbook - FDOT continually updates the MPO Handbook and notifies the MPOs of any changes. These FDOT-generated updates may on occasion trigger the need to update the PPP as well. When that occurs, the MPO will post notice containing the new PPP language on its website and distribute copies to the MPO Advisory Committees and Board. Other routine updates, such as identifying new MPO Board members and/or officers, new MPO contact information, new State and Federal code citations, correcting typographical or grammatical errors or clarifications, will be handled in the same manner

Amendments and Adopting a New PPP - Amendments and Major Updates will be previewed by the MPO TAC and CAC before being acted upon by the Board.

- **Federal law requires a minimum 45-day public comment period prior to amending or adopting a PPP. The public comment period begins with posting the CAC and TAC meeting agendas, posting notification on the MPO website, and emailing the Adviser Network. Final Board action may be scheduled to occur after the 45-day public comment period has ended.**

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)

Purpose – A TDSP addresses the services provided to meet the public transportation and mobility needs of the elderly and persons with disabilities. The plan discusses the types of paratransit services available to citizens of the county. Examples include: ADA paratransit service and Transportation Disadvantaged Program (TD) services which are part of a coordinated human services requirement of all three core FTA grant programs as reauthorized under the FAST Act for the Urbanized Area Formula Funding program, 49 U.S.C. 5307, 5310 and 5311.

Statutory Requirements – Florida Statutes (F.S.) 427. Each county or each MPO is required to develop a TDSP with updates every five years. The Florida Commission for the Transportation Disadvantaged (FCTD)

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oversees the implementation of the TDSP. The Community Transportation Coordinator (CTC) and the Local Coordinating Board (LCB) will use the TDSP as a guide for maintaining and improving transportation services. It is the requirement of the MPO to provide an annual performance evaluation of the CTC. The MPO is also required to provide annual minor updates to the TDSP and a major update every five years.

Florida Commission for the Transportation Disadvantaged

The Florida Commission for the Transportation Disadvantaged has issued two regulatory documents – “Local Coordinating Board and Planning Agency Operating Guidelines (2014)” and an “Instruction Manual for the Memorandum of Agreement and the TDSP – 2007/2008” that remain in effect today. The documents may be viewed on the Commission’s website at: [TD Commission](#)

The Commission stipulates that Major Updates to the TDSP be announced by way of an “advertisement” published in the local newspaper with the greatest circulation. This requirement is carried out by the MPO.

Major Update - adopted every 5 years

Public Comment Period

- 30-day public comment period required
- Legal ad required – place in Naples Daily News
- Additional public notice of public comment period provided by posting on the MPO website, emailing the Adviser Network and any other stakeholders the MPO and LCB have identified
- Distribute flyers on transit vehicles to notify riders of comment period and adoption meeting
- Distribute copies of the Major TDSP Update and/or QRC on comment forms to local government agency offices and libraries
- Post Major TDSP Update and comment forms on the MPO website
- Distribute copies of the Major TDSP Update to the LCB members

Response to Comments

- MPO staff will respond in writing to public input received during the comment period
- When significant written and oral comments are received, a summary, analysis or report will be included in the plan. The term, “significant” is used in State statutes and Federal law governing public involvement but remains undefined. The MPO’s working definition of “significant” is any comment that could potentially result in a change to the scope of a document, existing conditions analysis, issue definition, recommended projects, policies.

Adoption

- The LCB will meet at the end of the public comment period and allow time for public comment at the meeting prior to adoption of the TDSP
- The LCB will consider the comments received during the public comment period before adopting the TDSP by Roll Call Vote

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- The MPO Board will ratify the Major TDSP Update after adoption by the LCB. Ratification may be placed on the MPO Board Consent Agenda

Minor Update – adopted annually except in Major Update adoption years

- The ~~only~~ difference between the public involvement requirements of a Major and Minor Update is the required public comment period is shortened to 14 days and no distribution of flyers & comment forms on transit vehicles and CAT transfer Stations is required.

TRANSPORTATION IMPROVEMENT PROGRAM

Administrative Modifications are minor revisions to the TIP and do not require public review and comment, or re-demonstrations of fiscal constraint. Administration Modifications will be distributed as informational items in MPO Board and advisory committee meeting packets, in addition to being posted on the MPO website's TIP page.

Amendments are major revisions to the TIP and do require public review and comment along with re-demonstration of financial constraint. The TAC and CAC are provided the opportunity to review and comment on amendments and the annual adoption of a new 5-year TIP based on the FDOT Work Program prior to the Board taking action. If they achieve a quorum, the TAC and CAC may vote to endorse the amendment as presented or vote to endorse subject to revision or may vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. The MPO will follow the notification procedures outlined herein for MPO Board and Advisory Committee meetings See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

UNIFIED PLANNING WORK PROGRAM

The two-year UPWP is adopted every other year. As with Amendments, the MPO adoption process requires that the two-year UPWP be previewed and commented upon by the MPO TAC and CAC, at a minimum, before being acted upon by the Board.

Modifications as defined by the FDOT MPO Handbook, do not require MPO Board or FDOT approval and do not require public involvement. Modifications will be posted on the MPO website on the UPWP page and distributed to FDOT, the MPO Board and Advisory Committees as informational items in agenda packets.

Amendments as defined by the FDOT MPO Handbook, do require MPO Board approval. The TAC and CAC are provided the opportunity to review and comment on amendments prior to the Board taking action. If the committees achieve a quorum, they may vote to endorse the amendment as presented, or vote to endorse subject to revision, or vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. The MPO will follow the notification

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procedures outlined herein for MPO Board and Advisory Committee meetings. See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

MPO BOARD MEETINGS AND WORKSHOPS

The MPO commits to maintaining the following longstanding notification standard:

- Posting agenda and meeting packet **seven days in advance** on the MPO website
- Email distribution of agenda and packet to MPO Board members and delivering hard copies to members who have requested them, seven days in advance of the meeting
- Email distribution of agenda and packet to Advisor Network and to other interested parties on the MPO's email contact list
- [Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting](#)

MPO ADVISORY COMMITTEE MEETINGS

The MPO commits to maintaining the following longstanding notification standard:

- Posting agenda and meeting packet **seven days in advance** on the MPO website
- Email distribution of agenda and packet to committee members along with hard copies delivered to members who have requested them, seven days in advance of the meeting
- Email distribution of agenda and packet to Adviser Network and to other interested parties on the MPO's email contact list
- [Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting](#)

OTHER PUBLIC MEETINGS AND WORKSHOPS

The MPO may wish to schedule other public meetings and workshops in the course of developing a wide variety of planning documents, researching specific issues, conducting surveys and public education campaigns. The MPO commits to maintaining the longstanding notification standard of:

- Posting notices of public meetings a **minimum seven days in advance** on the MPO website,
- Posting agenda and meeting packet, to the extent materials are available, on MPO website
- Email distribution of agenda and packet to Advisor Network and to other interested parties on the MPO's contact list
- Issuing press release to major local newspapers, television and radio stations

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- Emailing MPO Advisory Committee members notice of meetings on topics of interest to the Committee members as appropriate
- [Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting](#)

EXCEPTIONS TO NOTIFICATION COMMITMENTS

There are occasions when the MPO is required to act quickly in order to meet a grant deadline, preserve spending authority or respond to an unforeseen opportunity or emergency. Unforeseen opportunities are most likely to occur in response to a request by FDOT due to the severe time constraints the agency operates under. Emergency situations include manmade and natural disasters such as hurricanes, floods, epidemics and pandemics, chemical spills, acts of terrorism, cyber-attacks, etc.

In a nonemergency situation when an unforeseen opportunity demands immediate Board action, staff may bring proposed actions forward to the MPO Board that the TAC and CAC have not had the opportunity to preview and comment on. This allows the Board to be fully informed of the situation and to take action if it wishes to do so, or to decline to take immediate action and remand the item to one or more Advisory Committee for further study.

There are occasions when the MPO is required to act quickly in order to meet a grant deadline, preserve spending authority or respond to an unforeseen opportunity. This is most likely to occur in response to a request by FDOT due to the severe time constraints the agency operates under.

When situations demanding immediate Board action arise, staff may bring proposed actions forward to the MPO Board that the TAC and CAC have not had the opportunity to preview and comment on. This allows the Board to be fully informed of the situation and to take action if it wishes to do so, or to decline to take immediate action and remand the item to one or more Advisory Committee for further study.

EMERGENCY PROVISIONS FOR PUBLIC INVOLVEMENT

Public engagement is very important to the MPO, FDOT, FHWA and FTA. In an effort to protect public health and to comply with instructions, recommendations and Executive Orders issued during a pandemic or other threat to community health, the MPO will be proactive but flexible in meeting public participation plan requirements. MPOs are expected to continue to provide opportunities for public involvement throughout their planning activities. However, some public participation plan activities may be delayed or deferred and be replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate. The MPO will document any outreach activities that were originally documented in the PPP or in a PIP for a specific project that require modifications and provide strategies, if needed, to ensure sufficient and appropriate outreach is maintained.

Immediate/Short Term Response

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In the event of a manmade or natural emergency that precludes holding regular public meetings, the MPO Board may provide staff direction on how to proceed by way of passing a motion. The motion may include authorizing the MPO Chair to act on behalf of the Board and empower the MPO Director to bring issues requiring immediate attention forward to the MPO Chair to act upon. The MPO Board will have the opportunity to ratify all emergency actions taken at a later date.

Intermediate Response

Once the scope of an emergency becomes better defined, the US President, Congress, Governor of the State of Florida or Local Governing Boards and Councils may issue declarations of emergency and Executive Orders that MPOs must follow. In the event of a declaration of manmade or natural emergency that precludes holding regular public meetings for a known or unknown period of time, the MPO Board will adopt a resolution to:

1. Recognize the emergency situation calling for alternative public involvement strategies
2. Stipulate that the emergency procedures for public involvement are temporary
3. Specify the alternative public involvement strategies to be used, including time periods for public comment and MPO responses to the comments
4. Ensure that public involvement strategies are inclusive as possible to the extent that they comply with emergency executive orders to protect public health, etc;
5. if public involvement strategies are not sufficiently inclusive due to public health concern or other limitations, the MPO may consider holding additional public involvement activities on the plans after adoption, and after the emergency is over, to ensure that the public is informed and has the ability to request reconsiderations/amendments to the MPO Board
6. Acknowledge that the resolution is provided as an interim measure and may be modified as new local, state or national technical assistance and/or guidance is issued

Public involvement strategies include but are not limited to virtual meetings, on-line surveys, telephone conferencing, social media and interactive components of the MPO website. It is desirable, and may be feasible, to maintain the public participation plan's standard methodologies and timeframes for reporting and responding to public comments. However, if the time frame must be shortened or the methodologies are curtailed due to the nature of the emergency, the MPO may take whatever steps are necessary to meet deadlines. In the event of a public health emergency coinciding with a cyber-attack, public involvement activities may have to be suspended for a period of time.

Long Term Response

In the event that an emergency situation persists for several months or more and in the absence of action taken by the federal government to extend the deadlines for delivery of core MPO planning products such as the LRTP, UPWP, TIP and PPP; the MPO may take whatever action is necessary to meet the federal deadlines.

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After the emergency is over, the MPO will resume its regular meeting schedule and public involvement activities with the highest priority given to meeting immediate deadlines and the next level of priority given to providing opportunities for the public to review, comment on and request amendments to any plans that were adopted during the emergency.

Continuity of Operations Plans

The MPO is required to maintain a Continuity of Operations Plan (COOP) that outlines the course of action to be taken during an emergency. MPO staff participate in Collier County's annual updates to its COOP to facilitate concurrent implementation of both plans during an emergency.

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FEDERAL COMPLIANCE

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA), signed into law in 1990, is a landmark civil rights legislation ensuring equal opportunity for people with disabilities to access employment, public facilities, transportation, state and local government services and communications. The ADA requires coordinating with disabled community representatives in the development and improvement of transportation services. Persons with disabilities must also be able to access the sites where public involvement activities occur as well as the information presented. See www.ada.gov for more information.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color or national origin. Specifically, 42 USC § 2000d states, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” See [Title VI Civil Rights Act US Dept of Justice](#) for more information.

EXECUTIVE ORDER 12898 – ENVIRONMENTAL JUSTICE

Executive Order (EO) 12898; Federal Actions to Address Environmental justice in Minority and Low-Income Populations. The EO reinforced the requirements of Title VI of the Civil Rights Act of 1964 and focused federal attention on the environmental and human health conditions in minority and low-income communities. Furthermore, recent guidance issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) emphasizes the importance of considering and addressing Environmental Justice (EJ) in all phases of the transportation planning process. EJ calls for the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, and that the benefits, as well as the impacts, of transportation investments are fairly distributed.

EXECUTIVE ORDER 13166 – LIMITED ENGLISH PROFICIENCY

People with Limited English Proficiency (LEP) are those with a primary or home language other than English. EO 13166 requires any agency that receives federal funds to make their activities accessible to non-English speaking individuals. See [Limited English Proficiency Executive Order](#) for more information.

REQUIREMENT FOR PUBLIC PARTICIPATION PLAN

[The following material is excerpted from the electronic Code of Federal Regulations \(CFR\) Chapter 23 HIGHWAYS.](#)

“eCFR Ch 23 HIGHWAYS

§450.316 Interested parties, participation, and consultation.

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(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

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(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]"

PUBLIC PARTICIPATION PLAN AND STATE STATUTES

The following is excerpted from Florida State Statutes, available at the following link:

www.flsenate.gov/Laws/Statutes/2012/339.175

"339.175 METROPOLITAN PLANNING ORGANIZATIONS

(7) 2.(e) LONG-RANGE TRANSPORTATION PLAN In the development of its long-range transportation plan, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable

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opportunity to comment on the long-range transportation plan. The long-range transportation plan must be approved by the M.P.O.

6/(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

(8) TRANSPORTATION IMPROVEMENT PROGRAM. Each M.P.O. shall, in cooperation with the state and affected public transportation operators, develop a transportation improvement program for the area within the jurisdiction of the M.P.O. In the development of the transportation improvement program, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed transportation improvement program."

SUNSHINE LAW §286.011 F.S.

Source: "Government in the Sunshine" PPT by Office of the County Attorney, Jeffrey A. Klatzkow

Establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local government agencies or authorities

- Meetings of public boards, commissions or committees ("boards") must be open to the public.
- Reasonable notice of such meetings must be given.
- Minutes of the meeting must be taken.

The public must be allowed to attend meetings; however, there is no obligation to allow the public to participate. The location:

- Must be accessible
- Sufficient size for turnout
- Facility cannot discriminate based on age, race, etc.
- Public access not unreasonably restricted
- Be within Collier County with few exceptions

Minutes of the meeting are required. Written minutes must be taken and made available promptly.

- Sound recordings may also be used, but only in addition to written minutes
- Minutes may be a brief summary of meeting's events
- Minutes are public records
- Minutes must record the votes.

Reasonable Notice, according to the "Government In The Sunshine Manual" (2017) Section 4a.

"The Sunshine Law does not define the term "reasonable notice." Therefore, the type of notice is variable and depends upon the facts of the situation and the board involved. In each case, an agency

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PUBLIC PARTICIPATION PLAN

must give notice at such time and in such a manner as to enable the media and the general public to attend the meeting.”

The Attorney General’s office cannot specify the type of notice which must be given in all cases, the following notice guidelines are suggested:

1. Notice should contain time and place of meeting and an agenda if available, or a statement of the general subject matter to be considered.
2. Notice should be prominently displayed in the area in the agency’s offices set aside for that purpose and on the agency’s website.
3. Notice should be provided at least 7 days prior to meeting, except in the case of emergency or special meetings. Emergency meetings should provide the most effective and appropriate notice feasible under the circumstances.
4. Special meetings should have no less than 24 and preferably at least 72 hours reasonable notice to the public.
5. Use of press releases, faxes, e-mails and/or phone calls to the local news media is highly effective in providing notice of upcoming meetings.

The Sunshine Law does not mandate that an agency use a paid advertisement to provide public notice of a meeting.

FDOT MPO HANDBOOK - COMPLIANCE

CHAPTER SIX PUBLIC INVOLVEMENT

Chapter Six of the FDOT MPO Handbook identifies Federal and State public involvement requirements for Metropolitan Planning Organizations (MPO) in Florida. The primary public involvement document that MPOs must develop and maintain is a Public Participation Plan (PPP) that defines a process for providing interested parties reasonable opportunities to review and comment on MPO work products. In addition, MPOs must make Long Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP) readily available for public review.

The MPO is required to develop the participation plan in consultation with all interested parties and must, at a minimum, describe explicit procedures, strategies, and desired outcomes for: [23 C.F.R. 450.316(a)(1)]

1. Providing **adequate public notice of public participation activities and time for public review and comment at key decision points**, including a **reasonable opportunity to comment** on the proposed LRTP and the TIP;
2. Providing **timely notice and reasonable access to information** about transportation issues and processes;
3. Employing **visualization techniques to describe LRTPs and TIPs**;
4. Making public information (technical information and meeting notices) **available in electronically accessible formats and means, such as the Internet**;
5. Holding any **public meetings at convenient and accessible locations and times**;
6. **Demonstrating explicit consideration and response to public input received during the development of the LRTP and the TIP**;
7. **Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services**;
8. **Providing an additional opportunity for public comment, if the final LRTP or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues** that interested parties could not reasonably have foreseen from the public involvement efforts;
9. **Coordinating with the statewide transportation planning public involvement and consultation processes; and**
10. **Periodically reviewing the effectiveness** of the public involvement procedures and strategies contained in the PPP to ensure a full and open participation process.

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When developing the PPP, it is important to allow enough time to receive and respond to public input to find a balance between addressing appropriate public comments and adopting the LRTP within the required timeframe, including any meetings or hearings that take place during that time.

A minimum public comment period of 45 calendar days must be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved PPP must be provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for informational purposes; and must be posted on the Internet to the maximum extent practicable. [23 C.F.R. 450.316(a)(3)]

LRTP AND TIP

When “**significant**” written and oral comments are received on the draft LRTP and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 C.F.R. Part 93, Subpart A), **a summary, analysis, and report on the disposition of comments are required to be included in the final LRTP and TIP.** [23 C.F.R. 450.316(a)(2)]

The term, “*significant*” is used in State statutes and Federal law but remains undefined.

THE COLLIER MPO DEFINES “SIGNIFICANT” AS ANY COMMENT THAT COULD POTENTIALLY RESULT IN A CHANGE TO THE SCOPE OF A PROJECT OR STUDY, TO REPORTING ON EXISTING CONDITIONS THAT LEADS TO DEFINING ISSUES AND RECOMMENDING SOLUTIONS IN TERMS OF PROJECTS OR POLICIES.

When the MPO area includes Indian Tribal lands, the MPO must appropriately involve the Indian Tribal government(s) in the development of the LRTP and the TIP. [23 C.F.R. 450.316(c)]

The MPO may develop a PPP specific to the LRTP as part of the scope of that project. If this is done, the PPP for the LRTP must be consistent with the overall PPP of the MPO.

Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, U. S. Department of Transportation, November 2012. This additional guidance states that for LRTPs, MPO Boards, their advisory committees, and the public, should have the opportunity to periodically review the LRTP products, interim tasks, and reports that result in the final LRTP documentation. Furthermore, this guidance also states **that final adopted LRTP documentation should be posted to the Internet, and available at the MPO offices, no later than 90 days after adoption.**

PUBLIC PARTICIPATION PLAN

Specific to the TIP, Federal requirements are that the MPO must provide all interested parties with a **reasonable opportunity to comment** on the proposed TIP, as required by the PPP. In addition, the MPO must **publish or otherwise make readily available the TIP for public review, including** (to the maximum extent practicable) **in electronically accessible formats** and means, such as the **Internet**, as described in the PPP. [23 C.F.R. 450.326(b)], [23 U.S.C. 134 (i)(6) and (7)]

In the event an MPO revises its TIP, the MPO must always use public participation procedures consistent with the MPO's PPP. However, public participation is not required for administrative modifications unless specifically addressed in the PPP. [23 C.F.R. 450.328(a)]

ANNUAL LIST OF PRIORITIZED PROJECTS

Each MPO annually must prepare a list of project priorities and submit the list to the appropriate FDOT District by October 1 of each year. The list must have been **reviewed by the technical and citizens' advisory committees and approved by the MPO before submission to the District**. The annual list of project priorities **must be based upon project selection criteria that consider, among other items, the MPO's public involvement procedures**. [s.339.175(8)(b)(5), F.S.]

MOST METROPOLITAN PLANNING
ORGANIZATIONS CONSIDER THEIR STANDING
COMMITTEES TO BE A FUNDAMENTAL PART OF
THEIR PUBLIC INVOLVEMENT ACTIVITIES.

PUBLIC INVOLVEMENT AND MPO COMMITTEES

Most MPOs consider their standing committees to be a fundamental part of their public involvement activities. **The formation of a technical advisory committee (TAC) and citizens' advisory committee (CAC) are required pursuant to s.339.175(6)(d), F.S. and s.339.175(6)(e), F.S.;** and formation guidance is provided in Chapter 2 of the MPO Handbook.

As an alternative to the use of a CAC, Florida Statute provides provisions for MPOs to adopt an alternate program or mechanism that ensures adequate citizen involvement in the transportation planning process following approval by FHWA, FTA, and FDOT. MPOs may also consider additional standing committees as a public involvement activity to address specific needs, such as bicyclists, pedestrians, and multiuse trails, safety, goods/freight movement, etc. MPOs must address and include their committee activities in the PPP; and are encouraged to detail how the schedule for meetings, agenda packages, and actions of the committees will be communicated with the public and how the public can participate in those meetings.

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SUNSHINE LAW

MPOs must provide reasonable notice of meetings and make adequate accommodations to hold open meetings and provide an opportunity for public input. Minutes of meetings must be available for public inspections. **MPOs are prohibited from holding public meetings at a facility or location that discriminates on the basis of sex, age, race, creed, color, origin, or economic status; or that otherwise restrict public access.** The statute establishes penalties for violations of these provisions and exceptions for specific situations. MPOs should consult legal counsel for any questions regarding Florida's Government-in-the-Sunshine Law. [The notification commitments identified herein comply with the State Attorney General's Office publication, "Government In The Sunshine Manual" \(2017\) Section 4a.](#)

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ACRONYMS

ADA	Americans with Disabilities Act
BPAC	Bicycle and Pedestrian Advisory Committee
CFR	Code of Federal Regulations
EJ	Environmental Justice
EO	Executive Order
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCB	Local Coordinating Board
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization (interchangeable with TPO)
PIP	Public Involvement Plan (for individual projects)
PPP	Public Participation Plan (adopted by the MPO)
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization (interchangeable with MPO)
UPWP	Unified Planning Work Program
USC	United States Code

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APPENDICES

- A. GOVERNMENT TO GOVERNMENT PUBLIC INVOLVEMENT POLICY
- B. LEE COUNTY MPO/COLLIER MPO INTERLOCAL AGREEMENT
- C. LIMITED ENGLISH PROFICIENCY PLAN
- D. NONDISCRIMINATION POLICY AND COMPLAINT PROCEDURE
- E. TRADITIONALLY UNDERSERVED COMMUNITIES
- F. STANDARD OPERATING PROCEDURES

**APPENDIX A: COLLIER MPO'S GOVERNMENT TO GOVERNMENT
PUBLIC INVOLVEMENT POLICY EFFECTING TRIBAL ENTITIES**

PUBLIC PARTICIPATION PLAN

GOVERNMENT TO GOVERNMENT PUBLIC INVOLVEMENT POLICY Adopted June 9, 2017

- I. **Purpose:** To promote Tribal involvement in the MPO planning process; initiate and maintain a positive working relationship between the MPO and Tribal governments; promote effective collaboration and communication between the MPO and Tribes;

II. **Goals of Tribal Consultation:**

- To create durable relationships between the Tribes and the MPO based on a mutual respect that promotes coordinated transportation partnerships in service to all of our citizens.
- For the MPO to take a proactive approach to consultation by ensuring Tribal participation in MPO planning processes that may affect Tribal governments, Tribal programs and Tribal citizens.

III. **Consultation Requirements**

Federal Transportation Planning Requirements

23 USC § 135(f)(2)c applies to FDOT, as follows: “With respect to each area of the State under the jurisdiction of an Indian Tribal government, the statewide transportation plan shall be developed in consultation with the Tribal government.”

23 CFR § 450.316(c), Interested parties, participation and consultation, applies to MPOs where an MPO *includes* Indian Tribal lands and provides:

- “When the MPO includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.”

23 CFR § 450.316(e), Interested parties, participation and consultation, provides:

- “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.”

In addition to the above-referenced consultation requirements, if a Tribe wishes to access federal transportation funds available to MPOs, the Tribe must do so through the MPO processes as provided by law.

IV. **Definitions**

Collaboration: – Indicates a process in which two or more parties work together to achieve a common set of goals. Collaboration is the timely communication and joint effort that lays the groundwork for mutually beneficial relationships, including identifying issues and problems, identifying solutions and providing follow-up as needed.

Communication: - Refers to verbal, electronic or written exchange of information between the MPO and the Tribe. Generally, posting information on a website or in the newspaper does not constitute consultation. Written correspondence, whether electronic or letter/postal format, should generally be sent to the Tribe Chair with a copy to staff, requesting review and comment on specific plans or

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projects that will affect a Tribe. While Tribal review may occur concurrently with public review, Tribes are not considered the “public” for purposes of such communication.

Consultation – Means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” (See 23 CFR Part 450 Planning Assistance and Standards, subpart A §450.104).

Government-to-Government Relations: Refers to an intergovernmental relationship between a federally-recognized Tribe and the MPO Board during which consultation, meetings, and communications occur between top-level officials of the MPO and the Tribe.

Tribal Sovereignty: Refers to a unique, political relationship between American Indians and the United States government that recognizes that Tribes are sovereign nations with recognized powers of self-government.

V. **Tribal Entities**

The two Federally-recognized Tribes with land holdings within or abutting Collier County are:

- The Miccosukee Tribe of Indians of Florida, represented by the Business Council, consisting of Chairman, Assistant Chairman, Treasurer, Secretary, and Lawmaker

Mailing address:

PO Box 440021

Tamiami Station

Miami, FL 33144

(o) 305-223-8380

- The Seminole Tribe of Florida, represented by the Tribal Council comprised of Chairman, Vice Chairman, Big Cypress Councilman, Brighton Councilman, and Hollywood Councilman

Mailing address:

Attn: Chairman and General Counsel

6300 Stirling Rd

Hollywood, FL 33024

(o) 239-354-5220 x 11402

VI. **Core Principles**

1. The MPO wishes to establish a Government-to-Government relationship and communication protocol in recognition of the principle of Tribal sovereignty.
2. The MPO recognizes that good faith, mutual respect, and trust are fundamental to meaningful collaboration and communication between governmental entities.

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3. Formal communication and consultation will take place between the MPO Chair or Vice Chair and the Tribal Chair or Assistant/Vice Chair. Written notification in the form of an email or letter requesting consultation may be initiated by either the Tribal government or the MPO and should include the following information:
 - Identify the proposed action, program or project requiring consultation; and
 - Identify the personnel authorized to consult on behalf of the MPO and the Tribe.
4. Informal Communications may occur between MPO and designated Tribal staff members on an as-needed basis. The MPO will include designated Tribal staff members or representatives on email distribution lists to receive notifications of all upcoming MPO advisory committee and Board meetings. MPO staff will provide convenient access to meeting agendas and packets for review and be available to answer questions.

VII. Application of Tribal Consultation Policy

1. The MPO will make a good-faith effort to review all proposed plans, policies, rulemakings, actions or other aspects of the transportation planning process that may affect or impact Tribal resources and determine whether Tribal consultation or collaboration may assist in the process. The MPO will notify Tribal governments and inquire whether Tribal consultation should occur. Tribal Officials have the discretion whether to engage in the consultation process. Consultation will be initiated by formal, written request.
2. If the MPO does not receive a response from a Tribe requesting a response to a proposed plan, project or other matter that may affect or impact a Tribal government, the MPO is encouraged to follow up further with the Tribal government to ascertain its level of interest. If no response is provided, the MPO believes that it is only appropriate to move forward after the following: (a) directly contacting a Tribal government authorized representative to solicit its participation, review and comment after providing sufficient time for the Tribe's review and response; (b) that the direct communication/request for information or comment include a date when the MPO would like the response; and (c) that a minimum of thirty (30) days be provided for the Tribal government to provide for requests for information, or review and comment on draft documents.
3. The MPO recognizes that formal consultation may not be required in all situations or interactions. Tribal staff members and MPO staff may communicate on an as-needed basis. These communications do not negate the authority of the MPO and the Tribes to pursue formal consultation.
4. This policy will not diminish any administrative or legal remedies otherwise available by law to the MPO or the Tribe. This policy shall not be construed to waive the sovereign immunity of any party or create a cause of action for either party for failing to comply with this policy.
5. This policy is a working document and may be revised as needed. The MPO will consult periodically with the Tribes to evaluate its effectiveness and determine the need for revision.
6. The policy shall become effective upon the date signed by the MPO Chair following approval by the MPO Board.

**APPENDIX B: LEE COUNTY MPO/COLLIER MPO INTERLOCAL
AGREEMENT**

PUBLIC PARTICIPATION PLAN

INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING AND COORDINATION BETWEEN THE COLLIER AND LEE COUNTY MPOS

AMENDED March 20, 2009

This INTERLOCAL AGREEMENT (hereinafter the Agreement) is made and entered into as of March 20, 2009 by and between the Collier Metropolitan Planning Organization (hereinafter the Collier MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

Whereas, the Lee County and Collier Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral and Bonita Springs-Naples Urbanized Areas; and

Whereas, the 2000 Census, while identifying distinct and separate Bonita Springs-Naples and Cape Coral Urbanized Areas, also determined that the Naples Urbanized Area had expanded into the metropolitan planning area of the Lee County MPO to become the Bonita Springs-Naples Urbanized Area; and

Whereas, the elected and appointed officials comprising the policy boards of the Collier MPO and the Lee County MPO recognize the benefits of regional cooperation; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff not to pursue consolidation of the MPOs or alter their common metropolitan planning area boundary; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

Whereas, by Joint Resolution 2003-1 adopted on February 14, 2003 by the Collier MPO and on March 21, 2003 by the Lee County MPO the parties agreed that the MPOs would continue coordination efforts by having a member of each MPO's staff serve as a voting member of the other's technical advisory committee and by holding joint MPO policy board meetings at least annually, and when necessary to resolve otherwise irresolvable differences; and

Whereas, staff and policy board members from both the Collier and Lee County MPOs also already coordinate regional transportation issues through participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, and the Southwest Florida Regional Planning Council (SWFRPC); and

Interlocal Coordination Agreement between Collier County and Lee County MPOs

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Whereas, the Collier and Lee County MPOs are currently cooperating with each other in the development of a single bi-county travel demand model for use in the 2035 updates of both their long range transportation plans; and

Whereas, the Collier MPO and Lee County MPO both received letters from the District One Secretary in October 2003 asking them to enter into a more formal interlocal agreement to develop a joint long range transportation plan, joint regional priorities, a joint regional public involvement process, and a joint regional model, and specifying time frames for their completion; and

Whereas, at their October 17, 2003 joint meeting, the Collier and Lee County MPOs directed their staffs to develop such an agreement; and

Whereas, the Collier and Lee County MPOs executed such an agreement on January 27, 2004 and amended it in January 2006; and

Whereas, certain provisions of the amended agreement now need updating;

NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Collier MPO and Lee County MPO hereby agree as follows:

Section 1. Authority. This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organization, and 163.01, Florida Statutes, relating to interlocal agreements.

Section 2. Purpose. The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Collier and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. 450.312, and the goals and requirements of the Transportation Equity Act for the 21st Century and its successor legislation. More specifically, this Agreement establishes the commitment by the parties to develop joint regional transportation planning products and processes for the bi-county region of Collier and Lee Counties and provides targeted timeframes for the accomplishment of these products and processes. This Agreement incorporates the provisions of and supersedes Joint Resolution 2003-1 of the Collier and Lee County MPOs.

Section 3. Staff-level Coordination. Each party will continue to maintain a representative of the other party's staff agency as a voting member of its Technical Advisory Committee.

Section 4. Joint Meetings and Quorum Requirements. Joint meetings of the governing boards, and advisory committees of the Collier and Lee County MPOs will be held at least annually. Quorum requirements for each MPO's Technical Advisory Committee at the joint

Interlocal Coordination Agreement between Collier County and Lee County MPOs

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2018 AMENDMENT TO

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meetings will be ½ its membership after leaving out the FDOT, SWFRPC and MPO staff representatives from the quorum calculations. However, during voting on any items, while the FDOT and SWFRPC representatives will each have a single vote, MPO representatives will abstain from voting as they provide the administrative support at these meetings. Quorum requirements for each MPO's Citizens Advisory Committee at the joint meetings will be seven (7) for the Lee CAC and four (4) for the Collier CAC.

Section 5. Planning Products and Timeframes. The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning products by the target dates set out by each product described below:

(a) Joint Regional Transportation Model

The parties are working together to develop a coordinated update to the bi-county model to 2035 using the same consultant. The 2035 Long Range Transportation Plans are targeted to be completed by December 2010.. The standing joint Model Coordination Committee, comprising representatives of the Collier MPO, Lee County MPO, Collier County Department of Transportation, Lee County Department of Transportation, a City representative from each MPO, Southwest Florida Regional Planning Council, and FDOT, will oversee and coordinate the development, validation, use, maintenance, and future improvement of this model. The parties agree to continue to support and coordinate all travel demand modeling activities through this committee, which will continue to meet at least twice a year to maintain and update the joint model.

(b) Joint Regional Long Range Transportation Plan (LRTP)

The parties will continue to maintain and update as necessary the Joint Regional Multi-Modal Transportation System. The system will continue to remain a component of each MPO's LRTP and will continue to identify a two-tiered network of regionally significant transportation corridors, facilities, and services. The first order network comprises those corridors, facilities, and services that are of importance and concern to both parties. The second order network comprises the remaining corridors, facilities, and services deemed regionally significant. This system may subsequently be reconsidered and revised as necessary, at the request of either MPO.

During the development of each MPO's 2035 LRTP update, the parties agree to identify where improvements to the first order network may be needed, to propose and test appropriate alternative system improvements, and update the current joint regional long range transportation plan addressing those needs. The parties further agree to incorporate this regional plan in the updates of their own LRTPs, and to agree on any

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refinements or modifications to the regional plan that either MPO may wish to include in its LRTP prior to or concurrent with the adoption of their LRTPs. The joint regional long range transportation plan shall be published in and adopted as part of each MPO's LRTP. The target date for adoption of the initial LRTPs thus coordinated is December 2010.

The parties agree that subsequent amendments to their LRTPs affecting the joint regional long range transportation plan must be approved by both MPOs' governing boards.

(c) **Joint Regional Project Priorities**

On the basis of the Joint Regional Multi-Modal Transportation System addressed in paragraph 5(b) above, the MPOs agree to continue adopting priorities for funding unprogrammed improvements on the identified first order network that will be competing for statewide discretionary funding within the next six fiscal years, and include said projects in the respective MPO's project priorities adopted in the summer. The MPOs also agree to continue adopting priorities jointly for improvements to transportation facilities and services on the identified first and second order networks that are competing for funding through the state's Transportation Regional Incentive Program (TRIP). Both sets of Joint Regional Project Priorities must be adopted by each MPO's governing board. Either MPO governing board may require that the Joint Regional Project Priorities be reconsidered at any time. This collaboration and the products developed will recur each subsequent year during the duration of this Agreement and will be a continuing obligation and commitment.

(d) **Joint Regional Public Involvement Process Component**

The parties will collaborate to maintain the Joint Regional Public Involvement Component which shall continue to be included in each MPO's existing Public Involvement Plan. This Joint Regional Component prescribes public notice and outreach actions and measures to assure public access and involvement for all joint regional activities including development of the Joint Regional Long Range Transportation Plan component and annual regional priority list within the bi-county area. Any amendments to this Joint Regional Public Involvement Process Component must be approved by both MPO's governing boards'.

(e) **Joint Regional Web Page**

The parties will collaborate to maintain the Collier and Lee County MPO Joint Regional Web Page. The Web Page is hosted in the Lee County MPO Web Site, and maintained and updated as necessary by Lee County MPO staff. A link to this web page will continue to be provided in the Collier MPO Web Site.

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Section 6. Staff Services and Costs. The directors and staffs of each MPO will be responsible for development and maintenance of the joint regional products identified in this Agreement, subject to review and final approval by each MPO governing board. In this regard, each MPO will cooperate to assign and share equitably the needed staff resources to accomplish these regional efforts as specified in their respective Unified Planning Work Programs (UPWP). The cost of staff or consultant services provided by one party for the mutual benefit of both parties shall be split between the parties in proportion to their annual allocations of FHWA planning funds as shown in their latest adopted Unified Planning Work Programs. Similarly, direct costs for the joint regional efforts and products identified in this Agreement will be split between the parties in proportion to their annual allocations of FHWA planning funds.

Either party may also provide staff services to, or provide for the use of its consultants by, the other party, in which event the benefiting party shall reimburse the party providing the services for its full cost of the services rendered, including any associated direct expenses and any applicable share of personnel benefits and allocated indirect costs. The parties agree to invoice each other at the end of each monthly or quarterly accounting period for all expenses thus incurred on the other's behalf during that period. The parties further agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking federal, state and local funding for the joint regional products to be developed.

Section 7. Conflict Resolution. The parties to this Agreement concur that if an issue is otherwise irresolvable, their staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agree to submit the issue to the Southwest Florida Regional Planning Council for non-binding arbitration. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek declaratory judgment as provided in Chapter 86, Florida Statutes.

Section 8. Duration of Agreement. This Agreement shall have an initial term of five (5) years, commencing on the date first above written, and shall automatically renew at the end of five (5) years for an additional five (5)-year term and every five years thereafter unless terminated or rescinded as set out in Section 10, herein. Prior to the end of each five (5)-year term, the parties shall reexamine the terms hereof for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 9. Modification. This Agreement may be modified at any time, but only by a new or addendum interlocal agreement duly signed by both parties.

Section 10. Termination-Rescission. This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

Section 11. Liability. The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between one or more of the parties by the actions or omissions of its individual employees or

Interlocal Coordination Agreement between Collier County and Lee County MPOs

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agents acting pursuant to the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes each party agrees to indemnify, hold harmless and defend the other party against any claims or causes of action based upon the individual acts or omissions of its employees or agents.

Section 12. Notice. Any notice provided for herein, including the written notice referenced in Section 10 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:


Director
Collier MPO
2885 South Horseshoe Drive
Naples, Florida 34104


Director
Lee County MPO
1926 Victoria Avenue
Fort Myers, Florida 33901-3414

Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.

As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Collier and Lee Counties, Florida.


IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized officials as of the day and year written below.


Commissioner Halas, Chair
Collier MPO
March 20, 2009


Michael Flanders, Chair
Lee County MPO
March 20, 2009

Approved as to form and legal sufficiency:


Scott R. Teach, Asst Collier County Attorney


Jed Schneck, Lee County MPO Attorney

Interlocal Coordination Agreement between Collier County and Lee County MPOs
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INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING AND COORDINATION BETWEEN THE COLLIER AND LEE COUNTY MPOs

PUBLIC PARTICIPATION PLAN

This INTERLOCAL AGREEMENT (hereinafter the Agreement) is made and entered into as of as of the date last signed below by and between the Collier Metropolitan Planning Organization (hereinafter the Collier MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

Whereas, the Lee County and Collier Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral and Bonita Springs-Naples Urbanized Areas; and

Whereas, the 2000 Census, while identifying distinct and separate Bonita Springs-Naples and Cape Coral Urbanized Areas, also determined that the Naples Urbanized Area had expanded into the metropolitan planning area of the Lee County MPO to become the Bonita Springs-Naples Urbanized Area; and

Whereas, the elected and appointed officials comprising the policy boards of the Collier MPO and the Lee County MPO recognize the benefits of regional cooperation; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff not to pursue consolidation of the MPOs or alter their common metropolitan planning area boundary; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

Whereas, the parties agree that the MPOs should continue coordination efforts by having a member of each MPO's staff serve as a voting member of the other's technical advisory committee and by holding joint MPO policy board meetings on an as-needed basis and when necessary to resolve otherwise irresolvable differences; and

Whereas, staff and policy board members from both the Collier and Lee County MPOs also already coordinate regional transportation issues through participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, and the Southwest Florida Regional Planning Council (SWFRPC); and

Whereas, the Collier and Lee County MPOs executed an agreement on January 27, 2004 and amended it in January 2006 to develop a joint regional long-range transportation plan and joint long-range regional transportation priorities; and

Whereas, the Collier and Lee County MPOs executed an amended agreement on March 20, 2009 to update the joint coordination activities to match the current requirements and processes at the time; and

Whereas, certain provisions of the amended Agreement now need updating;

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NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Collier MPO and Lee County MPO hereby agree as follows:

Section 1. Authority. This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organizations, and 163.01, Florida Statutes, relating to interlocal agreements.

Section 2. Purpose. The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Collier and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. 450.312, and the goals and requirements of current applicable Federal transportation appropriations legislation. More specifically, this Agreement establishes the commitment by the parties to develop joint regional transportation planning products and processes for the bi-county region of Collier and Lee Counties and provides targeted timeframes for the accomplishment of these products and processes.

Section 3. Staff-level Coordination. Each party will continue to maintain a representative of the other party's staff agency as a voting member of its Technical Advisory Committee.

Section 4. Joint Meetings and Quorum Requirements. Joint meetings of the governing boards, and advisory committees of the Collier and Lee County MPOs will be held at least annually. Quorum requirements for each MPO's Technical Advisory Committee at the joint meetings will be consistent with their respective bylaws, after leaving out the SWFRPC and MPO staff representatives from the quorum calculations. However, during voting on any items, while the SWFRPC representatives will each have a single vote, MPO representatives will abstain from voting as they provide the administrative support at these meetings. Quorum requirements for each MPO's Citizens Advisory Committee and Bicycle-Pedestrian Advisory Committee at the joint meetings will be as established for each committee under their respective MPO bylaws.

Section 5. Planning Products and Timeframes. The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning products by the target dates set out by each product described below:

(a) — Joint Regional Long Range Transportation Plan (LRTP)

The parties will continue to maintain and update as necessary the Joint Regional Multi-Modal Transportation System. The system will continue to remain a component of each MPO's LRTP and will continue to identify a network of regionally significant transportation corridors, facilities, and services. The two MPOs continue to participate in the development and implementation of the FDOT Districtwide Florida Standard Urban Transportation Model Structure (FSUTMS) through the Coordinated Urban Transportation Studies (CUTS) meetings and coordination with FDOT.

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Each MPO has adopted a 2040 LRTP. The 2045 LRTP is due to be adopted in 2020. During the development of each MPO's 2045 LRTP update, the parties agree to identify where improvements may be needed, to propose and test appropriate alternative system improvements, and update the current joint regional long range transportation plan addressing those needs. The parties further agree to incorporate this regional plan in the updates of their own LRTPs, and to agree on any refinements or modifications to the regional plan that either MPO may wish to include in its LRTP prior to or concurrent with the adoption of their LRTPs. The joint regional long range transportation plan shall be published in and adopted as part of each MPO's LRTP. The target date for adoption of the initial LRTPs thus coordinated is December 2020.

The parties agree that amendments to their LRTPs affecting the joint regional long range transportation plan must be approved by both MPOs' governing boards.

(b) — Joint Regional Project Priorities

On the basis of the Joint Regional Multi-Modal Transportation System addressed in paragraph 5(a) above, the MPOs agree to continue adopting priorities for funding unprogrammed improvements on the network that will be competing for statewide discretionary funding within the next six fiscal years and include said projects in the respective MPO's project priorities adopted in the summer. The MPOs also agree to continue adopting priorities jointly for improvements to transportation facilities and services on the identified regional network that are competing for funding through the state's Transportation Regional Incentive Program (TRIP). Both sets of Joint Regional Project Priorities must be adopted by each MPO's governing board. Either MPO governing board may require that the Joint Regional Project Priorities be reconsidered at any time. This collaboration and the products developed will recur each subsequent year during the duration of this Agreement and will be a continuing obligation and commitment.

(c) — Joint Regional Public Involvement Process Component

The parties will collaborate to maintain the Joint Regional Public Involvement Component which shall continue to be included in each MPO's existing Public Involvement Plan. This Joint Regional Component prescribes public notice and outreach actions and measures to assure public access and involvement for all joint regional activities including development of the Joint Regional Long Range Transportation Plan component and annual regional priority list within the bi-county area. Any amendments to this Joint Regional Public Involvement Process Component must be approved by both MPO's governing boards.

(d) — Joint Regional Web Page

The parties will collaborate to maintain the Collier and Lee County MPO Joint Regional Web Page. The Web Page is hosted in the Lee County MPO Web Site and maintained and updated as necessary by Lee County MPO staff. A link to this web page will continue to be provided in the Collier MPO Web Site.

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Section 6. Staff Services and Costs. The directors and staffs of each MPO will be responsible for development and maintenance of the joint regional products identified in this Agreement, subject to review and final approval by each MPO governing board. In this regard, each MPO will cooperate to assign and share equitably the needed staff resources to accomplish these regional efforts as specified in their respective Unified Planning Work Programs (UPWP). The cost of staff or consultant services provided by one party for the mutual benefit of both parties shall be split between the parties in proportion to their annual allocations of FHWA planning funds as shown in their latest adopted Unified Planning Work Programs. Similarly, direct costs for the joint regional efforts and products identified in this Agreement will be split between the parties in proportion to their annual allocations of FHWA planning funds.

Either party may also provide staff services to, or provide for the use of its consultants by, the other party, in which event the benefiting party shall reimburse the party providing the services for its full cost of the services rendered, including any associated direct expenses and any applicable share of personnel benefits and allocated indirect costs. The parties agree to invoice each other at the end of each monthly or quarterly accounting period for all expenses thus incurred on the other's behalf during that period. The parties further agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking federal, state and local funding for the joint regional products to be developed.

Section 7. Conflict Resolution. The parties to this Agreement concur that if an issue is otherwise irresolvable, their staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agree to submit the issue to the Southwest Florida Regional Planning Council for non-binding arbitration. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek declaratory judgment as provided in Chapter 86, Florida Statutes.

Section 8. Duration of Agreement. This Agreement shall have an initial term of five (5) years, commencing on the date first above written, and shall automatically renew at the end of five (5) years for an additional five (5) year term and every five years thereafter unless terminated or rescinded as set out in Section 10, herein. Prior to the end of each five (5) year term, the parties shall reexamine the terms hereof for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 9. Modification. This Agreement may be modified at any time, but only by a new or addendum interlocal agreement duly signed by both parties.

Section 10. Termination-Rescission. This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

Section 11. Liability. The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between one or more of the parties by the actions or omissions of its individual employees or agents acting pursuant to

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~~the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes each party agrees to indemnify, hold harmless and defend the other party against any claims or causes of action based upon the individual acts or omissions of its employees or agents.~~

~~**Section 12. Notice.** Any notice provided for herein, including the written notice referenced in Section 10 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:~~

Director _____	Director _____
Collier MPO _____	Lee County MPO _____
2885 South Horseshoe Drive _____	P.O. Box 150045 _____
Naples, Florida 34104 _____	Cape Coral, Florida 33915-0045 _____

~~_____ Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.~~

~~As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Collier and Lee Counties, Florida.~~

~~IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized officials as of the day and year written below:~~

_____	_____
Commissioner Penny Taylor, Chair _____	Councilman Rick Williams, Chair _____
Collier MPO _____	Lee County MPO _____

_____	_____
Date: _____	Date: _____

~~Approved as to form and legality:~~

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~~_____

Scott R. Teach, Deputy Collier County Attorney~~

~~_____

Derek Rooney, Lee County MPO Attorney~~

APPENDIX C. Limited English Proficiency Plan

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LIMITED ENGLISH PROFICIENCY PLAN

The Collier Metropolitan Planning Organization (MPO) is responsible for a continuing, cooperative, and comprehensive transportation planning process in Collier County (as well as a small portion of Lee County included in the MPO's Planning Area). This planning process guides the use of federal and state dollars spent on existing and future transportation projects or programs, and the **Limited English Proficiency (LEP) Plan** plays an integral role in this process. This document will detail the LEP Plan, developed in conjunction with best practice standards for public involvement.

Introduction

On August 11, 2000, President William J. Clinton signed an executive order, **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This executive order stated that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter. It reads in part,

"Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities."

Not only do all federal agencies have to develop LEP Plans, as a condition of receiving federal financial assistance, but also state and local recipients are required to comply with Title VI and LEP guidelines of the federal agency from which they receive funds.

Federal financial assistance includes grants, training, use of equipment, donations of surplus property and other assistance. Recipients of federal funds range from state and local agencies to nonprofits and other organizations. Title VI covers a recipient's entire program or activity. This means all components of a recipient's operations are covered. Simply put, any organization that receives federal financial assistance is required to follow this Executive Order.

The US Department of Transportation (DOT) published: "**Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Person**" in the December 14, 2005 Federal Register. The guidance explicitly identifies MPOs as organizations that must follow this guidance:

The guidance applies to all DOT funding recipients, which include state departments of transportation, state motor vehicle administrations, airport operators, metropolitan planning organizations, and regional, state, and local transit operators, among many others. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. This is true even if only one part of the recipient receives the Federal assistance. For example, if DOT provides assistance to a state department of

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transportation to rehabilitate a particular highway on the National Highway System, all of the operations of the entire state department of transportation—not just the particular highway program or project—are covered by the DOT guidance.

The intent of this **Limited English Proficiency Plan** is to ensure access to the planning process and information published by the MPO where it is determined that a substantial number of residents in the Collier MPO Planning Area do not speak or read English proficiently. The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

Laws and Policies Guiding Limited English Proficiency Plans

As part of Metropolitan Planning Organization certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the *LEP Plan* will be assessed and evaluated. The following matrix illustrates these laws, policies and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds
Provides protection on the basis of race, color, and national origin	Provides protection on the basis of national origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria
<i>Annual Accomplishment and Upcoming Goals Report to FHWA</i>	<i>Annual Accomplishment and Upcoming Goals Report to FHWA</i>

Who is an LEP individual?

As defined in the 2000 United States Census, it is any Individual who speaks a language at home other than English as his/her primary language, **and** who speaks or understands English 'not well' or 'not at all'.

Determining the need

As a recipient of federal funding, the MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the **Federal Register/ Volume 70, Number 239/ Wednesday, December 14, 2005/ Notices**, there are four factors to consider in determining "reasonable steps".

- Factor 1 - The number and proportion of LEP persons in the eligible service area;
- Factor 2 - The frequency with which LEP persons encounter MPO programs;

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- Factor 3 - The importance of the service provided by MPO programs;
- Factor 4 - The resources available and overall cost to the MPO.

The DOT Policy Guidance gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in Collier MPO's Planning Area in relation to the four factors and the transportation planning process.

LEP Assessment for the Collier MPO

Factor 1. The Number and proportion of LEP persons in the eligible service area

The first step towards understanding the profile of individuals who could participate in the transportation planning process is a review of Census data. Tables 1 and 2 on the following pages display the primary language spoken and number of individuals that are LEP. In Collier County, between 2010 and 2016, the number of people who speak a language other than English at home increased by 16,000 while the number of people who speak English less than "very well" decreased by 1,000.

For our planning purposes, we are considering people that speak English 'less than very well' and only the top four language groups are included in the analysis.

Table 1, derived from the 2016 American Community Survey (ACS) 5-year Estimates conducted by the US Census, shows the number and percent of the population, with regard to their English language skills, for the cities and unincorporated portions of Collier County as well as for the County as a whole. In unincorporated Collier County, 15.7% of the population age 5 years or older speak English less than "very well", compared to 14.5 for the entire County ²

Table 1: Limited English Proficient Persons in the MPO Planning area and local jurisdictions				
2016 American Community Survey – US Census - 5-year estimates				
Jurisdiction	Population	Population 5 years and over	Number of LEP Persons (5 years and over)	Percentage of LEP Persons (5 years and over)
Everglades City	232	228	11	4.8%
City of Naples	20,980	20,510	828	4.0%
City of Marco Island	17,361	17,135	1,115	6.5%
Unincorporated Collier County	309,663	293,645	46,143	15.7%
Collier County	348,236	331,518	48,097	14.5%

Table 2 shows the number and percent of LEP persons by language spoken at the individual's home. Of the LEP persons within Collier County, 23.4% speak Spanish at home making this the most significant percentage of the area's population. The second most common language at home is Other Indo-European

² 2016 American Community Survey (ACS) 5-year Estimates, Tables B01003, S1601.

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languages at 7.8%; Asian and Pacific Islander languages represent 0.9% of the “other” languages spoken at home.

Table 2: Language Spoken at Home by LEP Persons - Collier MPO Planning Area 2016 American Community Survey, 5-year Estimates, US Census				
LEP Persons	Spanish Language	Other Indo-European Languages	Asian & Pacific Islander Languages	Other Languages
5 years and over - Everglades City	9	7	0	0
5 years and over - City of Naples	658	1,216	83	14
5 years and over - Marco Island	1,162	1,006	176	71
5 years and over – Unincorporated County	75,843	23,630	2,750	764
5 years and over - Total	77,672	25,859	3,009	849
Percent of Total Population 5 years and over	23.4%	7.8%	0.9%	0.3%

Factor 2. The frequency in which LEP Persons encounter MPO programs

The MPO documents phone inquiries, public meetings and office visits. To date, the MPO has had no requests for interpreters and no requests for translated program documents or publications by either individuals or groups.

Factor 3. The importance of the service provided by the MPO program

MPO programs use federal funds to plan for future transportation projects, and therefore do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Further, the MPO does not conduct required activities such as applications, interviews or other activities prior to participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary.

However, the MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice program and policy. The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process in use of federal funds in three major areas for the MPO:

- the biennial Unified Planning Work Program,
- the five-year Transportation Improvement Program,
- the Long-Range Transportation Plan, covering 20+ years.

Inclusive public participation is a priority consideration in other MPO plans, studies and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The

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MPO is concerned with input from all stakeholders and makes every effort to ensure that the planning process is as inclusive as possible.

TRANSLATION OF MPO DOCUMENTS IS NOT CONSIDERED TO BE WARRANTED AT THIS TIME.

THE MPO WILL CONTINUE EFFORTS TO COLLABORATE WITH STATE AND LOCAL AGENCIES TO PROVIDE LANGUAGE TRANSLATION AND INTERPRETATION SERVICES WHEN PRACTICAL AND FUNDING IS AVAILABLE

As a result of the long range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4. The resources available and overall MPO cost

Given the size of the LEP population in the MPO area, the current financial constraints of the MPO and the expense of full multi-language translations of large transportation plan documents and maps which have frequent changes and are not often used by the public, translation of MPO documents is not considered to be warranted at this time.

The MPO will continue efforts to collaborate with state and local agencies to provide language translation and interpretation services when practical and funding is available. Spanish and other language outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible. The MPO will monitor increases in the LEP population and adjust its LEP policy accordingly. If warranted in the future, the MPO will consider new techniques to reach the LEP population, such as (1) the translation of executive summaries for key MPO documents, such as the Long Range Transportation Plan, the Transportation Improvement Program, and the Public Involvement Plan, and (2) the translation of document summaries, brochures or newsletters, which are designed to capture significant points of the full document. Additionally, the MPO currently has an employee that is fluent in both English and Spanish. In addition, Collier County Growth Management Division and the Alternative Transportation Modes Department have employees fluent in English, Spanish and Haitian Creole, and are available as interpreters as needed.

MEETING THE REQUIREMENTS

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. All language access activities detailed below will be coordinated in collaboration with the MPO Board and staff.

Safe Harbor Stipulation

Federal law provides a 'safe harbor' stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A 'safe harbor' means that as long as a recipient (the MPO) has created a plan for the provision of written

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translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four-factor analysis. Evidence of compliance with the recipient's written translation obligations under 'safe harbor' includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less of eligible persons served or likely to be affected. (Note: At this time, data on area language groups indicates that this requirement does not apply.) Translation also can be provided orally. The 'safe harbor' provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons

US DOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Example methods for notification include:

1. Signage that indicates when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
4. Using automated telephone voice mail or menu to provide information about available language assistance services;
5. Including notices in local publications targeting Spanish-speaking and Haitian-Creole-speaking audiences in languages other than English;
6. Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community-based organizations (CBO).

If deemed essential in the future in light of revised census data, the MPO will publicize the availability of interpreter services, free of charge, at least 7 days prior to MPO Board and committee meetings, workshops, forums or events which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate:

- signage
- public outreach materials
- community-based organizations
- local publications as referenced above
- Non-English-language radio and television

The MPO defines an interpreter as a person who translates spoken language orally, as opposed to a translator, who translates written language and transfers the meaning of written text from one language into another. The MPO will request language interpreter services from Collier County staff, as needed, and will reciprocate by making MPO staff available as needed. As covered under Title VI requirements for

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nondiscrimination, at each meeting, the MPO will provide Title VI material and include this material in an alternative language when applicable.

Language Assistance

A goal of the PPP is to provide user-friendly materials that will be appealing and easy to understand. The MPO will provide on an “as needed” basis, executive summaries in alternative formats, such as brochures or newsletters, depending on the work product.

MPO Staff Training

This LEP Plan is incorporated in the PIP to maintain meaningful access to information and services for LEP individuals, the MPO will properly train its employees to assist in person, and/or by telephone, LEP individuals who request assistance. MPO Board members will receive a briefing on the PIP & LEP Plan, assuring that they are aware of and understand how the PIP implements the LEP Plan.

**APPENDIX D. NONDISCRIMINATION PLAN AND COMPLAINT
PROCEDURE**

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Title VI Nondiscrimination Program Policy and Complaint Procedure

Introduction

The Collier MPO is a recipient of federal funds from the U.S. Department of Transportation modal agencies, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All recipients of federal funding must comply with the requirements of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes, regulations and authorities. This Implementation Plan describes how the Department effectuates nondiscrimination in the delivery of its federally assisted programs, services and activities. The Plan includes the structure of the MPO's Title VI/Nondiscrimination program as well as the policies, procedures and practices that the Department uses to comply with nondiscrimination requirements. The Plan is intended to be a living document, regularly policed and updated by the Department to meaningfully reflect the program as it changes and grows. Anyone wishing to provide input into the Department's Title VI/Nondiscrimination Implementation Plan is encouraged to contact the Title VI/Nondiscrimination Program Coordinator, Anne McLaughlin at AnneMcLaughlin@colliercountyfl.gov or 239-252-5884 or by writing at 2885 South Horseshoe Drive, Naples, FL 34104.

Policy Statement

It is the policy of the MPO to comply with all federal and state authorities requiring nondiscrimination, including but not limited to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975 and Executive Order 12898 (Environmental Justice) and 13166 (Limited English Proficiency). The MPO does not and will not exclude from participation in; deny the benefits of; or subject anyone to discrimination on the basis of race, color, national origin, sex, age, disability or income. In addition, the MPO complies with the Florida Civil Rights Act, and does not permit discrimination on the basis of religion or family status in its programs, services or activities.

The Collier MPO has adopted the Florida Department of Transportation's (Department) Title VI/Nondiscrimination policy and ADA policy by reference. Topic No.:275-010-010-f--Title VI Program and Related Statutes-Implementation and Review Procedures.

The Department's Title VI/Nondiscrimination policy and ADA policy statement may be found at: [US DOJ Title VI Nondiscrimination Policy](#). Those requiring information in alternative formats or in a language subject to the Department's Limited English Proficiency (LEP) Plan, should contact the Title VI/Nondiscrimination Coordinator.

MPO DISCRIMINATION COMPLAINT PROCEDURE

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, under the MPO's planning process may file a written complaint.

The MPO encourages the filing of a complaint in writing which includes a name, address, and other information so that you may be contacted in regard to the matter. Please see the Title VI Complaint Form.

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The MPO will investigate complaints received no more than 180 days after the alleged incident. The MPO will process complaints that are complete.

- All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The MPO's Title VI Specialist will review every complaint to determine if our office has jurisdiction.
- Within ten (10) calendar days, the Title VI Specialist will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
- The MPO has sixty (60) calendar days to investigate the complaint. If more information is needed to resolve the complaint, the MPO's Title VI Specialist will contact the complainant. The complainant has 10 business days from the date of the letter to send the requested information to the Title VI Specialist. If the Title VI Specialist is not contacted by the complainant or does not receive the additional information within 15 business days, the MPO may administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.
- At a minimum, the investigation will:
 - Identify and review all relevant documents, practices, and procedures;
 - Identify and interview persons with knowledge of the Title VI violation, including the person making the complaint, witnesses, or anyone identified by the complainant; anyone who may have been subject to similar activity or anyone with relevant information.
- Within ninety (90) calendar days of the complaint, the MPO's Title VI Specialist will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff members or other action will occur.
- If no violation is found and the complainant wishes to appeal the decision, he/she has fourteen (14) days after the date of the letter or the LOF to do so.
- If the issue has not been satisfactorily resolved through the MPO's investigation, or if at any time the person(s) request(s) to file a formal complaint, the recipient's MPO Title VI Specialist shall refer the Complainant to the FDOT's District One Title VI Coordinator for processing in accordance with approved State procedures.
- The MPO's Title VI Specialist will advise the FDOT's District One Title VI Coordinator within five (5) calendar days of the completed investigation. The following information will be included in every notification to the FDOT's District One Title VI Coordinator:

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- (a) Name, address, and phone number of the Complainant.
 - (b) Name(s) and address(es) of Respondent.
 - (c) Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).
 - (d) Date of alleged discriminatory act(s).
 - (e) Date of complaint received by the recipient.
 - (f) A statement of the complaint.
 - (g) Other agencies (state, local or Federal) where the complaint has been filed.
 - (h) An explanation of the actions the recipient has taken or proposed to resolve the allegation(s) raised in the complaint.
- The MPO's Title VI Specialist will maintain a log of complaints received by the MPO. The log will include the following information:
 - Name of Complainant
 - Name of Respondent
 - Basis of Complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
 - Date complaint was received by the recipient
 - Date that the MPO Title VI Specialist notified the FDOT's District One Title VI Coordinator of the complaint
 - Explanation of the actions the recipient has taken or proposed to resolve the issue raised in the complaint

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes as part of the MPO planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Anne McLaughlin (239) 252-5884 by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104 or via email at: annemclaughlin@colliergov.net; or by contacting Brandy Otero, ~~Senior~~ Principal Planner, by phone at 239-252-5859, in writing at the above address, or via email at:

brandyotero@colliercountyfl.gov

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Title VI Complaint Form

Before completing this form, please read the Collier MPO's Title VI Complaint Procedures located on our website or by visiting our office.

The following information is necessary and required to assist in processing your complaint. If you require assistance in completing this form, please contact us at the phone number listed. Complaints must be filed within 180 calendar days after the date alleged discrimination occurred.

Complainant's Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Telephone

Numbers: Home _____ Work: _____ Cell: _____

E-mail Address: _____

Date of alleged discrimination: _____

Which of the following best describes the reason you believe the discrimination took place?

Was it because of your: Race/Color: _____ National Origin: _____

Person discriminated against (if someone other than complainant). Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Name _____

Address: _____

City: _____ State: _____ Zip Code: _____

Have you filed this complaint with any other federal, state, or local agency?

☐ Yes ☐ No

If yes, check each box that applies:

PUBLIC PARTICIPATION PLAN

- ☐ Federal Transit Administration
☐ Department of Transportation
☐ Dept. of Justice
☐ Equal Opportunity Commission
☐ Other: _____

Have you filed a lawsuit regarding this complaint?

☐ Yes ☐ No

In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of the allegations. Please also provide any other documentation that is relevant to this complaint.

Complainant's Signature

Date

APPENDIX E – TRADITIONALLY UNDERSERVED COMMUNITIES

PUBLIC PARTICIPATION PLAN

Environmental Justice Communities / Traditionally Underserved Communities

The Federal Highway Administration (FHWA) advised the MPO during the quadrennial Transportation Management Area (TMA) review in 2016 to incorporate an analysis of Environmental Justice Communities and issues in all new plans and studies. The FHWA advised MPO staff to include the type of analysis conducted for the MPO's Transportation Disadvantaged Service Plan.

According to guidance published by the Florida Department of Transportation (FDOT), it is important to see Environmental Justice as an opportunity to make better transportation decisions by doing the following:

- Making transportation decisions that meet the needs of all people
- Designing facilities that fit into communities
- Enhancing the public involvement process and strengthening community-based partnerships
- Improving the tools for analyzing the impacts of transportation decisions on minority and low-income communities
- Partnering with other public and private agencies to leverage resources and achieve a common vision for communities

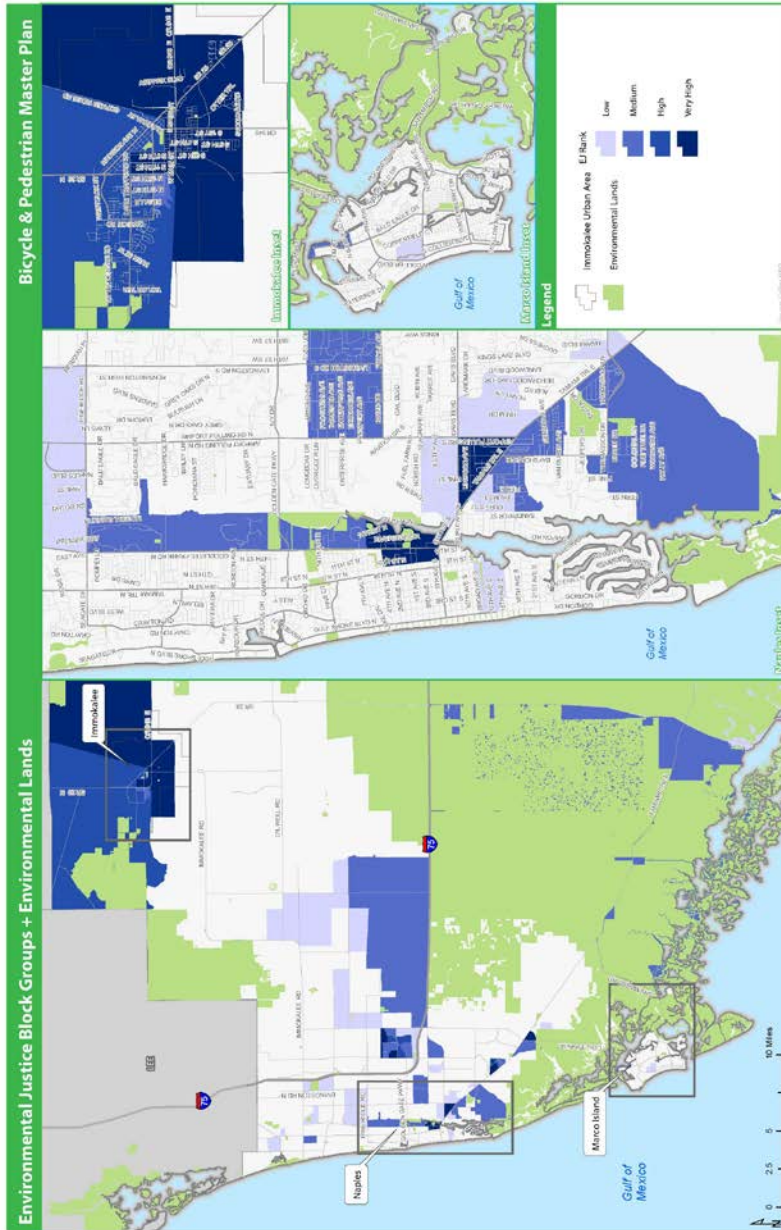
MPO staff began by reviewing the MPO's Transportation Disadvantaged Service Plan (TDSP), Major Update, adopted October 25, 2013 for maps showing *Populations in Poverty*, *Households with No Vehicles* and *Identified Areas of Need* as a starting point in identifying disadvantaged communities potentially underserved by transportation infrastructure and programs within Collier County.

FHWA advised using a variety of resources, and local knowledge to determine the location and needs of disadvantaged communities. MPO staff augmented the TDSP maps using the following sources:

- US Census Bureau *American Community Survey (ACS)*
- American Association of State Highway and Transportation Officials (AASHTO) *Census Transportation Planning Products (CTPP)*
- US Environmental Protection Agency (EPA) *Environmental Justice (EJ) Screening and Mapping Tool*
- MPO Advisory Committee review of findings (for local knowledge)

To address the issue of equity in terms of providing equal access to bicycle and pedestrian facilities County-wide, the MPO's previous identification of Environmental Justice (EJ) communities was updated for the Bicycle and Pedestrian Master Plan (2019). The EJ criteria used for the BPMP were minority status, poverty, no access to a vehicle, and limited ability to speak English. EJ areas were defined as areas where the criteria were 10% greater than the County average. The map on the following page shows the results of the EJ analysis. The map may be viewed in larger format on the MPO website.

PUBLIC PARTICIPATION PLAN



Environmental Justice (EJ) Communities, Collier County, 2019

APPENDIX F – STANDARD OPERATING PROCEDURES

APPENDIX F – STANDARD OPERATING PROCEDURES

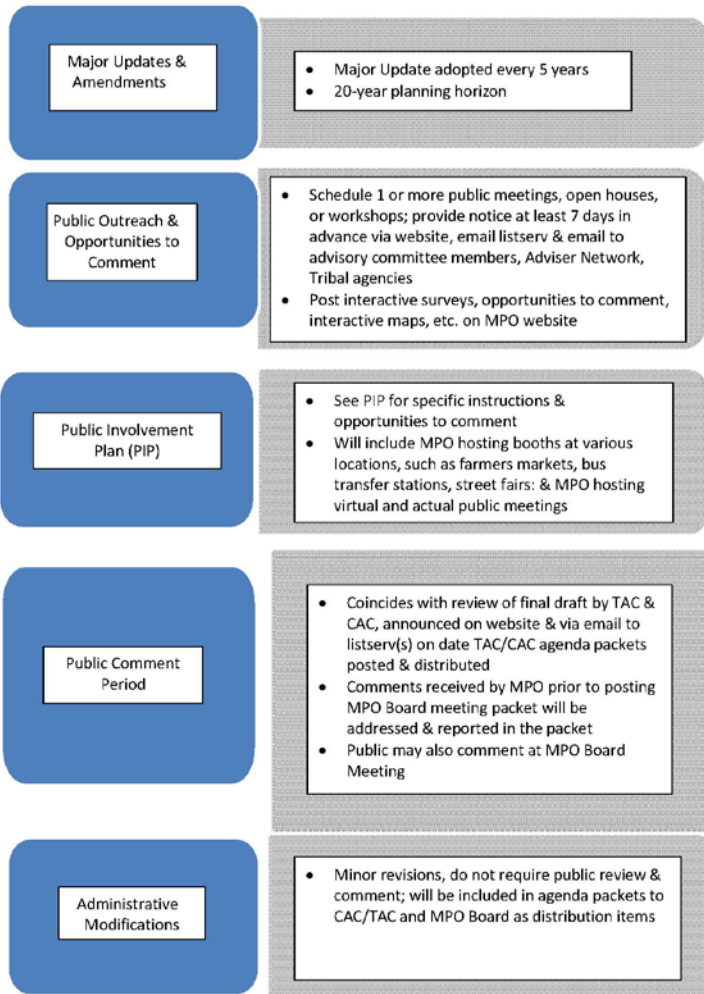
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PUBLIC PARTICIPATION PLAN UPDATES – PROCESS



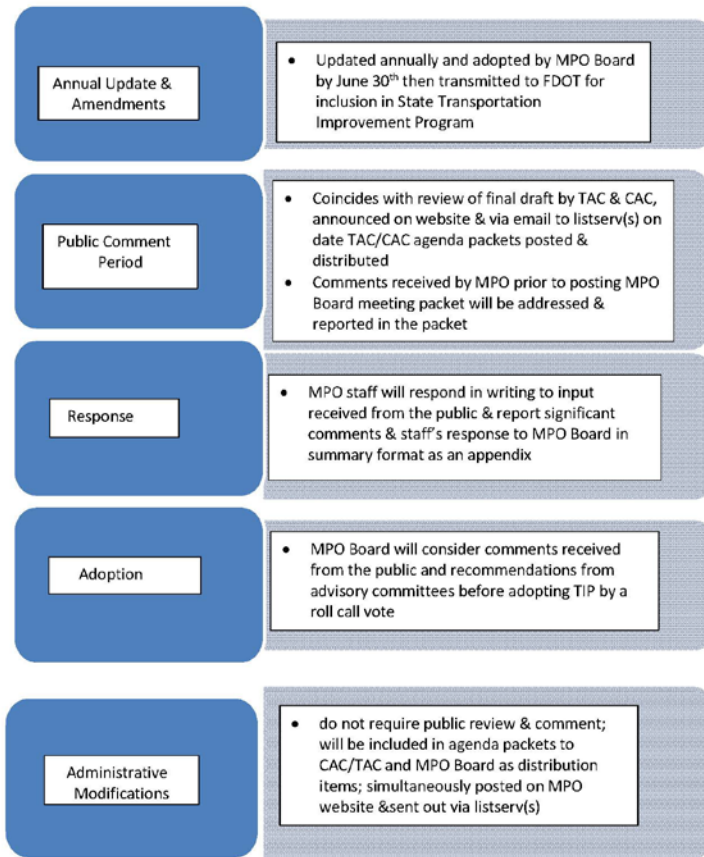
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LONG RANGE TRANSPORTATION PLAN - PROCESS



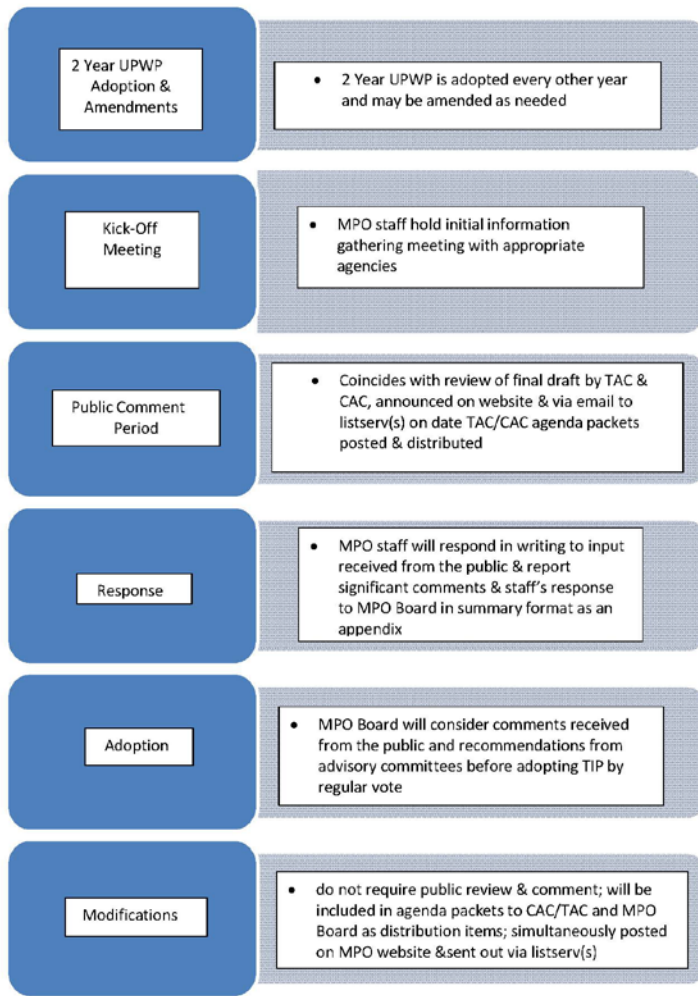
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TIP - PROCESS



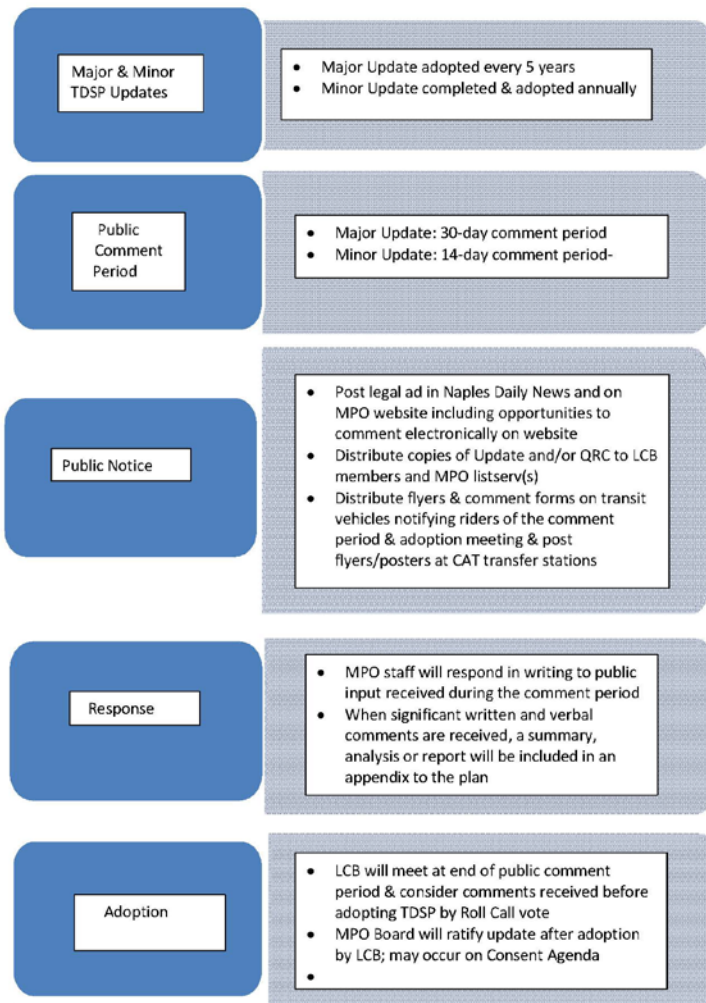
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UNIFIED PLANNING WORK PROGRAM - PROCESS



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TDSP – MAJOR & MINOR UPDATES - PROCESS



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TDSP – MAJOR & MINOR UPDATES - PROCESS

Major & Minor TDSP Updates

- Major Update adopted every 5 years
- Minor Update completed & adopted annually

Public Comment Period

- Major Update: 30-day comment period
- Minor Update: 14-day comment period-

Public Notice

- Post legal ad in Naples Daily News and on MPO website including opportunities to comment electronically on website
- Distribute copies of Update and/or QRC to LCB members and MPO listserv(s)
- Distribute copies of the Major TDSP Update and/or QRC on comment forms to local government agency offices and libraries
- Major update: Distribute flyers & comment forms on transit vehicles notifying riders of the comment period & adoption meeting & post flyers/posters at CAT transfer stations

Response

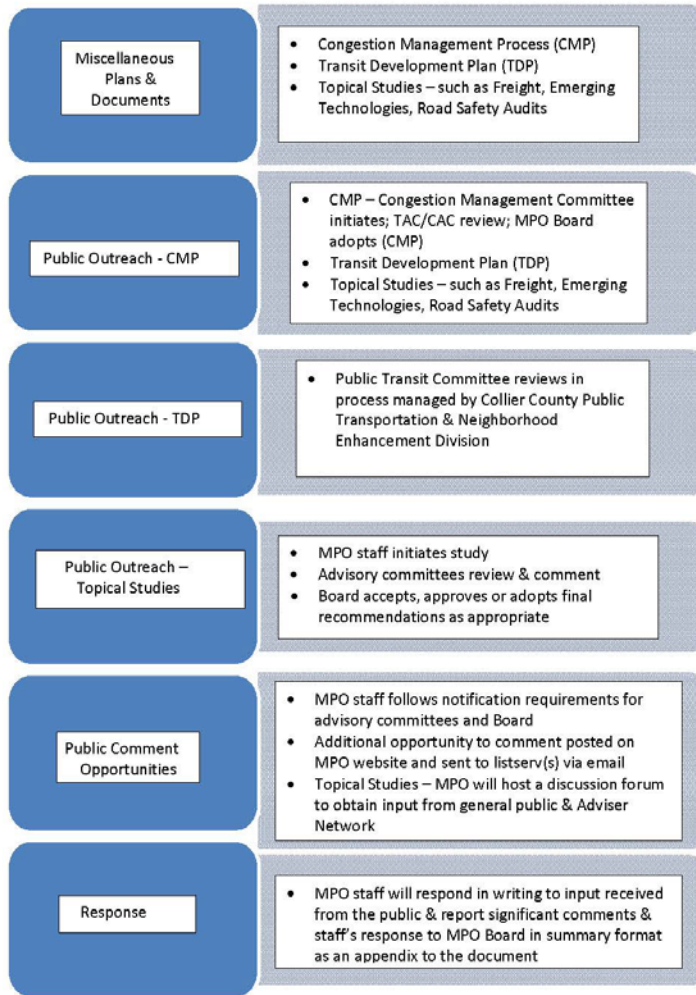
- MPO staff will respond in writing to public input received during the comment period
- When significant written and verbal comments are received, a summary, analysis or report will be included in an appendix to the plan

Adoption

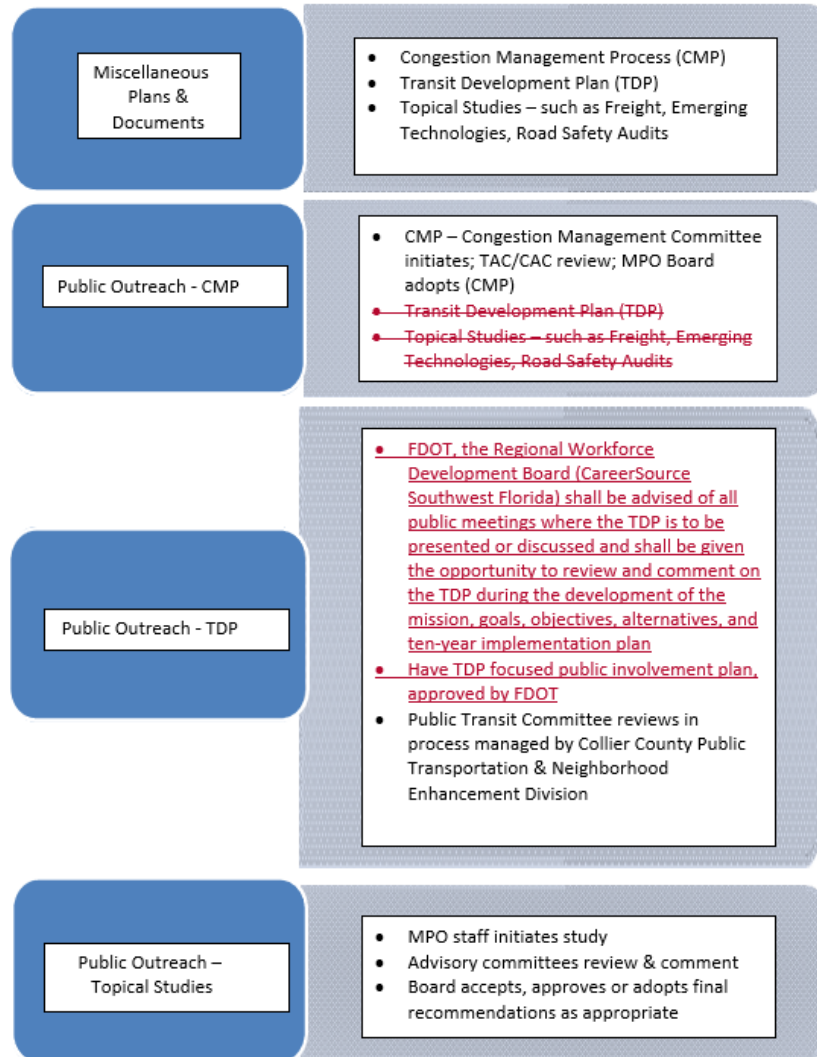
- LCB will meet at end of public comment period & consider comments received before adopting TDSP by Roll Call vote
- MPO Board will ratify update after adoption by LCB; may occur on Consent Agenda

PUBLIC PARTICIPATION PLAN

MISCELLANEOUS PLANS & DOCUMENTS - PROCESS



MISCELLANEOUS PLANS & DOCUMENTS - PROCESS



PUBLIC PARTICIPATION PLAN

Public Comment Opportunities

- TDP - Transit Agency is authorized to establish time limits for receipt of comments (FAC 14.73.001)
- MPO staff follows notification requirements for advisory committees and Board
- Additional opportunity to comment posted on MPO website and sent to listserv(s) via email
- Topical Studies – MPO will host a discussion forum

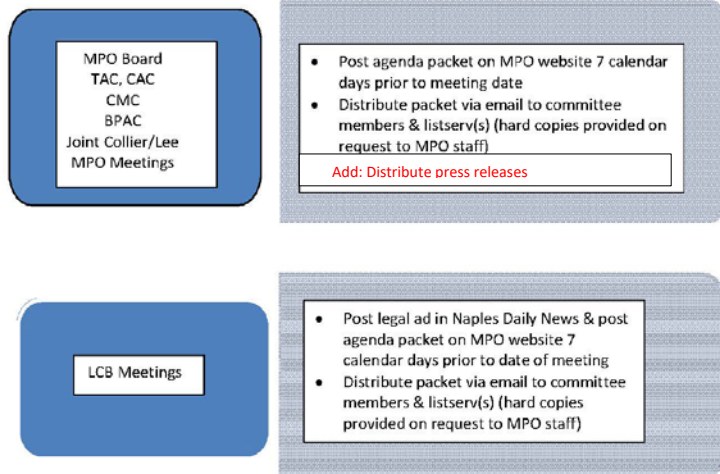
Response

- MPO staff will respond in writing to input received from the public & report significant comments & staff's response to MPO Board in summary format as an appendix to the document

In the event that the MPO coordinates in the development, or share in the usage of a plan, study or document with other agencies, the MPO will follow the guidelines established in this PPP. Other agencies may have their own public involvement requirements and should comply with them separately.

PUBLIC PARTICIPATION PLAN

BOARD & COMMITTEE MEETING NOTICE REQUIREMENTS



PUBLIC PARTICIPATION PLAN

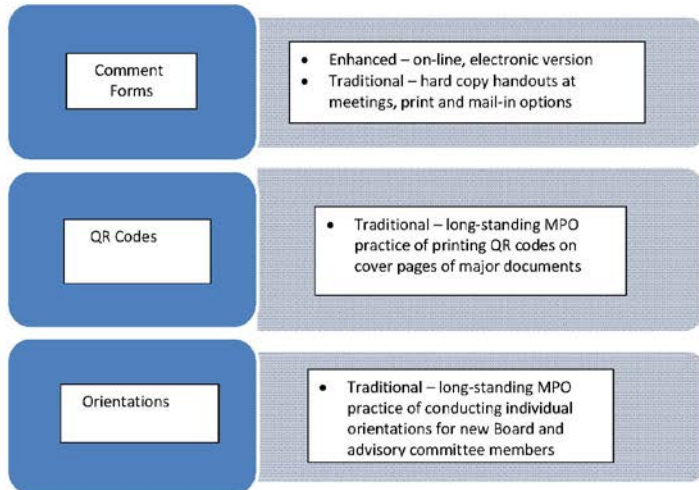
PUBLIC OUTREACH TECHNIQUES USED BY MPO

Website	<ul style="list-style-type: none">Enhanced – interactive maps, surveys, opportunities to commentTraditional – News, Plans, Studies, Committees, Bylaws, Meeting Calendar, etc.
Visualization Techniques	<ul style="list-style-type: none">Enhanced - video, simulation modes, animated graphics and 3D imagingTraditional – maps, pictures, graphics, logo
E-Notifications & Social Media	<ul style="list-style-type: none">Enhanced – Adviser Network listserv; Facebook, YouTubeTraditional – Notification listserv; mail & hard copies available on request
Surveys & Polls	<ul style="list-style-type: none">Enhanced – Survey Monkey; & consultant supported project-specificTraditional – Person to person outreach; hard copies, booths, meetings
Partnering	<ul style="list-style-type: none">Enhanced – project-specific partneringTraditional – piggy-back on special events conducted by member entities
Public Television	<ul style="list-style-type: none">Enhanced - videos, Public Service AnnouncementsTraditional – MPO Board Meetings Live & Archived

PUBLIC PARTICIPATION PLAN

Earned Media	<ul style="list-style-type: none"> Enhanced – cultivate media contacts & provide background information on events Traditional – send press releases on events of general public interest
Project Specific Public Involvement Plans	<ul style="list-style-type: none"> Traditional – long-standing MPO practice for major plans such as the L RTP, Community Walkability Studies and Bicycle and Pedestrian Master Plan
Monthly Newsletter	<ul style="list-style-type: none"> Traditional – long-standing MPO practice; available in hard copy, posted to MPO website and distributed via email to Board, committees, listserv(s)
Public Workshops & Open Houses	<ul style="list-style-type: none"> Traditional – long-standing MPO practice; generally held in the context of major plan development and consultant supported Enhanced – expand semi-annual to monthly newsletter in digital format, hard copies still provided
Public Meetings	<ul style="list-style-type: none"> Traditional – long-standing MPO practice; includes MPO and advisory committee meetings, project specific meetings generally held in context of major plan development
Community Outreach Events	<ul style="list-style-type: none"> Traditional – long-standing MPO practice; may be linked to major plan development or opportunities for MPO staff to piggy-back on special events to increase general public

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APPENDIX G – GROUPS, BUSINESSES, & AGENCIES CONSULTED WITH IN DEVELOPING THIS PLAN

The following groups, businesses and agencies are members of the MPO's Adviser Network, along with roughly 400 private citizens who received notification of the revisions and the opportunity to comment. [Ms. Rae Ann Burton submitted the single public comment received, which is shown in Appendix H.](#)

Federal Lands Management Agencies

- [National Park Service \(Everglades National Park and Big Cypress National Preserve\)](#)
- [US Fish and Wildlife Service \(Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge\)](#)

State Land Management Agencies

- [National Estuarine Research Reserve – Rookery Bay and Cape Romano – Ten Thousand Islands Aquatic Preserve](#)
- [Collier-Seminole State Park](#)
- [Picayune Strand State Forest](#)
- [Fakahatchee Strand Preserve State Park](#)
- [Delnor-Wiggins Pass State Park](#)
- [Okaloacoochee Slough State Forest](#)
- [South Florida Water Management District](#)

Land Management Nonprofit Agencies

- [National Audubon Society – Corkscrew Swamp Sanctuary](#)

Native American Tribes

- [Miccosukee Tribe of Indians of Florida, Business Council](#)
- [Seminole Tribe of Florida, Chairman and General Counsel](#)

MPO Advisory Committees

- [Citizens Advisory Committee](#)
- [Technical Advisory Committee](#)

MPO Adviser Network

- [Immokalee and Bayshore Community Redevelopment Agencies](#)
- [Everglades Coordinating Council](#)

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- Bike/Walk Lee County
- Collier County Sheriff's office
- Lighthouse of Collier
- Conservancy of Southwest Florida
- Naples Pathways Coalition
- Collier Homeless Coalition
- City of Bonita Springs
- Blue Zones Initiative of Southwest Florida
- Community Transportation Safety Team – Collier County
- Florida American Society of Landscape Architects
- South Florida Water Management District
- Golden Gate Estates Area Community Association
- National Alliance for Mental Illness – Naples
- St. Matthews House
- Audubon
- Collier Public Schools
- Arthrex

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PUBLIC PARTICIPATION PLAN

APPENDIX G: PUBLIC COMMENTS

COMMENT RECEIVED

From: Rae Ann Burton <raburton@embarqmail.com>
Sent: Wednesday, April 08, 2020 6:23 PM
To: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>
Subject: Re: Additional Revisions to Public Participation Plan Proposed

Dear Ms. McLaughlin,

How can the public provide input in the MPO meetings if there is no public gathering?

There is also no agendas,for this virtual meetings.

I am concerned that there maybe issues that effect the quality of Collier County and the estates. and that the developers will use this non-public meetings to further their building of the dense Villages in the Estates and

get rezoning on residential and agricultural properties as there is no public to protest.

I realize that life must go on, but I also fear that issues that concern the Estates Residents will be approved without the

the residents knowing.

regards - Keep safe.

Rae Ann Burton

MPO RESPONSE

From: "Anne McLaughlin" <Anne.McLaughlin@colliercountyfl.gov>
To: "raburton" <raburton@embarqmail.com>
Cc: "Brandy Otero" <Brandy.Otero@colliercountyfl.gov>
Sent: Thursday, April 9, 2020 10:26:38 AM
Subject: RE: Additional Revisions to Public Participation Plan Proposed

Good Morning Ms. Burton,

Please rest assured that we will keep everyone on our email distribution lists and visitors to the website informed about how the public can participate in the virtual meetings and will post and distribute agenda packets following our normal schedule - one week prior to a meeting. We are also making provisions in draft form for the MPO Board to vote on in June to revisit decisions made during the pandemic so that members of the public who don't have ready access to the internet can also participate.

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PUBLIC PARTICIPATION PLAN

-

[Please don't hesitate to call or email me or Brandy Otero with any concerns or questions you may have regarding MPO operations during and after the pandemic.](#)

[Regards,](#)

[Anne McLaughlin](#)

[Executive Director](#)



MS. BURTON'S RESPONSE

[Dated 4/9/20](#)

[Ms. McLaughlin.](#)

[Thank you very much for the information.](#)

[Keep Safe](#)

[Rae Ann Burton](#)

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Public Participation Plan



Adopted June 12, 2020



Scan the QR code with your
smartphone to visit our website.

The MPO's Public Involvement Coordinator,
Anne McLaughlin, may be reached by phone at
239-252-5884, by cell at 239-919-4378, or by
email at: anne.mclaughlin@colliercountyfl.gov

Collier MPO

2885 South Horseshoe Drive

Naples, FL 34104

(239) 252-5814

CollierMPO.com

COLLIER COUNTY METROPOLITAN PLANNING ORGANIZATION

2885 South Horseshoe Drive

Naples, Florida 34104

www.colliermmpo.com

E-mail: colliermmpo@colliergov.net

phone: 239-252-5814

ACKNOWLEDGEMENT

The preparation of this document has been financed in part through grants from the Federal Highway Administration and the Federal Transit Administration, the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104 (f) of Title 23, U.S. Code, and local funding. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Persons consulted with in the development of this Public Participation Plan (PPP) are acknowledged at the end of the document.

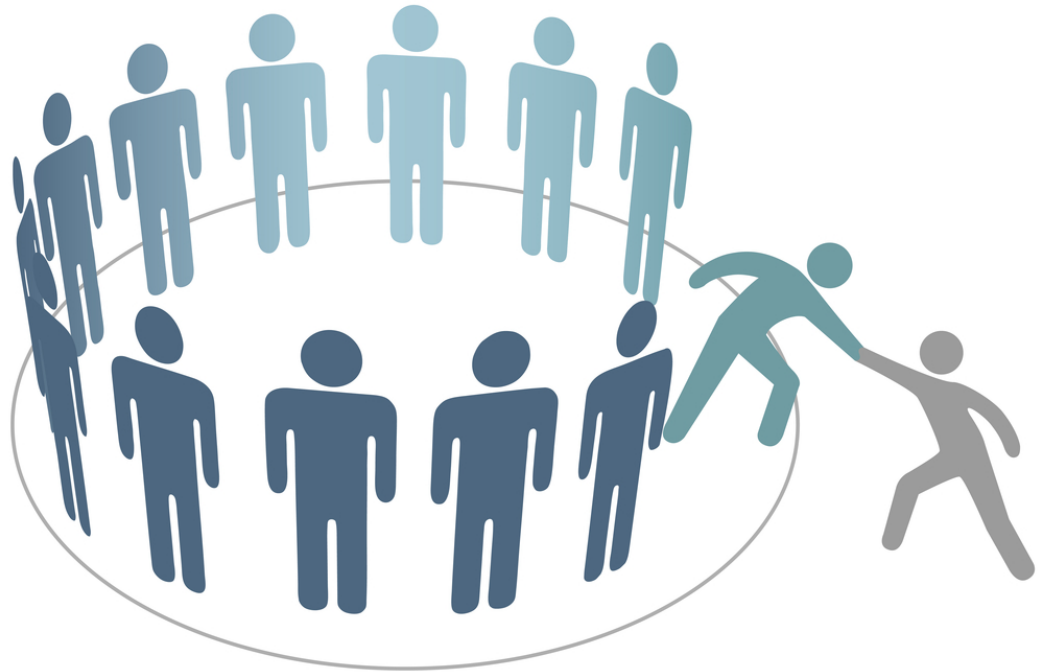
TITLE VI AND RELATED LAWS

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.colliermmpo.org/get-involved/civil-rights/>. Anyone requiring special accommodation under the Americans with Disabilities Act or language interpretation services (free of charge) should contact Anne McLaughlin at least ten (days) prior to the service date: annemclaughlin@colliercountyfl.gov - (239) 252-5884 - Telerelay 711.

LEARNING FROM OUR COLLEAGUES

This document represents a significant departure from prior versions of Collier MPO's Public Involvement Plan adopted in 2013 and revised in 2015 and 2017. Staff reviewed Public Participation Plans produced by other Florida MPOs to identify elements that were innovative and applicable to Collier MPO's needs. This PPP borrows a great deal of material from the Polk Transportation Planning Organization's 2016 PPP. Interested readers may wish to view the entire Polk TPO PPP at www.polktpo.com

Collier MPO places a high value on public involvement. For questions regarding public involvement and to learn more about how you can get involved, contact the MPO office at (239) 252-5814.



You Can Make a Difference

There are several ways for you to help shape the future of transportation:

Become a member of Collier MPO's Adviser Network	Page 11
How to submit your comments to the Collier Metropolitan Planning Organization	Page 15
How to leave comments about a specific plan or study	Page 17
Submit an application to serve on an MPO Advisory Committee	Page 17

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INTRODUCTION

The goal of the Collier Metropolitan Planning Organization's (MPO) Public Involvement Plan is to ensure that all citizens regardless of race, color, religion, national origin, sex, age, disability, or familial status, have an equal opportunity to participate in the MPO's decision-making process. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The MPO strives to accomplish this by involving the potentially affected public in MPO outreach programs. MPO staff activities are designed to develop partnerships and enhance the participation in the transportation planning process, with groups and individuals of "traditionally underserved" communities. These communities include minorities, low income, the elderly, and persons with disabilities. Staff activities include, but are not limited to, participation in groups serving these communities, targeted communications with local media outlets, conducting meetings at convenient times and in locations that are accessible to transit, when possible, and the publication of MPO documents in non-technical, accessible formats when needed.

GUIDING PRINCIPLES

The Public Participation Plan (PPP) serves as a framework to the public involvement process in regard to MPO planning related activities. The plan identifies federal, state and MPO requirements, PPP goals and objectives, PPP policies, planning activities which require public involvement and the process involved when providing the public with full access and notice to planning activities. The PPP incorporates the following guiding principles into the development of any required transportation plans and programs:

- Early and continuous public involvement opportunities throughout the planning and programming process;
- Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
- Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
- Periodic review of public involvement efforts by the MPO to ensure full and open access to all;
- Review of public involvement procedures by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) when necessary;
- Coordination of MPO public involvement processes with statewide efforts whenever possible;
- Reasonable public access to information; and
- Consideration and reasonable response to public comments received.

ABOUT US

Established in 1982, the Collier MPO is a federally mandated transportation policy-making organization composed of locally elected officials from Collier County, City of Naples, City of Marco Island, and the City of Everglades City. The MPO is tasked to provide both the urban and rural areas of the County with a **Continuing, Cooperative, and Comprehensive (3-C) planning process** to ensure that highways, transit, bicycle, pedestrian and other facilities are properly considered within the context of the overall transportation needs of the community.

The MPO staff reports directly to the MPO Board and provides information and technical assistance to the advisory committees. On a regular basis the committees, along with the MPO staff, provide recommendations to the MPO Board regarding short and long-range planning, implementation of projects, and related issues. The MPO Board and each of its advisory committees operate under bylaws approved by the MPO Board. The advisory committees include the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Local Coordinating Board (LCB) and the Congestion Management Committee (CMC). Members of these committees, various interested parties and citizens make up the MPO Master Database of Contacts. The committees review plans, documents and programs and provide comments and recommendations during the development of plans and major studies. Documents presented to the MPO Board for approval, endorsement or ratification have typically been reviewed by the TAC and CAC.



The Collier MPO Board adopted new Vision and Mission statements in 2017. The MPO's goal is to work together with the public citizens of the Collier MPO planning area to fulfill the MPO's Mission and Vision.

Vision Statement

The MPO strives to provide a fully integrated and multi-modal transportation system that safely and efficiently moves people and goods while promoting economic development and protecting natural and man-made regional assets.

Mission Statement

Provide transportation planning leadership through a collaborative effort to maintain a safe, efficient, integrated, and multi-modal transportation system.

ABOUT THE REGION

The Collier MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island and Everglades City.

Collier Metropolitan Planning Area Map



Collier MPO FY2014/15 - 2018/19 TIP

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Collier County has an estimated 2017 population of 356,774. The 2017 Median Household Income in Collier County is \$62,407 compared with \$50,883 for the state of Florida as a whole. The 2017 Percent of Households Below Poverty Level is 13% in Collier County, compared with 16% for Florida.¹

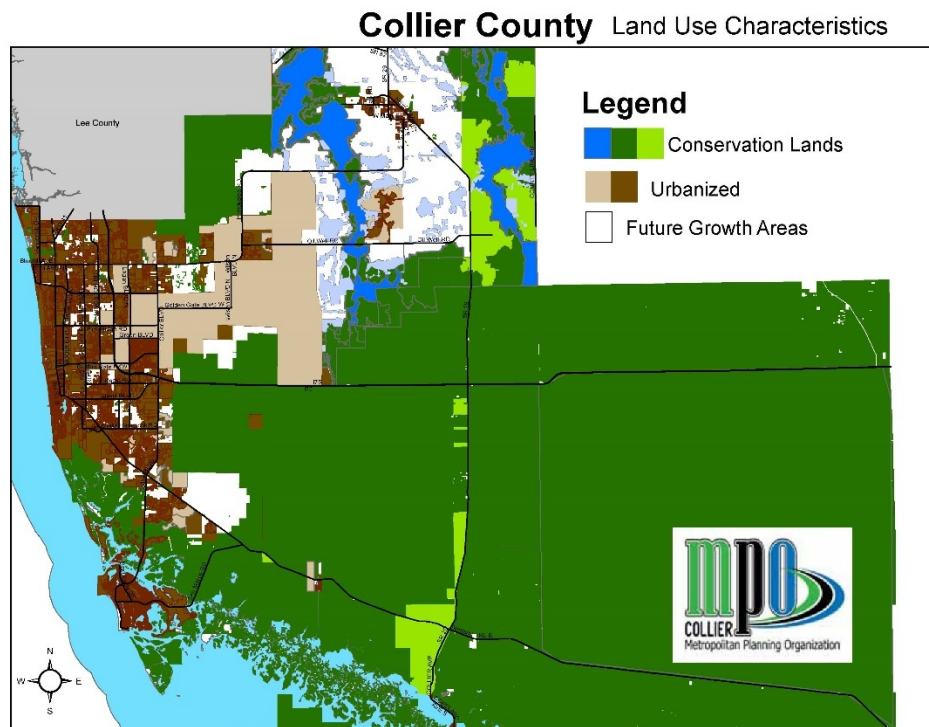
All of Collier County - including the Cities of Naples, Marco Island, and Everglades City – experience a large, seasonal increase in population and traffic between October and April, with the highest traffic volumes occurring in the months of February and March. Collier County is expected to continue growing in

¹ 2017 American Community Survey (ACS) 5-yr Estimates, Tables S0101, DP03, CP03

PUBLIC PARTICIPATION PLAN

population. Approximately 77% of Collier County's land area is preserved under various conservation mechanisms combined with State and Federal conservation lands, shown in green on the map below. The conservation lands provide recreational opportunities and help sustain the natural environment. They also constrain development.

The protected lands to the southeast buffer Collier County somewhat from the intense traffic impacts and pressures that interconnectivity with urban areas to the southeast. As a result, Collier County has a minimal system of Federal Aid Eligible roadways, as shown on the map on the following page, which somewhat constrains the availability of State and Federal funding for the MPO.



PUBLIC PARTICIPATION PLAN



WHAT IS THE COLLIER MPO RESPONSIBLE FOR?

The Collier MPO is required under State and Federal laws to develop the following documents:

- 1. Long-Range Transportation Plan (LRTP)** – updated every five years, required to address a minimum time horizon of 20 years. The LRTP identifies needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation needs. The LRTP must be multimodal and include, at a minimum, roadway, bicycle and pedestrian and transit infrastructure improvements.
- 2. Transportation Improvement Program (TIP)** – identifies transportation projects and priorities that will be pursued over the next five years.
- 3. Unified Planning Work Program (UPWP)** – a two-year plan that identifies funding sources for each MPO planning activity and a schedule of activities
- 4. Public Participation Plan (PPP)** – provides a framework for public involvement in regard to MPO planning related activities.

OUR PLANNING PARTNERS

MPO BOARD (BOARD)

The MPO Board establishes transportation policies and evaluates transportation needs for the area. The Board is comprised of 9 elected officials, including all 5 County Commissioners, 2 City Council members representing the City of Naples, 1 City Council member representing the City of Marco Island and 1 City Council member representing Everglades City. The Florida Department of Transportation (FDOT) attends and participates in all MPO Board meetings.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

FDOT and the MPO work closely together and have a long-standing partnership. The majority of the MPO's funding comes through FDOT. The Department also provides guidance and assistance as needed and informs the MPO of new or different requirements and practices.

STATE AND FEDERAL LAND MANAGEMENT AGENCIES

When developing the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), the MPO consults with agencies and officials responsible for other planning activities within the MPO's jurisdiction that are affected by transportation, government agencies and non-profit organizations that receive Federal assistance from a source other than that the US Department of Transportation to provide non-emergency transportation services, Indian Tribal governments(s), State and Federal land Management Agencies. For consultation with Tribal Governments, see section on Intergovernmental Coordination Below. See P27 Requirements for Public Participation Plan for applicable code citations. The

PUBLIC PARTICIPATION PLAN

MPO has added contact information for the following Federal and State agencies to the email distribution list(s) to ensure their opportunity to participate in the development of the TIP and LRTP:

Federal Lands Management Agencies

- National Park Service (Everglades National Park and Big Cypress National Preserve)
- US Fish and Wildlife Service (Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge)

State Land Management Agencies

- National Estuarine Research Reserve – Rookery Bay and Cape Romano – Ten Thousand Islands Aquatic Preserve
- Collier-Seminole State Park
- Picayune Strand State Forest
- Fakahatchee Strand Preserve State Park
- Delnor-Wiggins Pass State Park
- Okaloacoochee Slough State Forest
- South Florida Water Management District

Land Management Nonprofit Agencies

- National Audubon Society – Corkscrew Swamp Sanctuary

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is composed of professional staff of member entities. The TAC advises the MPO on technical matters, promotes coordination among member agencies regarding transportation planning and programming, reviews MPO products for technical sufficiency, accuracy and completeness, makes priority recommendations for the LRTP, TIP, UPWP and provides technical analyses on other transportation planning issues.

CITIZENS ADVISORY COMMITTEE (CAC)

The CAC advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs from the citizens' perspectives. The CAC consists of voting members appointed by the MPO Board to represent various regions and jurisdictions, the disabled, minorities and groups having civic, community and economic interests.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

The BPAC provides citizen input on bicycle and pedestrian related issues within the community, advises on developing a Bicycle and Pedestrian Master Plan that is responsive to the needs of the community, recommends policies that will improve the walking and bicycling environment, recommend priorities for

PUBLIC PARTICIPATION PLAN

bicycle and pedestrian projects and program implementation. Members are appointed by the MPO Board to represent a broad cross-section of Collier County residents, neighborhoods and to include bike/ped safety professions, transit riders, local advocacy groups, organizations that encourage active transportation from a community health perspective and advocates for persons with disabilities and other transportation disadvantaged populations.

CONGESTION MANAGEMENT COMMITTEE (CMC)

The CMC advises on technical matters related to updating the MPO's Congestion Management Process (CMP) and coordinating the CMP with regional Congestion Management System and Intelligent Transportation System architecture. Members are professional staff appointed by the division, department or agency they represent and one representative each from the TAC and CAC.

LOCAL COORDINATING BOARD (LCB) FOR TRANSPORTATION DISADVANTAGED

The LCB assists the MPO in identifying local service needs, providing information and direction to the Community Transportation Coordinator (Board of County Commissioners) on the coordination of services. Members on the LCB are appointed by designated planning agencies. The designated official planning agency for Collier County is the MPO.

ADVISER NETWORK

Collier MPO established the Adviser Network in 2018 to serve as an additional mechanism for citizen involvement with the objective of increasing participation by local residents who may not have the time to participate on a standing committee. The MPO gathers contact information from participants at MPO-sponsored public meetings and special events who express an interest in remaining informed of MPO activities and wish to comment on MPO actions of specific interest to them. Members of the Adviser Network have several options for participating in the MPO planning process, varying from interaction through social media, responding to surveys, submitting comments, and viewing of videos to attendance at community forums. Members are encouraged to participate on an as-desired basis as time allows and their interest dictates.

INTERGOVERNMENTAL COORDINATION

The MPO adopted a **Government to Government Public Involvement Policy** effecting tribal entities in June 2016. The policy is incorporated in the PPP as **Appendix A**.

The MPO has an **Interlocal Agreement** with Lee County MPO to coordinate regional transportation planning. The Interlocal Agreement is incorporated in the PPP as **Appendix B**.

PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, continued the performance-based planning and public involvement requirements of prior transportation acts. It is likely that future transportation appropriation acts will do likewise. However, to the extent that Planning Factors change in the future, this section of the PPP will be updated to reflect them.

The FAST Act identifies ten planning factors the MPO must consider when developing its LRTP.

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 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. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate **stormwater impacts** of the transportation system.
9. Emphasize the **preservation** of the existing transportation system.
10. Enhance travel and **tourism**.

*the following definitions help explain the use of these words in transportation planning:

Accessibility – *the ability to reach a desired destination*

Mobility – *physical movement from one place to another, relates to the availability of different modes or options for travel*

Connectivity – *the integration of transportation modes throughout the system*

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

PRIMARY GOAL: TO ACTIVELY ENGAGE A BROAD CROSS-SECTION OF THE PUBLIC IN TRANSPORTATION PLANNING AND SERVE AS A SOURCE OF INFORMATION ON MPO TRANSPORTATION PLANNING ACTIVITIES

OBJECTIVES

1. Maintain an up-to-date master database of contacts
2. Develop an Adviser Network
3. Broaden public awareness of, and active engagement with, the MPO
4. Develop a presence on social media
5. Develop an interactive website, conduct on-line surveys and invite on-line commentary
6. Receive input from a diverse cross-section of the community
7. Demonstrate effectiveness of public input

PERFORMANCE MEASURES

1. Contact Database - updated quarterly at a minimum
2. Adviser Network – track numbers of Advisers listed and attendance at community forums on an annual basis
3. Public Awareness/Engagement – conduct annual on-line surveys
4. Social Media –establish a program and report on beginning levels of activities after year one
5. Interactive Website – track opportunities and participation numbers annually
6. Diversity – track and report on participation by demographics, businesses, NGO, civic groups
7. Effectiveness – track and report on changes that can be directly linked to public comments

SECONDARY GOAL: TO COMPLY WITH STATE AND FEDERAL REGULATIONS

OBJECTIVES

1. Identify regulatory requirements in PPP
2. Develop PPP to meet requirements.

PERFORMANCE MEASURES

1. FDOT review and concurrence
2. FDOT review and concurrence

WHOM WE SEEK TO CONSULT WITH

Tribal entities	Regional planning partners
Public Agencies	Minority communities
Business groups	Public health organizations
Civic organizations	Neighborhood/Homeowner Associations
Freight industry representatives	Private transportation providers
Low-income communities	Environmental groups
Tourism industry representatives	Bicyclists and pedestrians
Representatives of the disabled	Higher education institutions
Social service organizations	Transit dependent persons
Organizations focused on aging	Organizations focused on youth
Community & economic development organizations	Workforce development organizations/agencies

HAVING YOUR SAY

The Collier MPO encourages public comments and provides the public with a variety of ways to voice their opinions and share their ideas.

EARLY COORDINATION

The Adviser Network will have an opportunity to submit early comments and provide direction on the development of major work products such as the LRTP, PPP, UPWP and TIP. The Adviser Network will also have an opportunity to provide public input on transportation planning issues and subject areas prior to the MPO actually beginning work on developing a specific plan. Comments and suggestions will be used to guide the development of work products that will eventually go before the advisory committees and MPO Board.

PUBLIC COMMENT PERIODS & NOTIFICATIONS

The primary opportunity for the public to share their thoughts and ideas occurs during public review and comment periods as major plans are developed through the MPO's planning process and reviewed at regularly scheduled advisory committee and Board meetings. **The public will have at least 30 days to review and comment as major plans make their way through the advisory committee process and ultimately, go to the MPO Board for formal action such as approval or adoption.** State statutes and Federal law require the provision of **adequate public notice** of public participation activities, providing **timely notice** and **reasonable access** to information about transportation issues, using **visualization techniques** to describe the **LRTP** and **TIP** and making information and meeting notices available in **electronic format** on the **Internet**. Rarely are public comment periods of specific duration specified by law except for the following with regards to the PPP and LRTP:

- **PPP - Adopting or revising the MPO's Public Participation Plan – 45 calendar days**

- **L RTP** - Posting the final adopted L RTP on the internet and having hard copies available at the MPO office— **no later than 90 days after adoption**

HOW TO SUBMIT COMMENTS TO THE COLLIER MPO

- The MPO provides self-addressed stamped comment cards which may be mailed to the MPO office. Call 239-252-5814 for more information.
- Comments may be submitted on the MPO website with electronic comment cards. Go to www.colliermmpo.com
- The public may comment at any MPO advisory committee or MPO Board meeting. The meeting schedule is available on the MPO website [Meeting Schedule](#) or by calling 239-252-5814

HOW YOUR COMMENTS WILL BE USED

The Collier MPO values public input. All comments received will be considered as part of the transportation decision-making process. Staff will document all comments and forward them to the MPO advisory committees and Boards. All organizations and individuals who submit a comment in writing or via email and include their contact information will receive a written response to their comment. Staff will make every effort to respond to comments before a final vote by the MPO Board on an action item. Comments received using the methods described above are documented as part of the public record and are posted on line at www.colliermmpo.com

Appendix F Standard Operating Procedures identifies how public comments will be documented.

GETTING INVOLVED

The current calendar of MPO and advisory committee meetings may be found online at www.colliermmpo.com or you may request a hard copy be mailed or faxed to you by calling 239-252-5814.

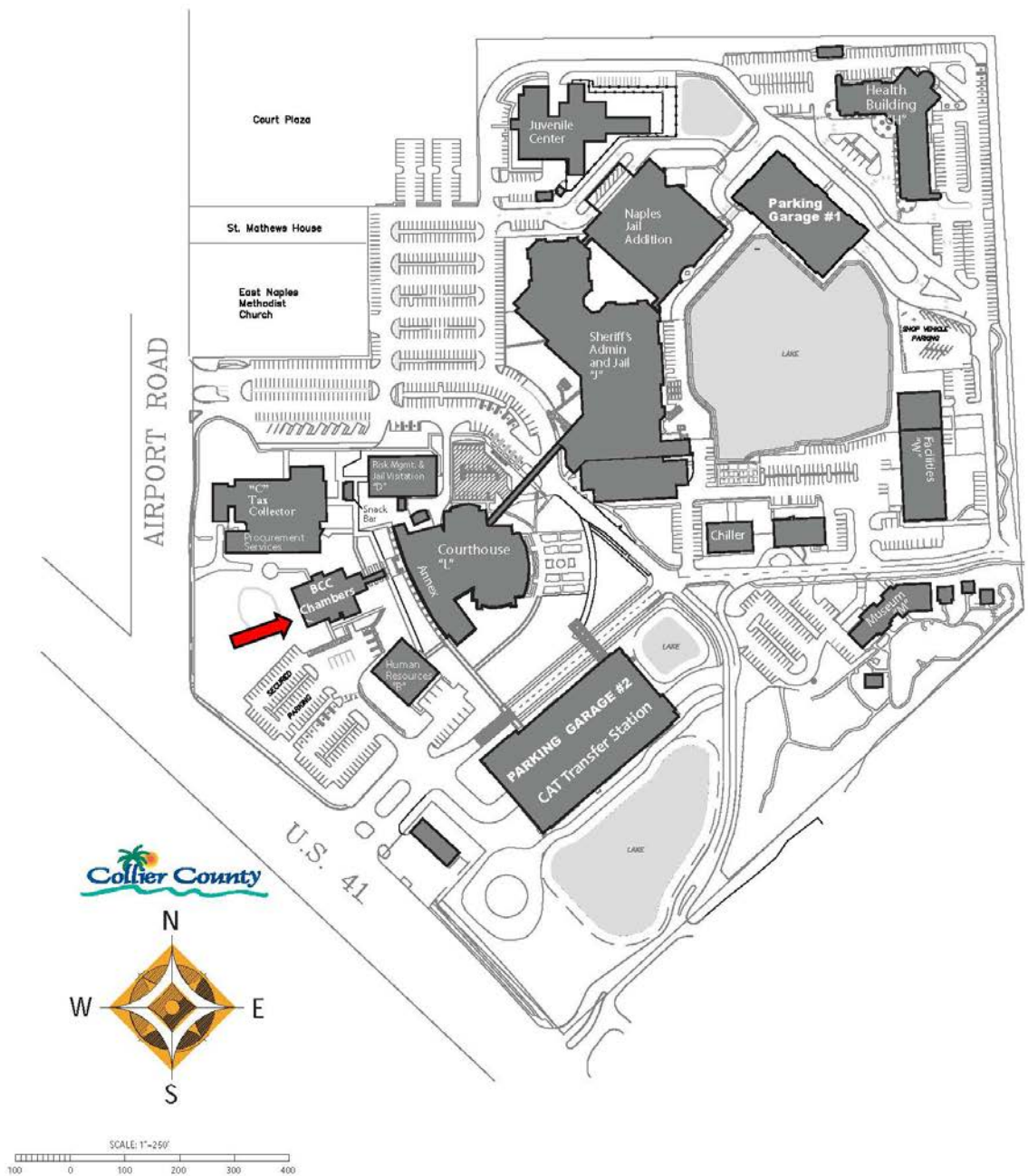
MPO BOARD MEETINGS

The MPO Board meets on the second Friday of the month (with the exception of July, August and January, when there are no regularly scheduled meetings.) Board meetings are typically held in the Board of County Commissioners Chambers, 3299 E. Tamiami Blvd. Naples, Administration Building (F), third floor. See Site map for Collier County Government Center, following page. The Collier MPO traditionally holds its April Board meeting in a different location, rotating between facilities provided by member entities.

Joint Lee County MPO/Collier MPO advisory committee and Board meetings rotate locations between Lee County and Collier County. Additionally, special meetings are sometimes called on dates, times and locations that vary from the norm. Staff advises checking the MPO website prior to a Board meeting to confirm the location, date and time of a meeting you wish to attend. Please check the MPO calendar for advisory committee meeting dates, times and locations as well.

Collier County Government Center

MPO Board Meetings - Arrow Shows Location



ADVISER NETWORK PUBLIC FORUMS

In addition to providing notice via the MPO's listserv(s), the MPO will send email notice to the Adviser Network when hosting community meetings on plans and studies in process, to solicit public input on issues of current interest. As part of the process, MPO staff or the MPO's consultant will prepare a recap of the meeting to document public comments and to share the comments and recommendations with the advisory committees and MPO Board. See Appendix F – Standard Operating Procedures for more detail.

APPOINTMENTS TO ADVISORY COMMITTEES

The Collier MPO Board appoints local residents to serve on two Advisory Committees – the Citizens Advisory Committee (CAC) and the Bicycle and Pedestrian Advisory Committee (BPAC). The MPO Bylaws specify the makeup of each committee. The MPO Bylaws may be viewed on the MPO website at the following link: [MPO Board Bylaws](#)

The bylaws of the CAC may be viewed at the following link(s): [CAC Bylaws](#)

BPAC Bylaws: [BPAC Bylaws](#)

If you are interested in serving on one of these two advisory committees, staff recommends first reviewing the bylaws to determine your eligibility, then contacting the MPO Director at 239-252-5884 if you have questions concerning eligibility or the time commitment entailed.

You may download an application to serve on an Advisory Committee at this link: [Advisory Committee Application](#)

As an alternative, you may call the MPO office at 239-252-5814 and ask that an application form be sent to your home address. Completed application forms must include your signature and may be scanned and sent electronically to colliermmpo@colliergov.net. If you prefer, you may mail in or hand deliver applications to the MPO office at 2885 South Horseshoe Drive, Naples, FL 34104

HOW TO LEAVE COMMENTS ABOUT A SPECIFIC PLAN OR STUDY

The MPO website features the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Public Work Program (UPWP) and other plans currently underway. Opportunities for the public to comment accompany each posted plan. Call the office if you have any questions (239) 252-5814 or cannot find what you are looking for on the website: www.colliermmpo.com

PUBLIC MEETING SCHEDULES

The meeting schedule is standardized but it is subject to change. Check the location by viewing the current agenda on the MPO website or call the MPO office at 239-252-5814 to have one sent to you. Link to agendas: [MPO Meeting Agendas](#)

ACCESS FOR ALL

LIMITED ENGLISH PROFICIENCY PLAN

The purpose of the Collier MPO's Limited English Proficiency Plan is to provide meaningful access to the MPO for people with limited or no ability to speak, read, write or understand English. The LEP Plan is incorporated in the PPP as **Appendix C**.

NONDISCRIMINATION POLICY AND COMPLAINT PROCEDURE

Collier MPO places a high value on providing equal access to the transportation planning process. The MPO's Nondiscrimination Plan and Complaint Procedures are incorporated in the PPP as **Appendix D**.

IDENTIFYING UNDERSERVED POPULATIONS

Collier MPO maintains a GIS database and map that identifies traditionally underserved populations in the region. MPO staff updates the database and map periodically, based on conducting annual reviews of Census Bureau statistics. See **Appendix E** for the current version of the map and related statistics. The following Outreach Strategies are intended to reach a broad cross-section of the region's demographics, including traditionally underserved populations.

**Un traductor del idioma español está disponible
en la oficina de MPO. Teléfono: 239-252-5814**

**Gen yon tradiktè Kreyòl Ayisyen ki disponib nan
biwo MPO la. Telefòn: 239-252-5884**

OUTREACH STRATEGIES

The MPO is using the following outreach strategies to engage the public in the transportation planning process. Appendix F – Standard Operating Procedures summarizes in graphic format how these strategies will be deployed on specific plans and studies along with public notification requirements for committee and Board meetings.

ENHANCED INTERACTIVE WEBSITE: www.colliermopo.com

The MPO has updated its website to introduce interactive features that will enhance its ability to serve as a source of information. The site provides a calendar of events, links to agendas, minutes, and draft MPO

documents currently under review. Opportunities for the public to comment are available in the form of staff email and phone number listings. Interactive surveys and maps are frequently posted on the website while major plans and studies are in process.

VISUALIZATION TECHNIQUES

The MPO is investing in enhanced visualization techniques such as videos, simulation models, animated graphics and 3D imaging in the course of developing updates to the Long-Range Transportation Plan and other major plans and studies that may be underway in any given year. For example, in 2018, staff posted a video created for the Golden Gate Walkability Study. The video was produced by a drone, fly-over camera view of people walking and crossing streets in the community. Information was added to generate interest in participating in public meetings to develop the plan. The video was also shown on local public access TV.

In addition, the MPO is continuing the use of a broad range of traditional visualization techniques such as maps, pictures or graphics in order to assist with the communication of complex concepts and to promote understanding of transportation plans and programs. A logo representing the MPO is used to identify products and publications of the MPO. The logo helps the public to become familiar with the MPO and recognize MPO products. The logo is used on all MPO publications.



E-NOTIFICATIONS AND SOCIAL MEDIA

The MPO began posting information on Collier County's Facebook page in January 2018. Current MPO postings may be viewed at the following link: <https://www.facebook.com/CollierGov/>

In addition, E-blasts are sent to members of the Adviser Network and other interested parties to provide helpful information on transportation planning, public meetings, events and opportunities for involvement. The MPO Master Database lists all contacts including businesses, residential associations, agencies, Native American Tribes, the Adviser Network, and the public. The database includes committee membership and e-mail addresses. Mailing addresses will be included for Individuals who do not have e-mail and require hard copy documents, surveys, comment cards, etc. to be mailed to them.

PUBLIC PARTICIPATION PLAN

SURVEYS & POLLS

The MPO conducts surveys and polls on specific topics and plans as needed to engage a broad cross section of the public. The information will be shared on the MPO's website.

PARTNERING

The MPO coordinates with government agencies to conduct outreach at health care centers, food banks and food stamp offices, schools, offices on aging etc. and develop alliances with faith-based institutions, cultural centers, community-based organizations; partnering with local interest groups to conduct outreach at special events. Partners in outreach are encouraged to take a leadership role in public participation efforts in the area. The purpose is to build relationships and identify strategies to bring former nonparticipants into the planning process.

PUBLIC TELEVISION

Regular MPO Board meetings – those that take place at the Board of County Commissioners Chamber - are shown on Collier TV, and can be watched live and on-line at the following link: [Collier County TV](#)

Collier County maintains an archive of MPO Board meetings on-line. The MPO is currently working with Collier TV to also post video recordings and flyers produced by the MPO on Collier TV. [Collier County Meeting Video Archive](#)

EARNED MEDIA

The MPO issues press releases and provide briefings in advance of special events and public meetings and workshops oriented to plan development or gathering public comments on major issues. The intention is to build relationships with local television, radio and print journalists and reporters to facilitate public information campaigns. For example, during the development of the Bicycle and Pedestrian Master Plan in 2018, the Project Manager with the MPO was interviewed on Univision, with translation services provided by the station for its Spanish speaking audience.

PROJECT SPECIFIC PUBLIC INVOLVEMENT PLANS (PIP)

The MPO typically develops project specific PIPs targeting stakeholders who are most likely to be interested in the outcome of the plan or project in question. The public involvement strategies are geared to the target audience and may vary by topic or subarea of the MPO.

A PIP developed for a specific project must meet or exceed the notification commitments in the Board-adopted PPP.

MONTHLY eNEWSLETTER

MPO staff has traditionally produced a semi-annual newsletter distributed via email and hard copy to the Master Database list of all contacts. The MPO has recently expanded that practice by publishing a monthly newsletter in digital format. MPO staff will continue to bring hard copies for distribution at public meetings and community outreach events held throughout the year. The newsletter promotes regular and special meetings, planning studies, publications and work products. The newsletter will be translated into Spanish or Haitian Creole upon request.

PUBLIC WORKSHOPS/OPEN-HOUSES

Public workshops are generally open and informal with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. Project-specific workshops and meetings provide detailed project information to the public and solicit public involvement. They are conducted for project-specific activities and the MPO's federal certification review. (See PIP above and Appendix F – Standard Operating Procedures for more detail.)

PUBLIC MEETINGS

All MPO Board and advisory committee meetings are open to the public at ADA accessible facilities in convenient locations and used to solicit public comment. Members of the public are given an opportunity to address the MPO board or committee on any agenda item or transportation related topic not on the agenda. These meetings provide formal settings for citizens or interested parties to make comments to the MPO and advisory committees. They are recorded, and minutes are taken for the record. The MPO may also hold stand-alone public meetings related to specific projects or plans. These meetings can be held at any time during a project. Notice of the meetings is given to the public through the MPO website, e-mail, and if requested, by regular mail. The MPO issues press releases to notify the media of public meetings, as recommended by the Government in the Sunshine Manual (2017).

COMMUNITY OUTREACH EVENTS

MPO staff participation in community outreach events at public venues, fairs and festivals provides another method to inform the public about the Collier MPO and how individuals or groups can become involved in the metropolitan transportation planning process. MPO surveys, newsletters, maps or comment forms are often distributed to heighten the awareness of the public on functions of the MPO. MPO staff will participate in activities hosted by other agencies and organizations and provide printed materials at outreach events.

COMMENT FORMS

Comment forms are used to solicit public comment on specific issues being presented at workshops or public meetings and community outreach events. Comment forms may be very general in nature, or very specific for soliciting feedback. Comment forms are sometimes included in publications and on the MPO website to solicit input.

QR CODES

The MPO inserts Quick Response (QR) Codes on the covers of adopted plans such as the Long Range Transportation Plan, Public Participation Plan, Transportation Improvement Program, Unified Planning Work Program and the Bicycle and Pedestrian Master Plan. QR codes allow the public immediate access to view MPO documents using cell phone applications.

ORIENTATIONS

MPO staff conduct individual orientations to inform new members of the MPO Board and committees of their roles and the MPO transportation planning process.

EVALUATION

ANNUAL REPORTING ON PERFORMANCE MEASURES

Reporting on the PPP performance measures is included in the MPO Director's Annual Report to the MPO Board at the end of each fiscal year. If the analysis indicates a need for modifications to the PPP, the Director will discuss options with the Board and follow-up with bringing the changes through the Advisory Committee review process during the coming year.

REQUIRED NOTIFICATION

The MPO will review the PPP on an annual basis to ensure it remains consistent with the requirements in the Florida Department of Transportation's MPO Handbook. The MPO Handbook may be viewed in its entirety at the following link: [FDOT MPO Handbook](#)

Current requirements are summarized by planning product as follows.

LONG RANGE TRANSPORTATION PLAN

Florida Statutes 339.175 – requires the MPO to provide the following interested parties, at a minimum, a **reasonable opportunity** to comment on the LRTP:

- Public
- Affected Public Agencies
- Representatives of Transportation Agencies
- Freight Transportation Service Providers and Shippers
- Private providers of Transportation
- Public Transit Representatives and Users
- 23 CFR 450.322 – All interested parties are to be given a reasonable opportunity to comment on the LRTP.

PUBLIC PARTICIPATION PLAN

- **Administrative Modifications** are minor revisions to the LRTP and do not require public review and comment or re-demonstrating fiscal constraint. 23 CFR 450.104
- **Amendments** are major revisions to the LRTP and do require public involvement and re-demonstrating fiscal constraint.
- **Major Updates** are adopted every 5 years. The TAC and CAC are provided the opportunity to review and comment on Amendments and Major Updates prior to the MPO Board taking action. If the TAC and CAC achieve a quorum, the committees may vote to endorse the amendment or update as presented, or vote to endorse subject to revision, or may vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

PUBLIC PARTICIPATION PLAN

Maintaining Concurrency with MPO Handbook - FDOT continually updates the MPO Handbook and notifies the MPOs of any changes. These FDOT-generated updates may on occasion trigger the need to update the PPP as well. When that occurs, the MPO will post notice containing the new PPP language on its website and distribute copies to the MPO Advisory Committees and Board. Other routine updates, such as identifying new MPO Board members and/or officers, new MPO contact information, new State and Federal code citations, correcting typographical or grammatical errors or clarifications, will be handled in the same manner

Amendments and Adopting a New PPP - Amendments and Major Updates will be previewed by the MPO TAC and CAC before being acted upon by the Board.

- **Federal law requires a minimum 45-day public comment period prior to amending or adopting a PPP. The public comment period begins with posting the CAC and TAC meeting agendas, posting notification on the MPO website, and emailing the Adviser Network. Final Board action may be scheduled to occur after the 45-day public comment period has ended.**

TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)

Purpose – A TDSP addresses the services provided to meet the public transportation and mobility needs of the elderly and persons with disabilities. The plan discusses the types of paratransit services available to citizens of the county. Examples include: ADA paratransit service and Transportation Disadvantaged Program (TD) services which are part of a coordinated human services requirement of all three core FTA grant programs as reauthorized under the FAST Act for the Urbanized Area Formula Funding program, 49 U.S.C. 5307, 5310 and 5311.

Statutory Requirements – Florida Statutes (F.S.) 427. Each county or each MPO is required to develop a TDSP with updates every five years. The Florida Commission for the Transportation Disadvantaged (FCTD) oversees the implementation of the TDSP. The Community Transportation Coordinator (CTC) and the Local Coordinating Board (LCB) will use the TDSP as a guide for maintaining and improving transportation

PUBLIC PARTICIPATION PLAN

services. It is the requirement of the MPO to provide an annual performance evaluation of the CTC. The MPO is also required to provide annual minor updates to the TDSP and a major update every five years.

Florida Commission for the Transportation Disadvantaged

The Florida Commission for the Transportation Disadvantaged has issued two regulatory documents – “Local Coordinating Board and Planning Agency Operating Guidelines (2014)” and an “Instruction Manual for the Memorandum of Agreement and the TDSP – 2007/2008” that remain in effect today. The documents may be viewed on the Commission’s website at: [TD Commission](#)

The Commission stipulates that Major Updates to the TDSP be announced by way of an “advertisement” published in the local newspaper with the greatest circulation. This requirement is carried out by the MPO.

Major Update - adopted every 5 years

Public Comment Period

- **30-day public comment period required**
- **Legal ad required – place in Naples Daily News**
 - Additional public notice of public comment period provided by posting on the MPO website, emailing the Adviser Network and any other stakeholders the MPO and LCB have identified
 - Distribute flyers on transit vehicles to notify riders of comment period and adoption meeting
 - Distribute copies of the Major TDSP Update and/or QRC on comment forms to local government agency offices and libraries
 - Post Major TDSP Update and comment forms on the MPO website
 - Distribute copies of the Major TDSP Update to the LCB members

Response to Comments

- MPO staff will respond in writing to public input received during the comment period
- When significant written and oral comments are received, a summary, analysis or report will be included in the plan. The term, “significant” is used in State statutes and Federal law governing public involvement but remains undefined. The MPO’s working definition of “significant” is any comment that could potentially result in a change to the scope of a document, existing conditions analysis, issue definition, recommended projects, policies.

Adoption

- The LCB will meet at the end of the public comment period and allow time for public comment at the meeting prior to adoption of the TDSP
- The LCB will consider the comments received during the public comment period before adopting the TDSP by Roll Call Vote
- The MPO Board will ratify the Major TDSP Update after adoption by the LCB. Ratification may be placed on the MPO Board Consent Agenda

Minor Update – adopted annually except in Major Update adoption years

- **The difference between the public involvement requirements of a Major and Minor Update is the required public comment period is shortened to 14 days and no distribution of flyers & comment forms on transit vehicles and CAT transfer Stations is required.**

TRANSPORTATION IMPROVEMENT PROGRAM

Administrative Modifications are minor revisions to the TIP and do not require public review and comment, or re-demonstrations of fiscal constraint. Administration Modifications will be distributed as informational items in MPO Board and advisory committee meeting packets, in addition to being posted on the MPO website's TIP page.

Amendments are major revisions to the TIP and do require public review and comment along with re-demonstration of financial constraint. The TAC and CAC are provided the opportunity to review and comment on amendments and the annual adoption of a new 5-year TIP based on the FDOT Work Program prior to the Board taking action. If they achieve a quorum, the TAC and CAC may vote to endorse the amendment as presented or vote to endorse subject to revision or may vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. The MPO will follow the notification procedures outlined herein for MPO Board and Advisory Committee meetings See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

UNIFIED PLANNING WORK PROGRAM

The two-year UPWP is adopted every other year. As with Amendments, the MPO adoption process requires that the two-year UPWP be previewed and commented upon by the MPO TAC and CAC, at a minimum, before being acted upon by the Board.

Modifications as defined by the FDOT MPO Handbook, do not require MPO Board or FDOT approval and do not require public involvement. Modifications will be posted on the MPO website on the UPWP page and distributed to FDOT, the MPO Board and Advisory Committees as informational items in agenda packets.

Amendments as defined by the FDOT MPO Handbook, do require MPO Board approval. The TAC and CAC are provided the opportunity to review and comment on amendments prior to the Board taking action. If the committees achieve a quorum, they may vote to endorse the amendment as presented, or vote to endorse subject to revision, or vote not to endorse. Whatever action an advisory committee takes is reported to the Board in the MPO staff Executive Summary. The MPO will follow the notification procedures outlined herein for MPO Board and Advisory Committee meetings. See Appendix F – Standard Operating Procedures for public notification and public comment period requirements.

MPO BOARD MEETINGS AND WORKSHOPS

The MPO commits to maintaining the following longstanding notification standard:

- Posting agenda and meeting packet **seven days in advance** on the MPO website
- Email distribution of agenda and packet to MPO Board members and delivering hard copies to members who have requested them, seven days in advance of the meeting
- Email distribution of agenda and packet to Advisor Network and to other interested parties on the MPO's email contact list
- Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting

MPO ADVISORY COMMITTEE MEETINGS

The MPO commits to maintaining the following longstanding notification standard:

- Posting agenda and meeting packet **seven days in advance** on the MPO website
- Email distribution of agenda and packet to committee members along with hard copies delivered to members who have requested them, seven days in advance of the meeting
- Email distribution of agenda and packet to Adviser Network and to other interested parties on the MPO's email contact list
- Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting

OTHER PUBLIC MEETINGS AND WORKSHOPS

The MPO may wish to schedule other public meetings and workshops in the course of developing a wide variety of planning documents, researching specific issues, conducting surveys and public education campaigns. The MPO commits to maintaining the longstanding notification standard of:

- Posting notices of public meetings a **minimum seven days in advance** on the MPO website,
- Posting agenda and meeting packet, to the extent materials are available, on MPO website
- Email distribution of agenda and packet to Advisor Network and to other interested parties on the MPO's contact list
- Issuing press release to major local newspapers, television and radio stations
- Emailing MPO Advisory Committee members notice of meetings on topics of interest to the Committee members as appropriate
- Working with Collier County Communications Division to Issue a press release a minimum of 48 hours prior to the meeting

EXCEPTIONS TO NOTIFICATION COMMITMENTS

There are occasions when the MPO is required to act quickly in order to meet a grant deadline, preserve spending authority or respond to an unforeseen opportunity or emergency. Unforeseen opportunities are most likely to occur in response to a request by FDOT due to the severe time constraints the agency operates under. Emergency situations include manmade and natural disasters such as hurricanes, floods, epidemics and pandemics, chemical spills, acts of terrorism, cyber-attacks, etc.

In a nonemergency situation when an unforeseen opportunity demands immediate Board action, staff may bring proposed actions forward to the MPO Board that the TAC and CAC have not had the opportunity to preview and comment on. This allows the Board to be fully informed of the situation and to take action if it wishes to do so, or to decline to take immediate action and remand the item to one or more Advisory Committee for further study.

EMERGENCY PROVISIONS FOR PUBLIC INVOLVEMENT

Public engagement is very important to the MPO, FDOT, FHWA and FTA. In an effort to protect public health and to comply with instructions, recommendations and Executive Orders issued during a pandemic or other threat to community health, the MPO will be proactive but flexible in meeting public participation plan requirements. MPOs are expected to continue to provide opportunities for public involvement throughout their planning activities. However, some public participation plan activities may be delayed or deferred and be replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate. The MPO will document any outreach activities that were originally documented in the PPP or in a PIP for a specific project that require modifications and provide strategies, if needed, to ensure sufficient and appropriate outreach is maintained.

Immediate/Short Term Response

In the event of a manmade or natural emergency that precludes holding regular public meetings, the MPO Board may provide staff direction on how to proceed by way of passing a motion. The motion may include authorizing the MPO Chair to act on behalf of the Board and empower the MPO Director to bring issues requiring immediate attention forward to the MPO Chair to act upon. The MPO Board will have the opportunity to ratify all emergency actions taken at a later date.

Intermediate Response

Once the scope of an emergency becomes better defined, the US President, Congress, Governor of the State of Florida or Local Governing Boards and Councils may issue declarations of emergency and Executive Orders that MPOs must follow. In the event of a declaration of manmade or natural emergency that precludes holding regular public meetings for a known or unknown period of time, the MPO Board will adopt a resolution to:

1. Recognize the emergency situation calling for alternative public involvement strategies
2. Stipulate that the emergency procedures for public involvement are temporary

PUBLIC PARTICIPATION PLAN

3. Specify the alternative public involvement strategies to be used, including time periods for public comment and MPO responses to the comments
4. Ensure that public involvement strategies are inclusive as possible to the extent that they comply with emergency executive orders to protect public health, etc;
5. if public involvement strategies are not sufficiently inclusive due to public health concern or other limitations, the MPO may consider holding additional public involvement activities on the plans after adoption, and after the emergency is over, to ensure that the public is informed and has the ability to request reconsiderations/amendments to the MPO Board
6. Acknowledge that the resolution is provided as an interim measure and may be modified as new local, state or national technical assistance and/or guidance is issued

Public involvement strategies include but are not limited to virtual meetings, on-line surveys, telephone conferencing, social media and interactive components of the MPO website. It is desirable, and may be feasible, to maintain the public participation plan's standard methodologies and timeframes for reporting and responding to public comments. However, if the time frame must be shortened or the methodologies are curtailed due to the nature of the emergency, the MPO may take whatever steps are necessary to meet deadlines. In the event of a public health emergency coinciding with a cyber-attack, public involvement activities may have to be suspended for a period of time.

Long Term Response

In the event that an emergency situation persists for several months or more and in the absence of action taken by the federal government to extend the deadlines for delivery of core MPO planning products such as the LRTP, UPWP, TIP and PPP; the MPO may take whatever action is necessary to meet the federal deadlines.

After the emergency is over, the MPO will resume its regular meeting schedule and public involvement activities with the highest priority given to meeting immediate deadlines and the next level of priority given to providing opportunities for the public to review, comment on and request amendments to any plans that were adopted during the emergency.

Continuity of Operations Plans

The MPO is required to maintain a Continuity of Operations Plan (COOP) that outlines the course of action to be taken during an emergency. MPO staff participate in Collier County's annual updates to its COOP to facilitate concurrent implementation of both plans during an emergency.

FEDERAL COMPLIANCE

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA), signed into law in 1990, is a landmark civil rights legislation ensuring equal opportunity for people with disabilities to access employment, public facilities, transportation, state and local government services and communications. The ADA requires coordinating with disabled community representatives in the development and improvement of transportation services. Persons with disabilities must also be able to access the sites where public involvement activities occur as well as the information presented. See www.ada.gov for more information.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color or national origin. Specifically, 42 USC § 2000d states, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” See [Title VI Civil Rights Act US Dept of Justice](#) for more information.

EXECUTIVE ORDER 12898 – ENVIRONMENTAL JUSTICE

Executive Order (EO) 12898; Federal Actions to Address Environmental justice in Minority and Low-Income Populations. The EO reinforced the requirements of Title VI of the Civil Rights Act of 1964 and focused federal attention on the environmental and human health conditions in minority and low-income communities. Furthermore, recent guidance issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) emphasizes the importance of considering and addressing Environmental Justice (EJ) in all phases of the transportation planning process. EJ calls for the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income, and that the benefits, as well as the impacts, of transportation investments are fairly distributed.

EXECUTIVE ORDER 13166 – LIMITED ENGLISH PROFICIENCY

People with Limited English Proficiency (LEP) are those with a primary or home language other than English. EO 13166 requires any agency that receives federal funds to make their activities accessible to non-English speaking individuals. See [Limited English Proficiency Executive Order](#) for more information.

REQUIREMENT FOR PUBLIC PARTICIPATION PLAN

The following material is excerpted from the electronic Code of Federal Regulations (CFR) Chapter 23 HIGHWAYS.

“eCFR Ch 23 HIGHWAYS

§450.316 Interested parties, participation, and consultation.

PUBLIC PARTICIPATION PLAN

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

PUBLIC PARTICIPATION PLAN

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56544, Nov. 29, 2017]"

PUBLIC PARTICIPATION PLAN AND STATE STATUTES

The following is excerpted from Florida State Statutes, available at the following link:

www.flsenate.gov/Laws/Statutes/2012/339.175

"339.175 METROPOLITAN PLANNING ORGANIZATIONS

(7) 2.(e) LONG-RANGE TRANSPORTATION PLAN In the development of its long-range transportation plan, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan. The long-range transportation plan must be approved by the M.P.O.

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6/(e)1. Each M.P.O. shall appoint a citizens' advisory committee, the members of which serve at the pleasure of the M.P.O. The membership on the citizens' advisory committee must reflect a broad cross-section of local residents with an interest in the development of an efficient, safe, and cost-effective transportation system. Minorities, the elderly, and the handicapped must be adequately represented.

(8) TRANSPORTATION IMPROVEMENT PROGRAM. Each M.P.O. shall, in cooperation with the state and affected public transportation operators, develop a transportation improvement program for the area within the jurisdiction of the M.P.O. In the development of the transportation improvement program, each M.P.O. must provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed transportation improvement program."

SUNSHINE LAW §286.011 F.S.

Source: "Government in the Sunshine" PPT by Office of the County Attorney, Jeffrey A. Klatzkow

Establishes a basic right of access to most meetings of boards, commissions and other governing bodies of state and local government agencies or authorities

- Meetings of public boards, commissions or committees ("boards") must be open to the public.
- Reasonable notice of such meetings must be given.
- Minutes of the meeting must be taken.

The public must be allowed to attend meetings; however, there is no obligation to allow the public to participate. The location:

- Must be accessible
- Sufficient size for turnout
- Facility cannot discriminate based on age, race, etc.
- Public access not unreasonably restricted
- Be within Collier County with few exceptions

Minutes of the meeting are required. Written minutes must be taken and made available promptly.

- Sound recordings may also be used, but only in addition to written minutes
- Minutes may be a brief summary of meeting's events
- Minutes are public records
- Minutes must record the votes.

Reasonable Notice, according to the "Government In The Sunshine Manual" (2017) Section 4a.

"The Sunshine Law does not define the term "reasonable notice." Therefore, the type of notice is variable and depends upon the facts of the situation and the board involved. In each case, an agency must give notice at such time and in such a manner as to enable the media and the general public to attend the meeting."

PUBLIC PARTICIPATION PLAN

The Attorney General's office cannot specify the type of notice which must be given in all cases, the following notice guidelines are suggested:

1. Notice should contain time and place of meeting and an agenda if available, or a statement of the general subject matter to be considered.
2. Notice should be prominently displayed in the area in the agency's offices set aside for that purpose and on the agency's website.
3. Notice should be provided at least 7 days prior to meeting, except in the case of emergency or special meetings. Emergency meetings should provide the most effective and appropriate notice feasible under the circumstances.
4. Special meetings should have no less than 24 and preferably at least 72 hours reasonable notice to the public.
5. Use of press releases, faxes, e-mails and/or phone calls to the local news media is highly effective in providing notice of upcoming meetings.

The Sunshine Law does not mandate that an agency use a paid advertisement to provide public notice of a meeting.

FDOT MPO HANDBOOK - COMPLIANCE

CHAPTER SIX PUBLIC INVOLVEMENT

Chapter Six of the FDOT MPO Handbook identifies Federal and State public involvement requirements for Metropolitan Planning Organizations (MPO) in Florida. The primary public involvement document that MPOs must develop and maintain is a Public Participation Plan (PPP) that defines a process for providing interested parties reasonable opportunities to review and comment on MPO work products. In addition, MPOs must make Long Range Transportation Plans (LRTP) and Transportation Improvement Plans (TIP) readily available for public review.

The MPO is required to develop the participation plan in consultation with all interested parties and must, at a minimum, describe explicit procedures, strategies, and desired outcomes for: [23 C.F.R. 450.316(a)(1)]

1. Providing **adequate public notice of public participation activities and time for public review and comment at key decision points**, including a **reasonable opportunity to comment** on the proposed **LRTP and the TIP**;
2. Providing **timely notice and reasonable access to information** about transportation issues and processes;
3. Employing **visualization techniques to describe LRTPs and TIPs**;
4. Making public information (technical information and meeting notices) **available in electronically accessible formats and means, such as the Internet**;
5. Holding any **public meetings at convenient and accessible locations and times**;
6. **Demonstrating explicit consideration and response to public input received during the development of the LRTP and the TIP**;
7. **Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services**;
8. **Providing an additional opportunity for public comment, if the final LRTP or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues** that interested parties could not reasonably have foreseen from the public involvement efforts;
9. **Coordinating with the statewide transportation planning public involvement and consultation processes; and**
10. **Periodically reviewing the effectiveness** of the public involvement procedures and strategies contained in the PPP to ensure a full and open participation process.

PUBLIC PARTICIPATION PLAN

PUBLIC PARTICIPATION PLAN

When developing the PPP, it is important to allow enough time to receive and respond to public input to find a balance between addressing appropriate public comments and adopting the LRTP within the required timeframe, including any meetings or hearings that take place during that time.

A minimum public comment period of 45 calendar days must be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved PPP must be provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for informational purposes; and must be posted on the Internet to the maximum extent practicable. [23 C.F.R. 450.316(a)(3)]

LRTP AND TIP

When “**significant**” written and oral comments are received on the draft LRTP and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 C.F.R. Part 93, Subpart A), **a summary, analysis, and report on the disposition of comments are required to be included in the final LRTP and TIP.** [23 C.F.R. 450.316(a)(2)]

The term, “*significant*” is used in State statutes and Federal law but remains undefined.

THE COLLIER MPO DEFINES “SIGNIFICANT” AS ANY COMMENT THAT COULD POTENTIALLY RESULT IN A CHANGE TO THE SCOPE OF A PROJECT OR STUDY, TO REPORTING ON EXISTING CONDITIONS THAT LEADS TO DEFINING ISSUES AND RECOMMENDING SOLUTIONS IN TERMS OF PROJECTS OR POLICIES.

When the MPO area includes Indian Tribal lands, the MPO must appropriately involve the Indian Tribal government(s) in the development of the LRTP and the TIP. [23 C.F.R. 450.316(c)]

The MPO may develop a PPP specific to the LRTP as part of the scope of that project. If this is done, the PPP for the LRTP must be consistent with the overall PPP of the MPO.

Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs, U. S. Department of Transportation, November 2012. This additional guidance states that for LRTPs, MPO Boards, their advisory committees, and the public, should have the opportunity to periodically review the LRTP products, interim tasks, and reports that result in the final LRTP documentation. Furthermore, this guidance also states **that final adopted LRTP documentation should be posted to the Internet, and available at the MPO offices, no later than 90 days after adoption.**

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Specific to the TIP, Federal requirements are that the MPO must provide all interested parties with a **reasonable opportunity to comment** on the proposed TIP, as required by the PPP. In addition, the MPO must **publish or otherwise make readily available the TIP for public review, including** (to the maximum extent practicable) **in electronically accessible formats** and means, such as the **Internet**, as described in the PPP. [23 C.F.R. 450.326(b)], [23 U.S.C. 134 (i)(6) and (7)]

In the event an MPO revises its TIP, the MPO must always use public participation procedures consistent with the MPO's PPP. However, public participation is not required for administrative modifications unless specifically addressed in the PPP. [23 C.F.R. 450.328(a)]

ANNUAL LIST OF PRIORITIZED PROJECTS

Each MPO annually must prepare a list of project priorities and submit the list to the appropriate FDOT District by October 1 of each year. The list must have been **reviewed by the technical and citizens' advisory committees and approved by the MPO before submission to the District**. The annual list of project priorities **must be based upon project selection criteria that consider, among other items, the MPO's public involvement procedures**. [s.339.175(8)(b)(5), F.S.]

MOST METROPOLITAN PLANNING
ORGANIZATIONS CONSIDER THEIR STANDING
COMMITTEES TO BE A FUNDAMENTAL PART OF
THEIR PUBLIC INVOLVEMENT ACTIVITIES.

PUBLIC INVOLVEMENT AND MPO COMMITTEES

Most MPOs consider their standing committees to be a fundamental part of their public involvement activities. **The formation of a technical advisory committee (TAC) and citizens' advisory committee (CAC) are required pursuant to s.339.175(6)(d), F.S. and s.339.175(6)(e), F.S.;** and formation guidance is provided in Chapter 2 of the MPO Handbook.

As an alternative to the use of a CAC, Florida Statute provides provisions for MPOs to adopt an alternate program or mechanism that ensures adequate citizen involvement in the transportation planning process following approval by FHWA, FTA, and FDOT. MPOs may also consider additional standing committees as a public involvement activity to address specific needs, such as bicyclists, pedestrians, and multiuse trails, safety, goods/freight movement, etc. MPOs must address and include their committee activities in the PPP; and are encouraged to detail how the schedule for meetings, agenda packages, and actions of the committees will be communicated with the public and how the public can participate in those meetings.

SUNSHINE LAW

MPOs must provide reasonable notice of meetings and make adequate accommodations to hold open meetings and provide an opportunity for public input. Minutes of meetings must be available for public inspections. **MPOs are prohibited from holding public meetings at a facility or location that discriminates on the basis of sex, age, race, creed, color, origin, or economic status; or that otherwise restrict public access.** The statute establishes penalties for violations of these provisions and exceptions for specific situations. MPOs should consult legal counsel for any questions regarding Florida's Government-in-the-Sunshine Law. The notification commitments identified herein comply with the State Attorney General's Office publication, "Government In The Sunshine Manual" (2017) Section 4a.

ACRONYMS

ADA	Americans with Disabilities Act
BPAC	Bicycle and Pedestrian Advisory Committee
CFR	Code of Federal Regulations
EJ	Environmental Justice
EO	Executive Order
FAST Act	Fixing America's Surface Transportation Act
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LCB	Local Coordinating Board
LEP	Limited English Proficiency
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization (interchangeable with TPO)
PIP	Public Involvement Plan (for individual projects)
PPP	Public Participation Plan (adopted by the MPO)
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization (interchangeable with MPO)
UPWP	Unified Planning Work Program
USC	United States Code

APPENDICES

- A. GOVERNMENT TO GOVERNMENT PUBLIC INVOLVEMENT POLICY**
- B. LEE COUNTY MPO/COLLIER MPO INTERLOCAL AGREEMENT**
- C. LIMITED ENGLISH PROFICIENCY PLAN**
- D. NONDISCRIMINATION POLICY AND COMPLAINT PROCEDURE**
- E. TRADITIONALLY UNDERSERVED COMMUNITIES**
- F. STANDARD OPERATING PROCEDURES**
- G. GROUPS, BUSINESSES AND AGENCIES CONSULTED WITH IN DEVELOPING PLAN**
- H. PUBLIC COMMENTS**

**APPENDIX A: COLLIER MPO'S GOVERNMENT TO GOVERNMENT
PUBLIC INVOLVEMENT POLICY EFFECTING TRIBAL ENTITIES**

GOVERNMENT TO GOVERNMENT PUBLIC INVOLVEMENT POLICY Adopted June 9, 2017

- I. **Purpose:** To promote Tribal involvement in the MPO planning process; initiate and maintain a positive working relationship between the MPO and Tribal governments; promote effective collaboration and communication between the MPO and Tribes;

II. **Goals of Tribal Consultation:**

- To create durable relationships between the Tribes and the MPO based on a mutual respect that promotes coordinated transportation partnerships in service to all of our citizens.
- For the MPO to take a proactive approach to consultation by ensuring Tribal participation in MPO planning processes that may affect Tribal governments, Tribal programs and Tribal citizens.

III. **Consultation Requirements**

Federal Transportation Planning Requirements

23 USC § 135(f)(2)c applies to FDOT, as follows: “With respect to each area of the State under the jurisdiction of an Indian Tribal government, the statewide transportation plan shall be developed in consultation with the Tribal government.”

23 CFR § 450.316(c), Interested parties, participation and consultation, applies to MPOs where an MPO ***includes*** Indian Tribal lands and provides:

- “When the MPO includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.”

23 CFR § 450.316(e), Interested parties, participation and consultation, provides:

- “MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.”

In addition to the above-referenced consultation requirements, if a Tribe wishes to access federal transportation funds available to MPOs, the Tribe must do so through the MPO processes as provided by law.

IV. **Definitions**

Collaboration: – Indicates a process in which two or more parties work together to achieve a common set of goals. Collaboration is the timely communication and joint effort that lays the groundwork for mutually beneficial relationships, including identifying issues and problems, identifying solutions and providing follow-up as needed.

Communication: - Refers to verbal, electronic or written exchange of information between the MPO and the Tribe. Generally, posting information on a website or in the newspaper does not constitute consultation. Written correspondence, whether electronic or letter/postal format, should generally be sent to the Tribe Chair with a copy to staff, requesting review and comment on specific plans or

PUBLIC PARTICIPATION PLAN

projects that will affect a Tribe. While Tribal review may occur concurrently with public review, Tribes are not considered the “public” for purposes of such communication.

Consultation – Means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.” (See 23 CFR Part 450 Planning Assistance and Standards, subpart A §450.104).

Government-to-Government Relations: Refers to an intergovernmental relationship between a federally-recognized Tribe and the MPO Board during which consultation, meetings, and communications occur between top-level officials of the MPO and the Tribe.

Tribal Sovereignty: Refers to a unique, political relationship between American Indians and the United States government that recognizes that Tribes are sovereign nations with recognized powers of self-government.

V. Tribal Entities

The two Federally-recognized Tribes with land holdings within or abutting Collier County are:

- The Miccosukee Tribe of Indians of Florida, represented by the Business Council, consisting of Chairman, Assistant Chairman, Treasurer, Secretary, and Lawmaker

Mailing address:

PO Box 440021

Tamiami Station

Miami, FL 33144

(o) 305-223-8380

- The Seminole Tribe of Florida, represented by the Tribal Council comprised of Chairman, Vice Chairman, Big Cypress Councilman, Brighton Councilman, and Hollywood Councilman

Mailing address:

Attn: Chairman and General Counsel

6300 Stirling Rd

Hollywood, FL 33024

(o) 239-354-5220 x 11402

VI. Core Principles

1. The MPO wishes to establish a Government-to-Government relationship and communication protocol in recognition of the principle of Tribal sovereignty.
2. The MPO recognizes that good faith, mutual respect, and trust are fundamental to meaningful collaboration and communication between governmental entities.

PUBLIC PARTICIPATION PLAN

3. Formal communication and consultation will take place between the MPO Chair or Vice Chair and the Tribal Chair or Assistant/Vice Chair. Written notification in the form of an email or letter requesting consultation may be initiated by either the Tribal government or the MPO and should include the following information:
 - Identify the proposed action, program or project requiring consultation; and
 - Identify the personnel authorized to consult on behalf of the MPO and the Tribe.
4. Informal Communications may occur between MPO and designated Tribal staff members on an as-needed basis. The MPO will include designated Tribal staff members or representatives on email distribution lists to receive notifications of all upcoming MPO advisory committee and Board meetings. MPO staff will provide convenient access to meeting agendas and packets for review and be available to answer questions.

VII. **Application of Tribal Consultation Policy**

1. The MPO will make a good-faith effort to review all proposed plans, policies, rulemakings, actions or other aspects of the transportation planning process that may affect or impact Tribal resources and determine whether Tribal consultation or collaboration may assist in the process. The MPO will notify Tribal governments and inquire whether Tribal consultation should occur. Tribal Officials have the discretion whether to engage in the consultation process. Consultation will be initiated by formal, written request.
2. If the MPO does not receive a response from a Tribe requesting a response to a proposed plan, project or other matter that may affect or impact a Tribal government, the MPO is encouraged to follow up further with the Tribal government to ascertain its level of interest. If no response is provided, the MPO believes that it is only appropriate to move forward after the following: (a) directly contacting a Tribal government authorized representative to solicit its participation, review and comment after providing sufficient time for the Tribe's review and response; (b) that the direct communication/request for information or comment include a date when the MPO would like the response; and (c) that a minimum of thirty (30) days be provided for the Tribal government to provide for requests for information, or review and comment on draft documents.
3. The MPO recognizes that formal consultation may not be required in all situations or interactions. Tribal staff members and MPO staff may communicate on an as-needed basis. These communications do not negate the authority of the MPO and the Tribes to pursue formal consultation.
4. This policy will not diminish any administrative or legal remedies otherwise available by law to the MPO or the Tribe. This policy shall not be construed to waive the sovereign immunity of any party or create a cause of action for either party for failing to comply with this policy.
5. This policy is a working document and may be revised as needed. The MPO will consult periodically with the Tribes to evaluate its effectiveness and determine the need for revision.
6. The policy shall become effective upon the date signed by the MPO Chair following approval by the MPO Board.

**APPENDIX B: LEE COUNTY MPO/COLLIER MPO INTERLOCAL
AGREEMENT**

PUBLIC PARTICIPATION PLAN

INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING AND COORDINATION BETWEEN THE COLLIER AND LEE COUNTY MPOS

AMENDED March 20, 2009

This INTERLOCAL AGREEMENT (hereinafter the Agreement) is made and entered into as of March 20, 2009 by and between the Collier Metropolitan Planning Organization (hereinafter the Collier MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

Whereas, the Lee County and Collier Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral and Bonita Springs-Naples Urbanized Areas; and

Whereas, the 2000 Census, while identifying distinct and separate Bonita Springs-Naples and Cape Coral Urbanized Areas, also determined that the Naples Urbanized Area had expanded into the metropolitan planning area of the Lee County MPO to become the Bonita Springs-Naples Urbanized Area; and

Whereas, the elected and appointed officials comprising the policy boards of the Collier MPO and the Lee County MPO recognize the benefits of regional cooperation; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff not to pursue consolidation of the MPOs or alter their common metropolitan planning area boundary; and

Whereas, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

Whereas, by Joint Resolution 2003-1 adopted on February 14, 2003 by the Collier MPO and on March 21, 2003 by the Lee County MPO the parties agreed that the MPOs would continue coordination efforts by having a member of each MPO's staff serve as a voting member of the other's technical advisory committee and by holding joint MPO policy board meetings at least annually, and when necessary to resolve otherwise irresolvable differences; and

Whereas, staff and policy board members from both the Collier and Lee County MPOs also already coordinate regional transportation issues through participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, and the Southwest Florida Regional Planning Council (SWFRPC); and

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Whereas, the Collier and Lee County MPOs are currently cooperating with each other in the development of a single bi-county travel demand model for use in the 2035 updates of both their long range transportation plans; and

Whereas, the Collier MPO and Lee County MPO both received letters from the District One Secretary in October 2003 asking them to enter into a more formal interlocal agreement to develop a joint long range transportation plan, joint regional priorities, a joint regional public involvement process, and a joint regional model, and specifying time frames for their completion; and

Whereas, at their October 17, 2003 joint meeting, the Collier and Lee County MPOs directed their staffs to develop such an agreement; and

Whereas, the Collier and Lee County MPOs executed such an agreement on January 27, 2004 and amended it in January 2006; and

Whereas, certain provisions of the amended agreement now need updating;

NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Collier MPO and Lee County MPO hereby agree as follows:

Section 1. Authority. This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organization, and 163.01, Florida Statutes, relating to interlocal agreements.

Section 2. Purpose. The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Collier and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. 450.312, and the goals and requirements of the Transportation Equity Act for the 21st Century and its successor legislation. More specifically, this Agreement establishes the commitment by the parties to develop joint regional transportation planning products and processes for the bi-county region of Collier and Lee Counties and provides targeted timeframes for the accomplishment of these products and processes. This Agreement incorporates the provisions of and supersedes Joint Resolution 2003-1 of the Collier and Lee County MPOs.

Section 3. Staff-level Coordination. Each party will continue to maintain a representative of the other party's staff agency as a voting member of its Technical Advisory Committee.

Section 4. Joint Meetings and Quorum Requirements. Joint meetings of the governing boards, and advisory committees of the Collier and Lee County MPOs will be held at least annually. Quorum requirements for each MPO's Technical Advisory Committee at the joint

meetings will be ½ its membership after leaving out the FDOT, SWFRPC and MPO staff representatives from the quorum calculations. However, during voting on any items, while the FDOT and SWFRPC representatives will each have a single vote, MPO representatives will abstain from voting as they provide the administrative support at these meetings. Quorum requirements for each MPO's Citizens Advisory Committee at the joint meetings will be seven (7) for the Lee CAC and four (4) for the Collier CAC.

Section 5. Planning Products and Timeframes. The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning products by the target dates set out by each product described below:

(a) Joint Regional Transportation Model

The parties are working together to develop a coordinated update to the bi-county model to 2035 using the same consultant. The 2035 Long Range Transportation Plans are targeted to be completed by December 2010.. The standing joint Model Coordination Committee, comprising representatives of the Collier MPO, Lee County MPO, Collier County Department of Transportation, Lee County Department of Transportation, a City representative from each MPO, Southwest Florida Regional Planning Council, and FDOT, will oversee and coordinate the development, validation, use, maintenance, and future improvement of this model. The parties agree to continue to support and coordinate all travel demand modeling activities through this committee, which will continue to meet at least twice a year to maintain and update the joint model.

(b) Joint Regional Long Range Transportation Plan (LRTP)

The parties will continue to maintain and update as necessary the Joint Regional Multi-Modal Transportation System. The system will continue to remain a component of each MPO's LRTP and will continue to identify a two-tiered network of regionally significant transportation corridors, facilities, and services. The first order network comprises those corridors, facilities, and services that are of importance and concern to both parties. The second order network comprises the remaining corridors, facilities, and services deemed regionally significant. This system may subsequently be reconsidered and revised as necessary, at the request of either MPO.

During the development of each MPO's 2035 LRTP update, the parties agree to identify where improvements to the first order network may be needed, to propose and test appropriate alternative system improvements, and update the current joint regional long range transportation plan addressing those needs. The parties further agree to incorporate this regional plan in the updates of their own LRTPs, and to agree on any

refinements or modifications to the regional plan that either MPO may wish to include in its LRTP prior to or concurrent with the adoption of their LRTPs. The joint regional long range transportation plan shall be published in and adopted as part of each MPO's LRTP. The target date for adoption of the initial LRTPs thus coordinated is December 2010.

The parties agree that subsequent amendments to their LRTPs affecting the joint regional long range transportation plan must be approved by both MPOs' governing boards.

(c) Joint Regional Project Priorities

On the basis of the Joint Regional Multi-Modal Transportation System addressed in paragraph 5(b) above, the MPOs agree to continue adopting priorities for funding unprogrammed improvements on the identified first order network that will be competing for statewide discretionary funding within the next six fiscal years, and include said projects in the respective MPO's project priorities adopted in the summer. The MPOs also agree to continue adopting priorities jointly for improvements to transportation facilities and services on the identified first and second order networks that are competing for funding through the state's Transportation Regional Incentive Program (TRIP). Both sets of Joint Regional Project Priorities must be adopted by each MPO's governing board. Either MPO governing board may require that the Joint Regional Project Priorities be reconsidered at any time. This collaboration and the products developed will recur each subsequent year during the duration of this Agreement and will be a continuing obligation and commitment.

(d) Joint Regional Public Involvement Process Component

The parties will collaborate to maintain the Joint Regional Public Involvement Component which shall continue to be included in each MPO's existing Public Involvement Plan. This Joint Regional Component prescribes public notice and outreach actions and measures to assure public access and involvement for all joint regional activities including development of the Joint Regional Long Range Transportation Plan component and annual regional priority list within the bi-county area. Any amendments to this Joint Regional Public Involvement Process Component must be approved by both MPO's governing boards'.

(e) Joint Regional Web Page

The parties will collaborate to maintain the Collier and Lee County MPO Joint Regional Web Page. The Web Page is hosted in the Lee County MPO Web Site, and maintained and updated as necessary by Lee County MPO staff. A link to this web page will continue to be provided in the Collier MPO Web Site.

Section 6. Staff Services and Costs. The directors and staffs of each MPO will be responsible for development and maintenance of the joint regional products identified in this Agreement, subject to review and final approval by each MPO governing board. In this regard, each MPO will cooperate to assign and share equitably the needed staff resources to accomplish these regional efforts as specified in their respective Unified Planning Work Programs (UPWP). The cost of staff or consultant services provided by one party for the mutual benefit of both parties shall be split between the parties in proportion to their annual allocations of FHWA planning funds as shown in their latest adopted Unified Planning Work Programs. Similarly, direct costs for the joint regional efforts and products identified in this Agreement will be split between the parties in proportion to their annual allocations of FHWA planning funds.

Either party may also provide staff services to, or provide for the use of its consultants by, the other party, in which event the benefiting party shall reimburse the party providing the services for its full cost of the services rendered, including any associated direct expenses and any applicable share of personnel benefits and allocated indirect costs. The parties agree to invoice each other at the end of each monthly or quarterly accounting period for all expenses thus incurred on the other's behalf during that period. The parties further agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking federal, state and local funding for the joint regional products to be developed.

Section 7. Conflict Resolution. The parties to this Agreement concur that if an issue is otherwise irresolvable, their staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agree to submit the issue to the Southwest Florida Regional Planning Council for non-binding arbitration. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek declaratory judgment as provided in Chapter 86, Florida Statutes.

Section 8. Duration of Agreement. This Agreement shall have an initial term of five (5) years, commencing on the date first above written, and shall automatically renew at the end of five (5) years for an additional five (5)-year term and every five years thereafter unless terminated or rescinded as set out in Section 10, herein. Prior to the end of each five (5)-year term, the parties shall reexamine the terms hereof for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 9. Modification. This Agreement may be modified at any time, but only by a new or addendum interlocal agreement duly signed by both parties.

Section 10. Termination-Rescission. This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

Section 11. Liability. The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between one or more of the parties by the actions or omissions of its individual employees or

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agents acting pursuant to the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes each party agrees to indemnify, hold harmless and defend the other party against any claims or causes of action based upon the individual acts or omissions of its employees or agents.

Section 12. Notice. Any notice provided for herein, including the written notice referenced in Section 10 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:


Director
Collier MPO
2885 South Horseshoe Drive
Naples, Florida 34104

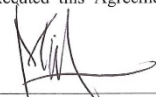
Director
Lee County MPO
1926 Victoria Avenue
Fort Myers, Florida 33901-3414

Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.

As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Collier and Lee Counties, Florida.

IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized officials as of the day and year written below.


Commissioner Halas, Chair
Collier MPO
March 20, 2009


Michael Flanders, Chair
Lee County MPO
March 20, 2009

Approved as to form and legal sufficiency:


Scott R. Teach, Asst Collier County Attorney


Jed Schneck, Lee County MPO Attorney

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APPENDIX C. Limited English Proficiency Plan

LIMITED ENGLISH PROFICIENCY PLAN

The Collier Metropolitan Planning Organization (MPO) is responsible for a continuing, cooperative, and comprehensive transportation planning process in Collier County (as well as a small portion of Lee County included in the MPO's Planning Area). This planning process guides the use of federal and state dollars spent on existing and future transportation projects or programs, and the **Limited English Proficiency (LEP) Plan** plays an integral role in this process. This document will detail the LEP Plan, developed in conjunction with best practice standards for public involvement.

Introduction

On August 11, 2000, President William J. Clinton signed an executive order, **Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency**, to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This executive order stated that individuals who do not speak English well and who have a limited ability to read, write, speak, or understand English are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter. It reads in part,

"Each Federal agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities."

Not only do all federal agencies have to develop LEP Plans, as a condition of receiving federal financial assistance, but also state and local recipients are required to comply with Title VI and LEP guidelines of the federal agency from which they receive funds.

Federal financial assistance includes grants, training, use of equipment, donations of surplus property and other assistance. Recipients of federal funds range from state and local agencies to nonprofits and other organizations. Title VI covers a recipient's entire program or activity. This means all components of a recipient's operations are covered. Simply put, any organization that receives federal financial assistance is required to follow this Executive Order.

The US Department of Transportation (DOT) published: **"Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Person"** in the December 14, 2005 Federal Register. The guidance explicitly identifies MPOs as organizations that must follow this guidance:

The guidance applies to all DOT funding recipients, which include state departments of transportation, state motor vehicle administrations, airport operators, metropolitan planning organizations, and regional, state, and local transit operators, among many others. Coverage extends to a recipient's entire program or activity, i.e., to all parts of a recipient's operations. This is true even if only one part of the recipient receives the Federal assistance. For example, if DOT provides assistance to a state department of

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transportation to rehabilitate a particular highway on the National Highway System, all of the operations of the entire state department of transportation—not just the particular highway program or project—are covered by the DOT guidance.

The intent of this **Limited English Proficiency Plan** is to ensure access to the planning process and information published by the MPO where it is determined that a substantial number of residents in the Collier MPO Planning Area do not speak or read English proficiently. The production of multilingual publications and documents and/or interpretation at meetings or events will be provided to the degree that funding permits based on current laws and regulations.

Laws and Policies Guiding Limited English Proficiency Plans

As part of Metropolitan Planning Organization certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the *LEP Plan* will be assessed and evaluated. The following matrix illustrates these laws, policies and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds
Provides protection on the basis of race, color, and national origin	Provides protection on the basis of national origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria
<i>Annual Accomplishment and Upcoming Goals Report to FHWA</i>	<i>Annual Accomplishment and Upcoming Goals Report to FHWA</i>

Who is an LEP individual?

As defined in the 2000 United States Census, it is any Individual who speaks a language at home other than English as his/her primary language, **and** who speaks or understands English 'not well' or 'not at all'.

Determining the need

As a recipient of federal funding, the MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the **Federal Register/ Volume 70, Number 239/ Wednesday, December 14, 2005/ Notices**, there are four factors to consider in determining "reasonable steps".

- Factor 1 - The number and proportion of LEP persons in the eligible service area;
- Factor 2 - The frequency with which LEP persons encounter MPO programs;

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- Factor 3 - The importance of the service provided by MPO programs;
- Factor 4 - The resources available and overall cost to the MPO.

The DOT Policy Guidance gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above. The following is an assessment of need in Collier MPO's Planning Area in relation to the four factors and the transportation planning process.

LEP Assessment for the Collier MPO

Factor 1. The Number and proportion of LEP persons in the eligible service area

The first step towards understanding the profile of individuals who could participate in the transportation planning process is a review of Census data. Tables 1 and 2 on the following pages display the primary language spoken and number of individuals that are LEP. In Collier County, between 2010 and 2016, the number of people who speak a language other than English at home increased by 16,000 while the number of people who speak English less than "very well" decreased by 1,000.

For our planning purposes, we are considering people that speak English 'less than very well' and only the top four language groups are included in the analysis.

Table 1, derived from the 2016 American Community Survey (ACS) 5-year Estimates conducted by the US Census, shows the number and percent of the population, with regard to their English language skills, for the cities and unincorporated portions of Collier County as well as for the County as a whole. In unincorporated Collier County, 15.7% of the population age 5 years or older speak English less than "very well", compared to 14.5 for the entire County ²

Table 1: Limited English Proficient Persons in the MPO Planning area and local jurisdictions				
2016 American Community Survey – US Census - 5-year estimates				
Jurisdiction	Population	Population 5 years and over	Number of LEP Persons (5 years and over)	Percentage of LEP Persons (5 years and over)
Everglades City	232	228	11	4.8%
City of Naples	20,980	20,510	828	4.0%
City of Marco Island	17,361	17,135	1,115	6.5%
Unincorporated Collier County	309,663	293,645	46,143	15.7%
Collier County	348,236	331,518	48,097	14.5%

Table 2 shows the number and percent of LEP persons by language spoken at the individual's home. Of the LEP persons within Collier County, 23.4% speak Spanish at home making this the most significant percentage of the area's population. The second most common language at home is Other Indo-European

² 2016 American Community Survey (ACS) 5-year Estimates, Tables B01003, S1601.

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languages at 7.8%; Asian and Pacific Islander languages represent 0.9% of the “other” languages spoken at home.

Table 2: Language Spoken at Home by LEP Persons - Collier MPO Planning Area 2016 American Community Survey, 5-year Estimates, US Census				
LEP Persons	Spanish Language	Other Indo-European Languages	Asian & Pacific Islander Languages	Other Languages
5 years and over - Everglades City	9	7	0	0
5 years and over - City of Naples	658	1,216	83	14
5 years and over - Marco Island	1,162	1,006	176	71
5 years and over – Unincorporated County	75,843	23,630	2,750	764
5 years and over - Total	77,672	25,859	3,009	849
Percent of Total Population 5 years and over	23.4%	7.8%	0.9%	0.3%

Factor 2. The frequency in which LEP Persons encounter MPO programs

The MPO documents phone inquiries, public meetings and office visits. To date, the MPO has had no requests for interpreters and no requests for translated program documents or publications by either individuals or groups.

Factor 3. The importance of the service provided by the MPO program

MPO programs use federal funds to plan for future transportation projects, and therefore do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Further, the MPO does not conduct required activities such as applications, interviews or other activities prior to participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary.

However, the MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice program and policy. The impact of proposed transportation investments on underserved and under-represented population groups is part of the evaluation process in use of federal funds in three major areas for the MPO:

- the biennial Unified Planning Work Program,
- the five-year Transportation Improvement Program,
- the Long-Range Transportation Plan, covering 20+ years.

Inclusive public participation is a priority consideration in other MPO plans, studies and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The

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MPO is concerned with input from all stakeholders and makes every effort to ensure that the planning process is as inclusive as possible.

TRANSLATION OF MPO DOCUMENTS IS NOT
CONSIDERED TO BE WARRANTED AT THIS TIME.

THE MPO WILL CONTINUE EFFORTS TO
COLLABORATE WITH STATE AND LOCAL AGENCIES
TO PROVIDE LANGUAGE TRANSLATION AND
INTERPRETATION SERVICES WHEN PRACTICAL
AND FUNDING IS AVAILABLE

As a result of the long range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4. The resources available and overall MPO cost

Given the size of the LEP population in the MPO area, the current financial constraints of the MPO and the expense of full multi-language translations of large transportation plan documents and maps which have frequent changes and are not often used by the public, translation of MPO documents is not considered to be warranted at this time.

The MPO will continue efforts to collaborate with state and local agencies to provide language translation and interpretation services when practical and funding is available. Spanish and other language outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible. The MPO will monitor increases in the LEP population and adjust its LEP policy accordingly. If warranted in the future, the MPO will consider new techniques to reach the LEP population, such as (1) the translation of executive summaries for key MPO documents, such as the Long Range Transportation Plan, the Transportation Improvement Program, and the Public Involvement Plan, and (2) the translation of document summaries, brochures or newsletters, which are designed to capture significant points of the full document. Additionally, the MPO currently has an employee that is fluent in both English and Spanish. In addition, Collier County Growth Management Division and the Alternative Transportation Modes Department have employees fluent in English, Spanish and Haitian Creole, and are available as interpreters as needed.

MEETING THE REQUIREMENTS

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. All language access activities detailed below will be coordinated in collaboration with the MPO Board and staff.

Safe Harbor Stipulation

Federal law provides a 'safe harbor' stipulation so recipients of federal funding can ensure compliance with their obligation to provide written translations in languages other than English with greater certainty. A 'safe harbor' means that as long as a recipient (the MPO) has created a plan for the provision of written

translations under a specific set of circumstances, such action will be considered strong evidence of compliance with written translation obligations under Title VI.

However, failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides for recipients a guide for greater certainty of compliance in accordance with the four-factor analysis. Evidence of compliance with the recipient's written translation obligations under 'safe harbor' includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less of eligible persons served or likely to be affected. (Note: At this time, data on area language groups indicates that this requirement does not apply.) Translation also can be provided orally. The 'safe harbor' provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and reasonable to provide.

Providing Notice to LEP Persons

US DOT guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of services available free of charge in a language the LEP persons would understand. Example methods for notification include:

1. Signage that indicates when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community-based organizations and other stakeholders to inform LEP individuals of MPO services and the availability of language assistance;
4. Using automated telephone voice mail or menu to provide information about available language assistance services;
5. Including notices in local publications targeting Spanish-speaking and Haitian-Creole-speaking audiences in languages other than English;
6. Providing notices on non-English-language radio and television about MPO services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community-based organizations (CBO).

If deemed essential in the future in light of revised census data, the MPO will publicize the availability of interpreter services, free of charge, at least 7 days prior to MPO Board and committee meetings, workshops, forums or events which will be noticed on the MPO website, in meeting notices (packets), and using the following additional tools as appropriate:

- signage
- public outreach materials
- community-based organizations
- local publications as referenced above
- Non-English-language radio and television

The MPO defines an interpreter as a person who translates spoken language orally, as opposed to a translator, who translates written language and transfers the meaning of written text from one language into another. The MPO will request language interpreter services from Collier County staff, as needed, and will reciprocate by making MPO staff available as needed. As covered under Title VI requirements for

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nondiscrimination, at each meeting, the MPO will provide Title VI material and include this material in an alternative language when applicable.

Language Assistance

A goal of the PPP is to provide user-friendly materials that will be appealing and easy to understand. The MPO will provide on an “as needed” basis, executive summaries in alternative formats, such as brochures or newsletters, depending on the work product.

MPO Staff Training

This LEP Plan is incorporated in the PIP to maintain meaningful access to information and services for LEP individuals, the MPO will properly train its employees to assist in person, and/or by telephone, LEP individuals who request assistance. MPO Board members will receive a briefing on the PIP & LEP Plan, assuring that they are aware of and understand how the PIP implements the LEP Plan.

APPENDIX D. NONDISCRIMINATION PLAN AND COMPLAINT PROCEDURE

Title VI Nondiscrimination Program Policy and Complaint Procedure

Introduction

The Collier MPO is a recipient of federal funds from the U.S. Department of Transportation modal agencies, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All recipients of federal funding must comply with the requirements of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes, regulations and authorities. This Implementation Plan describes how the Department effectuates nondiscrimination in the delivery of its federally assisted programs, services and activities. The Plan includes the structure of the MPO's Title VI/Nondiscrimination program as well as the policies, procedures and practices that the Department uses to comply with nondiscrimination requirements. The Plan is intended to be a living document, regularly policed and updated by the Department to meaningfully reflect the program as it changes and grows. Anyone wishing to provide input into the Department's Title VI/Nondiscrimination Implementation Plan is encouraged to contact the Title VI/Nondiscrimination Program Coordinator, Anne McLaughlin at AnneMcLaughlin@colliercountyfl.gov or 239-252-5884 or by writing at 2885 South Horseshoe Drive, Naples, FL 34104.

Policy Statement

It is the policy of the MPO to comply with all federal and state authorities requiring nondiscrimination, including but not limited to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975 and Executive Order 12898 (Environmental Justice) and 13166 (Limited English Proficiency). The MPO does not and will not exclude from participation in; deny the benefits of; or subject anyone to discrimination on the basis of race, color, national origin, sex, age, disability or income. In addition, the MPO complies with the Florida Civil Rights Act, and does not permit discrimination on the basis of religion or family status in its programs, services or activities.

The Collier MPO has adopted the Florida Department of Transportation's (Department) Title VI/Nondiscrimination policy and ADA policy by reference. Topic No.:275-010-010-f--Title VI Program and Related Statutes-Implementation and Review Procedures.

The Department's Title VI/Nondiscrimination policy and ADA policy statement may be found at: [US DOJ Title VI Nondiscrimination Policy](#). Those requiring information in alternative formats or in a language subject to the Department's Limited English Proficiency (LEP) Plan, should contact the Title VI/Nondiscrimination Coordinator.

MPO DISCRIMINATION COMPLAINT PROCEDURE

Any person who believes that he or she, or any specific class of persons, has been subjected to discrimination or retaliation prohibited by the Title VI of the Civil Rights Act of 1964, as amended, and related statutes, under the MPO's planning process may file a written complaint.

The MPO encourages the filing of a complaint in writing which includes a name, address, and other information so that you may be contacted in regard to the matter. Please see the Title VI Complaint Form.

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The MPO will investigate complaints received no more than 180 days after the alleged incident. The MPO will process complaints that are complete.

- All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The MPO's Title VI Specialist will review every complaint to determine if our office has jurisdiction.
- Within ten (10) calendar days, the Title VI Specialist will acknowledge receipt of the allegation(s), inform the Complainant of action taken or proposed action to process the allegation(s), and advise the Complainant of other avenues of redress available, such as the FDOT's Equal Opportunity Office (EOO).
- The MPO has sixty (60) calendar days to investigate the complaint. If more information is needed to resolve the complaint, the MPO's Title VI Specialist will contact the complainant. The complainant has 10 business days from the date of the letter to send the requested information to the Title VI Specialist. If the Title VI Specialist is not contacted by the complainant or does not receive the additional information within 15 business days, the MPO may administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.
- At a minimum, the investigation will:
 - Identify and review all relevant documents, practices, and procedures;
 - Identify and interview persons with knowledge of the Title VI violation, including the person making the complaint, witnesses, or anyone identified by the complainant; anyone who may have been subject to similar activity or anyone with relevant information.
- Within ninety (90) calendar days of the complaint, the MPO's Title VI Specialist will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff members or other action will occur.
- If no violation is found and the complainant wishes to appeal the decision, he/she has fourteen (14) days after the date of the letter or the LOF to do so.
- If the issue has not been satisfactorily resolved through the MPO's investigation, or if at any time the person(s) request(s) to file a formal complaint, the recipient's MPO Title VI Specialist shall refer the Complainant to the FDOT's District One Title VI Coordinator for processing in accordance with approved State procedures.
- The MPO's Title VI Specialist will advise the FDOT's District One Title VI Coordinator within five (5) calendar days of the completed investigation. The following information will be included in every notification to the FDOT's District One Title VI Coordinator:

PUBLIC PARTICIPATION PLAN

- (a) Name, address, and phone number of the Complainant.
 - (b) Name(s) and address(es) of Respondent.
 - (c) Basis of complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation).
 - (d) Date of alleged discriminatory act(s).
 - (e) Date of complaint received by the recipient.
 - (f) A statement of the complaint.
 - (g) Other agencies (state, local or Federal) where the complaint has been filed.
 - (h) An explanation of the actions the recipient has taken or proposed to resolve the allegation(s) raised in the complaint.
- The MPO's Title VI Specialist will maintain a log of complaints received by the MPO. The log will include the following information:
 - Name of Complainant
 - Name of Respondent
 - Basis of Complaint (i.e., race, color, national origin, sex, age, disability, religion, familial status or retaliation)
 - Date complaint was received by the recipient
 - Date that the MPO Title VI Specialist notified the FDOT's District One Title VI Coordinator of the complaint
 - Explanation of the actions the recipient has taken or proposed to resolve the issue raised in the complaint

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes as part of the MPO planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Anne McLaughlin (239) 252-5884 by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104 or via email at: annemclaughlin@colliergov.net; or by contacting Brandy Otero, Principal Planner, by phone at 239-252-5859, in writing at the above address, or via email at: brandyotero@colliercountyfl.gov

Title VI Complaint Form

Before completing this form, please read the Collier MPO's Title VI Complaint Procedures located on our website or by visiting our office.

The following information is necessary and required to assist in processing your complaint. If you require assistance in completing this form, please contact us at the phone number listed. Complaints must be filed within 180 calendar days after the date alleged discrimination occurred.

Complainant's Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ Telephone _____

Numbers: Home _____ Work: _____ Cell: _____

E-mail Address: _____

Date of alleged discrimination: _____

Which of the following best describes the reason you believe the discrimination took place?

Was it because of your: Race/Color: _____ National Origin: _____

Person discriminated against (if someone other than complainant). Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Name _____

Address: _____

City: _____ State: _____ Zip Code: _____

Have you filed this complaint with any other federal, state, or local agency?

☐ Yes ☐ No

If yes, check each box that applies:

PUBLIC PARTICIPATION PLAN

☐ Federal Transit Administration

☐ Department of Transportation

☐ Dept. of Justice

☐ Equal Opportunity Commission

☐ Other: _____

Have you filed a lawsuit regarding this complaint?

☐ Yes ☐ No

In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of the allegations. Please also provide any other documentation that is relevant to this complaint.

Complainant's Signature

Date

APPENDIX E – TRADITIONALLY UNDERSERVED COMMUNITIES

Environmental Justice Communities / Traditionally Underserved Communities

The Federal Highway Administration (FHWA) advised the MPO during the quadrennial Transportation Management Area (TMA) review in 2016 to incorporate an analysis of Environmental Justice Communities and issues in all new plans and studies. The FHWA advised MPO staff to include the type of analysis conducted for the MPO's Transportation Disadvantaged Service Plan.

According to guidance published by the Florida Department of Transportation (FDOT), it is important to see Environmental Justice as an opportunity to make better transportation decisions by doing the following:

- Making transportation decisions that meet the needs of all people
- Designing facilities that fit into communities
- Enhancing the public involvement process and strengthening community-based partnerships
- Improving the tools for analyzing the impacts of transportation decisions on minority and low-income communities
- Partnering with other public and private agencies to leverage resources and achieve a common vision for communities

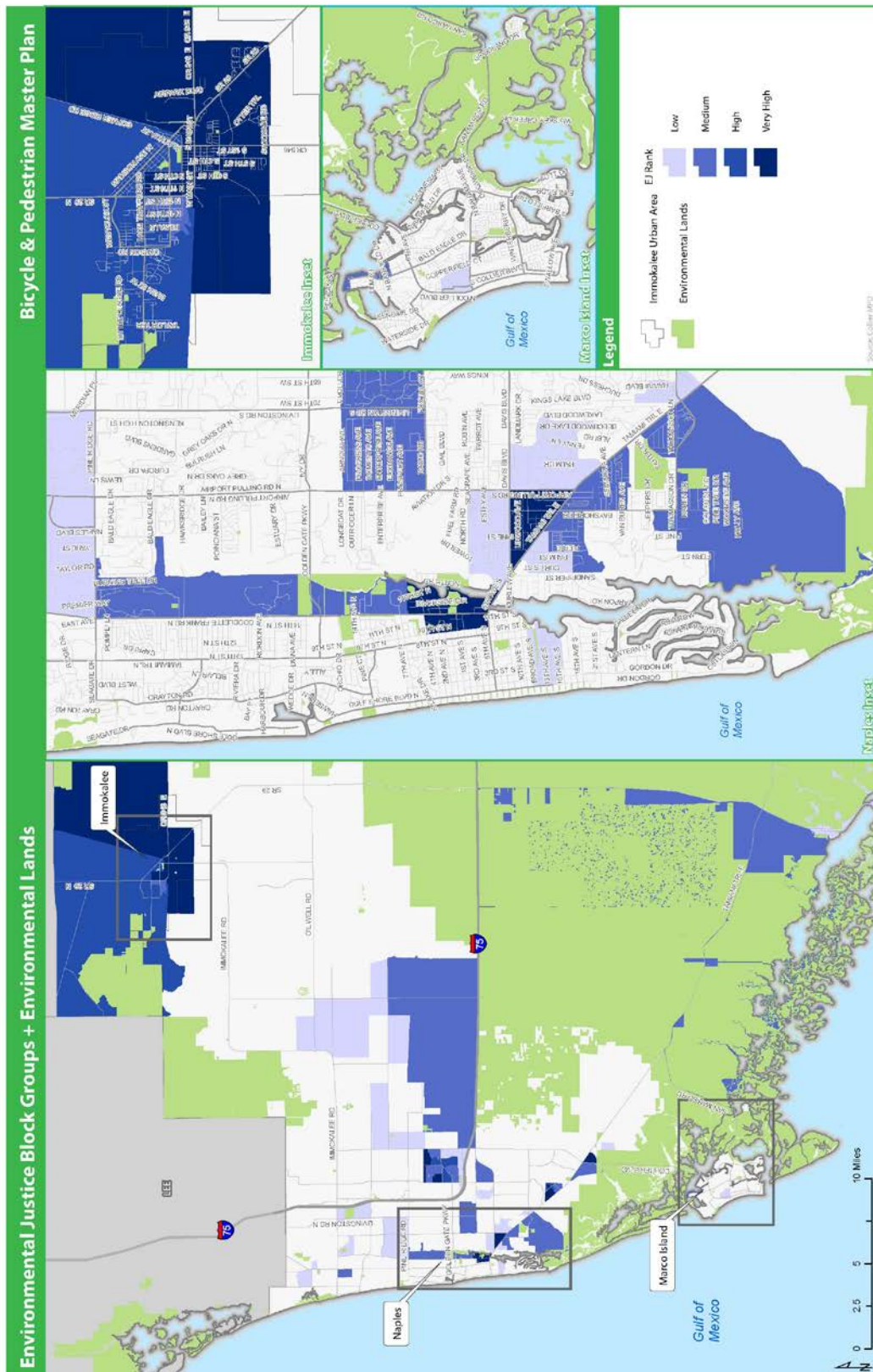
MPO staff began by reviewing the MPO's Transportation Disadvantaged Service Plan (TDSP), Major Update, adopted October 25, 2013 for maps showing *Populations in Poverty*, *Households with No Vehicles* and *Identified Areas of Need* as a starting point in identifying disadvantaged communities potentially underserved by transportation infrastructure and programs within Collier County.

FHWA advised using a variety of resources, and local knowledge to determine the location and needs of disadvantaged communities. MPO staff augmented the TDSP maps using the following sources:

- US Census Bureau *American Community Survey (ACS)*
- American Association of State Highway and Transportation Officials (AASHTO) *Census Transportation Planning Products (CTPP)*
- US Environmental Protection Agency (EPA) *Environmental Justice (EJ) Screening and Mapping Tool*
- MPO Advisory Committee review of findings (for local knowledge)

To address the issue of equity in terms of providing equal access to bicycle and pedestrian facilities County-wide, the MPO's previous identification of Environmental Justice (EJ) communities was updated for the Bicycle and Pedestrian Master Plan (2019). The EJ criteria used for the BPMP were minority status, poverty, no access to a vehicle, and limited ability to speak English. EJ areas were defined as areas where the criteria were 10% greater than the County average. The map on the following page shows the results of the EJ analysis. The map may be viewed in larger format on the MPO website.

PUBLIC PARTICIPATION PLAN



Environmental Justice (EJ) Communities, Collier County, 2019

APPENDIX F – STANDARD OPERATING PROCEDURES

PUBLIC PARTICIPATION PLAN UPDATES – PROCESS



LONG RANGE TRANSPORTATION PLAN - PROCESS

Major Updates & Amendments

- Major Update adopted every 5 years
- 20-year planning horizon

Public Outreach & Opportunities to Comment

- Schedule 1 or more public meetings, open houses, or workshops; provide notice at least 7 days in advance via website, email listserv & email to advisory committee members, Adviser Network, Tribal agencies
- Post interactive surveys, opportunities to comment, interactive maps, etc. on MPO website

Public Involvement Plan (PIP)

- See PIP for specific instructions & opportunities to comment
- Will include MPO hosting booths at various locations, such as farmers markets, bus transfer stations, street fairs: & MPO hosting virtual and actual public meetings

Public Comment Period

- Coincides with review of final draft by TAC & CAC, announced on website & via email to listserv(s) on date TAC/CAC agenda packets posted & distributed
- Comments received by MPO prior to posting MPO Board meeting packet will be addressed & reported in the packet
- Public may also comment at MPO Board Meeting

Administrative Modifications

- Minor revisions, do not require public review & comment; will be included in agenda packets to CAC/TAC and MPO Board as distribution items

TIP - PROCESS

Annual Update & Amendments

- Updated annually and adopted by MPO Board by June 30th then transmitted to FDOT for inclusion in State Transportation Improvement Program

Public Comment Period

- Coincides with review of final draft by TAC & CAC, announced on website & via email to listserv(s) on date TAC/CAC agenda packets posted & distributed
- Comments received by MPO prior to posting MPO Board meeting packet will be addressed & reported in the packet

Response

- MPO staff will respond in writing to input received from the public & report significant comments & staff's response to MPO Board in summary format as an appendix

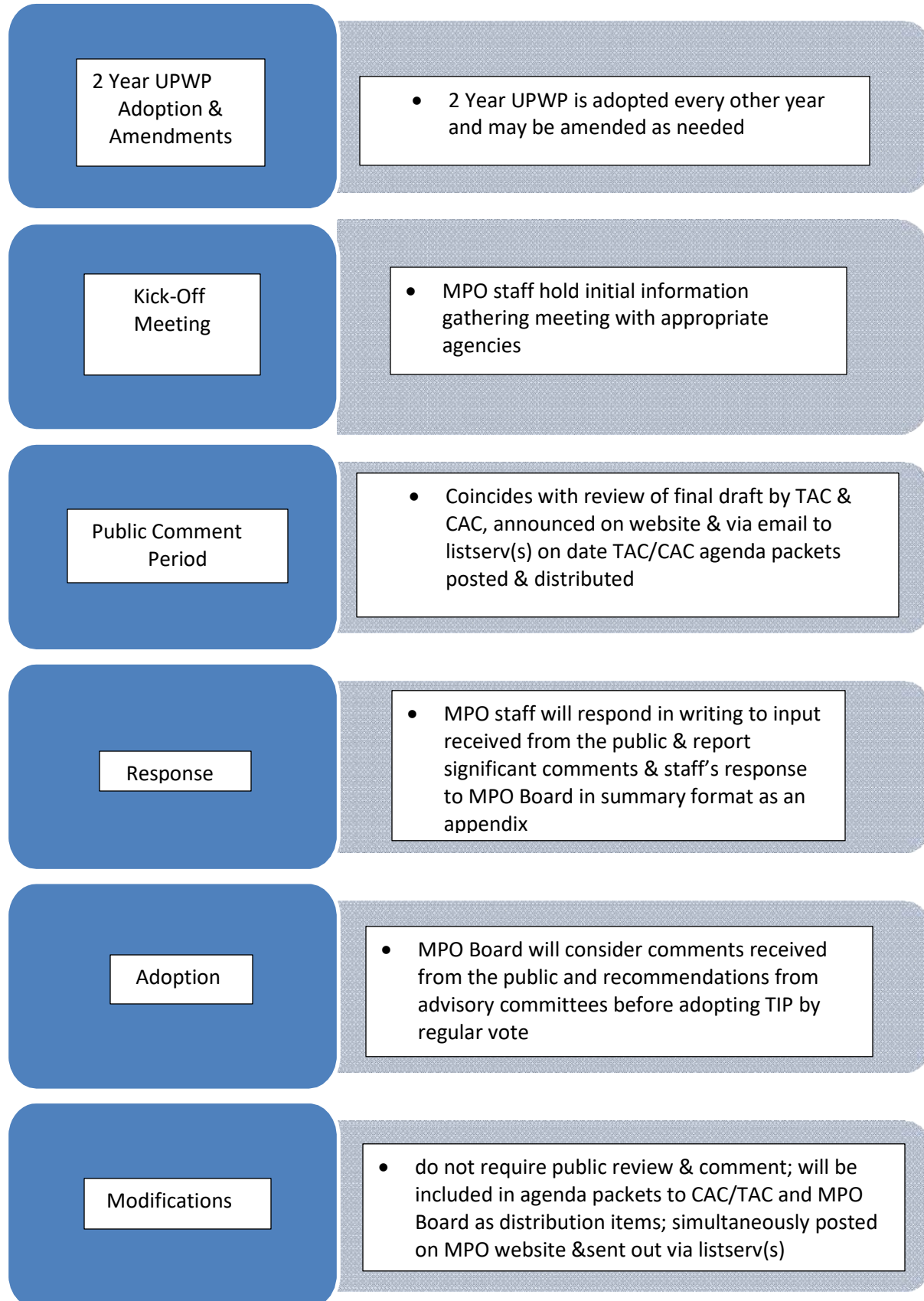
Adoption

- MPO Board will consider comments received from the public and recommendations from advisory committees before adopting TIP by a roll call vote

Administrative Modifications

- do not require public review & comment; will be included in agenda packets to CAC/TAC and MPO Board as distribution items; simultaneously posted on MPO website & sent out via listserv(s)

UNIFIED PLANNING WORK PROGRAM - PROCESS



TDSP – MAJOR & MINOR UPDATES - PROCESS

Major & Minor TDSP Updates

- Major Update adopted every 5 years
- Minor Update completed & adopted annually

Public Comment Period

- Major Update: 30-day comment period
- Minor Update: 14-day comment period-

Public Notice

- Post legal ad in Naples Daily News and on MPO website including opportunities to comment electronically on website
- Distribute copies of Update and/or QRC to LCB members and MPO listserv(s)
- Distribute copies of the Major TDSP Update and/or QRC on comment forms to local government agency offices and libraries
- Major update: Distribute flyers & comment forms on transit vehicles notifying riders of the comment period & adoption meeting & post flyers/posters at CAT transfer stations

Response

- MPO staff will respond in writing to public input received during the comment period
- When significant written and verbal comments are received, a summary, analysis or report will be included in an appendix to the plan

Adoption

- LCB will meet at end of public comment period & consider comments received before adopting TDSP by Roll Call vote
- MPO Board will ratify update after adoption by LCB; may occur on Consent Agenda

MISCELLANEOUS PLANS & DOCUMENTS - PROCESS

Miscellaneous Plans & Documents

- Congestion Management Process (CMP)
- Transit Development Plan (TDP)
- Topical Studies – such as Freight, Emerging Technologies, Road Safety Audits

Public Outreach - CMP

- CMP – Congestion Management Committee initiates; TAC/CAC review; MPO Board adopts (CMP)

Public Outreach - TDP

- FDOT, the Regional Workforce Development Board (CareerSource Southwest Florida) shall be advised of all public meetings where the TDP is to be presented or discussed and shall be given the opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and ten-year implementation plan
- Have TDP focused public involvement plan, approved by FDOT
- Public Transit Committee reviews in process managed by Collier County Public Transportation & Neighborhood Enhancement Division

Public Outreach – Topical Studies

- MPO staff initiates study
- Advisory committees review & comment
- Board accepts, approves or adopts final recommendations as appropriate

Public Comment Opportunities

- TDP - Transit Agency is authorized to establish time limits for receipt of comments (FAC 14.73.001)
- MPO staff follows notification requirements for advisory committees and Board
- Additional opportunity to comment posted on MPO website and sent to listserv(s) via email
- Topical Studies – MPO will host a discussion forum

Response

- MPO staff will respond in writing to input received from the public & report significant comments & staff's response to MPO Board in summary format as an appendix to the document

In the event that the MPO coordinates in the development, or share in the usage of a plan, study or document with other agencies, the MPO will follow the guidelines established in this PPP. Other agencies may have their own public involvement requirements and should comply with them separately.

BOARD & COMMITTEE MEETING NOTICE REQUIREMENTS

MPO Board
TAC, CAC
CMC
BPAC
Joint Collier/Lee
MPO Meetings

- Post agenda packet on MPO website 7 calendar days prior to meeting date
- Distribute packet via email to committee members & listserv(s) (hard copies provided on request to MPO staff)
- Distribute press releases

LCB Meetings

- Post legal ad in Naples Daily News & post agenda packet on MPO website 7 calendar days prior to date of meeting
- Distribute packet via email to committee members & listserv(s) (hard copies provided on request to MPO staff)

PUBLIC OUTREACH TECHNIQUES USED BY MPO

Website

- Enhanced – interactive maps, surveys, opportunities to comment
- Traditional – News, Plans, Studies, Committees, Bylaws, Meeting Calendar, etc.

Visualization Techniques

- Enhanced - video, simulation modes, animated graphics and 3D imaging
- Traditional – maps, pictures, graphics, logo

E-Notifications & Social Media

- Enhanced – Adviser Network listserv; Facebook, YouTube
- Traditional – Notification listserv; mail & hard copies available on request

Surveys & Polls

- Enhanced – Survey Monkey; & consultant supported project-specific
- Traditional – Person to person outreach; hard copies. booths. meetings

Partnering

- Enhanced – project-specific partnering
- Traditional – piggy-back on special events conducted by member entities

Public Television

- Enhanced - videos, Public Service Announcements
- Traditional – MPO Board Meetings Live & Archived

Comment
Forms

- Enhanced – on-line, electronic version
- Traditional – hard copy handouts at meetings, print and mail-in options

QR Codes

- Traditional – long-standing MPO practice of printing QR codes on cover pages of major documents

Orientations

- Traditional – long-standing MPO practice of conducting individual orientations for new Board and advisory committee members

Earned Media

- Enhanced – cultivate media contacts & provide background information on events
- Traditional – send press releases on events of general public interest

Project Specific Public Involvement Plans

- Traditional – long-standing MPO practice for major plans such as the LRTP, Community Walkability Studies and Bicycle and Pedestrian Master Plan

Monthly Newsletter

- Traditional – long-standing MPO practice; available in hard copy, posted to MPO website and distributed via email to Board, committees, listserv(s)

Public Workshops & Open Houses

- Traditional – long-standing MPO practice; generally held in the context of major plan development and consultant supported

Public Meetings

- Traditional – long-standing MPO practice; includes MPO and advisory committee meetings, project specific meetings generally held in context of major plan development

Community Outreach Events

- Traditional – long-standing MPO practice; may be linked to major plan development or opportunities for MPO staff to piggy-back on special events to increase general public

APPENDIX G – GROUPS, BUSINESSES, & AGENCIES CONSULTED WITH IN DEVELOPING THIS PLAN

The following groups, businesses and agencies are members of the MPO's Adviser Network, along with roughly 400 private citizens who received notification of the revisions and the opportunity to comment. Ms. Rae Ann Burton submitted the single public comment received, which is shown in Appendix H.

Federal Lands Management Agencies

- National Park Service (Everglades National Park and Big Cypress National Preserve)
- US Fish and Wildlife Service (Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge)

State Land Management Agencies

- National Estuarine Research Reserve – Rookery Bay and Cape Romano – Ten Thousand Islands Aquatic Preserve
- Collier-Seminole State Park
- Picayune Strand State Forest
- Fakahatchee Strand Preserve State Park
- Delnor-Wiggins Pass State Park
- Okaloacoochee Slough State Forest
- South Florida Water Management District

Land Management Nonprofit Agencies

- National Audubon Society – Corkscrew Swamp Sanctuary

Native American Tribes

- Miccosukee Tribe of Indians of Florida, Business Council
- Seminole Tribe of Florida, Chairman and General Counsel

MPO Advisory Committees

- Citizens Advisory Committee
- Technical Advisory Committee

MPO Adviser Network

- Immokalee and Bayshore Community Redevelopment Agencies
- Everglades Coordinating Council

PUBLIC PARTICIPATION PLAN

- Bike/Walk Lee County
- Collier County Sheriff's office
- Lighthouse of Collier
- Conservancy of Southwest Florida
- Naples Pathways Coalition
- Collier Homeless Coalition
- City of Bonita Springs
- Blue Zones Initiative of Southwest Florida
- Community Transportation Safety Team – Collier County
- Florida American Society of Landscape Architects
- South Florida Water Management District
- Golden Gate Estates Area Community Association
- National Alliance for Mental Illness – Naples
- St. Matthews House
- Audubon
- Collier Public Schools
- Arthrex

APPENDIX H: PUBLIC COMMENTS

COMMENT RECEIVED

From: Rae Ann Burton <raburton@embargmail.com>
Sent: Wednesday, April 08, 2020 6:23 PM
To: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>
Subject: Re: Additional Revisions to Public Participation Plan Proposed

Dear Ms. McLaughlin,

How can the public provide input in the MPO meetings if there is no public gathering?

There is also no agendas,for this virtual meetings.

I am concerned that there maybe issues that effect the quality of Collier County and the estates, and that the developers will use this non-public meetings to further their building of the dense Villages in the Estates and

get rezoning on residential and agricultural properties as there is no public to protest.

I realize that life must go on, but I also fear that issues that concern the Estates Residents will be approved without the

the residents knowing.

regards - Keep safe.

Rae Ann Burton

MPO RESPONSE

From: "Anne McLaughlin" <Anne.McLaughlin@colliercountyfl.gov>
To: "raburton" <raburton@embargmail.com>
Cc: "Brandy Otero" <Brandy.Otero@colliercountyfl.gov>
Sent: Thursday, April 9, 2020 10:26:38 AM
Subject: RE: Additional Revisions to Public Participation Plan Proposed

Good Morning Ms. Burton,

Please rest assured that we will keep everyone on our email distribution lists and visitors to the website informed about how the public can participate in the virtual meetings and will post and distribute agenda packets following our normal schedule - one week prior to a meeting. We are also making provisions in draft form for the MPO Board to vote on in June to revisit decisions made during the pandemic so that members of the public who don't have ready access to the internet can also participate.

PUBLIC PARTICIPATION PLAN

Please don't hesitate to call or email me or Brandy Otero with any concerns or questions you may have regarding MPO operations during and after the pandemic.

Regards,

Anne McLaughlin

Executive Director



MS. BURTON'S RESPONSE

Dated 4/9/20

Ms. McLaughlin,

Thank you very much for the information.

Keep Safe

Rae Ann Burton

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COMMITTEE ACTION
ITEM 7D

Provide Input on 2045 Long Range Transportation Plan (LRTP) Scenario Planning

OBJECTIVE: For the Committee to provide input on Scenario Planning for the 2045 LRTP.

CONSIDERATIONS: Refer to **Attachment 1** report entitled “Collier 2045 LRTP Process – Scenario Planning – Draft” dated 5/6/2020 from Jacobs.

STAFF RECOMMENDATION: That the Committee provide input on Scenario Planning for the 2045 LRTP.

Attachments:

1. Draft White Paper on Scenario Planning for the 2045 LRTP, by Jacobs, dated 5/6/20

Prepared By: Anne McLaughlin, MPO Director

WHITE PAPER - DRAFT

Collier 2045 Long Range Transportation Plan

Plan Process - Scenario Planning - Draft

PREPARED FOR: Collier MPO
PREPARED BY: Jacobs
DATE: 05/06/2020

Travel Demand and Forecasting

A major element of the 2045 Plan development is to identify growth patterns so that planners and officials will know where growth is forecasted to occur. This is helpful in the determination of transportation projects needed to accommodate that growth. To identify growth patterns, the MPO used Collier County's Interactive Growth Model (CIGM) which takes historical growth trends and local zoning and land use policies into account. The CIGM informed the establishment of the 2015 base year socio-economic variables and the geographic distribution of forecasted 2045 variables. The 2015 data was input to the travel demand model and the resulting traffic assignments were compared to known ground counts to calibrate and validate the models. Once the model was validated to be able to approximate current conditions, the 2045 forecast data was used as input to the transportation planning models to estimate capacity needs and project performance in the future year.

Travel Model Development Process

The FDOT Districtwide Regional Planning Model (D1RPM) is the primary travel forecasting tool for updating the 2045 Plan. In order to update the D1RPM, several coordination meetings were held with FDOT and Collier MPO staff on issues related to the model development process and the use of the model for developing the Needs Plan and the Cost Feasible Plan. Ongoing FDOT coordination efforts include providing additional model data and input assumptions to FDOT. The next steps in the process include the review of intermediate model data files provided by FDOT. Also, the traffic demand model and all Plan maps related to the Needs Plan and the Cost Feasible Plan will be created in a PDF format and a GIS platform. Refer to **Attachment 1** for the D1RPM Development Process chart and tentative schedule (provided by FDOT on 02/24/2020).

Alternative Scenario Development and Testing

Travel models follow a sequence of steps that simulate responses people make about how to travel, given various possible configurations of highway and transit service. These configurations are effectively "scenarios" of different travel networks that could exist in Collier County in the year 2045. Travel-network alternative scenarios are tested to see how they perform given a hypothetical distribution of people and their destinations across Collier County in 2045. Before any travel-network scenarios can be tested, the forecasted distribution of population, employment, shopping, schools, etc., for the year 2045 must be entered into the model. This dataset is referred to as socioeconomic (SE) data, which must be provided for each Traffic Analysis Zone (TAZ). FDOT runs the travel model for all MPOs in District One, but they rely on individual MPOs to provide forecasted SE data for 2045. The CIGM, prepared for Collier County in 2017 by Metro Forecasting Models, contributed to the development of the forecasted SE data for 2045 entered into the travel model.

Travel demand projections will be analyzed using the FDOT D1PRM relative to the performance measures and targets to determine where service deficiencies occur. **Table 1** summarizes the anticipated travel demand forecasting alternative scenarios that will be conducted by FDOT.

Table 1. Draft Alternative Scenarios for 2045

(to be run by FDOT)

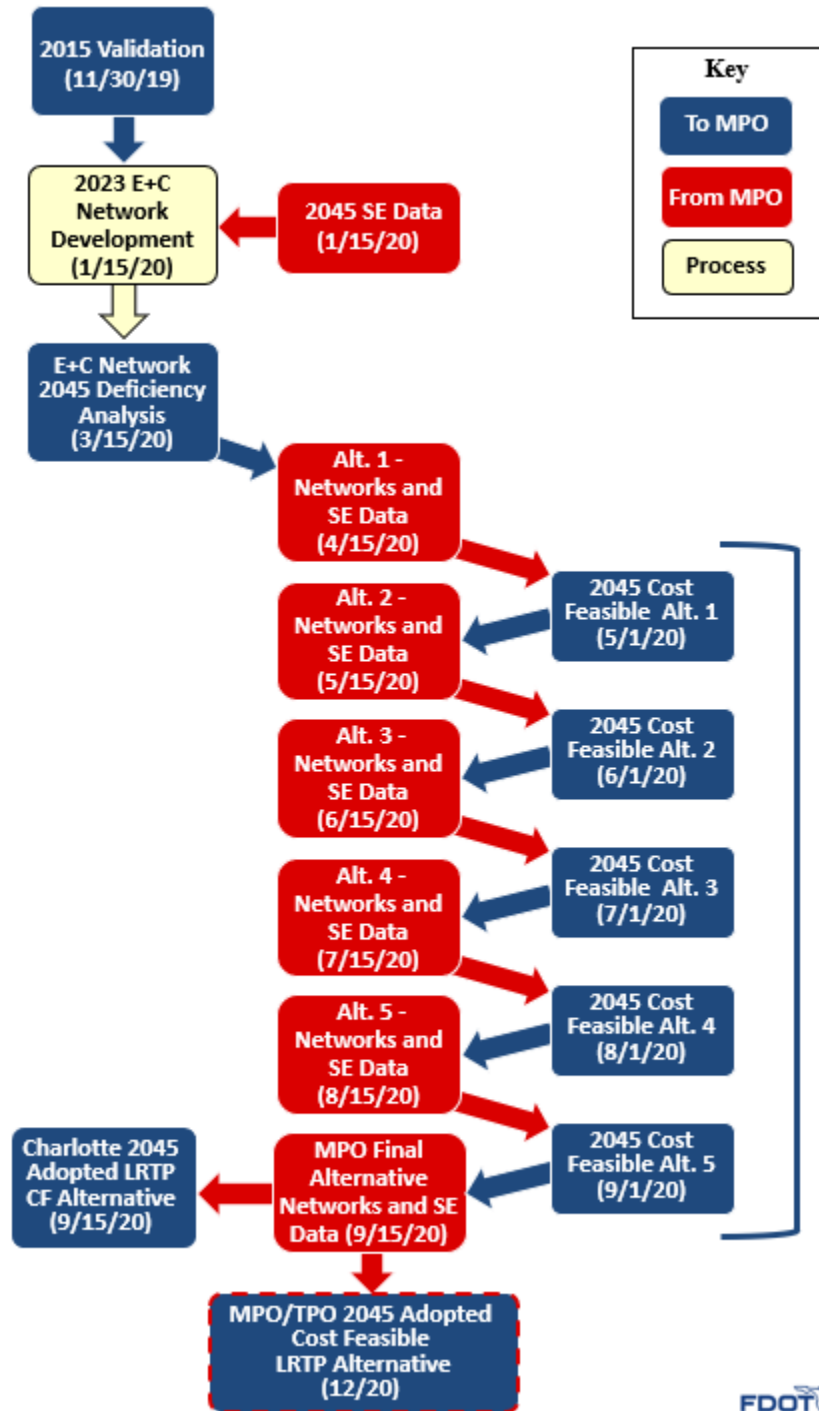
Alternative	Description
E+C Network (FDOT)	Initial Traffic Demand Model run is primarily to identify deficiencies using: <ul style="list-style-type: none"> a) Existing (2019) and Committed (2023) Transportation Network based on the current MPO Transportation Improvement Program and FDOT Work Program. b) 2045 SE Data based on BEBR Medium Projections Refer to Attachment 2.
Alternative 1 (FDOT)	Alternative 1 will evaluate the adopted 2040 LRTP needs network with 2045 SE Data to determine the impact of planned long-range projects on demand; includes: <ul style="list-style-type: none"> a) Needs network to relieve highway segments with poor level of service b) Capacity improvement projects c) New connectivity projects for parallel relievers Refer to Attachment 3.
Alternative 2 (FDOT)	Alternative 2 is similar to Alternative 1 Needs network, designed to test the performance of a list of proposed needed / financially unconstrained projects; may include: <ul style="list-style-type: none"> a) Additional capacity improvement projects (e.g., applying freeway design criteria to arterials, and overpasses) b) Innovative intersections projects (e.g., continuous flow intersections) c) Corridor Improvement Studies recommendations (e.g., Pine Ridge Rd and Immokalee Rd) d) Bus Rapid Transit Corridors (e.g., intermodal hubs, express service, park and ride system) consistent with Congestion Management Process (2017)
Alternative 3 (FDOT)	Final Needs Plan Network - designed to test the performance of a list of proposed needed / financially unconstrained projects
Alternative 4 (FDOT)	Draft Cost Feasible Network - designed to test the performance of a list of proposed financially constrained projects
Alternative 5 (FDOT)	Revised Draft Cost Feasible Network
MPO Final Alternative (FDOT)	Final Cost Feasible Network based on Final SE Data

WHITE PAPER - DRAFT

ATTACHMENT 1

District One 2045 Cost Feasible LRTP Model Development Process and Schedule (2/24/2020)

(Note: As of 5/1/2020, the 2045 Alternative 1 model data files are due from FDOT to MPO on 5/8/2020)



WHITE PAPER - DRAFT

ATTACHMENT 2

Collier MPO Year 2045 LRTP

COLLIER COUNTY

Base Year Changes (2010-2015)

ID#	Roadway	From	To	Improvement
	Interstate			
	Expressways/Toll Roadways			
	Federal and State			
10	SR 84	Santa Barbara Blvd	Radio Rd	Widen from 4 to 6 Lanes
11	SR 84	Radio Rd	Jayrose Pl	Widen from 4 to 6 Lanes
12	US 41	Collier Blvd	Joseph Ln	Widen from 4 to 6 Lanes
13	US 41	Joseph Ln	Greenway Rd	Widen from 2 to 4 Lanes
	County			
14	Collier Blvd	Golden Gate Main Canal	I-75	Widen from 4 to 8 Lanes
15	Collier Blvd	I-75	Davis Blvd	Widen from 4 to 8 Lanes
16	Oil Well Rd	Immokalee Rd	Everglades Blvd	Widen from 2 to 4 Lanes
17	Oil Well Rd	Oil Well Grade	Ave Maria Blvd	Widen from 2 to 4 Lanes
18	Vanderbilt Beach Rd	Airport Pulling Rd	Fontana Del Sol Way	Widen from 4 to 6 Lanes
	City of Naples			
	City of Marco Island			
	Everglades City			

Sources: Collier County AUIR 2010, 2014, 2015, and 2016

Collier MPO Year 2045 LRTP

COLLIER COUNTY

Existing (2015-2019)

ID#	Roadway	From	To	Improvement
Interstate				
19	I-75	North of SR 951	Golden Gate Pkwy	Widen from 4 to 6 Lanes
51	I-75	Golden Gate Pkwy SB Off Ramp	-	Interchange Improvement
Expressways/Toll Roadways				
Federal and State				
53	SR 29	Jefferson Ave	9th St	Add Turn Lanes
54	SR 82	Corkscrew Rd	-	Add Turn Lanes
20	SR 951	Manatee Rd	North of Tower Rd	Widen from 2 to 4 Lanes
County				
70	8th Street Bridge			Bridge
55	Airport Pulling Rd	North Horseshoe Dr	-	Intersection Improvements
21	City Gate Blvd Extension	White Lake Blvd	East of Brennan Dr	New 4-Lane Facility
22	Golden Gate Blvd	Wilson Blvd	20th St	Widen from 2 to 4 Lanes
56	Golden Gate Pkwy	Livingston Rd	-	Intersection Improvements
23	Logan Blvd	North of Immokalee Rd	Lee County Line	New 2-Lane Facility
24	Massey St / Woodcrest Dr	Calusa Pines Dr	Immokalee Rd	New 2-Lane Facility
57	Pine Ridge Rd	US 41	-	Intersection Improvements
25	Pristine Dr	Wolfe Rd	Vanderbilt Beach Rd	New 2-Lane Facility
26	Tree Farm Rd	Davila St	Massey St	New 2-Lane Facility
City of Naples				
City of Marco Island				
Everglades City				

Sources: FDOT Collier County Five Year Work Program FY 2014-2019, Collier County AUIR Five Year Work Program FY 2015-2019, Collier County MPO 2040 LRTP

Collier MPO Year 2045 LRTP

COLLIER COUNTY

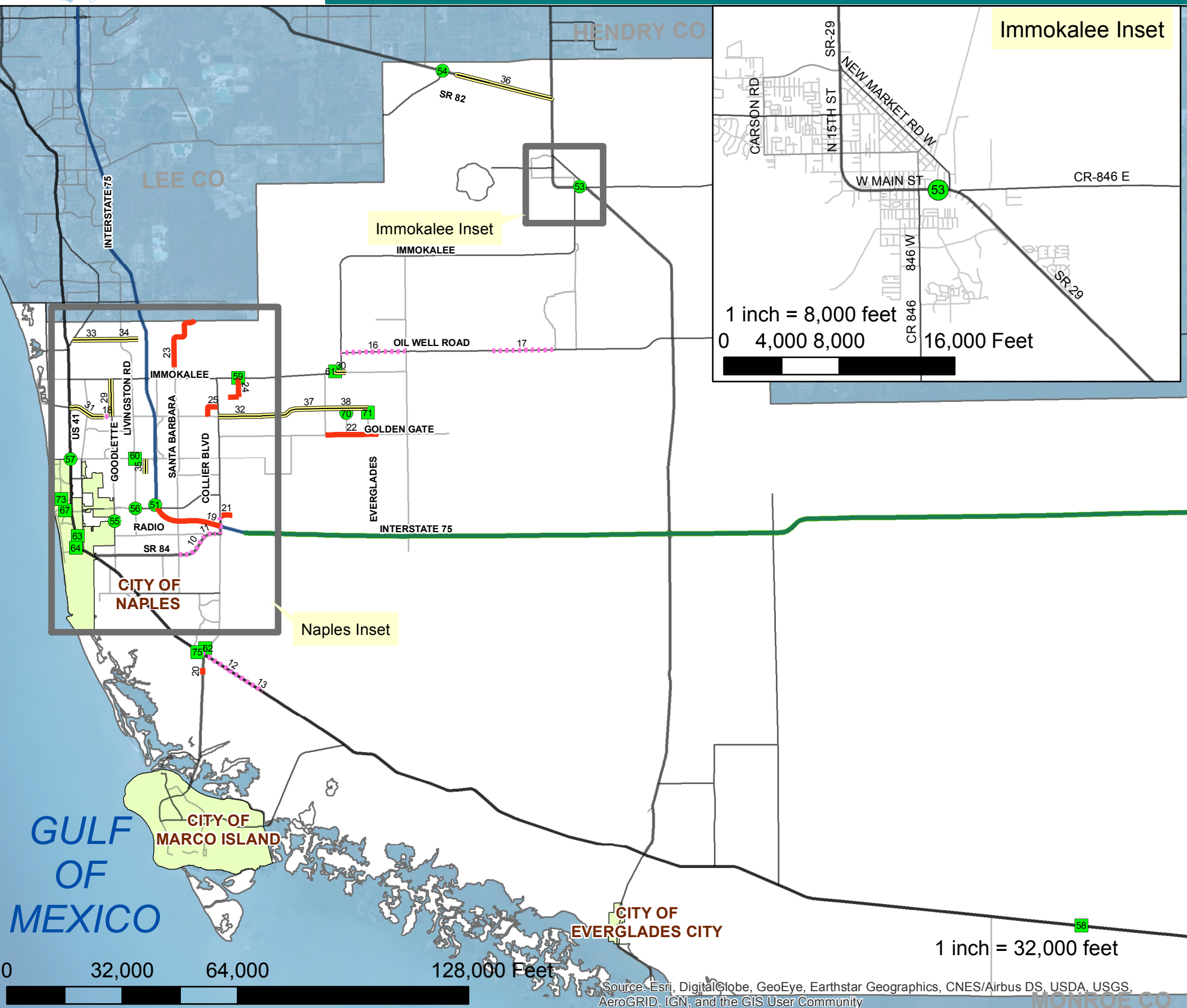
Committed (2019-2023)

ID#	Roadway	From	To	Improvement
	Interstate			
	Expressways/Toll Roadways			
	Federal and State			
36	SR 82	Gator Slough Lane	SR 29	Widen from 2 to 4 Lanes
58	US 41	Oasis Visitor Center	-	Add Left Turn Lane
	County			
71	16th Street Bridge	16th St	16th St	New Bridge
29	Airport Pulling Rd*	Vanderbilt Beach Rd	Immokalee Rd	Widen from 4 to 6 Lanes
59	Immokalee Rd	Woodcrest Dr	-	Intersection Improvements
60	Pine Ridge Rd*	Livingston Rd	-	Intersection Improvements
75	Price St*	Waterford Dr	-	Roundabout Implementation
61	Randall Blvd*	Immokalee Rd	-	Intersection Improvements
30	Randall Blvd	Immokalee Rd	8th St	Widen from 2 to 4 Lanes
62	Triangle Blvd*	Celeste Dr	-	Roundabout Implementation
31	Vanderbilt Beach Rd	US 41	East of Goodlette-Frank Rd	Widen from 4 to 6 Lanes
32	Vanderbilt Beach Rd*	Collier Blvd	Greyhawk Tr	Widen from 2 to 4 Lanes
37	Vanderbilt Beach Rd*	Greyhawk Tr	Wilson Blvd	New 4-Lane Facility
38	Vanderbilt Beach Rd*	Wilson Blvd	16th St	New 2-Lane Facility
33	Veterans Memorial Blvd	Old US 41	Secoya Reserve Cir	New 4-Lane Facility
34	Veterans Memorial Blvd	Secoya Reserve Cir	Strand Blvd	Widen from 2 to 4 Lanes
35	Whipporwill Lane	Pine Ridge Rd	Stratford Ln	Widen from 2 to 4 Lanes
	City of Naples			
63	10th St	5th Ave North	-	Roundabout Implementation
64	3rd Ave South	8th St South	-	Roundabout Implementation
67	Mooring Line Dr	Crayton Rd	-	Roundabout Implementation
73	Crayton Rd	Harbour Dr	-	Roundabout Implementation
	City of Marco Island			
	Everglades City			

Sources: FDOT Collier County Five Year Work Program FY 2019-2023, Collier County AUIR Five Year Work Program FY 2019-2023, Collier County One-Cent Sales Surtax Website

*Collier One-Cent Sales Surtax Transportation Project

E+C Collier 2045 LRTP



LEGEND

- Base [2010-2015]
- Existing [2015-2019]
- Committed [2019-2023]

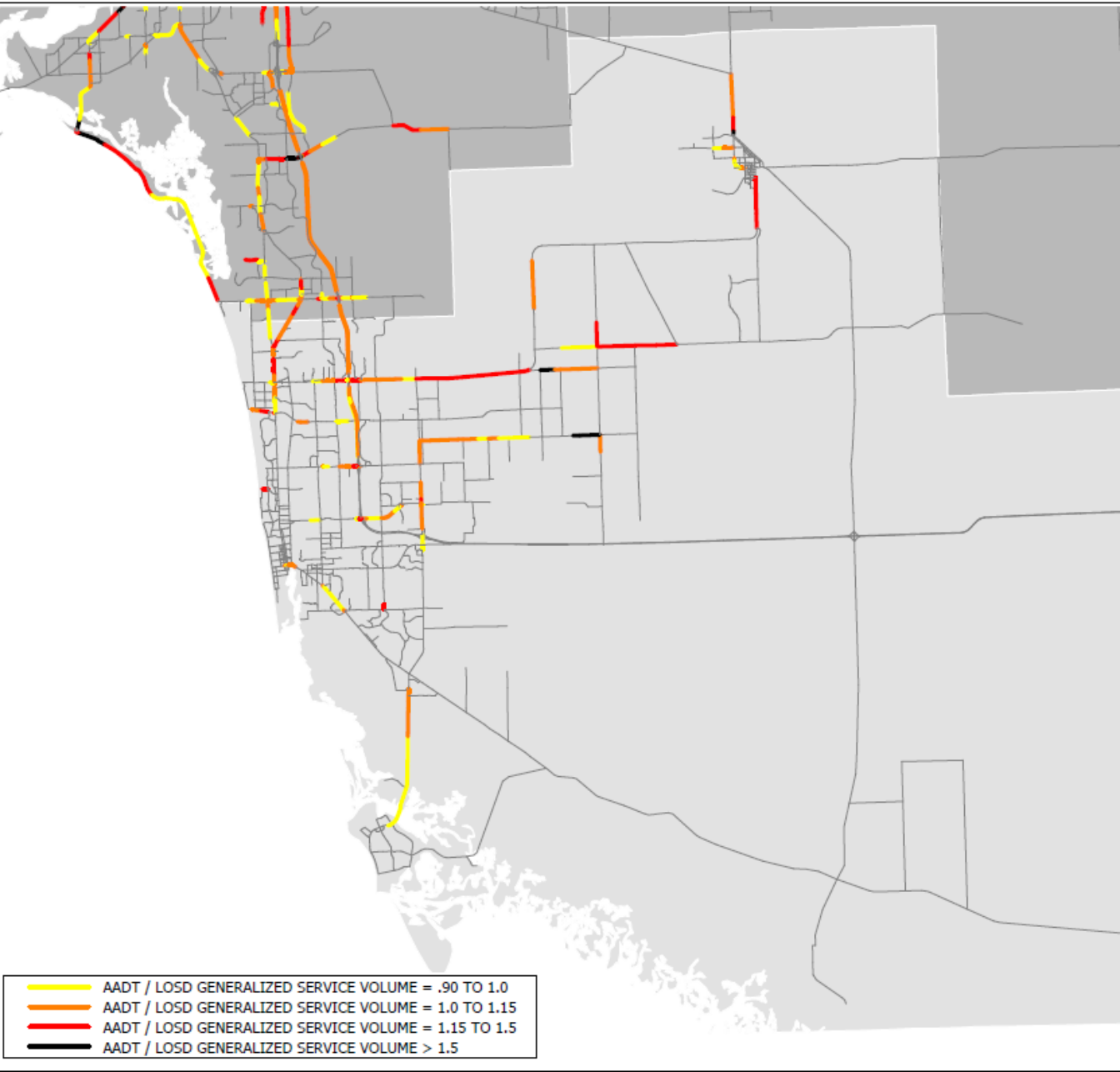
- Existing
- Committed

- Interstates
- Toll Limited Access
- US Highways

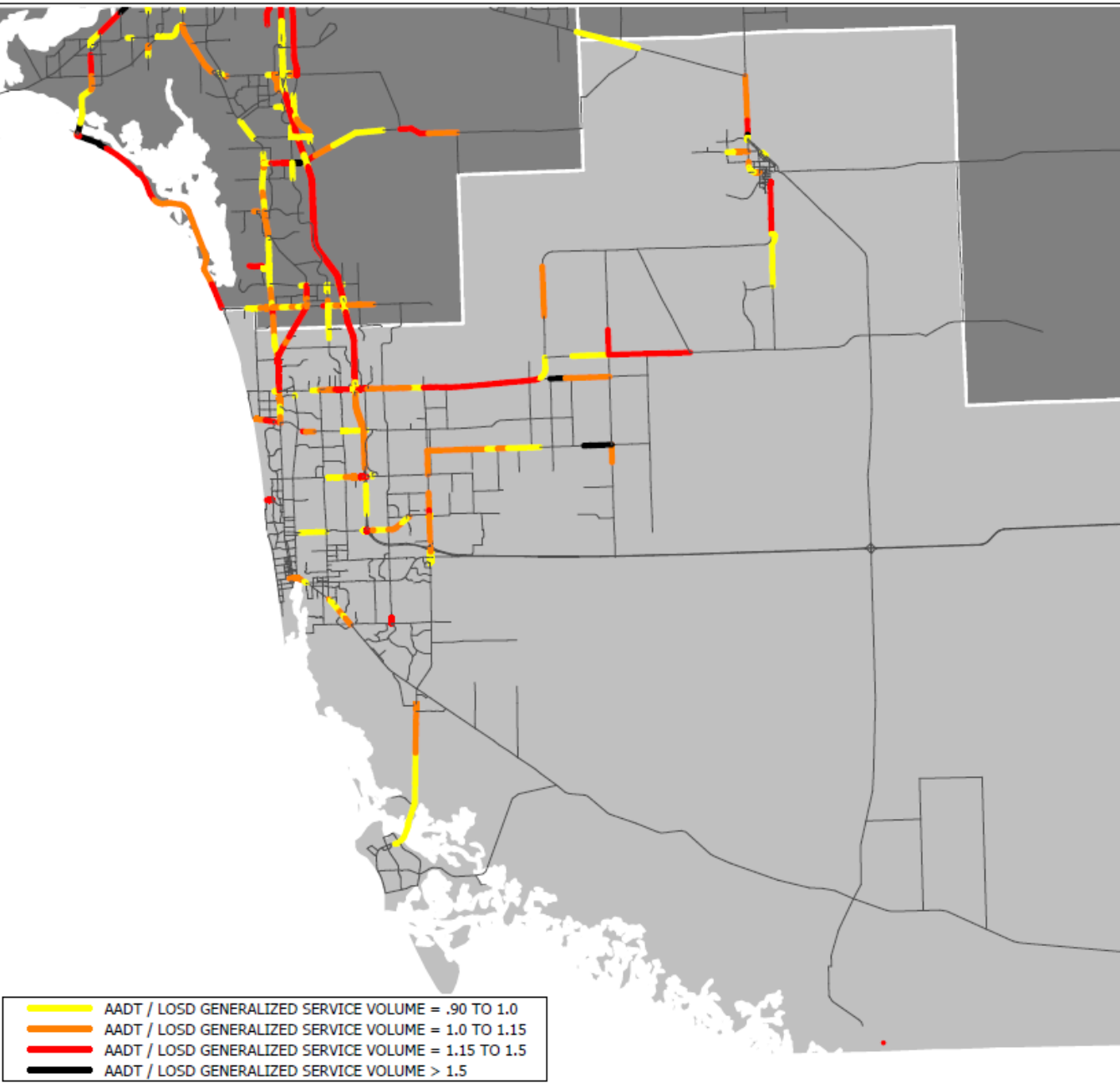
- State Roads
- County Roads



COLLIER COUNTY - 2045 EXISTING + COMMITTED NETWORK (3-13-20)



COLLIER COUNTY - 2045 EXISTING + COMMITTED NETWORK (4-23-20)



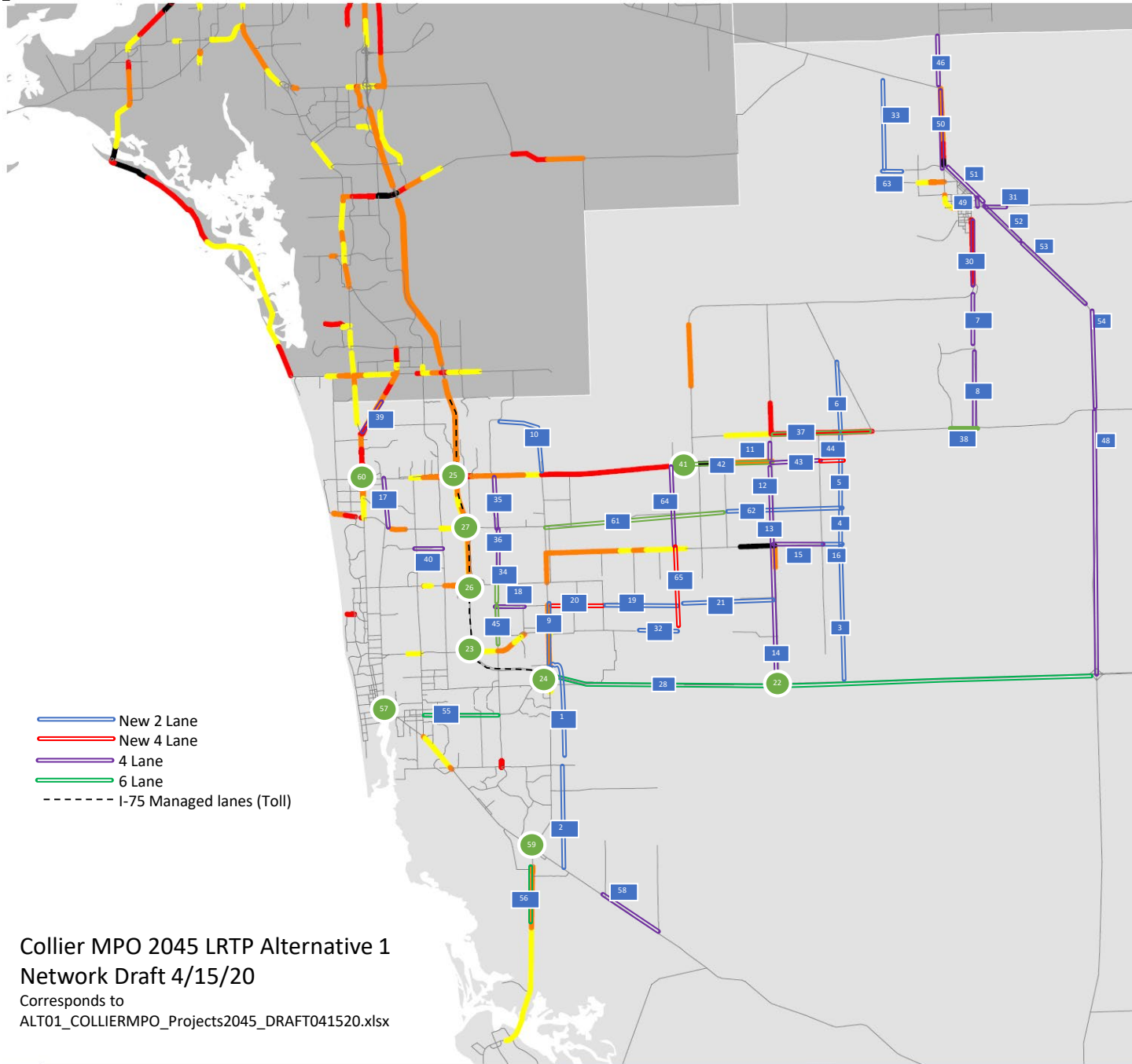
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ATTACHMENT 3

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	1	Benfield Road	City Gate Boulevard North	Lords Way	0	New 2 lane roadway in a 4 lane footprint
	2	Benfield Road	US 41 (SR 90) (Tamiami Trail East	Rattlesnake-Hammock Ext	0	New 2 lane roadway in a 4 lane footprint
	3	Big Cypress Parkway	Everglades Blvd north of I-75	Golden Gate Blvd	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	6	Big Cypress Parkway	Oil Well Road	Immokalee Rd	0	New 2-Lane Road (ROW Expandable to 4-Lanes); east of Desoto Blvd
	7	Camp Keais Road	Immokalee Road	Pope John Paul Blvd	2	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)
	8	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	9	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	10	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	0	New 2-lane Arterial to Bonita Beach Road
	11	Everglades Boulevard	Randall Blvd	South of Oil Well Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	12	Everglades Boulevard	Vanderbilt Bch Rd Ext	Randall Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	13	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	14	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	15	Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	16	Golden Gate Boulevard Ext	Desoto Boulevard	Big Cypress Parkway	0	New 2-Lane Road
	17	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	18	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	2	Expand from 2-Lane Undivided to 4-Lane Divided Collector
	19	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext (Corridor Study)	0	New 2-Lane Collector (Future Study Area)
	20	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	0	New 4-Lane Divided Collector (Future Study Area)
	21	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	0	New 2-Lane Collector

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	22	I-75 (SR-93)	Everglades Blvd		0	New Interchange
	23	I-75 (SR-93)	Golden Gate Parkway		0	(New) 2-Lane Ramp
	24	I-75 (SR-93)	Collier Blvd (CR 951)		0	Interchange, Single Point Urban
	25	I-75 (SR-93)	Immokalee Rd		0	Intersection Traffic Signalization (DDI proposed)
	26	I-75 (SR-93)	Pine Ridge Rd		0	Intersection Traffic Signalization (DDI proposed)
	27	I-75 (SR-93)	Vanderbilt Bch Rd		0	New Interchange - Partial (to / from the North)
	28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	4	Expand from 4 to 6-Lane Freeway
	29	I-75 (SR-93) Managed/ Express (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	6	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD
	30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	32	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	0	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) <u>(Future Study Area)</u>
	33	Little League Rd. Ext.	SR-82	Westclox St.	0	New 2-lane roadway
	34	Logan Boulevard	Green Boulevard	Pine Ridge Road	4	Expand from 4-Lane Divided to 6-Lane Divided Arterial
	35	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
	36	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
	37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	2	2-Lane Roadway to 6 Lanes with Outside Paved Shoulders
	38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	2	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
	39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)
	40	Orange Blossom Drive	Airport Pulling Road	Livingston Road	2	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector

ID	MAP ID	FACILITY	FRON	TO	# of Existing Lanes	PROJECT DESCRIPTION
	41	Randall Blvd at Immokalee Road	Immokalee Road	8th St NE	0	Ultimate intersection improvement; widening Randall Blvd to 6 lanes
	42	Randall Boulevard	8th St NE	Everglades Blvd	2	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder
	43	Randall Boulevard	Everglades Blvd	Desoto Blvd	2	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder
	44	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	0	New 4-Lane Roadway with Outside Paved Shoulder
	45	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	4	Expand from 4-Lane Divided to 6-Lane Divided Arterial
	46	SR 29	North of SR 82	Collier/Hendry Line	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	47	SR 29	Oil Well Rd	SR 82	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	48	SR 29	I-75 (SR 93)	Oil Well Rd	2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)
	49	SR 29	9th St	Immokalee Rd	2	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial
	50	SR 29	New Market Road North	North of SR-82	2	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
	51	SR 29	Immokalee Rd	New Market Road North	2	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial



EXECUTIVE SUMMARY
Committee Action
Item 7E

Endorse Collier County National Highway System (NHS) Justification Report and SR 82 NHS Justification Report

CONSIDERATIONS: Two reports were recently published by the Florida Department of Transportation (FDOT) District One which provide justification for modifications to the National Highway System (NHS). This justification package requests de-designation of three segments from NHS designation as NHS Intermodal Connectors as well as the addition of one segment to NHS designation as an NHS Principal Arterial, as described in Table 1. The proposed revision is made using the guidelines and procedures available on the Federal Highway Administration (FHWA) web site.

Table 1: Proposed NHS Addition/Deletions

Roadway ID	Roadway Name	From	From MP	To	To MP	Current NHS Designation	Requested NHS Designation Change
03000010	North Road	Terminal Drive	0.000	Airport Pulling Road	0.515	NHS IC ⁽¹⁾	None
03003000	Airport Pulling Road	North Road	1.313	Pine Ridge Road	5.835	NHS IC ⁽¹⁾	None
03504000	Pine Ridge Road	Airport Pulling Road	1.467	I-75	3.643	NHS IC ⁽¹⁾	None
03050000	SR 82	Hendry/Collier County Line	0.000	Gator Slough Lane	4.008	None	NHS PA ⁽²⁾
		Gator Slough Lane	4.008	SR 29	7.058	None	NHS PA ⁽²⁾

(1) IC - Intermodal Connector; (2) PA - Principal Arterial

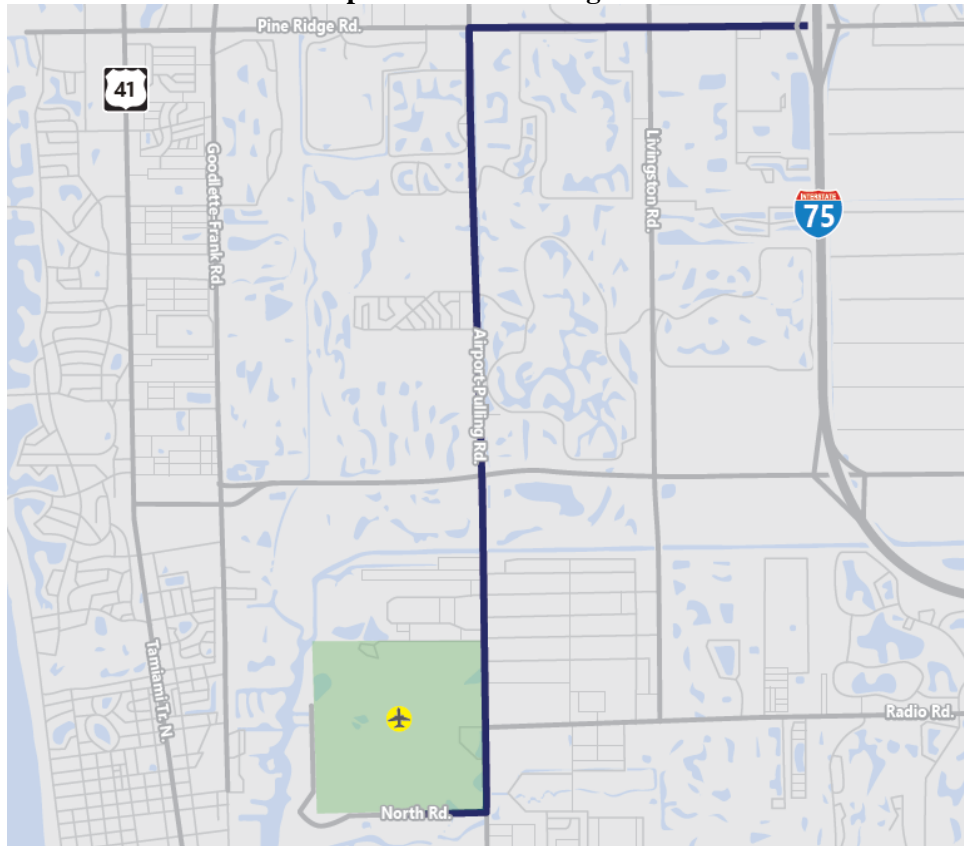
North Road/Airport Pulling Road/Pine Ridge Road

Interstate 75 (I-75) which runs north-south to the east of the Naples Airport (APF) and US 41 (Tamiami Trail) which runs north-south to the west of APF, are the two major corridors within the vicinity of the APF. I-75 and US 41 (Tamiami Trail) both are designated NHS corridors. APF is connected to I-75 via NHS Intermodal Connectors listed below:

- North Road from Terminal Drive to Airport Pulling Road
- Airport Pulling Road from North Road to Pine Ridge Road
- Pine Ridge Road from Airport Pulling Road to I-75

The proposed revision is made using the guidelines and procedures available on the Federal Highway Administration (FHWA) web site. APF has not met the NHS requirements for an intermodal facility for the past five years, totaling 2,212 enplanements in 2018. The proposed de-designations of three segments (listed above) from NHS designation as NHS Intermodal Connectors would streamline the existing NHS system by removing links that no longer meet the required criteria.

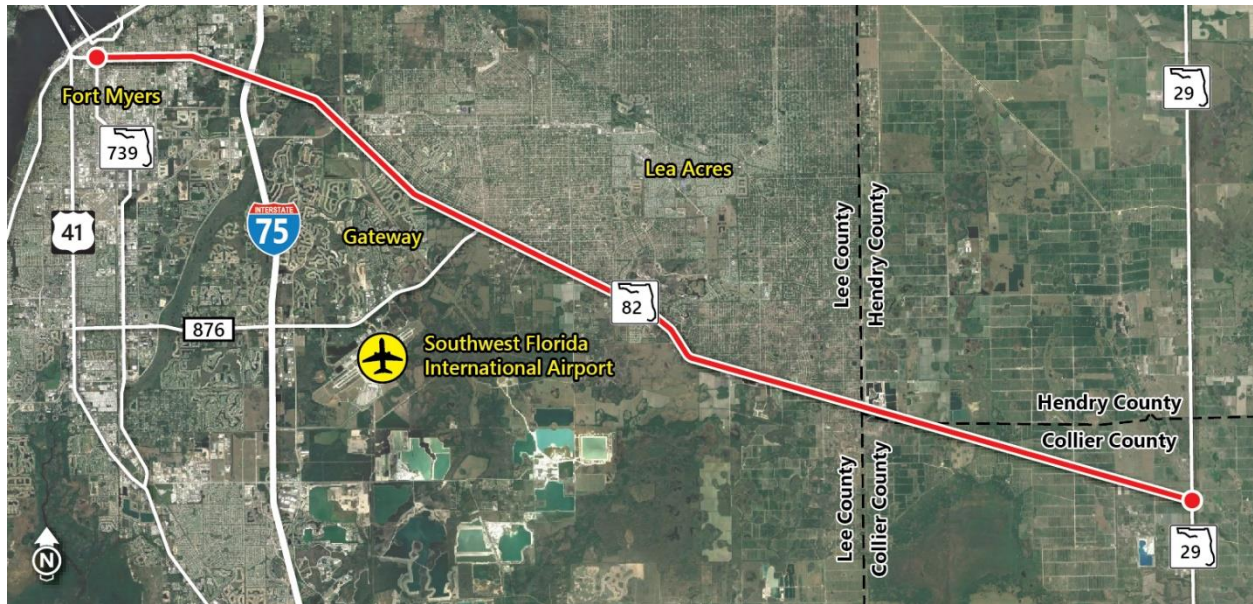
**Figure 1 : North Road/Airport Pulling Road/Pine Ridge Road
Proposed NHS De-designation**



SR 82

SR 82, currently functionally classified as a principal arterial, is proposed to be added to the NHS from SR 739 to SR 29, extending beyond Lee County into Hendry and Collier Counties. The portion of SR 82 from I-75 to SR 29 is designated as a Strategic Intermodal Connector (SIS) Highway corridor by FDOT. The ends of the proposed addition (SR 739 to the west and SR 29 to the east) are both currently designated as NHS principal arterials. SR 82 serves as a major freight transportation route, connecting Lee, Hendry and Collier Counties. SR 82, from SR 739 to SR 29 meets NHS guidance criteria and is recommended by FDOT for NHS designation.

Figure 2: SR 82 Proposed NHS Addition



STAFF RECOMMENDATION: That the committee endorse accepting the Collier County NHS Justification Report as well as the SR 82 Justification Report and recommending to the FHWA the proposed addition of SR 82 to the NHS and de-designations of three segments from NHS designation as NHS Intermodal Connectors.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Collier County NHS justification Report, FDOT
2. SR 82 NHS Justification Report, FDOT



COLLIER COUNTY NATIONAL HIGHWAY SYSTEM JUSTIFICATION REPORT

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE**

APRIL 2020



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1 Introduction

This report provides justification for modifications to the National Highway System (NHS) proposed by the Florida Department of Transportation (FDOT) District One, Collier MPO, and Collier County. This justification package requests NHS de-designation for three corridors. All proposed revisions were made using the guidelines and procedures available on the Federal Highway Administration (FHWA) web site. **Table 1** lists the corridors for which NHS de-designation is requested.

Table 1: Proposed NHS Modifications

Roadway ID	Roadway Name	From	From MP	To	To MP	Current NHS Designation	Requested NHS Designation
03000010	North Road	Terminal Drive	0.000	Airport Pulling Road	0.515	NHS IC ⁽¹⁾	None
03003000	Airport Pulling Road	North Road	1.313	Pine Ridge Road	5.835	NHS IC ⁽¹⁾	None
03504000	Pine Ridge Road	Airport Pulling Road	1.467	I-75	3.643	NHS IC ⁽¹⁾	None

(1) IC - Intermodal Connector

The following subsection 1.1 provides the background into the basis of this justification report including the authority provided by the federal government to the state to propose modifications, as well as the methodology used for justification by the state in accordance with applicable federal law.

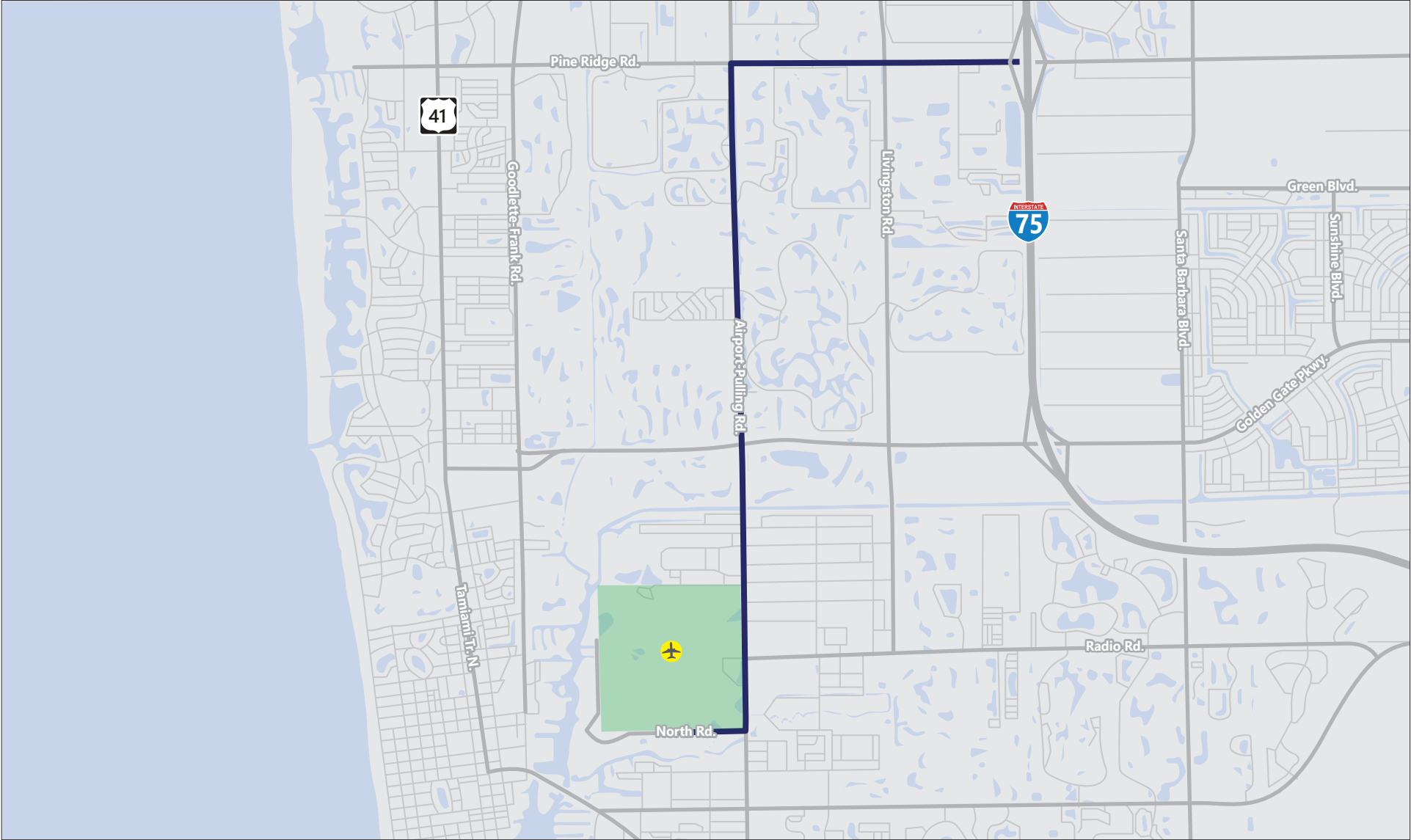
1.1 Background

According to Section 470.107 – Federal-aid highway systems of the Federal-Aid Policy Guide:

The National Highway System shall consist of interconnected urban and rural arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal facilities and other major travel destinations; meet national defense requirements; and serve interstate and regional travel. All routes on the Interstate System are part of the National Highway System.

In addition, States can propose modifications to the National Highway System (NHS) and authorizes the Secretary of the U.S. Department of Transportation (DOT) to approve such modifications provided they meet the criteria established for the NHS and enhance the characteristics of the NHS.

The Naples Airport (APF) is located within the city limits of the City of Naples, in Collier County, Florida. **Figure 1** illustrates the APF location and the roadway network surrounding it.



 Naples Airport



Figure 1
Naples Airport Intermodal Connector
Proposed NHS De-designation

APF has been in place since the 1940s, however, it was used for military purposes at that time. As the airport was not deemed necessary after the war, the property was returned to the City of Naples and Collier County. Collier County sold its interests in the airport to the City of Naples in 1958. Since 2008, APF has not seen significant growth, with annual enplanements fluctuating every year. **Table 2** shows the historical enplanements at APF starting in 2008.

Table 2: Naples Airport Annual Enplanements

Year	Total Enplanements	Percent change
2008	3,316	
2009	514	-84.5%
2010	581	13.04%
2011	239	-58.86%
2012	687	187.45%
2013	2,333	239.59%
2014	874	-62.54%
2015	110	-87.41%
2016	1,337	1,115.45%
2017	505	-62.23%
2018	2,212	338.02%

APF experienced increasing traffic from the 1960s to the mid-1980s. With the opening of Southwest Florida International Airport in Fort Myers, APF has experienced reduction in annual enplanements. Several airlines ceased operations beginning in 2001 and the final scheduled commercial service was eliminated in 2017 due to low demand.

APF currently serves general aviation aircraft, charter airlines, flight training, fire/rescue services, mosquito control, and the Collier County Sheriff's Aviation Unit, among other community services. Naples Airport is designated by National Plan of Integrated Airport Systems (NPIAS) as a "General Aviation Airport" and has held this designation since 2013 (based on historical NPIAS reports). Before 2013, APF was classified as a "Non-Primary Commercial Service Airport."

Interstate 75 (I-75) which runs north-south to the east of APF and US 41 (Tamiami Trail) which runs north-south to the west of APF, are the two major corridors within the vicinity of the APF. I-75 and US 41 (Tamiami Trail) are designated NHS corridors. APF is connected to I-75 via NHS Intermodal Connectors listed below:

- North Road from Terminal Drive to Airport Pulling Road
- Airport Pulling Road from North Road to Pine Ridge Road
- Pine Ridge Road from Airport Pulling Road to I-75

2 FHWA Evaluation Criteria

According to Section 103(b), of Title 23, U.S.C., States must ensure that any facilities recommended for addition to the NHS satisfy the criteria stated in Appendix D of Section 103(b), of Title 23, U.S.C. Below are the nine criteria to be addressed, and their respective justifications.

- 1) Proposed additions to the NHS should be included in either an adopted State or Metropolitan transportation plan or program.**

This criterion is not applicable.

- 2) Proposed additions should connect at each end with other routes on the NHS or serve as a major traffic generator.**

This criterion is not applicable.

- 3) Proposals should be developed in consultation with local and regional officials.**

Throughout the preparation of this proposal, the state has coordinated with local officials on multiple occasions to ensure consensus regarding the proposed NHS de-designation. Please see the NHS documentation attached in **Appendix A**.

- 4) Proposals to add routes to the NHS should include information on the type of service served (i.e. percent of trucks, average trip lengths, local, commuter, interregional, interstate) by the route, the population centers or major traffic generators served by the route, and how this service compares to existing NHS routes.**

Table 3 below shows the identifying information for the three segments recommended for de-designation from the NHS.

Table 3: Summary of Existing Intermodal Connectors for Naples Airport

Street Name	From	To	# Lanes	2019 AADT	T Factor (%)
North Road	Terminal Drive	Airport Pulling Road	2	2,000	4.90%
Airport Pulling Road	North Road	Pine Ridge Road	6	48,500	5.60%
Pine Ridge Road	Airport Pulling Road	I-75	6	58,000	4.90%

The identified segments serve similar amounts of truck traffic, however, the amount of truck traffic heading to the airport is minimal as indicated by the low counts along North Road which provides a direct connection to the airport.

5) Proposals should include information on existing and anticipated needs and any planned improvements to the route.

The only planned improvement along this NHS corridor is an interchange improvement project at the interchange of Pine Ridge Road and I-75. The proposed interchange project would include a Diverging Diamond Interchange (DDI). This improvement is included as part of Collier MPO's 2040 Long Range Transportation Plan.

In addition, the FDOT work program shows PD&E study (FM # 445296-1) for the interchange of I-75 and Pine Ridge Road in FY 2020 with planned construction for FY 2023 (FM # 445296-2). Collier MPO Transportation Improvement Program (TIP) identifies a corridor improvement project along Pine Ridge Road between Livingston Road and I-75 (Project# 60201). This project includes the intersection improvements at Livingston Road and Whippoorwill Lane.

6) Proposals should include information concerning the possible effects of adding or deleting a route to or from the NHS might have on other existing NHS routes that are in close proximity.

The de-designation of the proposed roadway segments to NHS does not affect the existing NHS routes (I-75 and U.S. 41) since it exists only to provide a connection between APF and I-75.

- 7) **Proposals to add routes to the NHS should include an assessment of whether modifications (adjustments or deletions) to existing NHS routes, which provide similar services may be appropriate.**

This criterion is not applicable.

- 8) **Proposed modifications that might affect adjoining States should be developed in cooperation with those states.**

The proposed modifications neither connects to nor affect adjoining states.

- 9) **Proposed modifications consisting of connectors to major intermodal facilities should be developed using the criteria set forth. These criteria were used for identifying initial NHS connections to major intermodal terminals.**

The FHWA primary criteria which must be met by a commercial aviation airport to achieve eligibility for an NHS intermodal connector are as follows:

- *Passengers – scheduled commercial service with more than 250,000 annual enplanements.*
- OR
- *Cargo – 100 trucks per day in each direction on the principle connecting route, or 100,000 tons per year arriving or departing by highway mode.*

Table 4 below shows the cargo data for the principle connecting route for APF.

Table 4: North Road Cargo Data

Criteria	Value	Meets NHS Criteria?
Trucks per day in each direction	49*	No
Tons per year along route	Unavailable	N/A

** Approximate value based on 2019 traffic counts.*

Table 5 below shows the APF enplanements for the last available five years.

Table 5: APF Annual Total Enplanements

Year	Enplanements	Meets NHS Criteria?
2013	2,333	No
2014	874	No
2015	110	No
2016	1,337	No
2017	505	No
2018	2,212	No

As can be seen in Table 5, APF has not met the NHS requirements for an intermodal facility for the past five years, totaling 2,212 enplanements in 2018.

3 Conclusion

The Naples Airport does not meet the FHWA's enplanements criteria for major intermodal facility. The proposed de-designations would streamline the existing NHS system by removing links that no longer meet the required criteria.

Appendix A: Multi-Agency Coordination with Local and Regional Officials

Fowler St.

884

82

INTERSTATE
75



Lee County

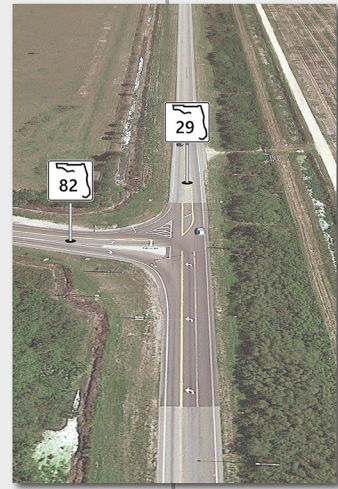
Hendry County

Collier County

29

82

29



SR 82 NATIONAL HIGHWAY SYSTEM JUSTIFICATION REPORT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE

APRIL 2020



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1 Introduction

This report provides justification for modifications to the National Highway System (NHS) requested in the latest update proposed by the Florida Department of Transportation (FDOT) District One, Lee County, Hendry County, Collier County, Lee County MPO, Heartland TPO, and Collier MPO. This justification package requests NHS designation for SR 82 between SR 739 (Fowler Street) in Lee County and SR 29 in Collier County. The proposed revision is made using the guidelines and procedures available on the Federal Highway Administration (FHWA) web site.

The following subsection 1.1 will provide background into the basis of this justification report including the authority provided by the federal government to the state to propose modifications, as well as the methodology used for justification by the state in accordance with applicable federal law.

1.1 Background

According to Section 470.107 – Federal-aid highway systems of the Federal-Aid Policy Guide:

The National Highway System shall consist of interconnected urban and rural arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal facilities, and other major travel destinations; meet national defense requirements; and serve interstate and regional travel. All routes on the Interstate System are part of the National Highway System.

In addition, States can propose modifications to the National Highway System (NHS) and authorizes the Secretary of the U.S. Department of Transportation (DOT) to approve such modifications provided they meet the criteria established for the NHS and enhance the characteristics of the NHS.

1.2 SR 82

SR 82, is a tri-county corridor that runs east-west serving regional traffic between Lee, Hendry and Collier Counties. The segment of SR 82 between SR 739/Fowler Avenue and I-75 is currently classified as a Principal Arterial, and the segment of SR 82 between I-75 and SR 29 is classified as a Strategic Intermodal System (SIS) highway corridor. Lee County MPO, identifies the segment of SR 82 between SR 739 and I-75 as a Tier Two Freight Facility and the segment between I-75 and Hendry County Line as Tier One Freight Facility. The segment of 82 proposed for NHS addition has a functional classification of Principal Arterial and is owned and maintained by FDOT. Table 1 below summarizes the roadway information for the proposed addition as well as ongoing construction projects.

Table 1: SR 82 Roadway Information

Roadway ID	State Road	From	From MP	To	To MP	County	Existing Lanes	UC/Lanes ⁽¹⁾
12070000	SR 82	SR 739	0.645	Michigan Link Avenue	2.966	Lee	4	No
		Michigan Link Avenue	2.966	Ortiz Avenue	3.826		5	No
		Ortiz Avenue	3.826	I-75	4.300		6	No
		I-75	4.300	Colonial Boulevard	6.874		6	No
		Colonial Boulevard	6.874	Shawnee Road	11.512		2	Yes/6
		Shawnee Road	11.512	Alabama Road	14.696		2	Yes/6
		Alabama Road	14.696	Homestead Road	17.891		2	Yes/4
		Homestead Road	17.891	Hendry/Lee County Line	21.551		2	Yes/4
07020000		Hendry/Lee County Line	0.000	Hendry/Collier County Line	1.275	Hendry	4	No
03050000		Hendry/Collier County Line	0.000	Gator Slough Lane	4.008	Collier	2	Yes/4
		Gator Slough Lane	4.008	SR 29	7.058		2	Yes/4

(1) UC – Under Construction; Lane - # of lanes after the construction is completed (programmed # of lanes)

1.3 FHWA Evaluation Criteria

According to Section 103(b), of Title 23, U.S.C., States must ensure that any facilities recommended for addition to the NHS satisfy the criteria stated in Appendix D of Section 103(b), of Title 23, U.S.C. This subsection provides a general evaluation of all proposed modifications contained in this report. Certain criteria require route-specific information (i.e., service type, traffic information, planned improvements, etc.) that will be provided independently in subsequent sections.

1) Proposed additions to the NHS should be included in either an adopted State or Metropolitan transportation plan or program.

The proposed addition SR 82 (SR 739 to SR 29) is part of FDOT's State Highway System. Further, the segment of SR 82 (I-75 to SR 29) is identified as a SIS highway corridor.

2) Proposed additions should connect at each end with other routes on the NHS or serve as a major traffic generator.

The ends of the proposed addition (SR 739 to the west and SR 29 to the east) are both currently designated as NHS principal arterials.

3) Proposals should be developed in consultation with local and regional officials.

Throughout the preparation of this proposal, the state has coordinated with Lee County, Hendry County, Collier County, Lee County MPO, Heartland TPO, and Collier MPO officials on multiple occasions to ensure consensus regarding the proposed NHS modifications. Please see the NHS documentation attached in **Appendix A**.

4) Proposals to add routes to the NHS should include information on the type of service served (i.e. percent of trucks, average trip lengths, local, commuter, interregional, interstate) by the route, the population centers or major traffic generators served by the route, and how this service compares to existing NHS routes.

The AADT along SR 82 ranges from 48,100 veh/day along the western segment to 13,300 veh/day along the eastern segment with a daily truck volume of about 3,780 trucks/day along the western segment to 1,537 trucks/day along the eastern segment. According to the recent FDOT District One Freight Mobility Transportation Plan, Hendry and Collier Counties rank among the top three counties in the harvesting of vegetable, tomatoes, and watermelons. In addition to serving the regional traffic, SR 82 serves the freight traffic between the Freight Activity Centers located in Lee, Collier and Hendry counties, Tradeport Area and Southwest Florida International Airport (Lee County), and Interstate-75.

SR 80 is the closest NHS route in the vicinity of SR 82 corridor. SR 80 runs east-west serving Lee, Hendry, Glades, and Palm Beach County. SR 80 and SR 82 have similar characteristics; however, the alignment of SR 82 runs southeast towards the east, separating SR 80 and SR 82 at SR 29 by approximately 20 miles.

5) Proposals should include information on existing and anticipated needs and any planned improvements to the route.

Table 2 lists the existing and programmed needs along the proposed addition.

Table 2: Summary of Programmed and Planned Improvements along SR 82

FM Number	Project Limits	Work Summary	Current Phase	Programmed Lanes
438008-1	Rockfill Road to Ortiz Avenue	Resurfacing	Construction (Ongoing)	NA
425841-1	C.R. 884/Lee Boulevard to Shawnee Road	Add Lanes and Reconstruct	Construction (Ongoing)	6
425841-2	Shawnee Road to Alabama Road S	Add Lanes and Reconstruct	Construction (Ongoing)	6
425841-3	Alabama Road S to Homestead Road S	Add Lanes and Reconstruct	Construction (Ongoing)	4
425841-4	Homestead Road S to Hendry C/L	Add Lanes and Reconstruct	Construction (Ongoing)	4
430848-1	Hendry C/L to Gator Slough Lane	Add Lanes and Reconstruct	Construction (FY 2023)	4
430849-1	Gator Slough Lane to SR 29	Add Lanes and Reconstruct	Construction (FY 2020)	4

Source: FDOT Work Program (<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/WorkProgram.aspx>)

No additional needs are currently identified in the Lee County MPO 2040 Cost Feasible Plan, Heartland TPO 2040 Cost Feasible Plan and Collier MPO 2040 Cost Feasible Plan.

6) Proposals should include information concerning the possible effects of adding or deleting a route to or from the NHS might have on other existing NHS routes that are in close proximity.

The proposed addition does not have any effect on the existing NHS routes. Rather, it enhances the NHS network by improving the connectivity between the existing route and providing alternate NHS route for travel.

7) Proposals to add routes to the NHS should include an assessment of whether modifications (adjustments or deletions) to existing NHS routes, which provide similar services may be appropriate.

No further modification (adjustments or deletions) are proposed, in addition, to the proposed addition of SR 82 (SR 739 to SR 29).

- 8) Proposed modifications that might affect adjoining States should be developed in cooperation with those states.**

The proposed modification neither connects to nor affect adjoining states.

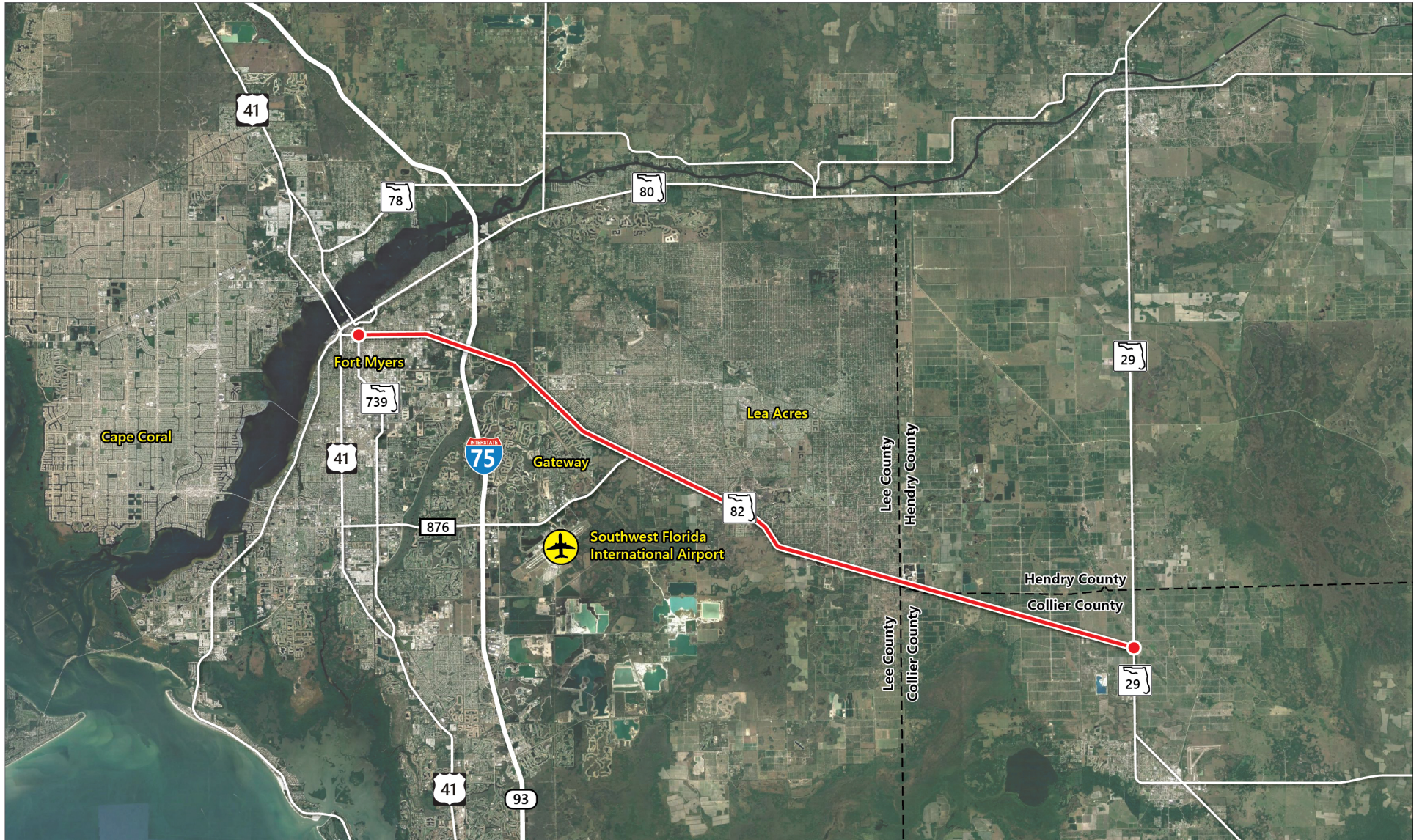
- 9) Proposed modifications consisting of connectors to major intermodal facilities should be developed using the criteria set forth. These criteria were used for identifying initial NHS connections to major intermodal terminals.**

This is not applicable to the proposed modification.

2 Justification Statement

Adding this segment would enhance the national transportation characteristics of the NHS by two means. First, the addition of this segment to the existing NHS connector provide additional routing in the NHS system. Second, the addition of this segment will enhance connectivity of the local area by ensuring connections occur among existing NHS routes and newly proposed NHS routes providing additional options for users. The justification and supporting evidences were summarized as follows:

- The proposed NHS connector meets the guidance criteria for evaluating request for modifications to the National Highway System.
- FDOT District One, Lee County, Hendry County, Collier County, Lee County MPO, Heartland TPO, and Collier MPO supports the modification of adding this SR 82 segment (from SR 739/Fowler Avenue to SR 29) to the NHS.



— Proposed NHS Addition



Figure 1

State Road 82 Location Map

Appendix A: Multi-Agency Coordination with Local and Regional Officials

EXECUTIVE SUMMARY
Committee Reports & Presentations
Item 8A

FDOT Presentation on Strategic Intermodal System (SIS) 2045 Cost Feasible Plan

OBJECTIVE: For the committee to receive a presentation from FDOT on the SIS 2045 Cost Feasible Plan

CONSIDERATIONS: The FDOT presentation is not available at this time. Once the MPO receives the file, staff will distribute it electronically and post it on the MPO website.

STAFF RECOMMENDATION: That the committee receive a presentation from FDOT on the SIS 2045 Cost Feasible Plan

Prepared By: Anne McLaughlin, Executive Director