



AGENDA TAC

Technical Advisory Committee
ZOOM VIRTUAL MEETING

Meeting ID: 937 4381 8596

Password: 774933

Please click [here](#) to be directed to the Zoom website, or you may dial in at 1-646-876-9923.

**August 7, 2020
9:30 am**

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of July 8, 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. Provide Input on 2045 Long Range Transportation Plan (LRTP) – Preliminary Draft Cost Feasible Network Alternative 5, Project Evaluation Matrix, Cost Estimates and Revenue Projections
8. **Reports and Presentations (May Require Committee Action)**
 - B. Provide Comments on Draft 2045 LRTP Chapters 1-3 and Appendix A
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

*August 31, 2020 – 9:30 a.m.
Virtual Meeting (EO 20-179)*
12. **Adjournment**

PLEASE NOTE:

This meeting of the Technical 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.

**TECHNICAL ADVISORY COMMITTEE of the
COLLIER COUNTY METROPOLITAN PLANNING ORGANIZATION
VIRTUAL MEETING
ZOOM MEETING PLATFORM
MEETING MINUTES
July 8, 2020 9:30 a.m.**

1. Call to Order

Ms. Lantz called the meeting to order at 9:31 a.m.

2. Roll Call

Ms. McLaughlin called the roll and confirmed a quorum was present.

TAC Members Present

Lorraine Lantz, Chair, Collier County Transportation Planning (Chair)
Tim Pinter, Vice-Chair, City of Marco Island
Tim Brock, Everglades City
Don Scott, Lee County MPO
Andy Holland, City of Naples
Greg Strakaluse, City of Naples
Dan Hall, Collier County Traffic Operations
Justin Lobb (*alternate for Debra Brueggemann*), Collier County Airport Authority
Omar De Leon (*alternate for Michelle Arnold*), PTNE
Daniel Smith, Director of Community Affairs, City of Marco Island

TAC Members Absent

Ute Vandersluis, City of Naples Airport Authority
John Kasten, Collier County School District
Margaret Wuerstle, Southwest Florida Regional Planning Council

MPO Staff

Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner
Karen Intriago, Administrative Assistant
Josephine Medina, Planner

Others Present

Bill Gramer, Jacobs Engineering
Tara Jones, Jacobs Engineering
Robert Grubel, Jacobs Engineering
Jonathan Heiss, Jacobs Engineering
Colleen Ross, Jacobs Engineering
Erica McCaughey, Jacobs Engineering
Gladys Delgadillo, Conservancy of SW Florida
Trinity Scott, Collier County

Victoria Peters, FDOT (arrived later)
Valerie Nowotnick, Minute Taker

3. Approval of the Agenda

Mr. DeLeon moved to approve the agenda. Mr. Brock seconded. Carried unanimously.

4. Approval of May 18, 2020 and June 10, 2020 Meeting Minutes.

Ms. Lantz – One correction to June 10, 2020 minutes. On page 2, under 7(a), minutes identified “Ms. Jacobs” and should be “Ms. Jones.”

Mr. Holland moved to approve the May 18, 2020, and June 10, 2020 meeting minutes as corrected. Ms. Lantz seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters – discussed US 41 (from Collier to Lee County) – working on concepts and sections – still planning on holding public information meeting later this year. Will consult with TAC and CAC before hearing. Referred to www.swflroads.com for additional information available. Conducting PD&E on SR 29 and will consider doing sidewalks and pathways in that area.

B. MPO Executive Director

Ms. McLaughlin – no update other than agenda items.

7. Committee Action

A. Provide Input on 2045 Long Range Transportation Plan (LRTP) Preliminary Draft Cost Feasible Network Alternative 4, Initial Scoring Analysis and Project Cost Estimates

Ms. McLaughlin – introduced Tara Jones with Jacobs Engineering to review and discuss the materials in the agenda packet. **Ms. Jones** - reviewed FDOT traffic analysis under Alternative 3 (cost feasible study). Extensive and comprehensive discussion concerning traffic study maps that depict traffic congestion issues. **Mr. Scott** – inquired about autonomous vehicles being considered in Alternative 3. **Ms. Jones** – have not heard anything from FDOT but will follow up. **Mr. Brock** – inquired about M-CORES. **Ms. Jones** – M-CORES is not in model because model alignment is not approved and must be in SIS (cost feasible). **Mr. Brock** – mentioned priority listing for complete streets initiatives and whether costs are incorporated into Alternative 3. Specifically bike

and pedestrian lanes. **Mr. Gramer** – are taken into consideration and mandate is that all new roads are reviewed for bike/ped lane inclusion. Brief discussion concerning costs and explanation of why certain projects are included.

Ms. Jones – discussed evaluation scoring analysis as provided in charts in agenda packet. Evaluation scoring matrix – evaluation framework from September 2019 – shows all criteria under evaluation to rank projects. Received comments after submission. Changes were made to application of criteria from memo. Evacuation routes were reviewed. Criteria was not changed – just application of criteria. Environmental portion – Panther habitat, etc. – projects in GIS including proposed and existing with wetlands overlay. Calculated area impact and then applied scoring. Improved data overall. **Ms. Lantz** – asked for clarification of white, blue, and green coded projects – white projects were removed (referring to chart in agenda packet). **Mr. Gramer** – confirmed that some projects were removed based on needs plan and budgetary constraints. Brief discussion regarding changes to Alternative 3 and current plan as proposed. **Mr. Brock** – are safety and crash reports taken into account when preparing models. **Ms. Jones** – based on GIS maps and data. **Mr. Heiss** and **Ms. Ross** assisted in preparation of GIS maps including 2014-2018 Total Crash Heat Map. High crash locations were reviewed along with intersection improvements. Not included in traffic model because of sensitivity levels. **Mr. Gramer** – coordinated data with Tony Khawaja (Collier County). **Ms. Lantz** – heat map relates directly to criteria and provides justification for scoring. **Ms. Jones** – resiliency data created from information based on NOAA studies. No specific information available but could define boundary of what is high-risk. Brief discussion of maps and how scoring was adjusted accordingly. **Mr. Scott** – confirmed that all Lee County MPO needs cost \$2.4B. **Ms. Jones** – estimate based on prior [2040 LRTP] needs – \$1.13B LRTP (including federal and state). Local was \$739M was identified. Discussion concerning actual funding available. **Mr. Brock** – has downturn been taken into account. **Mr. Gramer** – over the life of the 2045 plan, it should balance itself out.

Ms. Jones – seeking input only today. No approvals requested. Discussion pertains to ranking criteria, feedback on projects. **Mr. Gramer** – would typically be prepared in a workgroup setting. **Mr. Brock** – where is description posted. **Ms. Jones** – in costing tool, select description for commentary and cross-referenced with 2040 plan. Example - construction cost was estimated as 2-lane road but cost estimate was based on 4-lane road. **Mr. Brock** – inquired about cost of typical section and whether streets have been included. Seeking more detail as to actual scope of projects (i.e., descriptions do not include bike lanes, etc.). **Mr. Gramer** – further explanations provided in other notes and will expand on full scope of projects along with costs. Brief discussion concerning using FDOT data.

Ms. McLaughlin – suggested review of what is being submitted for Alternative 4. **Mr. Gramer** – Alternative 4 project list has not yet been prepared. Jacobs will review plans to recommend best value for projects/funding/county. Discussion pertaining to evaluation of additional data.

Ms. McLaughlin – committee comments should be submitted via email to be reviewed prior to presentation to MPO board. **Ms. Lantz** – suggested comment submissions should be done by Friday, July 10, 2020. **Ms. McLaughlin** - Additional materials (including maps) will be uploaded to MPO website for review by public and committee members.

Ms. Jones – July 29, 2020 (5:30-7:30 pm) is tentative date for public meeting on needs plan. Pre-recorded slide show with presentation and Q&A panel. Next meeting would then discuss cost feasible plan. Discussed online option for public to interact with plan materials.

Mr. Brock – clarified diverging diamond at Immokalee Road intersection. **Mr. Gramer** – confirmed at both Pine Ridge Road and Immokalee Road projects.

Ms. Jones – discussed methodologies (white paper). Discussed how cost estimates were developed and environmental mitigation criteria (see agenda packet). References 2045 LRTP cost estimation tool. Can override information to modify data based on specific projects (county v. state). Tool provides dollar per acre cost – approximately 135k for right-of-way needs be acre. **Mr. Gramer** – also reviewed developer contribution agreements and using data in those agreements. Planning Department has provided additional information. **Ms. McLaughlin** – more information on cost and revenue for August meeting. **Mr. Gramer** – will refine data after Alternative 5 meeting.

8. Reports and Presentations (May Require Committee Action)

A. Member Comments

None.

9. Distribution Items

None.

10. Next Meeting Date

August 7, 2020 – 9:30 a.m. - Virtual or In-Person Meeting (TBD depending upon Governor's Executive Order)

11. Adjournment

*There being no further comment or business to discuss, **Mr. Pinter** moved to adjourn. **Mr. Brock** seconded. **Ms. Lantz** adjourned the meeting at 10:45 a.m.*

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Provide Input on 2045 Long Range Transportation Plan (LRTP) – Preliminary Draft Cost Feasible Network – Alternative 5, Project Evaluation Matrix, Cost Estimates and Revenue Projections

OBJECTIVE: For the Committee to provide input on the 2045 LRTP – Preliminary Draft Cost Feasible Network – Alternative 5, Project Evaluation Matrix, Cost Estimates and Revenue Projections

CONSIDERATIONS: FDOT is scheduled to submit the Deficiency Plot for the 2045 LRTP Alternate 4 roadway network on August 1st, so it is not available in time to include in this packet. Jacobs Engineering will present an analysis of the Deficiency Plot at the meeting on August 7th.

Jacobs and MPO staff are requesting the committee's input for inclusion in the Alternative 5 Cost Feasible Network which is due to FDOT on August 15th. The list of projects developed for Alternative 5 will be based on a review of the deficiencies shown for Alternative 4, the evaluation scoring analysis, estimated project costs and revenue projections. The updated Needs Plan List of Projects, Evaluation Matrix and Map Series can be viewed at:

<https://www.colliermipo.org/wp-content/uploads/Evaluation-Criteria-Map-Series-Updated-7-21-2020.pdf>

The Alternate 3 Deficiency Plot, Alternate 4 Project List and Road Network are provided in **Attachment 1**. Jacobs will present the Deficiency Plot for the Draft Cost Feasible Network Alternate 4 and draft revenue projections at the meeting. Jacobs will lead a discussion on a proposed network for Alternate 5, which is the final model run that FDOT has committed to providing the MPO.

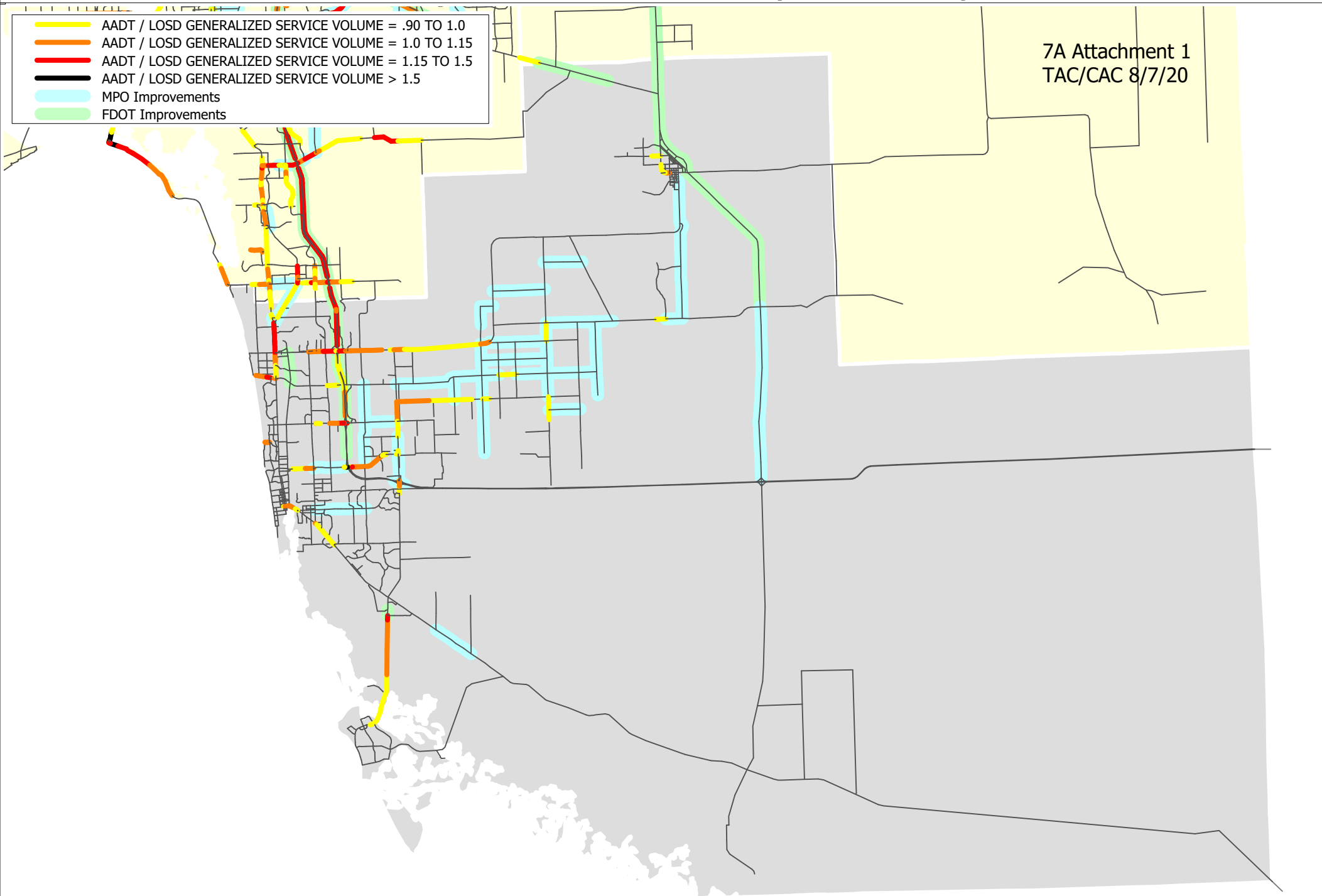
STAFF RECOMMENDATION: That the Committee provide input on the 2045 LRTP – Preliminary Draft Cost Feasible Network – Alternative 5, Project Evaluation Matrix, Cost Estimates and Revenue Projections

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Alternate 3 Deficiency Plot, Alternate 4 Project List and Road Network

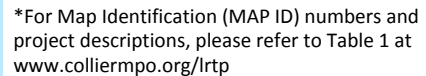
COLLIER COUNTY COST FEASIBLE LRTP - ALTERNATIVE 3 IMPROVEMENTS (REVISED 7-21-20)



MAP ID	FACILITY	FROM	TO	NO. OF EXISTING LANES	# OF PROPOSED LANES	DESCRIPTION	ALTERNATIVE 4
1	Benfield Rd Extension	The Lords Way	City Gate Blvd N	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	0	2	New 2-Lane Road (Expandable to 4-Lanes); east of Desoto Blvd	REMOVE
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Extension	0	2	New 2-Lane Road (Expandable to 4-Lanes); east of Desoto Blvd	REMOVE
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	0	2	New 2-Lane Road (Expandable to 4-Lanes); east of Desoto Blvd	ALTERNATIVE 4
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	0	2	New 2-Lane Road (Expandable to 4-Lanes); east of Desoto Blvd	REMOVE
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	2	4	Widen from 2-Lane to 4 Lanes with Outside Paved Shoulder (Includes M&R of existing pavement)	REMOVE
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	2	4	Widen from 2-Lane to 4-Lanes	REMOVE
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	4	6	Widen from 4-Lanes to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	ALTERNATIVE 4
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	0	2	New 2-Lane Road	REMOVE
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	0	4	New 4-Lane Road	REMOVE
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	2	4	Widen from 2-Lane to 4-Lane	ALTERNATIVE 4
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	0	2	New 2-Lane (Future Study Area)	ALTERNATIVE 4
20	Green Boulevard Extension (16th Ave SW)	CR 951	23rd St SW (Corridor Study)	0	4	New 4-Lane (Future Study Area)	ALTERNATIVE 4
21	Green Boulevard Extension (16th Ave SW)	Wilson Blvd Ext	Everglades Blvd (Corridor Study)	0	2	New 2-Lane Road	REMOVE
22	I-75 (SR-93) Interchange	Everglades Blvd				New Full Interchange	NOT CODED
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway				Further Study Required [(New) 2-Lane Ramp]	NOT CODED
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)				Interchange Improvements - In design [SPUI]	CODED PER SIS CFP
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd				Intersection Traffic Signalization (DDI proposed)	NOT CODED
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd				Intersection Traffic Signalization (DDI proposed)	NOT CODED
27	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd				New Interchange - Partial (to / from the North)	NOT CODED
28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	4	6	Widen from 4-Lanes to 6-Lanes Freeway	REMOVED FROM NEEDS LIST
29	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	0	4	New 4-Lane Express (Toll) Lanes (with slip-ramp locations connecting to general purpose lanes TBD)	CODED PER SIS CFP
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	2	4	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	REMOVE
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	4	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	REMOVE
32	Keane Ave	Inez Rd	Wilson Blvd Extension	0	2	New 2-Lane Road (Future Study Area)	REMOVE
33	Little League Rd Extension	SR-82	Westclox St	0	2	New 2-Lane Road	ALTERNATIVE 4
34	Logan Blvd	Green Blvd	Pine Ridge Rd	4	6	Widen from 4-Lanes to 6-Lanes	REMOVE
35	Logan Blvd	Vanderbilt Beach Rd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	2	6	Widen from 2-Lanes to 6-Lanes with Outside Paved Shoulders	ALTERNATIVE 4
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Rd	2	6	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	4	Widen from 2-Lanes to 4-Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	REMOVE
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
42	Randall Blvd	8th St NE	Everglades Blvd	2	6	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4
43	Randall Blvd	Everglades Blvd	Desoto Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
44	Randall Blvd	Desoto Blvd	Big Cypress Parkway	0	4	New 4-Lane Road	REMOVE
45	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	4	6	Widen from 4-Lanes to 6-Lanes	REMOVE
46	SR 29	SR 82	Collier/Hendry Line	2	4	Widen from 2-Lane to 4 Lanes with Outside Paved Shoulder (Includes M&R of existing pavement)	CODED PER SIS CFP
48	SR 29	I-75 (SR 93)	Oil Well Rd	2	4	Widen from 2-Lane to 4 Lanes with Outside Paved Shoulder (Includes M&R of existing pavement)	CODED PER SIS CFP; PLEASE NOTE AS FDOT PROJECT NOT MPO ON PLOT
50	SR 29	New Market Road North	North of SR-82	2	4	Widen from 2-Lane to 4-Lane	CODED PER SIS CFP
51	SR 29/New Market Rd W - New Road	Immokalee Rd (CR 846)	New Market Rd N	0	4	New 4-Lane Road	CODED PER SIS CFP
52	SR 29	Agriculture Way	CR 846 E	2	4	Widen from 2-Lanes to 4-Lanes (with center turn lane)	CODED PER SIS CFP
53	SR 29	Sunniland Nursery Rd	Agriculture Way	2	4	Widen from 2-Lanes to 4-Lanes (with center turn lane)	CODED PER SIS CFP

MAP ID	FACILITY	FROM	TO	NO. OF EXISTING LANES	# OF PROPOSED LANES	DESCRIPTION	ALTERNATIVE 4
54	SR 29	Oil Well Rd	Sunniland Nursery Rd	2	4	Widen from 2-Lanes to 4-Lanes (with center turn lane)	CODED PER SIS CFP
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	6	Widen from 4-Lanes to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes M&R of existing pavement)	ALTERNATIVE 4 CODED FROM COUNTY BARN TO SANTA BARBARA WIDENING
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	4	6	Widen from 4-Lanes to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes M&R of existing pavement)	ALTERNATIVE 4
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd				At-Grade Intersection Improvements	REMOVE
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	2	4	Widen from 2-Lane to 4 Lanes with Outside Paved Shoulder (Includes M&R of existing pavement)	REMOVE
59	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd (SR 951)		0	--	Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	REMOVE
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	6		Corridor Study	REMOVE
62(a&b)	Vanderbilt Beach Rd Extension	16th St	Everglades Blvd	0	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
63	Westclox Street Extension	Little League Rd	West of Carson Road	0	2	New 2-Lane Road	REMOVE
64	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
65	Wilson Blvd	Keane Ave	Golden Gate Blvd	2	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4
66	Immokalee Rd Intersection	Livingston Rd			--	Proposed Overpass (Immokalee over Livingston Rd) [SPUI]	ALTERNATIVE 4
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	0	4	New 4-Lane Road	REMOVE
68	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd			--	New At-Grade Intersection	REMOVE
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	2	--	Remove Row	REMOVE
70	Green Blvd Extension	Everglades Blvd	Big Cypress Parkway	0	2	New 2-Lane Road	REMOVE
71	Golden Gate Blvd	16th	Everglades Blvd	4	4	4 lanes (under construction)	CODE FOR E+C
72	Golden Gate Parkway Intersection	Airport Pulling Rd				Existing Overpass (GGP over Airport Bl)	EXISTING OVERPASS - NOT CODED
73	Immokalee Rd (CR 846) Intersection	Collier Blvd (CR 951)			--	Proposed Overpass (Immokalee over Collier Blvd) [SPUI]	ALTERNATIVE 4
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd			--	Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]	ALTERNATIVE 4
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		-		New Partial Interchange	NOT CODED
76	Vanderbilt Dr	Immokalee Rd	Woods Edge Parkway	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE
77	Pine Ridge Rd Intersection	Livingston Rd			--	Intersection Improvement	ALTERNATIVE 4
78	Golden Gate Parkway Intersection	Livingston Rd			--	Overpass - GGP over Livingston [SPUI]	ALTERNATIVE 4
79	Vanderbilt Beach Rd	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail E)	4		Constrained to 4 lanes	CODE FOR E+C
80	Vanderbilt Beach Rd	Goodlette-Frank Road	Airport Pulling Rd	4	6	Widen from 4-Lanes to 6-Lanes	CODE FOR E+C
81	Bridge @ 47th Ave NE	West of Everglades Boulevard			--	New Bridge over Canal	ALTERNATIVE 4
82	Bridge @ Wilson Blvd	South of 33rd Avenue NE			--	New Bridge over Canal	ALTERNATIVE 4
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE			--	New Bridge over Canal	ALTERNATIVE 4
84	Bridge @ 18th Ave NE	Between 8th St NE and 16th StNE			--	New Bridge over Canal	ALTERNATIVE 4
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension			--	New Bridge over Canal	ALTERNATIVE 4
86	Bridge @ 16th St SE	South Terminus			--	New Bridge over Canal	ALTERNATIVE 4
87	Bridge @ Location TBD - Assume 10th Ave SE	East of Everglades Blvd			--	New Bridge over Canal	ALTERNATIVE 4
88	Bridge @Wilson Blvd S	South Terminus			--	New Bridge over Canal	ALTERNATIVE 4
89	Bridge @ 62nd Ave NE	West of 40th St NE			--	New Bridge over Canal	ALTERNATIVE 4
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	4	6	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4
41A	Randall Blvd Intersection (flyover)	Immokalee Rd		--	--	Ultimate Intersection Improvement: Overpass - 2-Lanes WB Randall to WB Immokalee	REMOVE
41B	Randall Blvd	Immokalee Rd	8th St NE	2	6	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4
61A	Vanderbilt Beach Rd Extension	Collier Blvd	Curry Canal	4	6	Widen from 2-Lanes to 6-Lanes (TR)	CODE FOR E+C
61B	Vanderbilt Beach Rd Extension	Curry Canal	Wilson	0	4	New 4-Lane Road Widen from 4-Lanes (Expandable to 6-lanes)	CODE FOR E+C
61C	Vanderbilt Beach Rd Extension	Wilson	16th St	0	2	New 2-Lane Road (Expandable to 4-Lanes)	CODE FOR E+C
91	SR 82	Gator Slough Lane	SR 29			WIDEN FROM 2-LANES TO 4-LANES IN E+C	CODE FOR E+C
92	SR 82	Hendry Co.Line	Gator Slough Lane				CODED
93	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4
94	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	0	4	New 4 lane Road	ALTERNATIVE 4

INCLUDE IN ALT 4
SIS or NON-SIS SH FDOT project
ADD TO E+C - PLEASE VERIFY



EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Provide Comments on Draft 2045 LRTP Chapters 1-3 and Appendix A

OBJECTIVE: For the Committee to provide comments on the Draft 2045 LRTP Chapters 1-3 and Appendix A

CONSIDERATIONS:

Draft Chapters 1. Introduction, 2. Plan Process, and 3. Goals, Objectives and Decision-Making Framework and Appendix A. Federal and State LRTP Requirements are attached for the committee's review. Chapter 3 is an updated version of the document the committee previously reviewed and endorsed.

The draft chapters and Appendix A can also be viewed on the LRTP page of the MPO's website:
<https://www.colliermopo.org/lrtp/>

STAFF RECOMMENDATION: That the Committee provide comments on the Draft 2045 LRTP Chapters 1-3 and Appendix A.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Chapter 1. Introduction
2. Chapter 2. Plan Process
3. Chapter 3. Goals, Objectives and Decision-Making Framework
4. Appendix A. Federal and State LRTP Requirements



Collier MPO

2045 Long Range Transportation Plan

Chapter 1 – Introduction

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Chapter 1 Introduction

1-1 What Is the MPO?

The Collier Metropolitan Planning Organization (MPO) was created in 1982 following 23 U.S. Code §134 Metropolitan Transportation Planning federal requirements that each urbanized area with a population exceeding 50,000 establish an MPO. Federal law requires that MPOs be governed by a board composed of local elected officials, governmental transportation representatives for all modes of transportation, and appropriate state officials.

The Collier MPO is governed by a board of nine voting members and one non-voting advisor from the Florida Department of Transportation (FDOT), as shown on **Figure 1-1**.

The Collier MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island, and Everglades City (refer to **Figure 1-2**).

The MPO uses federal, state, and local funds to carry out a **Continuing, Cooperative, and Comprehensive** (3-C) long-range planning process that establishes a county-wide vision for the transportation system. The Long Range Transportation Plan (LRTP) is a central part of achieving this vision.

MPOs are required to develop and update their LRTPs on a 5-year cycle to ensure that the future transportation system is efficient, fosters mobility and access for people and goods, and enhances the overall quality of life for the community.

To carry out its functions, the MPO Board is assisted by several transportation planning committees in addition to its professional staff. These committees consist of the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC), Congestion Management Committee (CMC), and the Local Coordinating Board for the Transportation Disadvantaged (LCB).

Figure 1-1. Collier MPO Board

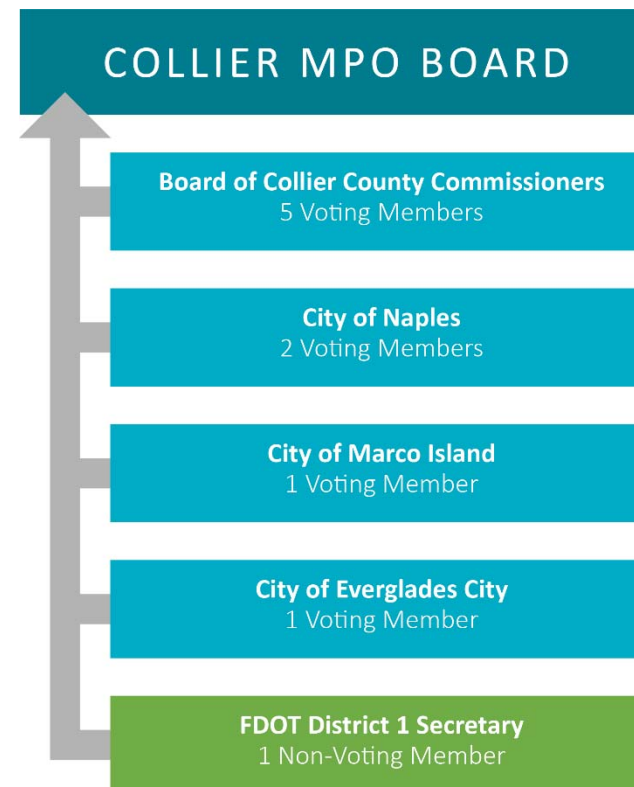


Figure 1-2. Collier MPO Jurisdiction

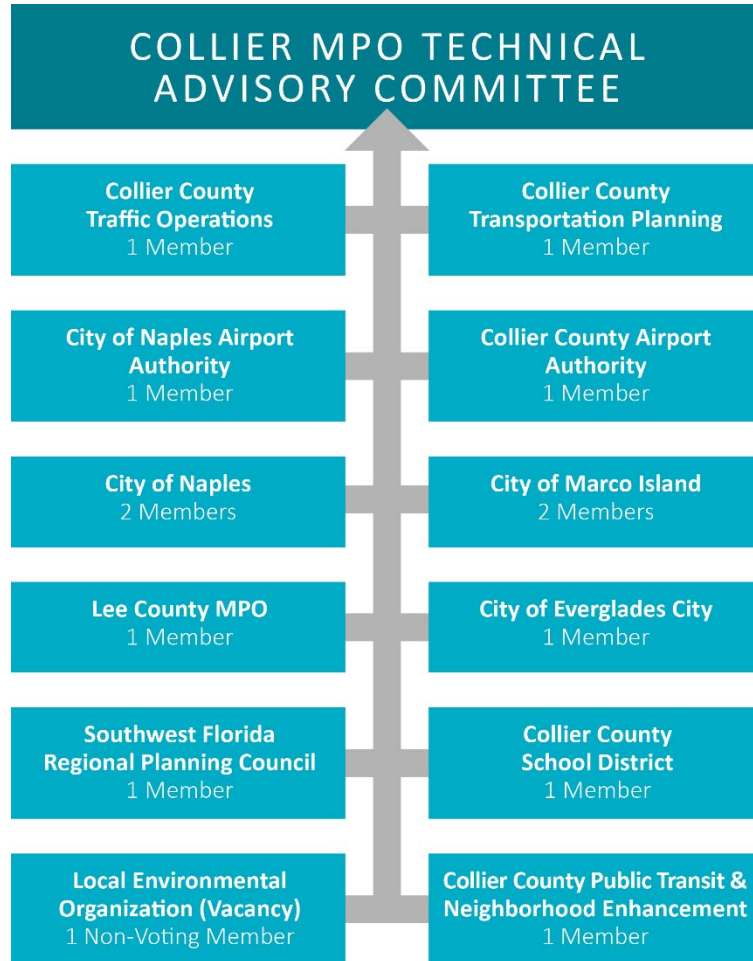


Source: Collier MPO Transportation Improvement Plan FY2021-FY2025

Technical Advisory Committee: The TAC consists of technically qualified representatives of agencies within the Collier County Metropolitan Planning Area. TAC members are responsible for planning, maintaining, operating, developing,

and improving the transportation system throughout the Collier County area. They review transportation plans and programs from a technical perspective. There are 13 voting members and one non-voting member (refer to **Figure 1-3**).

Figure 1-3. Technical Advisory Committee



Citizens Advisory Committee: The CAC consists of citizens representing a cross section of the geographic areas and citizens representing disabled and minority populations. They

are recruited to represent the cities of Naples, Marco Island, and Everglades City, and the county commission districts of the unincorporated areas of the County. These individuals make recommendations to the MPO Board from the citizen's perspective on proposed LRTPs, individual projects, priorities for state and federal funding, and other transportation issues. The CAC has 13 voting members, including four at-large members (refer to **Figure 1-4**).

Figure 1-4. Citizens Advisory Committee

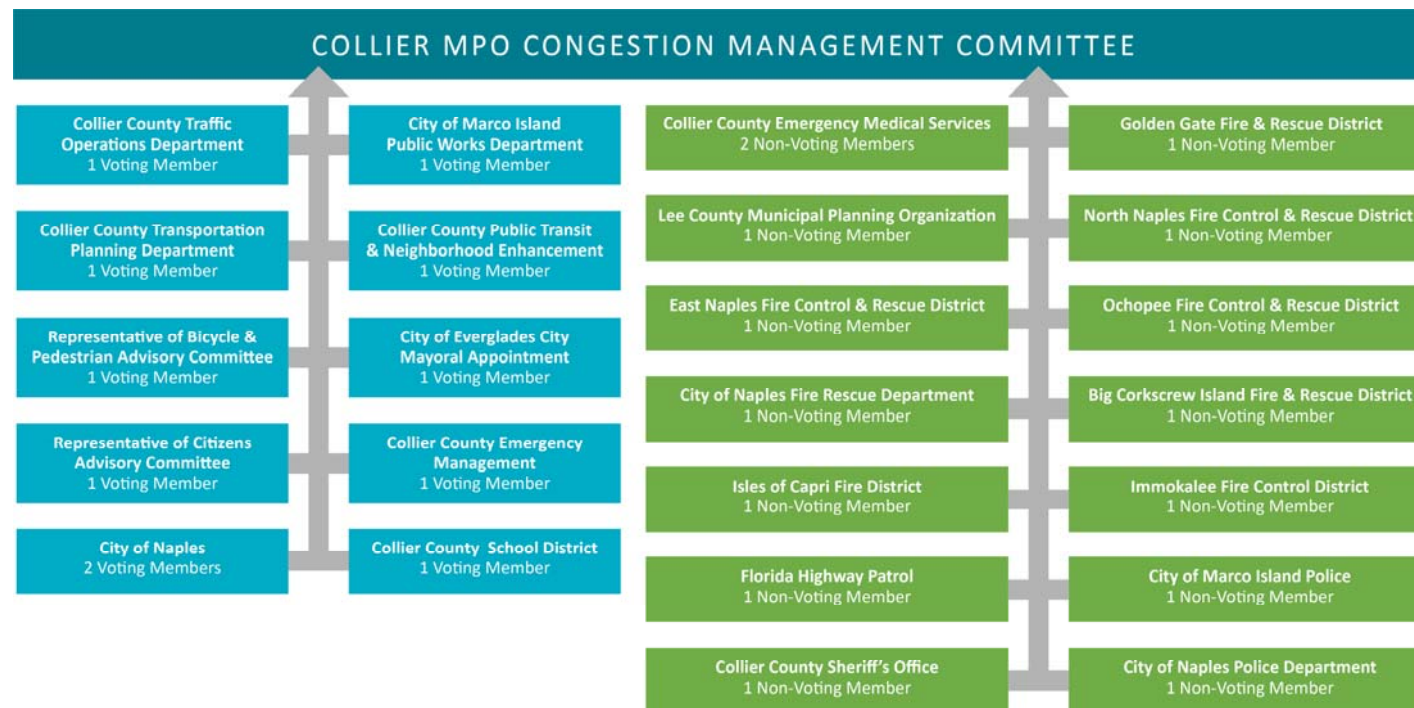


Bicycle and Pedestrian Advisory Committee: Formerly known as the Pathways Advisory Committee, the BPAC consists of 12 at-large voting members who represent a wide cross section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities and other transportation-disadvantaged populations. The BPAC provides citizen input into the deliberations on bicycle- and pedestrian-related issues within the community and advises the MPO Board on developing a Bicycle and Pedestrian Plan. The BPAC is also involved in recommending priorities for bicycle and pedestrian projects and program implementation.

Congestion Management Committee: The CMC serves the MPO in an advisory capacity on technical matters relating to the MPO's Congestion Management System (CMS) and the regional Intelligent Transportation System (ITS) architecture.

The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate congestion management projects to be funded with federal and state funding. The CMC has 11 voting members and 15 non-voting members (refer to [Figure 1-5](#)). All members are appointed by agencies/jurisdictional departments.

Figure 1-5. Congestion Management Committee

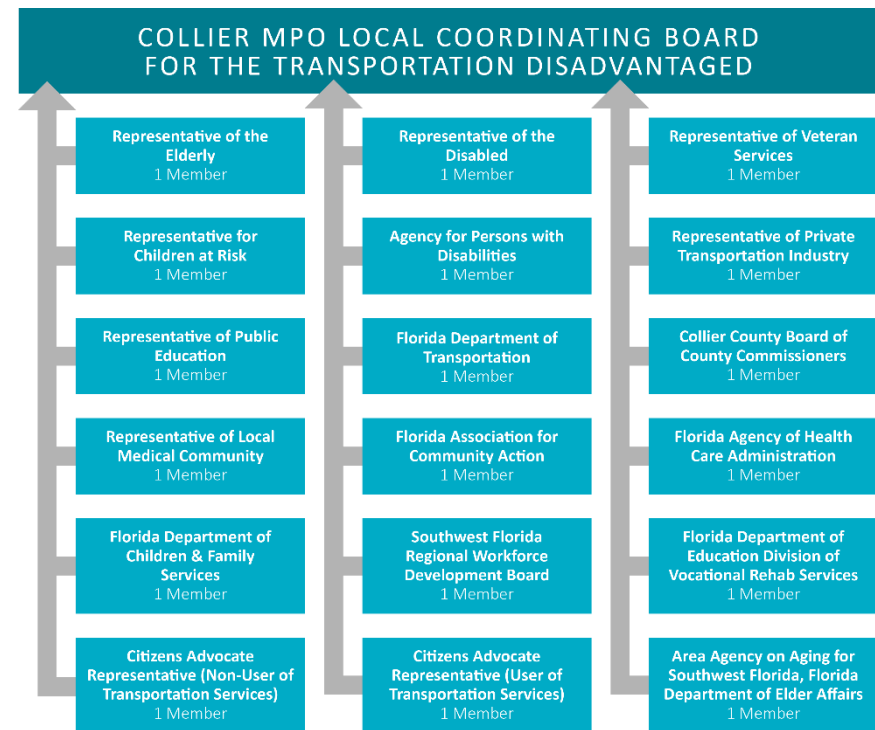


Local Coordinating Board for the Transportation

Disadvantaged: The LCB helps the MPO identify local service needs and provide information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Chapter 427.0157, Florida Statutes. The LCB includes representatives from various state and local agencies as well as citizen representatives (refer to **Figure 1-6**). A member of the MPO Board is appointed to serve as the LCB's Chairman.

The LCB also reviews the amount and quality of transit service being provided to the County's transportation-disadvantaged population. The Collier LCB meets each quarter and holds at least one public hearing a year. The purpose of the hearings is to provide input to the LCB on unmet transportation needs or any other areas relating to local transportation disadvantaged services.

Figure 1-6. Local Coordinating Board for the Transportation Disadvantaged



1-2 What is the Long Range Transportation Plan?

The MPO is required to complete an LRTP to receive federal funds. The LRTP must be multi-modal and should include, at a minimum, highway and transit infrastructure improvements. The Collier MPO LRTP includes highway (incorporating freight) and transit modes, and by reference, non-motorized modes. The LRTP covers a broad range of issues including environmental impact, economic development, mobility, safety, security, and quality of life. Chapter 2 provides a more detailed examination of federal compliance.

To comply with federal requirements, the LRTP is produced or updated every 5 years and must maintain a minimum time horizon of 20 years. The previous 2040 LRTP update was adopted in December 11, 2015. The Collier MPO 2045 LRTP update began in March 2019. As described in Chapter 3, the Collier MPO 2045 LRTP was developed to ensure consistency with all applicable state and federal requirements guiding the LRTP process.

The primary purpose of the 2045 LRTP update is to help citizens, businesses, and elected officials collaborate on developing a multimodal and sustainable transportation system that addresses projected growth over the next 20 years. The 2045 LRTP update serves as an instrument to identify needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation challenges.

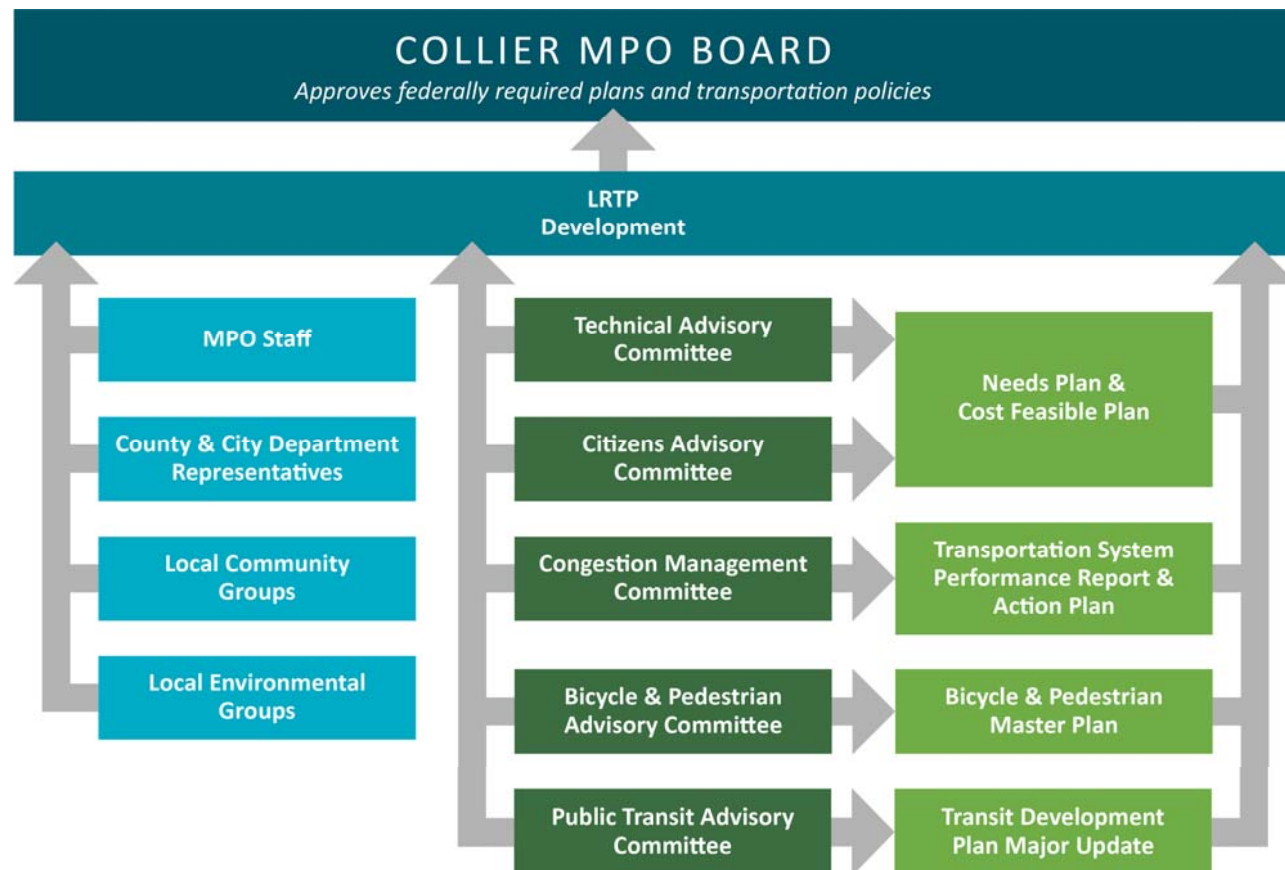


During the development of the 2045 LRTP, the MPO engaged its standing committees, particularly the TAC and CAC, who reviewed and commented on every aspect of the LRTP. Both committees held a series of monthly meetings through the summer of 2020 to assist the MPO on the Needs and Cost Feasible Plans. The CMC, BPAC, and the LCB also helped to guide the development of the LRTP by providing their expertise on the development of their committee's corresponding transportation plans. As shown on [Figure 1-7](#), the CMC contributed to the Transportation System Performance Report and Action Plan (2020) which addresses

congestion, the BPAC contributed to the Bicycle and Pedestrian Master Plan (2019) which is incorporated into the bicycle and pedestrian section of the LRTP, and Collier County's Public Transit Advisory Committee contributed to the Transit Development Plan Major Update (2020) which is incorporated in the transit section of the LRTP. Further, the MPO's informal Adviser Network (400-plus members) of community, business, and environmental groups

provided essential public input through a series of small group and one-on-one interviews. Additional public input was gained by conducting outreach to traditionally underserved communities, virtual public meetings, and surveys. Due to the COVID-19 pandemic that occurred during the 2045 LRTP update, traditional meetings planned for the update were switched to virtual platforms.

Figure 1-7. 2045 LRTP Development and Guidance



1-3 Federal and State Planning Requirements

Federal

In December 2015, the Fixing America's Surface Transportation (FAST) Act (23 CFR 134) was signed into law and built on the program structure and reforms of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012. The FAST Act includes provisions to enhance and support the improved transportation planning factors outlined in MAP-21. Under the FAST Act, two additional planning factors were added:

- *improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation*
- *enhance travel and tourism*

Under the FAST Act, several planning factors are required for long-range transportation planning as shown on [Figure 1-8](#).

In addition to the FAST Act planning factors, MAP-21 included transitioning to a performance-based program, including establishing national performance goals for federal aid highway programs. The FAST Act continued this overall performance management approach, requiring state DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Figure 1-8. FAST Act Planning Factors



Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals, which include:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS)
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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

For Collier County to be eligible for federal and state funds, the MPO must adopt and maintain a transportation plan covering at least 20 years (the LRTP), and a 5-year Transportation Improvement Program (TIP), which is a fiscally constrained, multi-modal program of transportation projects within the Collier Metropolitan Planning Area. The TIP is updated each year and includes highway, bridge, bicycle and pedestrian facilities; transit; congestion management; road and bridge maintenance; transportation planning; and transportation-disadvantaged projects. Both the LRTP and the TIP are required by federal and state law.

The TIP identifies, prioritizes, and allocates funding for transportation projects. Projects in the TIP are included in the existing-plus-committed (E+C) component of the MPO's LRTP. Development of the TIP is a continuous process involving agency staff and public involvement. The adopted TIP and potential TIP project priorities must be consistent with the LRTP.

MPOs are governed by federal law (23 USC 134), with regulations included in 23 CFR 450. When MPOs were mandated in 1962, federal laws required metropolitan transportation plans and programs be developed through a 3-C planning process. The law intended for MPOs to serve as a forum for collaborative transportation decision-making. Further, planning is to be conducted continually using a

cooperative process with state and local officials and public transportation agencies operating within the MPO's boundaries.

Because the Collier MPO serves a population of more than 200,000, it meets the federal definition of a Transportation Management Area (TMA) and, therefore, must meet additional federal conditions including the establishment of a CMP. The CMP identifies challenges and solutions to reduce congestion and improve traffic flow along arterial roadways. The CMP is also used as a tool to help identify projects in the TIP and LRTP. As stated previously, the Collier MPO CMC is responsible for creating and amending the CMP.

The LRTP must include a financial plan to ensure that reliable and reasonable funding sources are identified to implement the LRTP. The cost of projects listed in the LRTP must balance financially with the revenues from funding sources forecasted to be reasonably available over the duration of the LRTP. Chapter 3 provides a more detailed account of federal and state financial requirements for the LRTP.

The Public Participation Plan (PPP), provides a framework to the public involvement process regarding the MPO planning-related activities. The PPP describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues to maximize public involvement and effectiveness. PPPs are living documents that should be updated once every 5 years, preferably prior to the initiation of the development of a new LRTP update. In addition to the PPP, each MPO should develop an LRTP-specific PPP or Public Involvement Plan (PIP). The PIP builds off of the content and

assumptions within the approved PPP but provides additional information, such as specific stakeholders to be engaged during the LRTP development, a summary of proposed engagement activities throughout the LRTP development, and an engagement milestone schedule. A PIP was developed for the 2045 LRTP Update and is further discussed in Chapter 3.

In January 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs*¹ to the FDOT and the MPOs in Florida. The guidance, commonly referred to as FHWA's Expectations Letter, outlines the agencies' expectations for the development of LRTP updates to assist MPOs in meeting the federal planning requirements. In July 2020, FDOT issued a notice that FHWA expected MPOs to also address previous FHWA Expectation Letters from December 4, 2008 (*FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs*) and November 2012 (*Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs*).

The Collier MPO 2045 LRTP update's adherence to the 2018, 2012, and 2008 FHWA's Expectations Letters is summarized in [Appendix A](#).

State

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a 2-year cycle in coordination with the development of the MPOs' respective Unified Planning Work Programs (UPWPs). The emphasis areas set planning priorities,

¹ Available from <https://www.fdot.gov/docs/default-source/planning/Policy/metrosupport/Resources/LRTP-Expectations-2018.pdf>

and MPOs are encouraged to address these topics as they develop their planning programs.

The 2020 FDOT Florida Planning Emphasis Areas are:

- **Safety.** MPOs are encouraged to consider how to expand on the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges.
- **System Connectivity.** MPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions beyond their boundaries to emphasize continuity on those facilities that link their MPO to other metropolitan and non-urban areas, and include multi-modal linkages that support connectivity for people and freight.
- **Resilience.** MPOs can address resilience within their planning processes by leveraging tools, such as the FHWA *Resilience and Transportation Planning* guide² and the FDOT Quick Guide: *Incorporating Resilience in the MPO LRTP*.³ MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure to help develop a more realistic and cost-effective planning document.
- **ACES (Automated/Connected/Electric/Shared-use) Vehicles.** Increased deployment of ACES vehicles with enabling policies and supportive infrastructure may lead to great improvements in safety, transportation choices, and quality of life for Floridians, visitors, and the Florida economy. Though there is a great deal of speculation and

uncertainty of the potential impacts these technologies will have, MPOs are to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

Additionally, with the intent to encourage and promote the safe and efficient management, operation, and development of surface transportation systems, the Florida legislature enacted Section 339.175(6)(b), F.S., which requires the LRTP to provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

² Available from <https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/ratp/index.cfm>

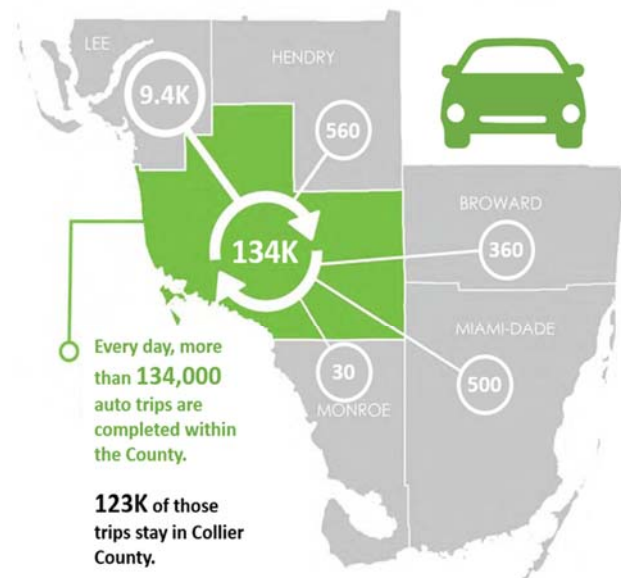
³ Available from http://floridatransportationplan.com/pdf/2020-01-29_FDOT%20Resilience%20Quick%20Start%20Guide_FINAL.pdf

In addition to adhering to these requirements, other statutory requirements set forth by the state of Florida regarding the development of a LRTP are presented in [Appendix A](#).

1-4 Regional Transportation Planning

Collier County highways are part of a regional network that not only connects different parts of the County, but also links the County to neighboring counties in the region, to the state, and to the nation. As illustrated on [Figure 1-9](#), business travel between Collier County and its neighbors is significant, especially between Collier County and Lee County. From 2011 to 2015, the U.S. Census Bureau's American Community Survey (ACS) analysis of commuting patterns reported approximately 9,400 daily inter-county auto-oriented trips between Collier and Lee counties.

Figure 1-9. Daily Collier County Work Travel Patterns



Source: U.S. Census, 2011-2015 5-Year American Community Survey (ACS) Commuting Flows

The Collier MPO provides for the creation of a region-wide multi-modal transportation planning process in accordance with federal and state guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One.

The Collier MPO performs the following regional transportation planning activities:

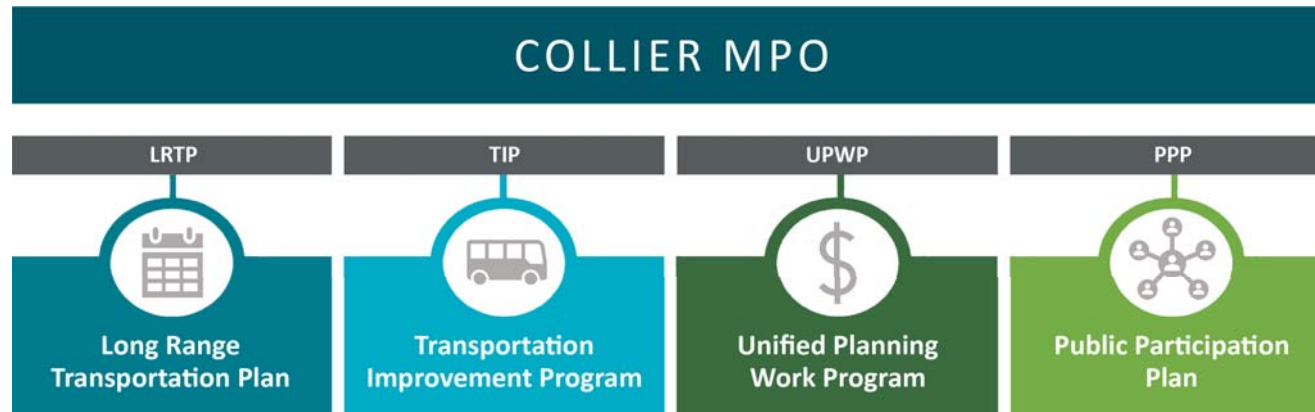
- Participates in the Lee County MPO and advisory committee meetings.
- Participates and coordinates in the Joint MPO Board and Joint Advisory Committee meetings with Lee County MPO.
- Coordinates with FDOT, Lee County MPO, other adjoining MPOs and adjoining jurisdictions, municipalities, or agencies to ensure that regional needs are being addressed and planning activities are consistent. Such coordination includes, but is not limited to, discussion of regional plans, review of the Strategic Intermodal System (SIS) plan, evaluation and ranking of Transportation Regional Incentive Program (TRIP) projects, and update of joint priorities for regional and statewide funding.
- Develops, adopts, and updates regional transportation priorities, including the Regional Transportation Network Priorities (which includes the SIS and other important cross-county connections and intermodal facilities), the TRIP projects, and Regional Enhancement Priorities.
- Participates in the (national) Association of Metropolitan Planning Organizations (AMPO), Metropolitan Planning Organization Advisory Council (MPOAC), FDOT District One Coordinated Urban Transportation Studies (CUTS), FDOT/FHWA quarterly conference calls and regional

quarterly meetings, and Florida’s Heartland Regional Economic Development Initiative (FHREDI) meetings.

- Analyzes state and federal laws and regulations for MPOs, committees, and local government officials to aid them in their application of regional transportation policy strategies.

Further, as shown on **Figure 1-10**, the Collier MPO under state and federal laws is required produce documents that support region-wide transportation planning which include the LRTP, TIP, UPWP, and PPP. The PPP provides a framework for public involvement in regard to all MPO planning-related activities.

Figure 1-10. Collier MPO Documentation Responsibilities





Collier MPO

2045 Long Range Transportation Plan

Chapter 2 – Plan Process

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Chapter 2 Plan Process

2-1 Plan Process

This chapter discusses the staged process to develop the Collier MPO 2045 LRTP update and describes the plan development activities resulting from public involvement. Goals and Objectives, the Needs Assessment, and the Cost Feasible Plan outlined in this chapter are described in detail in Chapters 3, 4, and 6, respectively. Updating the Collier MPO 2045 LRTP was a technical, collaborative process that included participation by the MPO Board members, virtual public workshops and public surveys, briefings to the various MPO advisory committees (described in Chapter 1), and advisory meetings with the TAC and CAC. As illustrated on [Figure 2-1](#) and [Figure 2-2](#), five key steps were involved in the LRTP development process. The MPO Board's adoption of the Collier MPO 2045 LRTP acknowledged these five steps, with input from the public, the MPO committees, and MPO Board, resulting in a financially constrained plan of transportation improvements.

The five stages of the plan process were built upon past planning efforts, a technical review of forecast socioeconomic growth, the financial outlook of the County, and input from County residents and elected officials.

Figure 2-1. Collier MPO 2045 LRTP Key Process Steps

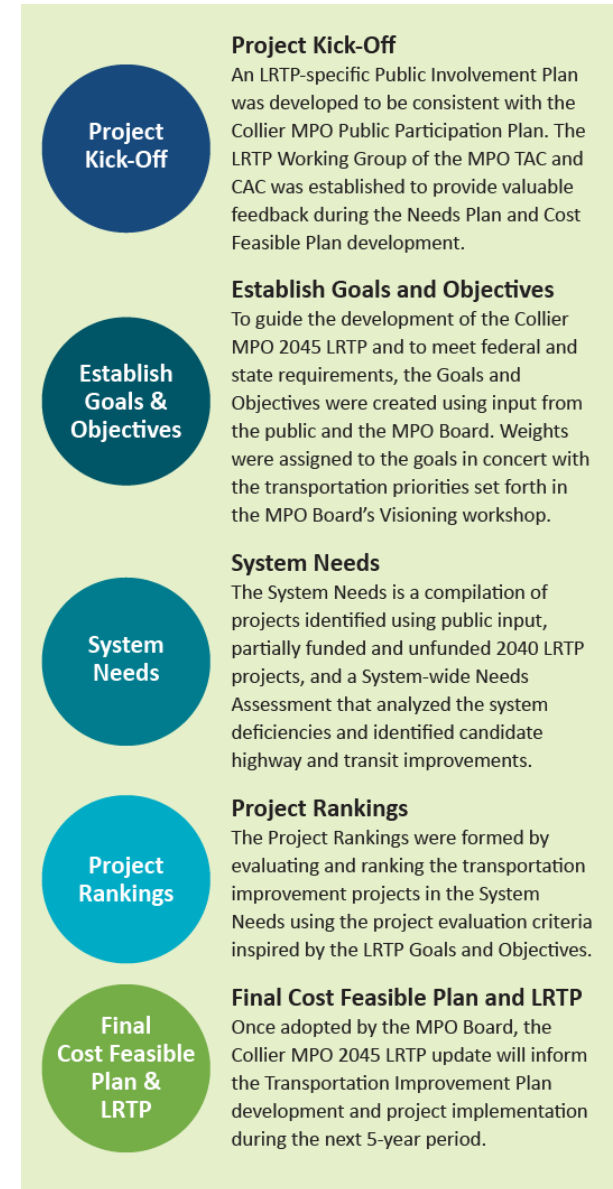
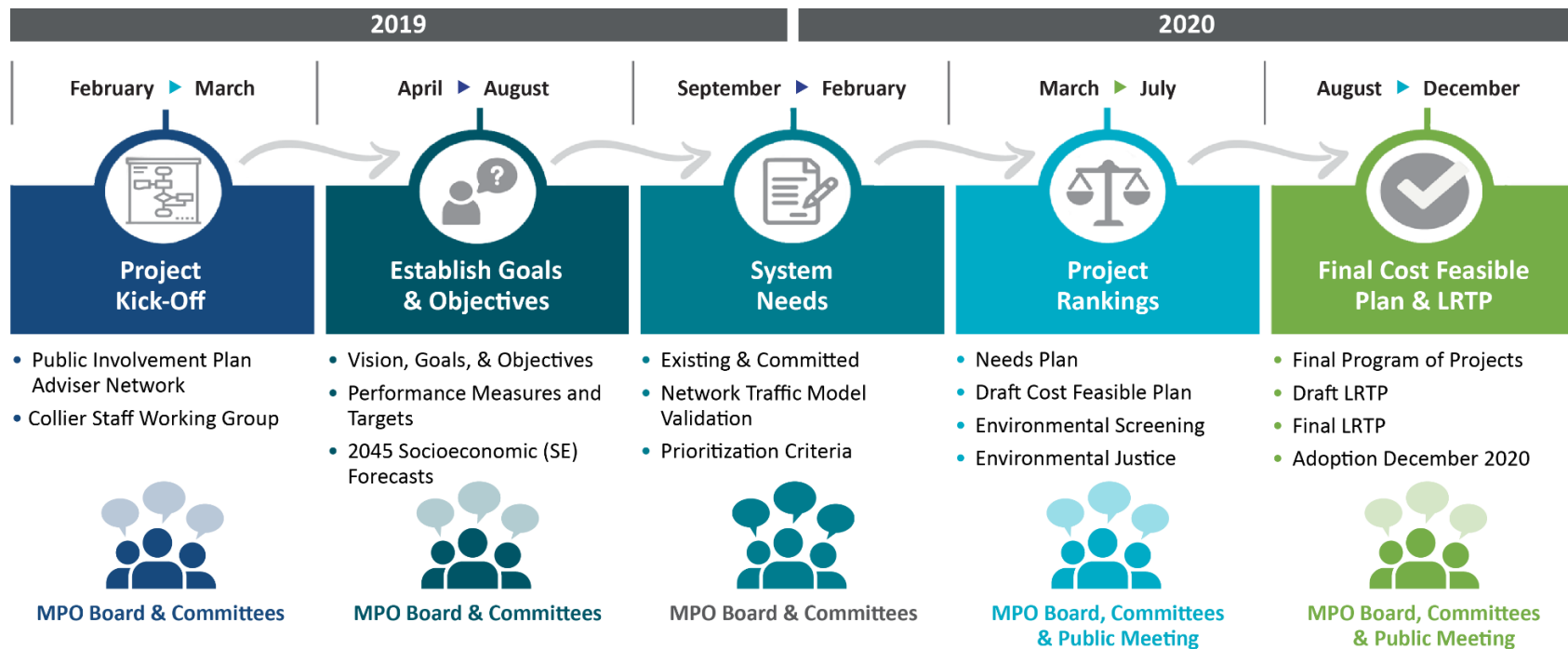


Figure 2-2. Plan Process



2-2 County Overview

Collier County is the largest county in Florida by land area. Approximately 67 percent of the County's land area has a land use designation of Conservation, is owned primarily by the federal and state government, and is restricted from development. According to the Florida Legislature Office of Economic and Demographic Research,¹ the County had an estimated population of 376,706 in 2019. Of the 67 total counties in the state, Collier County is the 16th most populous county in Florida with 1.8 percent of the state's population.

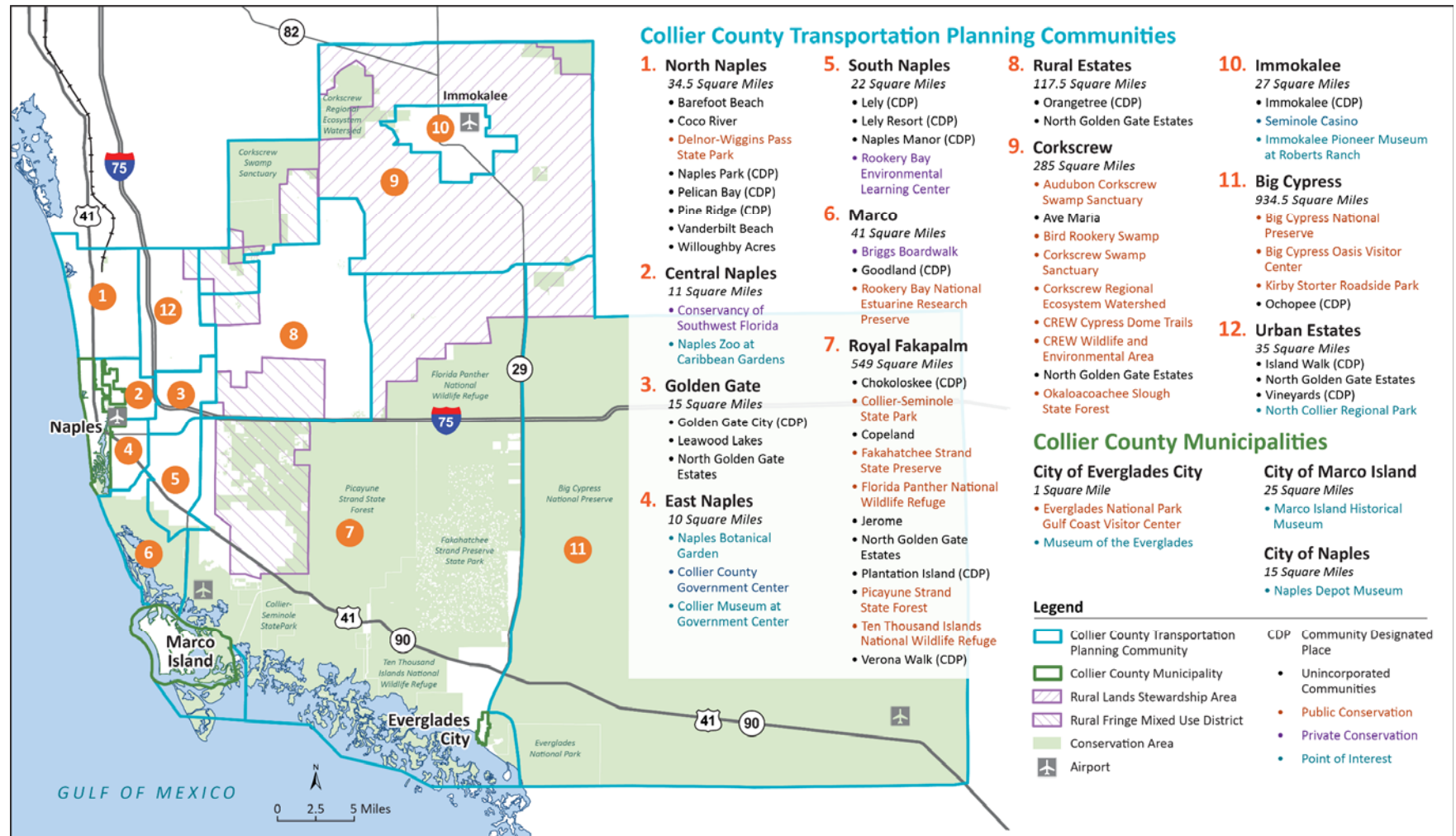
U.S. Census population data show that Collier County population increased by 53 percent between 1990 and 2010. The state of Florida population increased by 31 percent during the same time. Between 2010 and 2019, the Florida Legislature Office of Economic and Demographic Research data show the population in the County further increased by approximately 17 percent, while the state's population increased by approximately 13 percent.

As shown on **Figure 2-3**, three municipalities and 12 planning communities lie within the County.²

¹ <http://edr.state.fl.us/Content/population-demographics/data/index-floridaproducts.cfm>

² <https://www.colliercountyfl.gov/home/showdocument?id=2749>

Figure 2-3. Collier County Planning Communities, Points of Interest, and Unincorporated Communities



Source: <https://www.colliercountyfl.gov/home/showdocument?id=2749>

With the absence of a designated urban service area or an urban growth boundary, the Collier County Growth Management Plan (CCGMP) includes two primary designations within the Future Land Use Map: Urban and Rural/Agricultural. All lands within the County geography fall into one of these two categories, which help shape or control the pattern of urban development and land use controls.

Eight of the planning communities have land use designations of Urban as follows:

- North Naples
- Central Naples
- East Naples
- South Naples
- Golden Gate
- Marco
- Urban Estates
- Immokalee

The remaining four are designated as Rural:

- Royal Fakapalm
- Big Cypress
- Rural Estates
- Corkscrew

While growth is expected to continue in urban planning communities, many of them are approaching build-out, causing development to spread to rural planning communities. The Urban designation promotes a diversity of urban development and a wide variety of land uses within the designation.

The Rural/Agricultural designation does not prevent development, but instead limits the range of land uses within the designation. Pockets of urbanization in the Rural/Agricultural designation are allowed through the development of towns and villages within the Rural Fringe Mixed Used District and the Rural Land Stewardship Area (refer to Figure 2-3). Most of the County's future land development is expected within the Rural Fringe Mixed Used District and the Rural Land Stewardship Area.

The Rural Land Stewardship Area makes up almost all of the entire Corkscrew Planning Community, and applies conditions on residential and commercial land uses to preserve important environmental resource areas. Within this area are Stewardship Sending Areas that can be approved for preservation purposes, creating credits that entitle Stewardship Receiving Areas to be developed in the form of towns, villages, hamlets, etc. The credit system is designed to incentivize preservation of the most important environmental lands by awarding higher credit values for high-value preservation areas. The Rural Fringe Mixed Use District are subdistricts of Neutral, Sending, and Receiving Lands. Sending Lands have been identified as having the highest degree of environmental value and sensitivity, and generally include significant wetlands, uplands, and habitat for federal- and state-listed species. Receiving Lands have been identified as being most appropriate for development and are located within the Royal Fakapalm, Rural Estates, and Corkscrew Planning Communities.

2-3 Forecasting Growth

A major element of the Collier MPO 2045 LRTP development was to determine the travel demand within the MPO boundary. Travel demand estimation is a critical part of long range transportation planning because it helps ensure that the system will meet future needs. By quantifying the extent and locations of anticipated population and employment growth areas, the demand for travel in 2045 can be estimated using regional travel demand models. Travel demand models test various transportation improvements to determine how well they meet future demands, and use base-year and future-year socioeconomic data (associated with each LRTP update cycle). For the Collier MPO 2045 LRTP update, the base- and future-year socioeconomic data were 2015 and 2045, respectively.

Base Year (2015) and Forecast Year (2045) Socioeconomic Data

Travel demand models are driven in part by the interaction of land use activities and socioeconomic characteristics of the transportation network. Socioeconomic data, such as population, households, employment, and schools, that are located in each Traffic Analysis Zone (TAZ), are inputs to the travel demand model. A TAZ is a small geographic unit used in travel models to create trip generation rates for all land uses within the TAZ, and thus cumulatively for the entire region. The Collier MPO 2045 LRTP update includes 730 TAZs for Collier County, as presented in [Appendix B](#).

A primary source of socioeconomic data for the Collier MPO 2045 LRTP was Collier County's 2017 Collier Interactive Growth Model (CIGM) data. The CIGM is a population forecasting model that first predicts where and when residential growth will take place in each TAZ, then forecasts where and when supporting land uses, such as employment, shopping, and schools, will be required.

The University of Florida's Bureau of Economic and Business Research (BEBR) produces Florida's official state and local population estimates and projections. The BEBR estimates are used for distributing state revenue-sharing dollars to cities and counties in Florida, and their projections for future years are used in city and county comprehensive plans and in MPO plans. BEBR data are provided geographically at the county and city levels and, therefore, are not available by TAZ.

Base Year (2015)

Developing the base-year socioeconomic data included coordinating and refining the 2017 CIGM population data (produced for each TAZ) to match the U.S. Census Bureau American Community Survey countywide population estimate for 2015. Other 2015 socioeconomic data came from various sources, including official U.S. Census data and the CIGM, which provided data on jobs, schools, and number of hotel/motel rooms.

Forecast Year (2045)

The CCGMP requires that the County's Capital Improvement Plan be based on BEBR data mid-range (or medium) projection (Policy 4.9, Future Land Use Element). To maintain consistency between the CCGMP and the Collier MPO 2045 LRTP, the socioeconomic data for 2045 were adjusted to match the BEBR medium projection for the year 2045 before being used as the forecast data for the travel model.

Summary of Socioeconomic Data

Table 2-1 summarizes and compares the 2015 and 2045 socioeconomic data. Total residential population is forecasted to increase 43 percent by 2045, with single-family population increasing approximately 63 percent, and multi-family population increasing 21 percent. The total number of dwelling units is expected to increase 29 percent, with single-family dwelling units increasing 47 percent and multi-family dwelling units growing 13 percent.

Figures 2-4 and **2-5** present the Dwelling Units Growth and Commercial Square Footage Growth, respectively. The most significant increase in dwelling unit and commercial square footage are primarily located in the following areas:

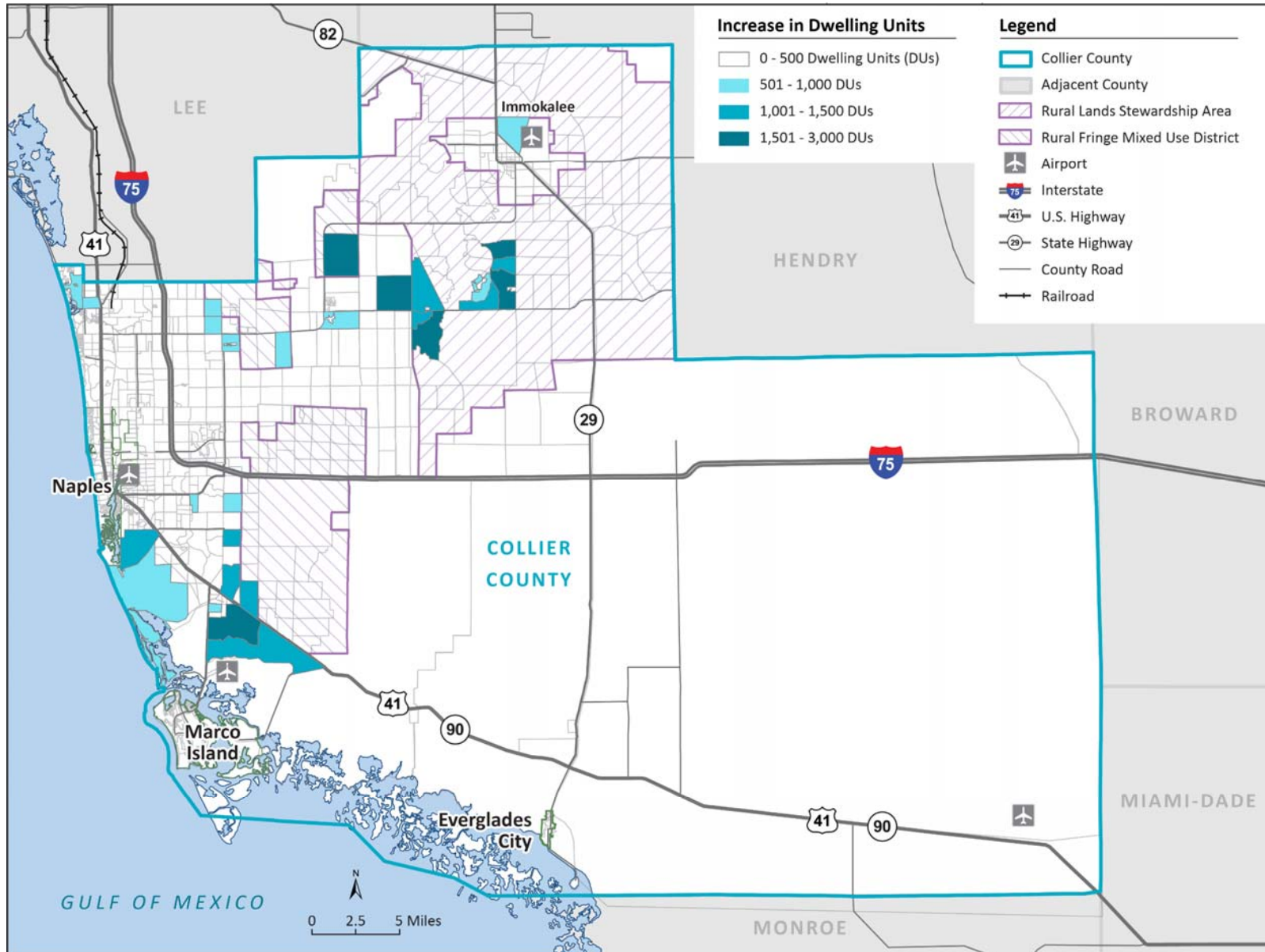
- Rural Land Stewardship Area
- Rural Mixed Fringe District

Table 2-1. 2045 LRTP 2015 and 2045 Socioeconomic Data

	2015	2045	Growth
Single-Family Dwelling Units	102,622	151,104	47%
Multi-Family Dwelling Units	115,147	130,655	13%
Total Dwelling Units	217,769	281,759	29%
Single-Family Population	184,377	300,152	63%
Multi-Family Population	173,386	210,085	21%
Total Residential Population	357,763	510,237	43%
Employees (at place of work/employment)	143,044	212,780	49%
Workers (at place of residence)	179,594	194,090	8%
Hotel/Motel Units	8,817	9,380	6%
Total School Enrollment (including colleges)	67,922	75,117	11%

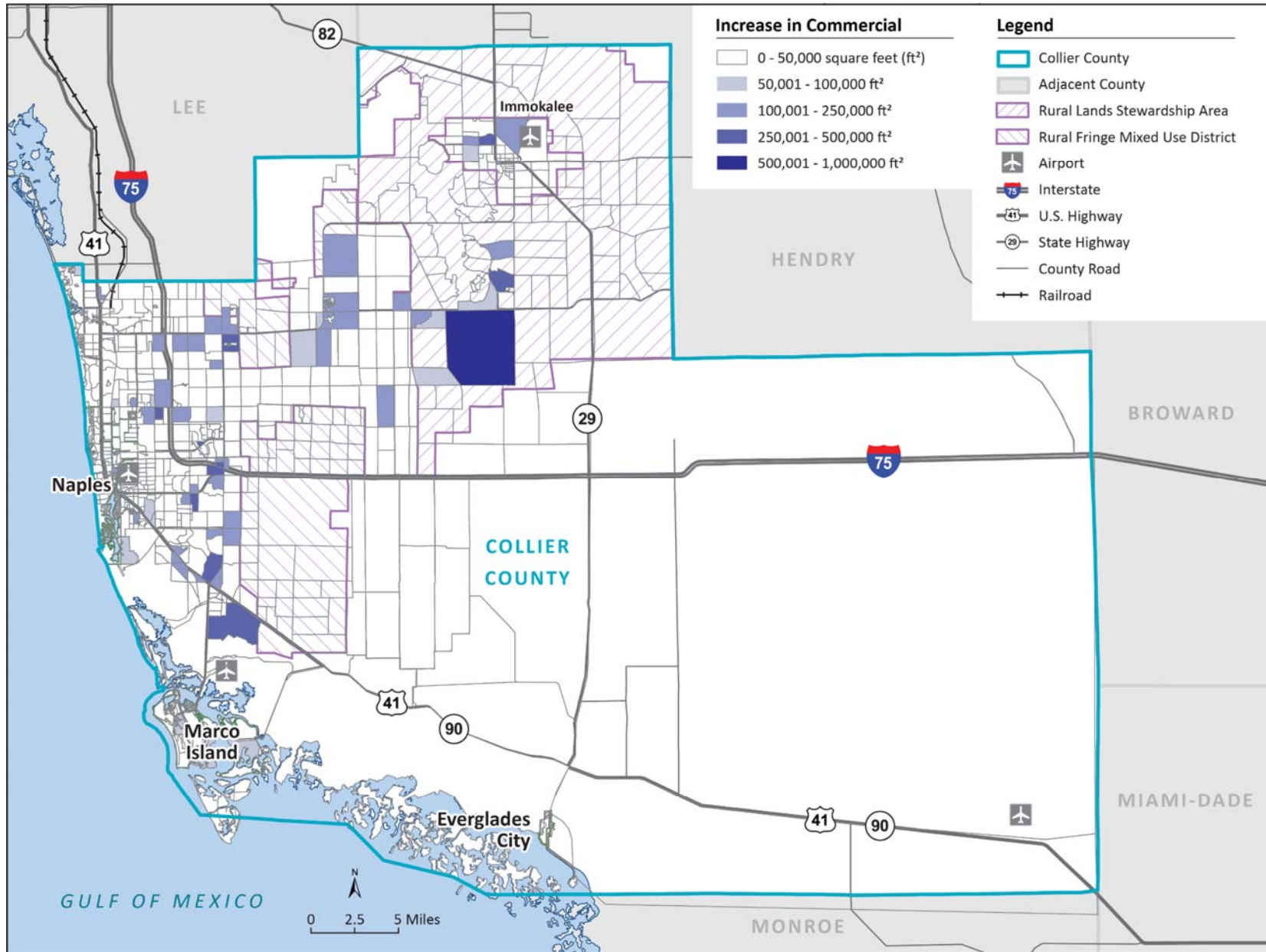
Source: <http://www.spikowski.com/details/CollierMPOscenarios.html>

Figure 2-4. Dwelling Unit Growth Areas



Source: <http://www.spikowski.com/details/CollierMPOscenarios.html>

Figure 2-5. Commercial Square Footage Growth Areas



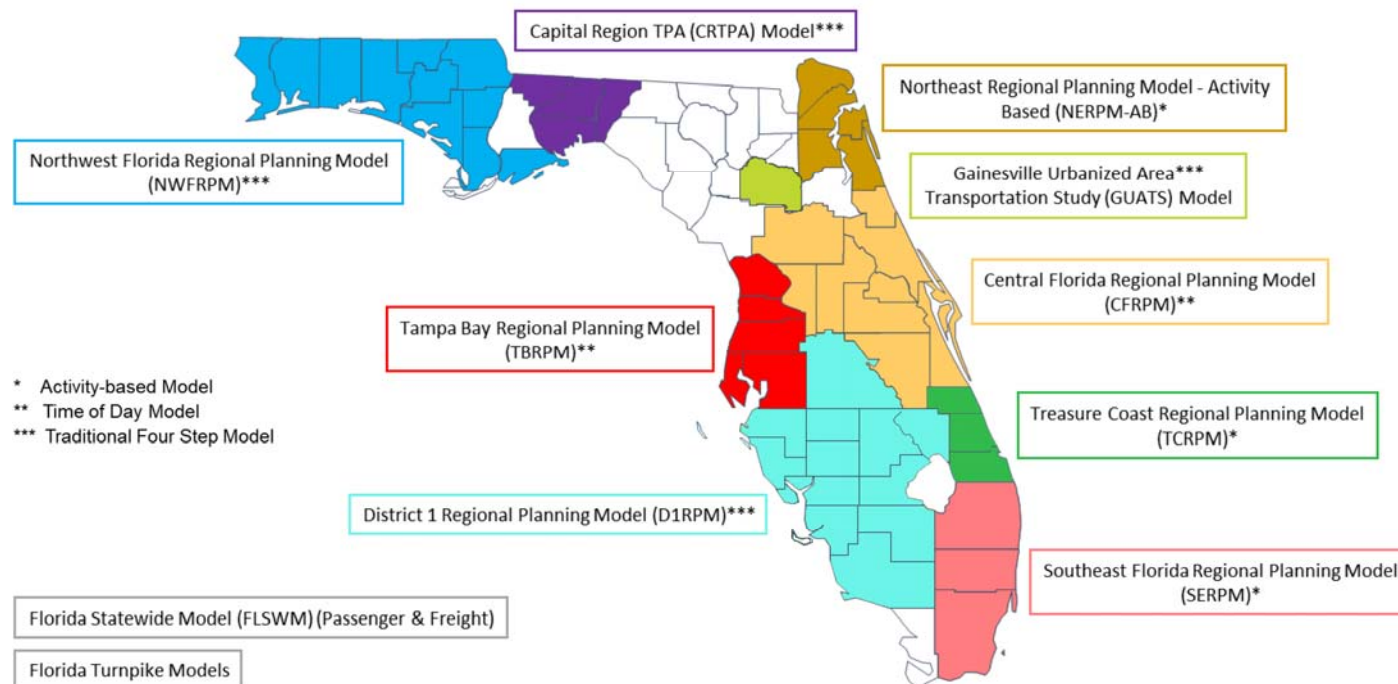
Source: <http://www.spikowski.com/details/CollierMPOscenarios.html>

Travel Model Development Process

FDOT requires regional and local transportation planning agencies to use an FDOT-approved travel demand model (if available) for their planning area. Travel models simulate responses people make about how to travel, given various possible network configurations and capacities of highways and transit service. **Figure 2-6** presents the approved FDOT travel demand models in Florida. Because Collier County is located within FDOT District One, the FDOT District One Regional Planning Model (D1RPM) was used for the Collier MPO 2045 LRTP update.

The D1RPM travel model was validated and calibrated for the base year 2015 using actual traffic counts and transit service for 2015, along with the actual 2015 socioeconomic data for each TAZ. The 2015 socioeconomic data was input to the D1RPM travel model and the resulting traffic assignments were compared to actual traffic counts. After the model was validated to approximate 2015 conditions, the 2045 forecast data that had been distributed to each TAZ were used as inputs to estimate travel demand and potential project performance to meet that demand in 2045. The Collier MPO provided FDOT with the socioeconomic data for 2015 and

Figure 2-6. FDOT-Approved Travel Demand Models



2045 as inputs for the D1RPM model, and FDOT provided all travel model runs during the Collier MPO 2045 LRTP update.

Future-year roadway configurations, or alternative scenario travel networks, were developed by modeling the Existing Plus Committed (E+C) travel network using 2045 socioeconomic data to estimate future deficiencies. The E+C network includes all new road or capacity projects that have been implemented since 2015 (existing), plus all projects that have construction funded in the 2023 FDOT 5-Year Work Program (committed). Once potential deficiencies were understood, the new projects were identified as alternative network scenarios for input to the model. In addition to advisory meetings with the TAC and CAC, FDOT and Collier MPO staff held several coordination meetings on issues related to the model development process and the use of the model for developing the Needs Plan and the Cost Feasible Plan. Five alternative network scenarios were modeled and evaluated for the Collier MPO 2045 LRTP update.

Forecasting Methodology

Population estimates and forecasts in travel models count the number of permanent residents in a manner similar to the U.S. Census Bureau. The population input entered into the D1RPM was the “residential population,” or the number of permanent residents in single-family and multi-family dwellings (not including seasonal residents and permanent residents living in group quarters, such as nursing homes, dormitories, jails, etc.). Seasonal residents were not included in the population totals; the dwellings they occupy seasonally were tabulated, but identified as “vacant” along with dwellings that were vacant for other reasons (for example, for sale or for rent).

The 2015 American Community Survey of countywide residential population of 357,305 is less than the population from the estimated 2017 CIGM population of 367,516. Therefore, the CIGM population and housing data for 2017 were correlated to 2015 levels.

To forecast 2045 estimates, the CIGM first determines the likely amount of residential, commercial, and industrial development in each TAZ at full build-out. For the LRTP update, logistic growth curves were adjusted for certain TAZs to simulate a conservative growth rate through 2045, so that the county-wide residential population would be aligned with the BEBR medium projection for 2045. These growth-curve adjustments had no effect on the anticipated density and intensity at build-out of any TAZ based on applicable land use designations.

The 2015 employment levels were prepared by FDOT based on data from InfoUSA, a commercial provider. The CIGM employee forecasts for 2045 were the primary basis for socioeconomic data on employment for 2045, as neither InfoUSA nor any source other than the CIGM is able to provide accurate forecasts for small areas, such as TAZs. The CIGM also provided 2045 forecasts for industrial, retail, office, and public school employees.

The CIGM school enrollment data consists of the number of students attending a K–12 public school in each TAZ. School enrollment data were supplemented with charter school and private school enrollments from the Collier County School District and the Florida Department of Education, respectively. School enrollment data were further supplemented with the number of students in colleges and universities. The 2045 total school enrollment forecasts were derived similar to the population growth forecasts.

Additional 2015 data used for the D1RPM included the U.S. Census Bureau data plus data provided directly by county and state agencies, including the number of single-family dwellings in each TAZ with two or more vehicles and the average household income in each TAZ. Because the U.S. Census does not provide separate data by TAZ, multiple adjoining TAZs were assigned the data from a single larger area, such as a Census block group or Census tract.

2-4 Public Participation

The major steps defined in the public participation process are consistent with the major milestones in the LRTP development process (refer to Figure 2-1). Public outreach techniques during the Collier MPO 2045 LRTP update included public meetings, newsletters, website, social media, surveys, and public service announcements.

Table 2-2 summarizes the public participation efforts throughout the 2045 LRTP update. The text that follows provides further details on the public participation.

The 2045 LRTP update was kicked off by presenting an overview of the LRTP process and tasks at the MPO Board and TAC/CAC meetings in May 2019. The LRTP update process began with developing the Collier MPO 2045 LRTP Public Involvement Plan, which was presented to the TAC/CAC and MPO Board on August 26 and, September 13, 2019, respectively.

The PIP identifies outreach efforts and techniques that give officials, agencies, local government, interested parties, and

the public an opportunity to participate in the planning process. The PIP also identifies methods to measure the effectiveness of the outreach.

Additionally, the Goals, Objectives and Decision-Making Framework White Paper was also presented to the MPO Board and TAC/CAC, which included a presentation of the proposed Vision, Goals, and Objectives, and evaluation criteria of the Collier MPO 2045 LRTP update. The TAC/CAC and MPO Board comments were subsequently incorporated into the documents, and the MPO Board endorsed the PIP and the Goals, Objectives and Decision-Making Framework White Paper during their regularly scheduled meeting on October 11, 2019.

Advisory meetings with the TAC/CAC were established during the early phases of the Collier MPO 2045 LRTP update. The advisory meetings provided valuable feedback during the development of the E+C Network alternatives for network scenario planning, Needs Plan development, and the Cost Feasible Plan development. The COVID-19 pandemic occurred during the 2045 LRTP update, requiring some of the meetings to be moved to a virtual platform.

Public input was an important part of the LRTP development process and helped refine the community's collective goals and objectives, which in turn helped guide the entire planning process. The first public engagement activity was a Kick-Off Public Survey, which was posted on the Collier MPO website.

Table 2-2. Public Participation Events

Event Details	Group	Date
2045 LRTP Kickoff - Overview of LRTP Tasks	MPO Board	5/10/2020
	TAC/CAC	5/20/2020
Presentation of Draft Evaluation Framework White Paper and Draft PIP	TAC/CAC	8/26/2019
	MPO Board	9/13/2019
Presentation of Updates to the Evaluation Framework White Paper and PIP based on MPO input. Endorsed by MPO Board.	MPO Board	10/11/2019
Presentation of E+C Network and basic Socioeconomic Data. Board approved submittal of the E+C Network to FDOT.	TAC/CAC	10/28/2019
	MPO Board	11/8/2019
Attended the Ciclovía Immokalee event at the Immokalee Community Park to present the E+C Network and to distribute the LRTP Kick-off Survey and newsletter.	Members of the Public	11/2/2019
Presentation of the 2045 Socioeconomic Forecast Zonal Data (by Traffic Analysis Zone). TAC/CAC endorsed the zonal data. MPO Board approved submittal of the zonal data to FDOT.	TAC/CAC	11/25/2019
	MPO Board	12/13/2019
Presentation of Alternative 1 Network Scenario modeling results and Proposed Alternative 2 Network Scenario. TAC/CAC provided input.	TAC/CAC	5/18/2020
Presentation of Alternative 2 Network Scenario modeling results and Proposed Alternative 3 Cost Feasible Network. TAC/CAC and MPO Board provided input.	TAC/CAC	6/10/2020
	MPO Board	6/12/2020
Presentation of Alternative 3 Cost Feasible Network modeling results, evaluation criteria scoring, and project rankings. TAC/CAC provided input.	TAC/CAC	7/8/2020
Virtual Public Meeting. Presentation of the Draft Project Needs List and overview of the LRTP process. Panel of Collier MPO Staff and Collier County Staff present for the question and answer session.	Members of the Public	7/29/2020
Presentation of Alternative 4 Cost Feasible Network modeling results, proposed Alternative 5 Cost Feasible Network, project costs, revenue forecasts, and the 7/29/2020 virtual public meeting results. TAC/CAC provided input.	TAC/CAC	8/7/2020
Presentation of Final Project Needs List, Draft Cost Feasible Plan, revenue forecast, project costs, project rankings, and results of public input. MPO Board provided input.	MPO Board	9/11/2020
Virtual Public Meeting. Presentation of the Final Project Needs List and Draft Cost Feasible Plan. Panel of Collier MPO Staff and Collier County Staff present for the question and answer session.	Members of the Public	9/15/2020
Presentation of the results of public input from the 9/15/2020 Virtual Public Meeting, Draft Cost Feasible Plan, and Draft LRTP. TAC/CAC and MPO Board provided input.	TAC/CAC	10/26/2020
	MPO Board	11/13/2020
Presentation of the Final Cost Feasible Plan and Final LRTP. MPO Board approved Final LRTP for adoption.	MPO Board	12/11/2020

The survey included questions about residence and work locations, primary travel modes around the County, transportation challenges, ideal modes of travel, and safety issues. The initial community outreach occurred November 2, 2019, when Collier MPO representatives attended the Ciclovía Immokalee event. This event was at the Immokalee Community Park and is a free family-friendly event held monthly to promote healthy habits and physical activities for families. The LRTP Kick-Off Public Survey and Newsletter were distributed at the event and transportation network maps were displayed. In addition to completing the survey, attendees were invited to the Collier MPO Information Booth to view the E+C network and provide input on existing and future needed transportation projects. A total of 59 paper surveys were completed: 12 in English, 34 in Spanish, and 13 in Creole. Additionally, 36 surveys were completed online.



Attendees at the Ciclovía Immokalee Event on November 2, 2019, Completed Surveys at the Collier MPO Information Booth

Results of the survey indicate that the primary modes of transportation used in Collier County are driving (46 percent) and public transit (24 percent). However, given a choice of transportation mode, 27 percent of respondents would prefer to drive, while 39 percent would prefer to use public transit, 17 percent would prefer to bike, 13 percent would prefer to walk, and 4 percent would prefer to ride-share. The primary reasons for the preferred transportation modes were cost, time savings, and convenience. Respondents noted that the County's biggest transportation challenges include transit/bus frequency and existing bus stop locations (31 percent) and limited pedestrian mobility (20 percent). Primary safety concerns included distracted drivers (cell phone use), cars not stopping, cars going too fast, and a lack of sidewalks and crosswalks.



Local Residents View Maps at the Ciclovía Immokalee Event on November 2, 2019

Because of the COVID-19 pandemic, the public involvement meetings were also moved to a virtual platform. The initial public meeting was held virtually in July 2020 using a GoToMeeting platform. The meeting was advertised through the Collier MPO website and the Collier County Facebook page and was further promoted using a Facebook ad 1 week prior to the event. Virtual display boards for public review included:

- LRTP Process and Schedule
- LRTP Goals and Objectives
- Draft Needs Network
- 2045 Forecasted Growth
- Bicycle and Pedestrian Master Plan
- Proposed Transit Network

Additionally, a map of the Draft Project Needs List was presented in a WikiProject Map on the Collier MPO website and made available to the public 1 week prior to the virtual public meeting. The WikiProject Map allowed viewers to select their top five projects from the needs project list and provide comments on the projects, and also included a short survey.

At the start of the virtual public meeting, participants were greeted with a pre-recorded video presentation. A panel of MPO staff and representatives was available for the question-and-answer portion of the virtual meeting. Participants were asked to submit questions prior to the meeting but could also ask questions using the chat option during the meeting.

A moderator presented the questions to the panel during the question-and-answer portion of the meeting. Meeting participants were asked to complete a comment form after the meeting and to complete the wiki map and survey exercise on the MPO website if they had not already done so. The comment period for the 2045 LRTP Draft Needs Assessment Plan remained open through August 12, 2020.

In addition to the public workshops, scheduled project updates were given to the TAC/CAC and the MPO Board. As the process reached the point of plan deliverables, technical memoranda were prepared and submitted to the TAC/CAC and MPO Board for review and comment.

Following the development of this Draft Collier MPO 2045 LRTP update document, and during the formal public comment period, copies of the document were distributed to a variety of publicly accessible locations (for example, public libraries, government center, etc.) and another virtual public meeting was conducted to solicit comments on the draft LRTP document, including the Cost Feasible Plan recommendations. All public written comments received throughout the process were incorporated as part of the Support Documentation, and any comments received during the public comment period were specifically addressed prior to the Collier MPO's adoption hearing.



Collier MPO

2045 Long Range Transportation Plan

Chapter 3 – 2045 LRTP Goals and Objectives

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Chapter 3 2045 LRTP Goals and Objectives

3-1 Long Range Vision for Collier County Transportation

The Collier MPO 2045 LRTP development process began early in 2019 by establishing the plan's vision statement, goals, and objectives. The goals and objectives help guide the LRTP process to meet the Collier MPO's vision, while considering federal, state, and regional priorities. The LRTP goals and objectives refine the Collier MPO's vision and are a critical part of the planning process because the project needs are established based on these goals and objectives.

"The Collier MPO 2045 Long Range Transportation Plan envisions the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, and community character."

Collier MPO 2045 LRTP Vision Statement

Federal Planning Factors

This 2045 LRTP Update addresses federal mandates for regional transportation planning. As noted in Chapter 1, the guidance, commonly referred to as FHWA's Expectations Letter, outlines the agency's expectations for the development of LRTP updates to help MPOs meet the federal planning requirements. Based on the FAST Act provisions, the FHWA Expectations Letter notes that MPOs are now required to address the following new planning factors:

- Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

Including these two new planning factors, the FAST Act requires 10 planning factors for long-range transportation planning (detailed in Chapter 1-3). **Figure 3-1** illustrates the federal planning factors.

Figure 3-1. Federal Planning Factors



Source: FDOT MPO Program Management Handbook, Rev. July 2019

Statewide and Metropolitan Planning Priorities

Florida statutes require that LRTPs include projects and strategies that will serve all modes of transportation and benefit the region as follows:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

The LRTP should emphasize coordination with local jurisdictions (cities of Naples, Marco Island, and Everglades City) and consistency with future land use planning and locally adopted comprehensive plans of those entities and should consider a 20-year planning horizon. The LRTP should strive for integrated land use and transportation planning that fosters sustainable development and reduces greenhouse gas emissions.

¹ <https://www.colliercountyfl.gov/your-government/divisions-a-e/comprehensive-planning/growth-management-plan-current>

Collier County Growth Management Plan

The Future Land Use Element of the Collier County Growth Management Plan¹ (the County's comprehensive plan) was adopted in 1997 and amended in November 2019. The plan's core principles of growth include:

- Protect natural resource systems and guide development away from areas of greatest sensitivity
- Coordinate land use and public facilities to develop within Urban Designated Areas
- Manage coastal development
- Provide adequate and affordable housing
- Attain high-quality urban design
- Improve efficiency and effectiveness in the land use regulatory system
- Protect private property rights

Collier County Community Housing Plan

The Collier County Community Housing Plan² has the central goal of a diverse range of attainable and affordable housing for all residents. Specific transportation recommendations from this plan include:

- Integrate bus routes with affordable housing locations: identify corridors for multi-family development, implement park-and-ride systems, and explore bus rapid transit (BRT) and express service lines

² <https://www.colliercountyfl.gov/home/showdocument?id=7493>

- Enhance bike lane and pedestrian systems: implement Comprehensive Pathways Plan; enhance safety for vulnerable users
- Ride-sharing options for enhanced mobility: create a ride-sharing option
- Revenue for transit and alternative mobility: establish sustainable and secure revenue streams; implement a recurring revenue source; establish uniform standards to determine the impacts on transit from new development

3-2 2045 LRTP Goals

The advisory committees endorsed, and the MPO Board approved in October 2019, a White Paper entitled Goals, Objectives and Decision-Making Framework for the 2045 LRTP (refer to Appendix C). The following material is consistent with that document.

The 2045 LRTP Goals include:

- Goal #1: Ensure the Security of Transportation System for Users
- Goal #2: Protect Environmental Resources
- Goal #3: Improve System Continuity and Connectivity
- Goal #4: Reduce Roadway Congestion
- Goal #5: Promote Freight Movement
- Goal #6: Increase the Safety of the Transportation System for Users

- Goal #7: Promote Multimodal Solutions
- Goal #8: Promote the Integrated Planning of Transportation and Land Use
- Goal #9: Promote Sustainability in the Planning of Transportation and Land Use
- Goal #10: Consider Climate Change Vulnerability and Risk in Transportation
- Goal #11: Consider Connected and Autonomous Vehicles (CAV) Technology in Future

Goals 1 through 8 and their associated objectives (summarized in the following section) originated in the Collier MPO 2040 LRTP. These goals were accepted by the Collier MPO Board on May 10, 2019. Goals 9 and 10 along with their associated objectives were added in response to new federal planning factors as well as input received from the TAC at their May 20, 2019 meeting.

Goals 9 and 10 address sustainability and resiliency, which are becoming more important in transportation planning as extreme weather events, such as flooding, severe heat, and intense storms, threaten the long-term investments that federal, state, and local governments have made in transportation infrastructure.

The Collier MPO added **Goal 11** in response to the new FDOT requirement summarized as follows. In May 2018 the FDOT Office of Policy Planning issued Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicle,³ which notes that a key role of MPOs in supporting the state of Florida's

³ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot_mpoguidebook_20181005.pdf?sfvrsn=7d194ed6_2

transition to an Automated, Connected, Electric and Shared-Use future will include developing policies and prioritizing projects that encourage shared-use of vehicles.

Therefore, new FDOT requirements state that LRTPs must at a minimum:

Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]

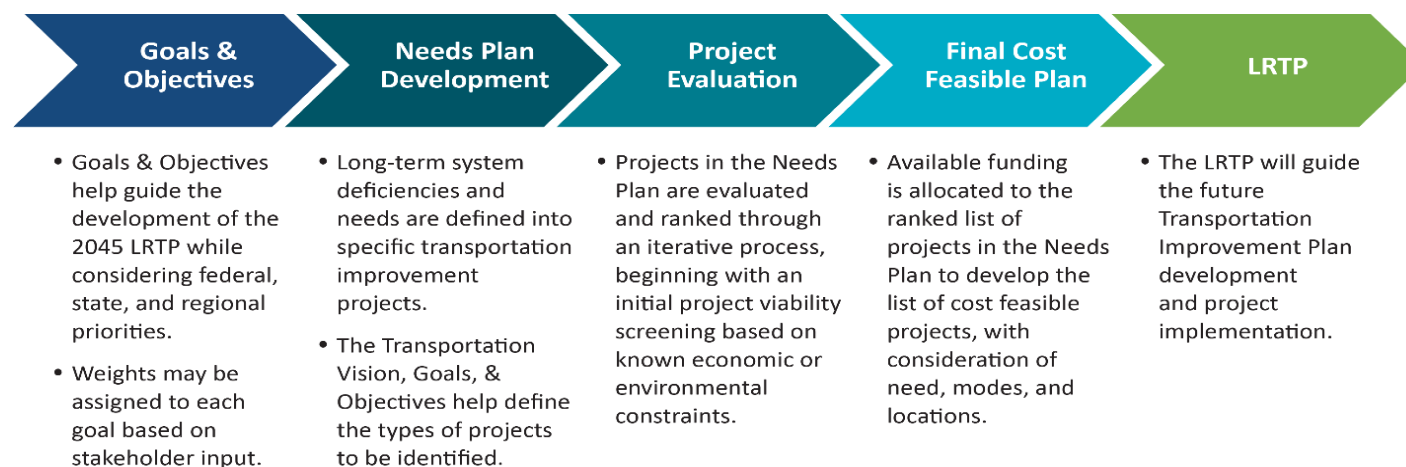
Priorities: Goals, Objectives, and Evaluation Criteria

The 2045 LRTP Goals and Objectives are listed on the following pages. The goals provide a framework for realizing the LRTP vision. The objectives provide specific guidance on how to achieve each goal.

This LRTP is guided by the goals and objectives, each of which represents a specific element of how the transportation system should be managed for the next 25 years. The 11 goals are intended to maintain Collier County and its incorporated cities as livable communities and to improve the Countywide transportation system, keeping pace with growth and expected demand for transportation services in the region.

Evaluation criteria were used to evaluate and compare how well potential transportation projects met the goals and objectives. Additionally, each goal was assigned a weighting factor that placed more emphasis on certain goals that require more focus in the Collier MPO transportation system. A project evaluation criterion shows the advantages and disadvantages of the proposed projects independently as well as in relation to each other. As shown on [Figure 3-2](#), this type of evaluation is ultimately used to develop the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasible Plan.

Figure 3-2. LRTP Development Framework



To support the performance-based process emphasized in the FAST Act, the following pages present defined goals and objectives and the evaluation criteria applied to each proposed project.

Goal #1: Ensure the Security of Transportation System for Users



The primary security issue for Collier County residents relates to implementation of sound emergency management plans. The primary threat to the County is extreme weather events, particularly hurricanes. As a result, emphasis has been placed on enhancing important evacuation routes.

The total weighting factor for this goal is 8 percent.

Objectives:

- Enhance important evacuation routes
- Maintain sound transportation components of the emergency management plan for Collier County

Project Evaluation Criteria:

- Improves or maintains critical evacuation routes
- Provides enhanced or potential new evacuation routes where needed

Goal #2: Protect Environmental Resources



Collier County is fortunate to have wide-ranging environmental resources including extensive wetland resources and natural wildlife areas that greatly enhance the quality of life for residents and visitors. Protection of these resources has been highly valued in the 2045 LRTP.

The total weighting factor for this goal is 12 percent.

Objectives:

- Minimize encroachment by transportation projects on wetlands and other protected natural areas
- Minimize adverse impacts on threatened and endangered species

Project Evaluation Criteria:

- Minimize wetland encroachments by transportation projects
- Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)
- Minimize the adverse impacts on threatened and endangered species

Goal #3: Improve System Continuity and Connectivity



Continuity and connectivity make it easier for residents and visitors to access the transportation system as directly as possible. Connectivity is a priority for all modes, and the future network provides direct routes and reduces travel time.

The total weighting factor for this goal is 10 percent.

Objectives:

- Improve continuity and capacity of existing facilities
- Promote connectivity by creating new transportation links
- Create a network of direct routes between and within areas of development

Project Evaluation Criteria:

- Improves existing infrastructure deficiencies
- Improves connectivity with new transportation links to address system gaps

Goal #4: Reduce Roadway Congestion



Congestion and accompanying delay poses a serious cost to the residents of Collier County, reducing their access to jobs, education, health care, shopping, recreation, and other activities. The 2045 LRTP emphasizes reducing congestion to help enhance the quality of life for County residents.

The total weighting factor for this goal is 18 percent.

Objectives:

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2045 existing plus committed (E+C) network
- Reduce travel delay between residential areas and key destinations

Project Evaluation Criteria:

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service

Goal #5: Promote Freight Movement



Efficient freight movement is directly related to the economic well-being of a community. The cost of moving freight is reflected in all consumables and in local production activities.

The total weighting factor for this goal is 6 percent.

Objectives:

- Enhance movement on major regional freight mobility corridors or freight distribution routes
- Improve access to freight activity centers (distribution facilities or major commercial/industrial districts)

Project Evaluation Criteria:

- Enhances operation of the facility identified as a major freight route

Goal #6: Increase the Safety of the Transportation System for Users



Safety of the transportation system is an important factor in the MPO's planning and project development process. The investment of projects that enhance safety will lead to reduced crashes and lower crash severity for all modes of transportation.

The total weighting factor for this goal is 10 percent.

Objectives:

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Implement safety-related improvements on high crash corridors

Project Evaluation Criteria:

- Enhances safety of transportation system users
- Improves facility or intersection identified as having a high crash occurrence or a fatality
- Promotes traffic calming
- Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users

Goal #7: Promote Multimodal Solutions



The County recognizes the importance of alternative forms of transportation that promote healthful living, improve air quality, and improve residents' quality of life.

The total weighting factor for this goal is 10 percent.

Objectives:

- Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
- Improve pedestrian and bicycle facilities
- Improve air quality
- Improve quality of life
- Promote healthy living
- Implement Complete Streets policies⁴

Project Evaluation Criteria:

- Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan

- Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers
- Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households
- Improves transit (frequency and reliability) within existing or future transit service areas (TSA) or within a community redevelopment area (CRA); improves access to park-and-ride facilities; provides for BRT
- Improves bicycle or pedestrian access to transit
- Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices

⁴ <https://www.fdot.gov/roadway/csi/default.shtm>

Goal #8: Promote the Integrated Planning of Transportation and Land Use



Transportation improvements can often result in new economic development and land use activity. In turn, decisions related to land use and economic development are often the basis for transportation system investments. The Collier MPO strives to develop projects that promote land use objectives of the County and its incorporated cities.

The total weighting factor for this goal is 10 percent.

Objectives:

- Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system
- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic sustainability for the County

Project Evaluation Criteria:

- Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)
- Improves access to tourist destinations
- Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
- Identified in partner agency (city, transit, county, MPO, etc.) plans as a priority

- Improves vehicle or freight movement to an intermodal facility

Goal #9: Promote Sustainability in the Planning of Transportation and Land Use



A sustainable transportation system allows for the basic access and needs of the community to be met safely. It operates fairly and efficiently, offers a choice of transportation modes, and promotes equity for all users.

The total weighting factor for this goal is 8 percent.

Objectives:

- Improve the sustainability of communities through increased access to affordable housing and centers of employment and reduced automobile dependency
- Ensure that transportation system improvements are equitable and fair to all residents of the County
- Engage a diverse public in the development of the region's transportation system

Project Evaluation Criteria:

- Benefits low-income areas and improves sustainability through increased housing choices and reduced automobile dependency

Goal #10: Consider Climate Change Vulnerability and Risk in Transportation



A resilient transportation system is one that supports mobility, system preservation, and evacuation needs, and addresses social equity.

The total weighting factor for this goal is 4 percent.

Objectives:

- Identify key climate impacts (rising sea levels, hurricanes, etc.)
- Identify sensitive assets and thresholds for impacts
- Identify, evaluate, and adopt strategies to address identified vulnerabilities
- Screen projects during planning to avoid making investments in particularly vulnerable areas

Project Evaluation Criteria:

- Promotes transportation infrastructure resiliency in the face of climate change and sea level rise

Goal #11: Consider Connected and Autonomous Vehicles (CAV) Technology in Future



Advances in automotive infrastructure technology through connected vehicles or self-driving cars pose some of the biggest challenges to transportation planning (for example, equity among users). The potential for disruptions to transportation systems includes changes to land uses and the

system network itself. However, because of the potential safety benefits, the Collier MPO is exploring ways to incorporate these technologies into the transportation network.

The total weighting factor for this goal is 4 percent.

Objectives:

- Explore options for application and implementation of CAV technologies, in light of the lack of current guidance.
- Consider new guidance and developments during the LRTP process.

Project Evaluation Criteria:

- Uses technological improvements (for example, ITS, Transit Signal Priority, etc.)

3-3 Applying Priorities to Decision-Making

The 2045 LRTP development process builds upon the 2040 LRTP and input from the MPO Board, advisory committees, planning partners, and public input (surveys) to establish the long-range vision statement for the MPO's transportation system in 2045. The goals and objectives of the transportation plan are established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating a decision-making framework through which projects can be evaluated and ranked to define and document project priorities.

Evaluation Criteria for Project Selection

Like the goals and objectives, the 2045 LRTP evaluation criteria (refer to [Table 3-1](#)) build upon the evaluation criteria established in the 2040 plan. Evaluation criteria are used to evaluate and then compare how well potential transportation projects meet the goals and objectives. Each criterion is assigned a weighting factor that places more emphasis on those criteria that require more focus in the Collier MPO transportation system. Ultimately, this type of evaluation is used to develop the recommendations and prioritize transportation projects.

The evaluation criteria and performance measures listed in Table 3-1 demonstrate the scoring methodology for project evaluation and selection, creating an actionable way for the vision, goals, and objectives to shape project selection.

Table 3-1. 2045 LRTP Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
1. Ensure the Security of Transportation System for Users Total Weighting Factor: 8%	1A - Improves or maintains critical evacuation routes	Yes = 5; No = 0	4
	1B - Provides enhanced or potential new evacuation routes where needed	Does the roadway connect to an existing evacuation route or does it have potential to be a new evacuation route (for example, major extension or new project that connects to a Strategic Intermodal System?) Yes = 5; No = 0	4
2. Protect Environmental Resources Total Weighting Factor: 12%	2A - Minimize wetland encroachments by transportation projects	How many acres of wetland encroachment based on National Wetlands Inventory? No impact = 0; 0–5 acres = -1; 6–10 acres = -2; 11–15 = -3; 15–20 = -4; 21 or more = -5 (max)	4
	2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)	Proximity to protected natural areas (0.5 miles) Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0	4
	2C - Minimize the adverse impacts on threatened and endangered species	Amount of habitat encroachment based on primary panther habitat? No impact = 0 0–10 acres = -1 11–20 acres = -2 21–30 = -3 31–40 = -4 40 or more = -5 (max)	4

Table 3-1. 2045 LRTP Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
3. Improve System Continuity and Connectivity Total Weighting Factor: 10%	3A - Improves existing infrastructure deficiencies	Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0	5
	3B - Improves connectivity with new transportation links to address system gaps	Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0	5
4. Reduce Roadway Congestion Total Weighting Factor: 18%	4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility	Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0	9
	4B - Improves intersections and roadways with poor levels of service	Does capacity ratio decrease when compared to the 2045 E+C Alternative? Yes = 5; No = 0	9
5. Promote Freight Movement Total Weighting Factor: 6%	5 - Enhances operation of the facility identified as a major freight route	Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2040 LRTP? Yes = 5; No = 0	6
6. Increase the Safety of Transportation System Users Total Weighting Factor: 10%	6A - Enhances safety of transportation system users	Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0	2
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	High crash location or segment? Yes = 5; No = 0	4
	6C – Promotes traffic calming	Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning	2

Table 3-1. 2045 LRTP Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
		radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0	
	6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users	High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0	2
7. Promote Multimodal Solutions Total Weighting Factor: 10%	7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan	New or improved trail/greenways = 5 No new or improved trail = 0	2
	7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers	Improvement within 0.25 miles = 5 No improvement within 0.25 mile = 0	2
	7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	Improvement within 0.25 miles = 5 No improvement within 0.25 miles = 0	2
	7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT	Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 Provides for BRT = 5	1

Table 3-1. 2045 LRTP Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
		No improvement = 0	
	7E - Improves bicycle or pedestrian access to transit	Improve Access = 5; No improvement = 0	2
	7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	Improvement = 5 No improvement = 0	1
8. Promote the Integrated Planning of Transportation and Land Use Total Weighting Factor: 10%	8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)	Improves access = 5 Does not improve access = 0	4
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	2
	8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)	Yes = 5 No = 0	2
	8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority	Connections to other municipalities or counties? Yes = 5 No = 0	1
	8E - Improves vehicle or freight movement to an intermodal facility	Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park and ride, etc.)? Yes = 5 No = 0	1

Table 3-1. 2045 LRTP Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting (out of 100)
9. Promote Sustainability in the Planning of Transportation and Land Use Total Weighting Factor: 8%	9A - Benefits low-income areas and improves sustainability through increased housing choices and reduced automobile dependency	Does the project bring better mobility to a low-income areas and CRAs (for example, bike/ped improvements along a bus route or stop, etc.)? Project in target area=5 Project not in target area=0	8
10. Consider Climate Change Vulnerability and Risk in Transportation Decision-Making Total Weighting Factor: 4%	10A - Promotes transportation infrastructure resiliency in the face of climate change and sea level rise	Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding Area =5 Within 0.25 miles of NOAA 1 ft Sea Level Rise Low Lying Area = 3 Not in high risk area = 0	4
11. Consider Connected and Autonomous Vehicles (CAV) Technology in the Future Total Weighting Factor: 4%	11A - Utilizes technological improvements (ITS, Transit Signal Priority, etc.)	Yes = 5 No = 0	4

COMMITTEE ACTION
ITEM 7C

Election of Vice-Chair

OBJECTIVE: For the Committee to elect a new Vice-Chair for the remainder of calendar year 2020

CONSIDERATIONS: The former Vice-Chair, Russell Tuff, decided not to request reappointment to the CAC after his term expired, leaving the committee without a Vice-Chair.

Any committee member may nominate or be nominated as Vice-Chair. Elections are decided by the majority vote of committee members present. The new Vice-Chair will serve for the remainder of calendar year 2020.

STAFF RECOMMENDATION: That the Committee elect a new Vice-Chair for the remainder of calendar year 2020

Prepared By: Anne McLaughlin, MPO Director

Appendix A

Federal and State LRTP Requirements

Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Stakeholder Coordination and Input - Specific Public Involvement Strategies: Develop a written plan to document the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all MPO products and processes, including but not limited to, public/stakeholder input on the LRTP and its amendments.	Fill this column out after Draft LRTP complete; note chapters/sections only.
Stakeholder Coordination and Input - Public Involvement/Tribal/Resource Agency Consultation: Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. State and local agencies (including Tribal government resource agencies) responsible for land use management are required to be consulted during the development of the LRTP. The consultation process is required to be documented.	
Stakeholder Coordination and Input – Measures of Effectiveness: MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	
Fiscal Constraint – Project Phases: Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases.	
Fiscal Constraint – Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date.	
Technical Topics – SHSP Consistency: The goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), is required to be integrated into the LRTPs either directly or by reference. The link to FDOT's 2016 SHSP is: http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf	

Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Technical Topics – Freight: Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP’s success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference.	
Technical Topics – Environmental Mitigation/Consultation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.	
Technical Topics – Congestion Management Process: The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP.	
Technical Topics – Americans with Disabilities Act (ADA) Transition Plans: Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. All MPOs should at a minimum, serve as a resource for information and technical assistance in local government compliance with ADA.	

Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Administrative Topics – LRTP Documentation/Final Board Approval: The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date.	
Administrative Topics – LRTP & STIP/TIP Consistency: The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed.	
New Planning Factors: The MPO is required to address several planning factors as a part of its planning processes. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas.	
Transportation Performance Management: As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. The next LRTPs (when updated or	

Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system. A system performance report will also be required to be included in the LRTPs. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available.	
Multimodal Feasibility: Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available.	
Transit Asset Management: The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.	
Mobility on Demand (MOD): Rapid advances in Mobility on Demand (MOD) technologies mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	
New Consultation: There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	
Summary of Public Involvement Strategies: The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP.	

Table A-1. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Impact Analysis/Data Validation: In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan.	
FDOT Revenue Forecast: To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT’s Revenue Forecast in the appendices that support the LRTP.	
Sustainability and Livability in Context: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	
Scenario Planning: The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario.	

Table A-2. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Plan Horizon - Plans are required to have at least a 20 year horizon. FHWA and FTA support Florida's efforts to standardize the horizon year and establish a uniform format to report the transportation needs of each MPO in their next LRTP updates that can also be used to compile and identify the regional and statewide transportation needs of Florida's metropolitan areas. FDOT and Florida's MPOs (via the MPOAC) have agreed to use 2035 as the horizon year. The base year for the next LRTP updates will be 2009. These efforts to standardize the MPOs' plans will provide consistency among plans and allow for better analysis and apples to apples comparisons, so unmet needs can be more accurately quantified and demonstrated. More information on this issue is provided in the "Financial Guidelines for MPO Long Range Plans" paper adopted by the MPOAC.	Fill this column out after Draft LRTP complete; note chapters/sections only.
Planning Factors - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending on the unique conditions of the area, but efforts should be made to think through and carefully consider how to address each factor. The Safety factor seems to create challenges for some MPOs as to how safety should be addressed. The LRTP should contain a safety element, as described in 23 CFR 450.322 (h). The planning process needs to be consistent with the State Strategic Highway Safety Plan (SHSP). Consequently, the MPO must be familiar with the Plan in order to identify MPO goals and strategies that would address safety, and integrate SHSP goals and strategies into the activities and planning efforts of the MPO. Suggestions for how this consistency can be accomplished can be obtained through discussions with, and examples provided by, FHWA, FDOT and other MPOs. A safety guide providing a menu of recommendations for MPO actions is being developed by FHWA Florida Division as a result of meetings with FDOT planning and safety personnel and MPO staff members from throughout the state over the past year. A draft document will be circulated for review by December, 2008.	
Year of Expenditure - All LRTP Update financial plans shall be in Year of Expenditure (YOE) dollars and shall include estimates of all revenue sources that can reasonably be anticipated over the lifetime of the plan. Revenue and cost estimates for capacity and non-capacity projects and programs, including operations and maintenance costs (state and local) are to be included, consistent with the methodology presented in the financial guidance developed by FDOT in coordination with FHWA and the MPOs. The financial guidance should be included in the appendices of the LRTP. Note: The December 2007 interim YOE Compliance Process guidance previously developed by FDOT/FHWA/FTA to address LRTP amendments and modifications prior to LRTP Updates being completed is no longer applicable once the MPOs have adopted their LRTP Updates.	

Table A-2. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Fiscal Constraint - Projects in Long Range Transportation Plans (LRTPs) are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. These estimates could reflect known costs of mitigation. The LRTP documentation of project costs will enable FHWA/FTA and FDOT to determine fiscal constraint of the document. For a project to be included in the cost feasible plan, the cost of and source of funding for each phase being funded (including the PD&E phase) must be documented. The source of funds for the PD&E phase can be shown as “boxed funds” reserved for “PD&E” in a state or local revenue forecast (e.g., a percentage of state/federal “Product Support” funds estimated to be available during a 5-year planning period) or be individually assigned to each project. Boxed funds should also be reserved for the Final Design phase as well or be individually assigned to each project. A third option is to use boxed funds entitled “PD&E and Final Design”. Regardless of how the boxed funds are titled, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). Please note that the FHWA guidance refers to Preliminary Engineering (PE). In most states this would include two of Florida phases: PD&E and Final Design. PD&E could also be referred to as “PE for NEPA”.	
NEPA Approvals - Prior to FHWA approving an environmental document (Type-2 CE, EA-FONSI, or FEIS) and thereby granting location design concept approval, the project must be consistent with the LRTP and described in the STIP/TIP. The NEPA document must describe how the project is going to be implemented and funded. That description also needs to be reflected in the LRTP and STIP/TIP. For guidance related to NEPA approvals, see the “Guidance on Consistency Among Metropolitan Long Range Transportation Plans, the State Transportation Improvement Program, Metropolitan Transportation Improvement Programs and NEPA Approvals”.	
Environmental Mitigation - The LRTP must include a discussion on environmental mitigation that is developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. For example, as a result of consultation with resource agencies, the plan might identify an expanse of degraded wetlands associated with a troubled body of water that represents a good candidate for establishing a wetlands bank or habitat bank for wildlife and waterfowl. The plan might identify	

Table A-2. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
locations where the purchase of Development rights would assist in preserving a historic battlefield or historic farmstead.	
Congestion Management Process - Since the passage of SAFETEA-LU in 2005, the emphasis on congestion management has been on the process, and how that process results in strategies that can be reflected in the LRTP and TIP. The CMP shall be developed, established and implemented as part of the metropolitan transportation planning process and should be integrated into project prioritization and performance evaluation of the multi-modal transportation system.	
Environmental/Tribal Consultation - Consultation involving the appropriate Tribal governments, federal and state wildlife, land management and regulatory agencies should be documented in the public participation plan. This consultation shall involve comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and available. Tribal governments and resource agencies should also be involved in the actual development of the Plan, as well as in the discussions of how their plans may affect the proposed transportation plan. The process for how tribal governments and resource agencies are involved in the planning process needs to be developed in collaboration with those agencies. Public Participation processes should also include the Tribal governments, federal and state wildlife, land management and regulatory agencies and should be documented, along with public participation activities and efforts with the other transportation partners and interested parties as required, in the public participation plan.	
LRTP Impact Analysis - In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. MPOs may use a variety of strategies to demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. MPOs need to include this information in summary form in the LRTP. This information should be derived from the MPO's public involvement program elements. The summary of public involvement should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the	

Table A-2. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
LRTP, or included in a separate, stand-alone document that is also available for public review in support of the LRTP.	
Emerging Issues - These were not required by federal laws and rules to be addressed in LRTPs at the time (2008), and are provided as information only; each MPO had the discretion to determine whether or not to address these topics in their LRTPs.	
Indirect and Cumulative Impacts - A discussion of indirect and cumulative effects and an evaluation of the level of effect would be appropriate at the overall plan level, rather than just at the project level. This information could be expanded upon during the project development project phase, but the initial groundwork could be laid during LRTP development.	
Multimodal Feasibility - The analysis for utilizing other modes, particularly evaluating transit on a plan and system wide level, as opposed to project level, could and should be explored to provide more efficient and effective mobility and connectivity of the entire multimodal transportation system. This process is especially relevant given the current situation with limited resources for transportation being a major issue.	
Performance Measurement - As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. As congestion management processes and operations strategies are evaluated to determine their effectiveness in improving system performance, it is likely to follow that LRTPs will also need to be evaluated on their ability to improve system performance. As MPOs begin the LRTP update process, performance measures to assess the LRTP's effectiveness in increasing system performance should be developed.	
Air Quality - Although Florida is currently in attainment for all pollutants, the Environmental Protection Agency (EPA) has recently proposed changes to lower the threshold for ground level ozone which will affect the attainment status of a number of MPO areas within Florida. Although the effects and the exact areas affected are not certain at this time, it is prudent to begin looking at what would be required to meet the new standards if/when they are implemented, which could be in the next few years. This is particularly important for those MPOs in areas that have been identified as potential areas that may not meet new standards. Discussions will be initiated with EPA, the	

Table A-2. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Florida Department of Environmental Protection (DEP), FHWA and FDOT to decide how best address this issue. Training has been requested by FHWA for FDOT and the MPOs on Air Quality and Conformity for the coming year.	
Climate Change - Much attention has been given by all levels of government to the issue of climate change and how it affects all aspects of life, including the transportation system. Legislation was recently passed in Florida that encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, it is anticipated that the MPO LRTP Updates will include discussions and strategies aimed addressing this issue. FHWA also supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. FHWA's recently released report, "Integrating Climate Change Considerations into the Transportation Planning Process" (www.fhwa.dot.gov/hep/index.htm) serves as a good resource on this topic.	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Projects in the LRTP - Recently we have been responding to several questions regarding types of projects that need to be included in the LRTP. As stated in 23 CFR 450.322(f), the LRTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities. As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. If a project meets the definition of regionally significant, then the project must be included in the Cost Feasible LRTP regardless of the project's activities (i.e. construction, facility widening, ITS installations, etc.).	Fill this column out after Draft LRTP complete; note chapters/sections only.
Grouped Projects in the LRTP - Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the LRTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the LRTP, the groups need to be specific enough to determine consistency between the LRTP and the TIP.	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Fiscal Constraint	
Operations & Maintenance - LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).	
Total Project Costs - For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the LRTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band (i.e. Construction expected 2040-2050, \$40M). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. ROW/Construction expected 2040-2050, \$50M). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects and for regionally significant projects. (23 CFR 450.322(f)).	
Cost Feasible Plan - Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into "Preliminary Engineering"). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
New Revenue Sources - If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.)	
Federal Revenue Sources - Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii)) For FTA funded projects, MAP-21 has repealed eight programs from SAFETEA-LU and shifted many of the eligible activities to formula programs. Repealed programs (or uses consolidated in other formula programs) include Clean Fuels (5308), Fixed Guideway Modernization (5309), Bus and Bus Facilities (5309), JARC (5316), New Freedom (5317), Paul Sarbanes Transit in the Parks (5320), Alternatives Analysis (5339) and Over the Road Bus (3038). Formula programs now include Metropolitan Planning and State Planning (5305); Urbanized Area Formula (5307); Enhanced Mobility of Seniors and Persons with Disability (5310); Rural Area Formula (5311) and RTAP (5311); Formula Grants for Public Transportation on Indian Reservations (5311); Research and Development, Demonstration and Deployment (5312), State of Good Repair (5337), Bus and Bus Facilities Formula Grants (5339). Eligible new uses which are notable include Safety Programs and Transit Asset Management, Operations in areas with 200,000 or more population with up to 100 buses; Transit Oriented Development Planning and Bus Rapid Transit demonstration projects; Core Capacity Improvements and several others. Discretionary awards that have been repealed under MAP-21 however, may have unspent funds awarded under SAFETEA-LU in the repealed programs that still must be shown in the LRTP, TIP and STIP to obligate the funds in FTA's TEAM system. Hence, project categories such as Bus Livability, Clean Fuels, Alternatives Analysis, Transit in the Parks, etc.) may still need to be described and/or pursued by the transit grantee within the LRTP for FFY 2011 and FFY 2012 funds remaining. However, MAP-21 greatly reduced the number and type of discretionary awards	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
through FTA. As such, the MPO and the transit grantee may no longer need to consider how to account for the possibility of placing a discretionary transit project through a competitive award (as well as formula funds) as part of the cost feasible LRTP except for New Starts, Small Starts, Core Capacity, Bus Rapid Transit Demonstration or Transit Oriented Development Demonstration Planning programs. The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects like the new Core Capacity program which must eventually be placed within the cost feasible LRTP to have funds awarded. Regardless, discretionary awards if any must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.	
Full Timespan of the LRTP - The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))	
Environmental Mitigation - For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide review. Documentation of the consultation with the relevant agencies should be maintained by the MPO.(23 CFR 450.322(f)(7) and (g)) For transit capital projects, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate National Environmental Policy Act (NEPA) document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc., would not require a document. As such, environmental mitigation issues would tend to be developed as part of the	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
NEPA document for specific projects with a NEPA decision made prior to the award of FTA funds. Likewise, transit environmental benefits like reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the LRTP. Most FTA planning studies are required to be listed in the Unified Planning Work Program (UPWP) and not necessarily the TIP and STIP (although many MPO's still list the studies in the TIP and STIP). Preliminary engineering, final design, right of way, utility relocation, construction, etc. for transit capital projects would need to be listed in the LRTP, TIP and STIP.	
Linking Planning and NEPA - Since 2008, prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be determined to be consistent within the LRTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the LRTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the LRTP and TIP/STIP as well.	
LRTP Documentation/Final Board Approval - FHWA and FTA expect that at the time the MPO board adopts the LRTP, a substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the LRTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption. The MPOs' schedules for this round of LRTP development are expected to allow for the Board to adopt the final LRTP no later than 5 years from the MPOs' adoption of the previous LRTP.	
Documented LRTP Modification Procedures - If not already in place, MPOs need established written and Board approved procedures that document how modifications to the LRTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment as defined in 23 CFR 450.104. These procedures can be included as part of the LRTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an LRTP amendment process which	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when LRTP amendments are required.	
LRTP & STIP/TIP Amendment Consistency - The STIP and TIPs must be consistent with the relevant LRTPs. When amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. FHWA and FTA staff will be checking for this consistency. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. (23 CFR 450.328 and 23 CFR 450.216(b)) FHWA and FTA understand that when developing project cost estimates in an LRTP, the cost is an estimate which becomes more refined as a project advances. Projects being refined between plans will not be required to update their costs in the existing LRTP if new, more accurate information regarding project cost becomes available. However, it is expected that upon the next scheduled adoption of the LRTP, the latest project cost estimates shall be used.	
Transit Projects and Studies	
Major Transit Capital Projects - For LRTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated) for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with formula and/or discretionary program dollars allocated on an annual basis. As mentioned, MAP-21 made changes to and reductions in transit discretionary programs. Therefore in order to plan for a transit “New Start” in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida. Also, MAP-21 greatly expands the use of TIFIA loans. Grantees may be proposing use of a TIFIA loan or other loan to help bridge the gap in capital financing for a New Start which in some cases for large projects in multiple phases may take up to five years to design and build (per phase). With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA program funds such as “State of Good Repair” or “Bus and Bus Facilities” will be awarded to the transit system based on formula. As mentioned, large discretionary awards will be fewer under MAP-21. In most cases, a	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
likely funding mix for State of Good Repair or Bus and Bus Facilities might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.	
Transit Facility - The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facility improvements remain eligible for FTA 5307, 5309, 5337 (new State of Good Repair formula program), 5339 (new bus and bus facility formula program) funds from FTA, or for FLEX funds from FHWA flexed to FTA for the transit use by the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.	
Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus - The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.	
Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program - The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA’s New Starts/Small Starts or Core Capacity Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be “consistent with” the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements,	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.	
Emerging Issues - These were not required by federal laws and rules to be addressed in LRTPs at the time (2012), and are provided as information only; each MPO had the discretion to determine whether or not to address these topics in their LRTPs.	
Safety and Transit Asset Management - MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.	
Performance Measurement - FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.	
Freight - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Sustainable Transportation and Context Sensitive Solutions - The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense “walkable” neighborhood areas, arterial “gateways”, greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming. Also, spatial relationships that support public transit like transit oriented development and the “trip not taken” while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.	
Proactive Improvements - These were not required by federal laws and rules to be addressed in LRTPs at the time (2012), and our provided as information only; each MPO had the discretion to determine whether or not to address these topics in their LRTPs.	
Linking Planning and NEPA - For highway projects, we are continually looking for strategies that improve the linkage between planning and environmental processes. For the inclusion of regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement for the project in the LRTP. This purpose and need statement will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. (450.324 (d); 450 Appendix A to Part 450, Section II Substantive Issues, 8)	
Climate Change - MPOs may also wish to give consideration to climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of	

Table A-3. Federal Requirements from FHWA/FTA (November 2012)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
climate change on transportation, as well as the limited environmental resources and fuel alternatives. State legislation now encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, MPO LRTP Updates are encouraged to include discussions and strategies aimed at addressing this issue.	
Scenario Planning - Pursuant to MAP-21, MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.	

Table A-4. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. [23 C.F.R. 450.324(f)(1)]	Fill this column out after Draft LRTP complete; note chapters/sections only.
Emphasis should be given to those existing or proposed transportation facilities that serve important national and regional transportation functions over the period of the transportation plan, including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors. Additionally, the locally preferred alternative selected from an Alternative Analysis under the FTA Capital Investment Grant Program needs to be adopted as a part of the plan. [23 C.F.R. 450.324(f)(2)]	
A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the required performance management approach. [23 C.F.R. 450.324(f)(3)]	
A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and, for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system, and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 C.F.R. 450.324(f)(4)]	
Operational and management strategies to improve the performance of existing transportation facilities in order to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R. 450.324(f)(5)]	
Consideration of the results of the congestion management process in Transportation Management Areas (TMA), including the identification of single occupancy vehicle (SOV) projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide. [23 C.F.R. 450.324(f)(6)]	

Table A-4. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. May consider projects and strategies that address corridors or areas where congestion threatens the efficient functioning of the MPO's transportation system. [23 C.F.R. 450.324(f)(7)]	
Include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems. Activities would also include systems that are privately owned and operated. [23 C.F.R. 450.324(f)(8)]	
Descriptions of proposed improvements in sufficient detail to develop cost estimates (e.g., design concept and design scope descriptions). [23 C.F.R. 450.324(f)(9)]	
A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. [23 C.F.R. 450.324(f)(10)]	
A financial plan that demonstrates how the adopted transportation plan can be implemented. Revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. [23 C.F.R. 450.324(f)(11)]	
Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.324(f)(12)]	
The plan shall include both long and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation	

Table A-4. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 C.F.R. 450.324(b)]	
The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 C.F.R. 450.324(f)]	
The MPO shall integrate priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP), or an Interim Agency Safety Plan, as in effect until completion of the Public Transportation Agency Safety Plan; and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. [23 C.F.R. 450.324(h)]	

Source: FDOT – MPO Handbook, Chapter 4: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_27

Table A-5. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
LRTPs are to identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions, including facilities on the Strategic Intermodal System (SIS) and facilities for which projects have been identified pursuant to Transportation Regional Incentive Program. [Section 339.175(1), F.S.]	Fill this column out after Draft LRTP complete; note chapters/sections only.
The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility. [Section 339.175(7), F.S.]	
The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [Section 339.175(7), F.S.]	
Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce greenhouse gas emissions. [Section 339.175(7), F.S.]	
The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [Section 339.175(7), F.S.]	
The LRTP must identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [Section 339.175(7)(a), F.S.]	
The LRTP must give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [Section 339.175(7)(a), F.S.]	

Table A-5. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
The LRTP must assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [Section 339.175(7)(c)(1), F.S.]	
The LRTP must assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [Section 339.175(7)(c)(2), F.S.]	
The LRTP must indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [Section 339.175(7)(d), F.S.]	
The LRTP must be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [Section 339.175(13), F.S.]	

Source: FDOT – MPO Handbook, Chapter 4: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot-mpo-handbook99c4d55af487435394909e5f80818235.pdf?sfvrsn=861c81ff_27