Agenda CAC

Citizens Advisory Committee

IN-PERSON MEETING

Transportation Management Services Department
SOUTH CONFERENCE ROOM
2885 South Horseshoe Dr.
Naples, FL, 34104

August 25, 2025, 2:00 P.M.

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the May 19, 2025 Meeting Minutes**
5. **Open to Public for Comments Items Not on the Agenda**
6. **Agency Updates**
   A. FDOT
   B. MPO Executive Director
7. **Committee Action**
   A. Endorse Amendment Incorporating the Roll Forward Report in the FY 2026-2030 Transportation Improvement Program
   B. Endorse Amendment 3 to the FY24/25 – 25/26 Unified Planning Work Program
   C. Endorse 2050 LRTP Roadway Needs List, Revised Evaluation Criteria and Financial Resources; Review and Comment on Draft Evaluation Matrix and Cost Feasible Roadway Projects Review and Comment on Draft Evaluation Matrix and Cost Feasible Roadway Projects
   D. Review and Comment on Draft Bicycle and Pedestrian Master Plan
   E. Review and Comment on Draft Comprehensive Safety Action Plan
   F. Endorse the 2026 MPO Meeting Schedule
8. **Reports & Presentations (May Require Committee Action)**
9. **Member Comments**
10. **Distribution Items**
11. **Next Meeting Date**

    September 22, 2025
12. **Adjournment**

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are 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 should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory 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 Title VI Coordinator, Ms. Suzanne Miceli (239) 252-5814 or by email at: Suzanne.Miceli@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
May 19, 2025, 2:00 p.m.

1. Call to Order

Ms. Homiak called the meeting to order at 2:00 p.m.

2. Roll Call

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

CAC Members Present
Karen Homiak, *Chair*
Dennis Stalzer
Harry Henkel
Josh Rincon
Kevin Dohm
Michelle Arnold
Misty Phillips

CAC Members Absent
Fred Sasser, *Vice Chair*
Becky Irwin
Dennis DiDonna
Neal Gelfand

MPO Staff
Anne McLaughlin, MPO Executive Director
Dusty Hansen, Senior Planner
Sean Kingston, Principal Planner
Suzanne Miceli, Operations Support Specialist II

Others Present
Marcellus Evans, FDOT *(arrived during item 7.B.)*
Jeff Jacquin, FDOT Consultant
Nicole Harris, FDOT Project Manager

3. Approval of the Agenda

Mr. Dohm *moved to approve the agenda.* ***Mr. Henkel*** *seconded. Carried unanimously.*

4. Approval of the April 28, 2025 Meeting Minutes

Mr. Dohm *moved to approve the April 28, 2025 meeting minutes.* ***Mr. Stalzer*** *seconded. Carried unanimously.*

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Mr. Evans reported that pipe and pavement inspections are being made at US 41 and 6th Ave North and ditch line cleaning is being conducted at San Marco Rd and moving north.

B. MPO

Ms. McLaughlin noted this would be the last committee meeting until August and wished everyone a good summer hiatus.

7. Committee Action

A. Endorse Annual List of Project Priorities for SU Box Funds and New Bike/Ped Priority

Ms. Hansen explained that the List of Annual List of Project Priorities (LOPP) was previewed at the April 28, 2025 CAC meeting and at the MPO Board meeting in May. The MPO is given approximately $6.2 million in annual funding from the Surface Transportation Block Grant Program (SU Box) fund, with $500,000 in reserve for cost overruns. The Bicycle and Pedestrian Advisory Committee's (BPAC) priority project, submitted by the City of Marco Island for a 1.1 mile shared-use path on 6th Avenue and East Elkcam, totals $1.9 million. The proposed LOPP programming in order of priority includes projects deleted from the Draft Tentative Work Program FY26-30, continuing projects from design phase to construction, prioritizing unfunded projects from prior years, and new project priorities. The final draft would be presented at the June 13, 2025 MPO Board meeting for adoption.

Ms. Hansen reviewed the LOPP (which can be viewed in the May 19, 2025 CAC Agenda).

Mr. Dohm *moved to endorse the Annual List of Project Priorities for SU Box Funds and New Bike/Ped Priority.* ***Mr. Rincon*** *seconded. Carried unanimously.*

B. Review and Endorse the Proposed Fiscal Year 2026-2030 Transportation Improvement Program

Mr. Kingston said that every year the Transportation Improvement Program (TIP) is updated and that projects funded for the proposed FY26-30 TIP originated in the MPO's 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan. Projects make their way from the LRTP to the TIP through the MPO's annual process of selecting and updating Project Priorities for submission to FDOT's FY26-30 Work Program. The draft FY26-30 TIP was previewed at the April 28, 2025 TAC/CAC meetings and the May 9, 2025 MPO Board meeting. Updates to the TIP include the addition of an MPO Resolution number, updates to the Transportation Disadvantaged section to clarify FY2026 funding, an amendment to the Long Range Transportation Plan (LRTP) including the Strategic Intermodal System (SIS) Cost Feasible Plan incorporating the Immokalee Interchange project costs. The LRTP Amendment was awaiting FDOT/FHWA approval.

Mr. Kingston provided a presentation (which can be viewed in May 19, 2025 CAC Agenda).

Mr. Dohm asked what was planned in the TIP for the Everglades City Airport funding and if Ms. McLaughlin knew if the airport would remain open, as he was advocating for it to remain open.

Ms. McLaughlin said the funding in the TIP for the Everglades City Airport is earmarked for maintenance, and as there hadn't been a decision regarding the status of the airport, the airport status had not been considered in the TIP. The Everglades City Airport falls under the jurisdiction of the Collier County Board of County Commissioners and the Federal Aviation Administration, but since the item is transportation funding, if the Committee members desired, a request that the Everglades City Airport remain open could be included in the motion to approve the TIP.

A group discussion followed, and Committee members voiced their support for keeping the Everglades City Airport open.

Ms. Homiak noted a Scrivener's Error of a few pages that were duplicated in the document. Staff confirmed that the error would be corrected.

The committee agreed to make a motion to endorse the TIP with the request to correct a Scrivener's Error and the inclusion of a message to the MPO Board to request that the Everglades City Airport remain open.

Next steps would be MPO Board approval on June 13, 2025 followed by submission to FDOT by the June 30, 2025 deadline.

Mr. Dohm *moved to endorse the Proposed Fiscal Year 2026-2030 Transportation Improvement Program with a request to correct a Scrivener's Error and a message to the MPO Board expressing the Committee's support for keeping Everglades City Airport open and* ***Mr. Henkel*** *seconded. Carried unanimously.*

C. Endorse Amendment 2 to the FY 2024/25 – 2025/26 Unified Planning Work Program

Ms. Hansen said the Unified Planning Work Program (UPWP) guides the MPO's budget and planning activities for a two-year period. The current UPWP covers July 1, 2024, through June 30, 2026. UPWP updates and revisions are a usual part of the process. Amendment 2 to the UPWP includes reallocated funds to FY24/25 for MPO staff salaries and benefits, consultant services and operating expenses, and funds from FY25/26 were reallocated within operating expenses. MPO develops and submits the UPWP to the FHWA, FTA, and FDOT.

Ms. Hansen reviewed Amendment 2 (which can be viewed in May 19, 2025 CAC Agenda).

Amendment 2 to the UPWP would be presented to the MPO Board for approval on June 13, 2025.

Mr. Henkel *moved to endorse the Amendment 2 to the FY 2024/25 – 2025/26 Unified Planning Work Program.* ***Mr. Rincon*** *seconded. Carried unanimously.*

8 Reports & Presentations (May Require Committee Action)

A. FDOT Presentation on I-75 from Golden Gate Parkway to Corkscrew Road widening and Immokalee Road Interchange Improvements - PD&E Study Update

Mr. Jacquin said he was an FDOT consultant with AIM Engineering & Surveying, Inc. and the Deputy Project Manager of FDOT's Project Design and Environmental (PD&E) studies for the 18.5 mile segment of I-75 from north of Golden Gate Parkway in Collier County to south of Corkscrew Road in Lee County and the Immokalee Diverging Diamond Interchange (DDI). Immokalee Interchange enhancements would improve traffic flow. A recent study resulted in DDI conclusion as the best choice. Construction is anticipated to start March 2027. The I-75 project objectives are to enhance safety and improve mobility along I-75 in Southwest Florida. A traffic noise analysis is included in the study. Construction is planned to move south from 2027-2031. The PD&E public hearing for the project was scheduled for August 14, 2025.

(The full presentation provided by **Mr. Jacquin** can be viewed in May 19, 2025 CAC Agenda.)

Ms. Arnold inquired if there would be any coordination with Transit.

Mr. Jacquin said a coordination meeting with Collier County Transit was forthcoming.

B. MPO Update on Plans Under Development

Mr. Kingston said the MPO plans in process of being updated include the 2050 Long Range Transportation Plan (LRTP) and its adjunct plans (which will be adopted before the LRTP December 11, 2025 adoption deadline): Comprehensive Safety Action Plan (CSAP), Bicycle and Pedestrian Master Plan (BPMP), and Transit Development Plan (TDP). The 2050 LRTP is being prepared by consultants, Jacobs Engineering and expected summer activities were refining the draft needs list, drafting a Cost Feasible Plan, and continuing Model Run Alternatives. Deliverables would continue to be presented to TAC/CAC and the MPO Board until a December 11, 2025 MPO Board 2050 LRTP adoption.

The CSAP, in development with project consultants TY Lin, anticipated summer activities include a 4th steering committee meeting and 2nd public meeting, as well as a presentation of the draft at the BPAC, TAC/CAC, and MPO Board meetings. A final presentation was anticipated for approval at the October 10, 2025 MPO Board meeting.

The BPMP is being developed with project consultants Capital Consulting. Expected summer activities include a presentation of the draft BPMP for review at the August 19, 2025 BPAC meeting and September 12, 2025 MPO Board meeting, followed by an anticipated October 10, 2025 MPO Board meeting approval.

Ms. Hansen said that the MPO is collaborating with Collier Area Transit (CAT) on the TDP, with consultant, Stantec Consulting – who will be developing revenue and cost estimates through 2050 to provide to Jacobs Engineering for the LRTP. Anticipated summer activities include presentation of the draft TDP at CAT's Public Transit Advisory Committee (PTAC) August 20, 2025, TAC/CAC August 25, 2025, the MPO Board September 12, 2025, and the Collier County Board of Commissioners in either September or October 2025.

9 Member Comments

Mr. Stalzer asked **Mr. Evans** when FDOT planned to start the 951 to Golden Gate Pkwy widening/extension project, as a condominium with 250 units was being constructed in the area, and traffic has already been an issue.

Ms. Eastley informed **Mr. Stalzer** that it is a County project.

Mr. Dohm said that at the Marco Island City Council meeting that evening, Police Chief, Tracy L. Frazzano, would be presenting her ideas about addressing e-bikes. **Mr. Dohm** said that once an ordinance passed, education would be important.

10 Distribution Items

C. Collier County Ordinance 2025-22 (Amendment to Collier County Pedestrian Safety Ordinance)

Item was distributed.

11. Next Meeting Date

August 25, 2025, 2:00 p.m. –Transportation Management Services Bldg., South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Homiak adjourned the meeting at 3:12 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Endorse Amendment Incorporating the Roll Forward Report in the FY 2026-2030 Transportation Improvement Program, and Authorizing Resolution

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OBJECTIVE: For the Committee to review and endorse the Roll Forward Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) and authorizing Resolution.

CONSIDERATIONS: The Florida Department of Transportation (FDOT) Work Program Office provides the MPOs with a Roll Forward report that includes projects in the previous state fiscal year that were not authorized before the June 30th fiscal year end and now must be incorporated into the new MPO TIPs in the new, current state fiscal year (**Attachment 1**).

The MPO is completing the following public involvement steps as required for TIP amendments by the MPO's Public Participation Plan:

- Public comment period begins with posting the amendment for review by TAC and CAC
- Announced on the MPO website and distributed via email to applicable list-serve(s)
- Ends with MPO Board meeting

The public comment period began on August 18, 2025, and ends with the MPO Board meeting on September 12, 2025.

STAFF RECOMMENDATION: That the Committee endorse the Roll Forward Amendment to the FY 2026-2030 TIP and authorizing Resolution.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENT(S):

1. MPO Resolution 2025-09 and Exhibits 1 and 2

MPO RESOLUTION #2025-09

A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION APPROVING AN AMENDMENT TO THE FY 2025/26 - 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, State and federal statutes, rules and regulations require that each designated Metropolitan Planning Organization develop and adopt a Transportation Improvement Program ("TIP") and set forth the procedures for doing so; and

WHEREAS, the Collier Metropolitan Planning Organization's (the "MPO") TIP may require amending as authorized and required by 23 C.F.R. Part 450 § 326, 328, 330, 332 and 334, and by F.S. § 339.175(6), (8) and (13); and

WHEREAS, the Florida Department of Transportation ("FDOT") has requested the Collier MPO to amend the FY 2025/26-2029/30 TIP to incorporate the Roll Forward Report as shown in Exhibit 1; and

WHEREAS, FDOT has submitted a letter to the MPO stating that the amendment is necessary to include in the MPO's TIP to ensure consistency with FDOT's Work Program and supporting pages from the MPO Program Management Handbook are also included, as shown in Exhibit 2; and

WHEREAS, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO's Board meeting on September 12, 2025; and

WHEREAS, the MPO has reviewed the proposed TIP Amendment and determined that it is consistent with the MPO's adopted plans and policies; and

WHEREAS, in accordance with all required State and federal procedures, rules and regulations, including but not limited to the FDOT's MPO Administrative Manual, the TIP Amendment must be accompanied by an endorsement indicating official MPO approval.

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

1. The FY 2025/26 - 2029/30 Transportation Improvement Program Amendment set forth in the Exhibit is hereby adopted.

2. The Collier Metropolitan Planning Organization's Chair is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2025/26 - 2029/30 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

CAO

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 12th day of September 2025.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
Anne McLaughlin
MPO Executive Director

By: _____
Commissioner Dan Kowal
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach, Deputy County Attorney

CAO

EXHIBIT 1 to Resolution 2025-09

Roll Forward TIP Amendment for Approval by MPO Board on September 12, 2025 for FY 2025/26 through FY 2029/30 TIP

The Roll Forward Amendment includes the projects listed on the following pages produced by the Florida Department of Transportation (FDOT) Work Program Office as the Roll Forward Report for the Collier MPO.

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: _____ Date: _____

Anne McLaughlin
Collier MPO Executive Director

By: _____ Date: _____

Commissioner Dan Kowal
Collier MPO Chair

Approved as to form and legality

Scott R. Teach, Deputy County Attorney

CAO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:417540 5 PROJECT DESCRIPTION:SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID:03080000 PROJECT LENGTH: 3.484MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,775,156	0	0	0	0	0	0	5,775,156
DIH	128,182	3	0	0	0	0	0	128,185
DS	34,647	0	0	0	0	0	0	34,647
FINC	549,997	0	0	0	0	0	0	549,997
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	9,780	241,170	0	0	0	0	0	250,950
ART	0	0	7,821,000	0	0	0	0	7,821,000
BNIR	0	98,543	0	0	0	0	0	98,543
FINC	13,908,285	0	0	0	0	0	0	13,908,285
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	2,000,000	0	0	0	0	0	0	2,000,000
FINC	0	0	7,201,588	0	0	0	0	7,201,588
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	625	0	0	0	0	0	0	625
DIH	0	0	53,100	0	0	0	0	53,100
DS	1,908	0	0	0	0	0	0	1,908
FINC	0	0	72,697,585	0	0	0	0	72,697,585
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FINC	520,000	0	500,000	0	0	0	0	1,020,000
TOTAL 417540 5	**22,928,580**	**339,716**	**88,273,273**	**0**	**0**	**0**	**0**	**111,541,569**

ITEM NUMBER:417540 6 PROJECT DESCRIPTION:SR 29 FROM N OF NEW MARKET RD TO SR 82 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03080000 PROJECT LENGTH: 3.205MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	403,507	28,254	0	0	0	0	0	431,761
ART	233,743	0	0	0	0	0	0	233,743
CM	522,705	0	0	0	0	0	0	522,705
DDR	125,001	0	0	0	0	0	0	125,001
DS	7,131	0	0	0	0	0	0	7,131
FINC	1	0	0	0	0	0	0	1
REPE	3,656,698	0	0	0	0	0	0	3,656,698
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	20,723	0	0	0	0	0	0	20,723
FINC	1,803,256	0	0	0	0	0	0	1,803,256
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ART	0	0	3,352,088	0	0	0	0	3,352,088
FINC	576,000	0	3,912,412	0	0	0	0	4,488,412
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,032	0	0	0	0	0	0	6,032
DIH	0	0	159,300	0	0	0	0	159,300
DS	4,196	0	0	0	0	0	0	4,196
FINC	0	0	57,624,547	0	0	0	0	57,624,547
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
FINC	525,000	0	0	0	0	0	0	525,000

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FLORIDA DEPARTMENT OF TRANSPORTATION
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TALT	0	380,000	0	0	0	0	0	380,000
TOTAL 417540 6	**7,883,993**	**408,254**	**65,048,347**	**0**	**0**	**0**	**0**	**73,340,594**
TOTAL PROJECT:	**30,812,573**	**747,970**	**153,321,620**	**0**	**0**	**0**	**0**	**184,882,163**

ITEM NUMBER:425843 2 PROJECT DESCRIPTION:I-75 (SR 93) AT SR 951 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:INTERCHANGE IMPROVEMENT
EX DESC:ULTIMATE INTERCHANGE IMPROVEMENT D1APPC

ROADWAY ID:03175000 PROJECT LENGTH: 1.466MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	180,806	0	0	0	0	0	0	180,806
DIH	175,173	583	0	0	0	0	0	175,756
DS	140,787	0	0	0	0	0	0	140,787
IMD	109,067	0	0	0	0	0	0	109,067
SU	102,034	0	0	0	0	0	0	102,034
TCSP	754,574	0	0	0	0	0	0	754,574
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	619,944	0	0	0	0	0	0	619,944
DDR	2,315,111	0	0	0	0	0	0	2,315,111
DIH	148,083	0	0	0	0	0	0	148,083
DS	2,410,835	0	0	0	0	0	0	2,410,835
IMD	95,922	0	0	0	0	0	0	95,922
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	406,245	0	0	0	0	0	0	406,245
BNDS	90,061	0	0	0	0	0	0	90,061
BNIR	8,669,756	0	0	0	0	0	0	8,669,756
DDR	431,100	0	0	0	0	0	0	431,100
DI	8,406	0	0	0	0	0	0	8,406
DIH	137,896	0	0	0	0	0	0	137,896
DS	31,000	0	0	0	0	0	0	31,000
STED	3,811,887	0	0	0	0	0	0	3,811,887
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	231,968	0	0	0	0	0	0	231,968
DI	460,752	0	0	0	0	0	0	460,752
LF	1,510,000	140,000	0	0	0	0	0	1,650,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	347,500	0	0	0	0	0	0	347,500
DS	7,992	0	0	0	0	0	0	7,992
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	104,335,672	0	0	0	0	0	0	104,335,672
DDR	630,260	0	0	0	0	0	0	630,260
DIH	127,112	5,280	0	0	0	0	0	132,392
DS	704,791	0	0	0	0	0	0	704,791
DSB2	0	45,150	0	0	0	0	0	45,150
LF	62,517	0	0	0	0	0	0	62,517
TOTAL 425843 2	**129,057,251**	**191,013**	**0**	**0**	**0**	**0**	**0**	**129,248,264**
TOTAL PROJECT:	**129,057,251**	**191,013**	**0**	**0**	**0**	**0**	**0**	**129,248,264**

CAO

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:430848 1 PROJECT DESCRIPTION:SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03050000 PROJECT LENGTH: 3.826MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	371,135	0	0	0	0	0	0	371,135
DIH	744,345	7,294	0	0	0	0	0	751,639
DS	687,870	0	0	0	0	0	0	687,870
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BNIR	2,219,166	0	0	0	0	0	0	2,219,166
DDR	226,601	0	0	0	0	0	0	226,601
DIH	124,292	0	0	0	0	0	0	124,292
DS	196,294	0	0	0	0	0	0	196,294
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	562,654	0	0	0	0	0	0	562,654
DS	172,538	0	0	0	0	0	0	172,538
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	20,643,188	0	0	0	0	0	0	20,643,188
DDR	12,565	0	0	0	0	0	0	12,565
DI	25,375,909	2,533,756	0	0	0	0	0	27,909,665
DIH	66,179	0	0	0	0	0	0	66,179
DS	104,183	0	0	0	0	0	0	104,183
PROT	6,659,628	0	0	0	0	0	0	6,659,628
SA	60,000	0	0	0	0	0	0	60,000
SU	1,841,574	0	0	0	0	0	0	1,841,574
TALT	526,796	373,305	0	0	0	0	0	900,101
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	759,100	400,000	0	0	0	0	0	1,159,100
DS	13,125	0	0	0	0	0	0	13,125
TALT	100,000	0	0	0	0	0	0	100,000
TOTAL 430848 1	**61,467,142**	**3,314,355**	**0**	**0**	**0**	**0**	**0**	**64,781,497**
TOTAL PROJECT:	**61,467,142**	**3,314,355**	**0**	**0**	**0**	**0**	**0**	**64,781,497**

ITEM NUMBER:430849 2 PROJECT DESCRIPTION:SR 82 FROM ROUNDABOUT TO SR 29 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:LANDSCAPING
ROADWAY ID:03080000 PROJECT LENGTH: .057MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,149	0	0	0	0	0	0	1,149
DIH	0	1,000	0	0	0	0	0	1,000
DS	29,746	0	0	0	0	0	0	29,746
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	165,196	0	0	0	0	0	0	165,196
DS	74	0	0	0	0	0	0	74
TOTAL 430849 2	**196,165**	**1,000**	**0**	**0**	**0**	**0**	**0**	**197,165**
TOTAL PROJECT:	**196,165**	**1,000**	**0**	**0**	**0**	**0**	**0**	**197,165**

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ITEM NUMBER:433173 3 PROJECT DESCRIPTION:SR 84 DAVIS BLVD FROM SANTA BARBARA BLVD TO SR 951 COLLIER BLVD *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:LANDSCAPING
ROADWAY ID:03001000 PROJECT LENGTH: 2.459MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	892	0	0	0	0	0	0	892
DIH	475	4,525	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
DS	865,000	0	0	0	0	0	0	865,000
TOTAL 433173 3	**866,367**	**4,525**	**0**	**0**	**0**	**0**	**0**	**870,892**
TOTAL PROJECT:	**866,367**	**4,525**	**0**	**0**	**0**	**0**	**0**	**870,892**

ITEM NUMBER:434857 1 PROJECT DESCRIPTION:SR 951 OVER BIG MARCO PASS (JUDGE JOLLEY MEMORIAL BRIDGE) *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
ROADWAY ID:03030000 PROJECT LENGTH: .302MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	143,877	0	0	0	0	0	0	143,877
DIH	16,682	0	0	0	0	0	0	16,682
DS	6,202	0	0	0	0	0	0	6,202
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	1,450,002	0	0	0	0	0	0	1,450,002
DDR	2,414	0	0	0	0	0	0	2,414
DIH	56,311	3,976	0	0	0	0	0	60,287
DS	356	0	0	0	0	0	0	356
TOTAL 434857 1	**1,675,844**	**3,976**	**0**	**0**	**0**	**0**	**0**	**1,679,820**
TOTAL PROJECT:	**1,675,844**	**3,976**	**0**	**0**	**0**	**0**	**0**	**1,679,820**

ITEM NUMBER:435019 1 PROJECT DESCRIPTION:AIRPORT-PULLING RD AND PINE RIDGE RD SIGNAL TIMING *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
ROADWAY ID:03003000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
ACSU	0	1,000	0	0	0	0	0	1,000
SU	439,257	0	0	0	0	0	0	439,257
TOTAL 435019 1	**439,257**	**1,000**	**0**	**0**	**0**	**0**	**0**	**440,257**
TOTAL PROJECT:	**439,257**	**1,000**	**0**	**0**	**0**	**0**	**0**	**440,257**

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ITEM NUMBER:435043 1 PROJECT DESCRIPTION:COLLIER COUNTY SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
ROADWAY ID:03010000 PROJECT LENGTH: 12.328MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	227,399	0	0	0	0	0	0	227,399
DIH	294	0	0	0	0	0	0	294
DS	656	0	0	0	0	0	0	656
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	6,196,621	20,580	0	0	0	0	0	6,217,201
DDR	77	0	0	0	0	0	0	77
DIH	8,093	0	0	0	0	0	0	8,093
DS	769	0	0	0	0	0	0	769
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	500	0	0	0	0	0	0	500
TOTAL 435043 1	**6,434,409**	**20,580**	**0**	**0**	**0**	**0**	**0**	**6,454,989**
TOTAL PROJECT:	**6,434,409**	**20,580**	**0**	**0**	**0**	**0**	**0**	**6,454,989**

ITEM NUMBER:435265 1 PROJECT DESCRIPTION:I-75 AT SR 29 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:LIGHTING
ROADWAY ID:03175000 PROJECT LENGTH: 1.166MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	12,488	0	0	0	0	0	0	12,488
DSB2	442,365	0	0	0	0	0	0	442,365
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	235,052	0	0	0	0	0	0	235,052
DSB2	1,930,508	9,144	0	0	0	0	0	1,939,652
TOTAL 435265 1	**2,620,413**	**9,144**	**0**	**0**	**0**	**0**	**0**	**2,629,557**
TOTAL PROJECT:	**2,620,413**	**9,144**	**0**	**0**	**0**	**0**	**0**	**2,629,557**

ITEM NUMBER:437926 1 PROJECT DESCRIPTION:SIGNAL TIMING US41 FROM SR951/COLLIER BLVD TO OLD US41 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:03010000 PROJECT LENGTH: 19.960MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	267,988	5,370	0	0	0	0	0	273,358
TOTAL 437926 1	**267,988**	**5,370**	**0**	**0**	**0**	**0**	**0**	**273,358**
TOTAL PROJECT:	**267,988**	**5,370**	**0**	**0**	**0**	**0**	**0**	**273,358**

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ITEM NUMBER:438091 1 PROJECT DESCRIPTION:COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD) *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID:03633000 PROJECT LENGTH: 2.045MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	82,212	0	0	0	0	0	0	82,212
SU	175,589	399	0	0	0	0	0	175,988
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPI	185,000	0	0	0	0	0	0	185,000
CARU	0	185,000	0	0	0	0	0	185,000
SU	125,024	0	0	0	0	0	0	125,024
TOTAL 438091 1	**567,825**	**185,399**	**0**	**0**	**0**	**0**	**0**	**753,224**
TOTAL PROJECT:	**567,825**	**185,399**	**0**	**0**	**0**	**0**	**0**	**753,224**

ITEM NUMBER:438093 1 PROJECT DESCRIPTION:GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:03000036 PROJECT LENGTH: 1.040MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	224,935	888	0	0	0	0	0	225,823
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFSU	100,000	0	0	0	0	0	0	100,000
SU	110,530	0	0	0	0	0	0	110,530
TOTAL 438093 1	**435,465**	**888**	**0**	**0**	**0**	**0**	**0**	**436,353**
TOTAL PROJECT:	**435,465**	**888**	**0**	**0**	**0**	**0**	**0**	**436,353**

ITEM NUMBER:440437 1 PROJECT DESCRIPTION:SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:03900078 PROJECT LENGTH: .702MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF NAPLES								
SU	278,535	0	0	0	0	0	0	278,535
TALU	65,000	0	0	0	0	0	0	65,000
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	22,033	2,993	0	0	0	0	0	25,026
TOTAL 440437 1	**365,568**	**2,993**	**0**	**0**	**0**	**0**	**0**	**368,561**
TOTAL PROJECT:	**365,568**	**2,993**	**0**	**0**	**0**	**0**	**0**	**368,561**

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ITEM NUMBER:441879 1 PROJECT DESCRIPTION:INLET DRIVE FROM ADDISON CT TO TRAVIDA TERRACE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID:03000601 PROJECT LENGTH: .604MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND								
ACSA	278,332	0	0	0	0	0	0	278,332
SA	3,000	0	0	0	0	0	0	3,000
SU	145,538	0	0	0	0	0	0	145,538
TALU	97,435	0	0	0	0	0	0	97,435
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	797	0	0	0	0	0	797
TOTAL 441879 1	**524,305**	**797**	**0**	**0**	**0**	**0**	**0**	**525,102**
TOTAL PROJECT:	**524,305**	**797**	**0**	**0**	**0**	**0**	**0**	**525,102**

ITEM NUMBER:442519 2 PROJECT DESCRIPTION:I-75 (SR 93) FROM E OF SR 951 TO COLLIER/LEE COUNTY LINE *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:03175000 PROJECT LENGTH: 26.352MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,000,000	0	0	0	0	0	0	3,000,000
DIH	51,571	6,586	0	0	0	0	0	58,157
TOTAL 442519 2	**3,051,571**	**6,586**	**0**	**0**	**0**	**0**	**0**	**3,058,157**
TOTAL PROJECT:	**3,051,571**	**6,586**	**0**	**0**	**0**	**0**	**0**	**3,058,157**

ITEM NUMBER:444008 4 PROJECT DESCRIPTION:I-75 (SR 93) FROM MILE POINT 33.989 TO MILE POINT 46.000 *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:RESURFACING
ROADWAY ID:03175000 PROJECT LENGTH: 12.011MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,286	0	0	0	0	0	0	1,286
DS	3,501	0	0	0	0	0	0	3,501
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	302	0	0	0	0	0	0	302
DS	83,963	75,000	0	0	0	0	0	158,963
DSB2	30,645,756	7,718	0	0	0	0	0	30,653,474
PKYI	62	0	0	0	0	0	0	62
TOTAL 444008 4	**30,734,870**	**82,718**	**0**	**0**	**0**	**0**	**0**	**30,817,588**
TOTAL PROJECT:	**30,734,870**	**82,718**	**0**	**0**	**0**	**0**	**0**	**30,817,588**

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ITEM NUMBER:445296 2 PROJECT DESCRIPTION:I-75 AT PINE RIDGE ROAD *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:INTERCHANGE IMPROVEMENT
ROADWAY ID:03175000 PROJECT LENGTH: .046MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DI	0	1,140,451	0	0	0	0	0	1,140,451
DS	1,226	0	0	0	0	0	0	1,226
TOTAL 445296 2	**1,226**	**1,140,451**	**0**	**0**	**0**	**0**	**0**	**1,141,677**

ITEM NUMBER:445296 3 PROJECT DESCRIPTION:I-75 (SR 93) FROM GOLDEN GATE PKWY TO PINE RIDGE RD *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:LANDSCAPING
ROADWAY ID:03175000 PROJECT LENGTH: 3.279MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	314	0	0	0	0	0	0	314
DIH	155	4,845	0	0	0	0	0	5,000
DS	306	0	0	0	0	0	0	306
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
DIH	78	0	0	0	0	0	0	78
DS	390,000	0	0	0	0	0	0	390,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	320	4,602	0	0	0	0	0	4,922
TOTAL 445296 3	**391,173**	**9,447**	**0**	**0**	**0**	**0**	**0**	**400,620**
TOTAL PROJECT:	**392,399**	**1,149,898**	**0**	**0**	**0**	**0**	**0**	**1,542,297**

ITEM NUMBER:445460 1 PROJECT DESCRIPTION:CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:03900001 PROJECT LENGTH: .760MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBZ	796,110	0	0	0	0	0	0	796,110
ACSA	14,847	25,192	0	0	0	0	0	40,039
LF	265,371	161,352	0	0	0	0	0	426,723
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFBR	0	0	1,150,000	0	0	0	0	1,150,000
LF	0	0	350,000	0	0	0	0	350,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFBR	0	0	6,196,551	0	0	0	0	6,196,551
LF	0	0	2,077,020	0	0	0	0	2,077,020
TOTAL 445460 1	**1,076,328**	**186,544**	**9,773,571**	**0**	**0**	**0**	**0**	**11,036,443**
TOTAL PROJECT:	**1,076,328**	**186,544**	**9,773,571**	**0**	**0**	**0**	**0**	**11,036,443**

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ITEM NUMBER:446323 2 PROJECT DESCRIPTION:CORKSCREW RD SOUTH FROM LEE COUNTY CURVE TO COLLIER COUNTY CURVE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
ROADWAY ID:03000529 PROJECT LENGTH: 1.005MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
ACSU	2,220,000	1,000	0	0	0	0	0	2,221,000
TOTAL 446323 2	**2,220,000**	**1,000**	**0**	**0**	**0**	**0**	**0**	**2,221,000**
TOTAL PROJECT:	**2,220,000**	**1,000**	**0**	**0**	**0**	**0**	**0**	**2,221,000**

ITEM NUMBER:446550 2 PROJECT DESCRIPTION:SHADOWLAWN ELEMENTARY - SRTS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY BOCC								
SR2T	0	771,516	0	0	0	0	0	771,516
TOTAL 446550 2	**0**	**771,516**	**0**	**0**	**0**	**0**	**0**	**771,516**
TOTAL PROJECT:	**0**	**771,516**	**0**	**0**	**0**	**0**	**0**	**771,516**

ITEM NUMBER:448069 2 PROJECT DESCRIPTION:WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	447,933	0	0	0	0	0	447,933
TOTAL 448069 2	**0**	**447,933**	**0**	**0**	**0**	**0**	**0**	**447,933**
TOTAL PROJECT:	**0**	**447,933**	**0**	**0**	**0**	**0**	**0**	**447,933**

ITEM NUMBER:448125 1 PROJECT DESCRIPTION:IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID:03000059 PROJECT LENGTH: .501MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
SU	624,388	1,000	0	0	0	0	0	625,388
TOTAL 448125 1	**624,388**	**1,000**	**0**	**0**	**0**	**0**	**0**	**625,388**

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ITEM NUMBER:448125 2 PROJECT DESCRIPTION:IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	155,871	0	0	0	0	0	0	155,871
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	93,658	0	0	0	0	0	93,658
TOTAL 448125 2	**155,871**	**93,658**	**0**	**0**	**0**	**0**	**0**	**249,529**
TOTAL PROJECT:	**780,259**	**94,658**	**0**	**0**	**0**	**0**	**0**	**874,917**

ITEM NUMBER:448126 1 PROJECT DESCRIPTION:GOODLETTE FRANK RD SIDEWALKS - VARIOUS LOCATIONS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	43,303	0	0	0	0	0	0	43,303
TALU	115,350	1,000	0	0	0	0	0	116,350
TOTAL 448126 1	**158,653**	**1,000**	**0**	**0**	**0**	**0**	**0**	**159,653**
TOTAL PROJECT:	**158,653**	**1,000**	**0**	**0**	**0**	**0**	**0**	**159,653**

ITEM NUMBER:448127 1 PROJECT DESCRIPTION:COLLIER ALTERNATE - MULTIPLE SEGMENTS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:03000039 PROJECT LENGTH: 1.667MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND								
LF	125,000	0	0	0	0	0	0	125,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MARCO ISLAND								
ACSU	577,090	0	0	0	0	0	0	577,090
ARPI	1,117,947	0	0	0	0	0	0	1,117,947
CARU	1,117,947	0	0	0	0	0	0	1,117,947
GFSU	67,114	0	0	0	0	0	0	67,114
SU	340,956	380,308	0	0	0	0	0	721,264
TALU	439,992	1,356,692	0	0	0	0	0	1,796,684
TOTAL 448127 1	**3,786,046**	**1,737,000**	**0**	**0**	**0**	**0**	**0**	**5,523,046**
TOTAL PROJECT:	**3,786,046**	**1,737,000**	**0**	**0**	**0**	**0**	**0**	**5,523,046**

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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HIGHWAYS
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ITEM NUMBER:448131 2 PROJECT DESCRIPTION:NAPLES SIDEWALKS ON 26TH AVE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	200,000	0	0	0	0	0	200,000
TOTAL 448131 2	**0**	**200,000**	**0**	**0**	**0**	**0**	**0**	**200,000**
TOTAL PROJECT:	**0**	**200,000**	**0**	**0**	**0**	**0**	**0**	**200,000**

ITEM NUMBER:448797 1 PROJECT DESCRIPTION:WRONG WAY DRIVING GOLDEN GATE PKWY & IMMOKALEE RD I-75 NB & SB *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:03175037 PROJECT LENGTH: 1.133MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	411	589	0	0	0	0	0	1,000
DS	379,624	0	0	0	0	0	0	379,624
TOTAL 448797 1	**380,035**	**589**	**0**	**0**	**0**	**0**	**0**	**380,624**
TOTAL PROJECT:	**380,035**	**589**	**0**	**0**	**0**	**0**	**0**	**380,624**

ITEM NUMBER:449484 2 PROJECT DESCRIPTION:LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SR2T	0	185,673	0	0	0	0	0	185,673
TOTAL 449484 2	**0**	**185,673**	**0**	**0**	**0**	**0**	**0**	**185,673**
TOTAL PROJECT:	**0**	**185,673**	**0**	**0**	**0**	**0**	**0**	**185,673**

ITEM NUMBER:449514 2 PROJECT DESCRIPTION:91ST AVE N SIDEWALK FROM VANDERBILT DR TO US 41 *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	277,919	0	0	0	0	0	277,919
TOTAL 449514 2	**0**	**277,919**	**0**	**0**	**0**	**0**	**0**	**277,919**
TOTAL PROJECT:	**0**	**277,919**	**0**	**0**	**0**	**0**	**0**	**277,919**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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ITEM NUMBER:450909 1 PROJECT DESCRIPTION:US 41 FROM CENTRAL AVE TO SR 84 / DAVIS BLVD *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:03010000 PROJECT LENGTH: 1.238MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	768	19,232	0	0	0	0	0	20,000
TOTAL 450909 1	**768**	**19,232**	**0**	**0**	**0**	**0**	**0**	**20,000**
TOTAL PROJECT:	**768**	**19,232**	**0**	**0**	**0**	**0**	**0**	**20,000**

ITEM NUMBER:452544 3 PROJECT DESCRIPTION:I-75 FROM IMMOKALEE TO BONITA BEACH *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03175000 PROJECT LENGTH: 3.309MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	4,740,000	0	584,748	1,810,930	0	0	0	7,135,678
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	100,000	0	0	0	0	0	100,000
MFF	7,500,000	0	0	0	0	0	0	7,500,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	0	0	0	2,000,000	0	0	0	2,000,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	515,000	0	3,186,000	102,517,621	0	0	0	106,218,621
TOTAL 452544 3	**12,755,000**	**100,000**	**3,770,748**	**106,328,551**	**0**	**0**	**0**	**122,954,299**

ITEM NUMBER:452544 4 PROJECT DESCRIPTION:IMMOKALEE INTERCHANGE *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03175019 PROJECT LENGTH: .965MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	6,100,000	0	0	2,338,448	0	0	0	8,438,448
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	100,000	0	0	0	0	0	100,000
MFF	7,500,000	0	0	0	0	0	0	7,500,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	0	0	0	2,000,000	0	0	0	2,000,000
MFF	0	0	0	2,000,000	0	0	0	2,000,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
MFF	515,000	0	1,593,000	49,397,529	0	0	0	51,505,529
TOTAL 452544 4	**14,115,000**	**100,000**	**1,593,000**	**55,735,977**	**0**	**0**	**0**	**71,543,977**

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

ITEM NUMBER:452544 5 PROJECT DESCRIPTION: I-75 FROM IMMOKALEE TO PINE RIDGE *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03175000 PROJECT LENGTH: 4.364MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	6,284,588	6,284,588
MFF	4,200,000	0	0	0	0	923,868	0	5,123,868
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	100,000	0	0	0	0	0	100,000
MFF	11,500,000	0	0	0	0	0	0	11,500,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	2,000,000	2,000,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	148,823,329	148,823,329
MFF	412,000	0	0	0	0	13,320,000	0	13,732,000
TOTAL 452544 5	**16,112,000**	**100,000**	**0**	**0**	**0**	**14,243,868**	**157,107,917**	**187,563,785**

ITEM NUMBER:452544 6 PROJECT DESCRIPTION: I-75 FROM PINE RIDGE TO GOLDEN GATE *SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:03175000 PROJECT LENGTH: 2.283MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	3,213,558	3,213,558
MFF	4,200,000	0	0	0	0	0	0	4,200,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	100,000	0	0	0	0	0	100,000
MFF	9,500,000	0	0	0	0	0	0	9,500,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	2,000,000	2,000,000
PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	0	0	0	0	0	0	70,263,084	70,263,084
MFF	103,000	0	0	0	0	0	0	103,000
STED	0	0	0	0	0	0	15,963,099	15,963,099
TOTAL 452544 6	**13,803,000**	**100,000**	**0**	**0**	**0**	**0**	**91,439,741**	**105,342,741**
TOTAL PROJECT:	**56,785,000**	**400,000**	**5,363,748**	**162,064,528**	**0**	**14,243,868**	**248,547,658**	**487,404,802**

FLORIDA DEPARTMENT OF TRANSPORTATION
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HIGHWAYS

ITEM NUMBER:454326 1 PROJECT DESCRIPTION:PLANNING STUDIO STUDY - US41/SR45 FROM SR84 TO GOLDEN GATE PKWY *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:03010000 PROJECT LENGTH: 9.971MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
TOTAL 454326 1	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**
TOTAL PROJECT:	**0**	**1,000**	**0**	**0**	**0**	**0**	**0**	**1,000**
TOTAL DIST: 01	**335,096,501**	**10,052,276**	**168,458,939**	**162,064,528**	**0**	**14,243,868**	**248,547,658**	**938,463,770**
TOTAL HIGHWAYS	**335,096,501**	**10,052,276**	**168,458,939**	**162,064,528**	**0**	**14,243,868**	**248,547,658**	**938,463,770**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

MAINTENANCE

ITEM NUMBER:412918 2 PROJECT DESCRIPTION:COLLIER COUNTY ASSET MAINTENACE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ROUTINE MAINTENANCE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: BRDG/RDWY/CONTRACT MAINT / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	25,775,611	3,083,010	200,000	0	0	0	0	29,058,621
TOTAL 412918 2	**25,775,611**	**3,083,010**	**200,000**	**0**	**0**	**0**	**0**	**29,058,621**
TOTAL PROJECT:	**25,775,611**	**3,083,010**	**200,000**	**0**	**0**	**0**	**0**	**29,058,621**
TOTAL DIST: 01	**25,775,611**	**3,083,010**	**200,000**	**0**	**0**	**0**	**0**	**29,058,621**
TOTAL MAINTENANCE	**25,775,611**	**3,083,010**	**200,000**	**0**	**0**	**0**	**0**	**29,058,621**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

AVIATION

ITEM NUMBER:446353 1 PROJECT DESCRIPTION:NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:AVIATION REVENUE/OPERATIONAL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
LF	0	7,500,000	0	0	0	0	0	7,500,000
LFR	0	7,500,000	0	0	0	0	0	7,500,000
PHASE: ADMINISTRATION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
DDR	0	0	2,500,000	0	0	0	0	2,500,000
DPTO	0	2,500,000	0	2,500,000	0	0	0	5,000,000
TOTAL 446353 1	0	**17,500,000**	**2,500,000**	**2,500,000**	0	0	0	**22,500,000**
TOTAL PROJECT:	0	**17,500,000**	**2,500,000**	**2,500,000**	0	0	0	**22,500,000**

ITEM NUMBER:456828 1 PROJECT DESCRIPTION:NAPLES AIRPORT SECURITY ENHANCEMENTS *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:AVIATION SECURITY PROJECT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
LF	0	62,500	0	0	0	0	0	62,500
SAFE	0	250,000	0	0	0	0	0	250,000
TOTAL 456828 1	0	**312,500**	0	0	0	0	0	**312,500**
TOTAL PROJECT:	0	**312,500**	0	0	0	0	0	**312,500**
TOTAL DIST: 01	0	**17,812,500**	**2,500,000**	**2,500,000**	0	0	0	**22,812,500**
TOTAL AVIATION	0	**17,812,500**	**2,500,000**	**2,500,000**	0	0	0	**22,812,500**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
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TRANSIT
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ITEM NUMBER:452478 2 PROJECT DESCRIPTION:5310 DISTRICT CAPITAL - BONITA SPRINGS UZA - COLLIER COUNTY BOCC *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY COLLIER COUNTY								
LF	0	119	0	0	0	0	0	119
TOTAL 452478 2	0	119	0	0	0	0	0	**119**
TOTAL PROJECT:	0	119	0	0	0	0	0	**119**
TOTAL DIST: 01	0	119	0	0	0	0	0	**119**
TOTAL TRANSIT	0	119	0	0	0	0	0	**119**

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

MISCELLANEOUS

ITEM NUMBER:412918 3 PROJECT DESCRIPTION:COLLIER COUNTY ASSET MAINTENACE *NON-SIS*
DISTRICT:01 COUNTY:COLLIER TYPE OF WORK:ROUTINE MAINTENANCE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	94,974	0	0	0	0	0	0	94,974
DIH	0	1,000	0	0	0	0	0	1,000
TOTAL 412918 3	**94,974**	**1,000**	**0**	**0**	**0**	**0**	**0**	**95,974**
TOTAL PROJECT:	**94,974**	**1,000**	**0**	**0**	**0**	**0**	**0**	**95,974**
TOTAL DIST: 01	**94,974**	**1,000**	**0**	**0**	**0**	**0**	**0**	**95,974**
TOTAL MISCELLANEOUS	**94,974**	**1,000**	**0**	**0**	**0**	**0**	**0**	**95,974**
GRAND TOTAL	360,967,086	30,948,905	171,158,939	164,564,528	0	14,243,868	248,547,658	990,430,984

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Exhibit 2

Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Avenue
Bartow, Florida 33830

JARED W. PERDUE, P.E.
SECRETARY

July 10, 2025

Mr. Anne McLaughlin
Executive Director
Collier MPO
2885 South Horseshoe Drive
Naples, FL 34104

RE: Request for Roll-Forward Amendment to the Collier Metropolitan Planning Organization (MPO) FY2025/2026 through FY 2029/2030 Transportation Improvement Program (TIP)

Dear Mrs. McLaughlin:

The purpose of this letter is to request Collier MPO amend the FY 2025/26-2029/30 TIP with the Annual Roll-Forward Report. The Roll Forward report reconciles differences between the TIP and Florida Department of Transportation's (FDOT) Adopted Five-Year Work Program. This is an annual process is routine and assists the MPO with identifying projects using federal funds that were not committed during the previous state fiscal year (FY 2024/2025). These projects have automatically "rolled forward" in the FDOT Adopted Five-Year Work Program as of July 1, 2025. This amendment ensures that year one of the TIP matches year one of FDOT's Adopted Five-year Work Program.

The reason for this amendment is to ensure projects with federal funding can be authorized prior to the new Federal Fiscal Year (FFY) beginning on October 1 each year. Until then, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) continue to recognize the FY 2024/25 – 2028/29 TIP as the effective document. Adopting the Roll Forward Report and amending it into the TIP ensures projects will continue to be authorized without interruption.

The affected projects are listed in the attached Roll-Forward Report dated July 7, 2025. The MPO is requested to add this report to the FY 2025/26-2029/30 TIP in its entirety.

As always, feel free to contact the Liaison Group at D1-Liaisons@dot.state.fl.us if you have any questions.

CAO

Sincerely,

Signed by:
Marcellus Evans
F1039A4AC47141E...

Marcellus Evans II
Community Liaison

cc: Ashley Melton, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation
Kristi A. Smith, CPM, PLS, Florida Department of Transportation

CAO

4.3.1.4 Roll Forward Amendment (Authorization of Roll Forward Projects)

During the three-month gap between the start of the state fiscal year (**July 1**) and the start of the federal fiscal year (**October 1**), FHWA and FTA regard the old STIP and TIPs as still being in effect. Therefore, if there was a project in any of the four federally recognized years of the old TIP that did not get authorized by **June 30**, the project can still be authorized based on the old TIP if the request is made between **July 1** and **September 30. There is no need to amend the old TIP.** However, there is still a need to ensure such projects are in the new TIP if the projects are to be authorized after **September 30**. This is accomplished through the Roll Forward TIP Amendment mentioned below and must occur before **October 1**.

4.3.1.4.1 ROLL FORWARD TIP AMENDMENTS (FHWA PROJECTS)

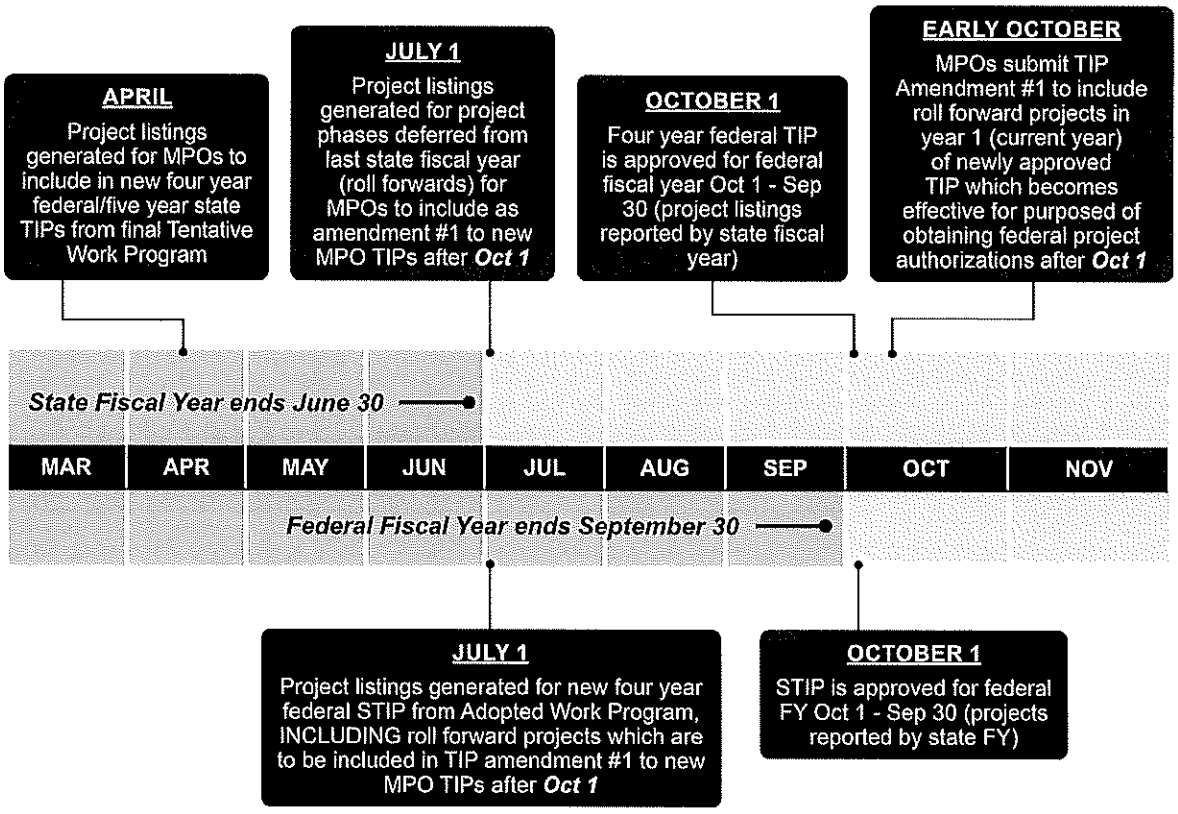
Each March or April, the Work Program Office provides the Districts with the Tentative Work Program, which will be adopted on **July 1**. The MPO's TIP incorporates the Tentative Work Program and is adopted by **July 1**. Year one of the TIP and the Work Program should always match. However, when the new TIP and Work Program is adopted on **July 1**, there are often projects that were supposed to get authorized and encumbered before **June 30** (i.e., when the previous TIP and Work Program were in effect) but did not. These projects will automatically roll forward in the Work Program but will not roll forward in the TIP. Hence, the TIP must be amended to include these projects and match the Work Program. This is accomplished by what is known as a Roll Forward TIP Amendment.

Following the adoption of the Work Program, the Work Program Office posts the Roll Forward Report online. This report lists, by District, those projects that were not authorized by the end of the last fiscal year and have been rolled forward in the newly adopted Work Program. The District provides this list to the MPO, and the MPO uses it to process a Roll Forward TIP Amendment.

Figure 4.5 presents the Roll-Forward Amendment process. An MPO can process a Roll-Forward TIP Amendment as soon as the Roll-Forward Report is published. However, FHWA will not recognize the approval of the Roll-Forward TIP Amendment until after **October 1**, the effective date of the new MPO TIP.

Please note there is no need for the MPOs to request a Roll Forward STIP Amendment because these Roll Forward projects are included in FDOT's submittal of the STIP on August 31.

Figure 4.5 Process Flow for Roll Forward Amendments



4.3.1.4.2 ROLL FORWARD TIP AMENDMENTS (FTA PROJECTS)

Unlike all other projects, FTA projects do not automatically roll forward in the Work Program. Non-budgeted projects that utilize 49 USC Sections **5307**, **5337**, and **5339** funds that are not obligated in the previous year will not roll forward. A limited number of budgeted projects will roll forward into the new STIP. Unless District MPO Liaisons and the Public Transportation Office are mindful of rolling forward FTA-funded projects, there is a risk that they could mistakenly drop out of the Work Program and, consequently, the STIP. If that happens, the project will not be eligible for FTA funding when the time comes to authorize it, and an STIP Amendment will have to be executed to put the project back in. **Therefore, special care must be taken to ensure the Roll Forward TIP Amendment includes FTA-funded projects.** The District Public Transportation Office (PTO) should cooperate with the Central Office PTO and the respective transit agencies to identify these projects. The District MPO Liaison must work closely with the District Public Transportation Office (PTO) to ensure all projects not previously obligated are in the new STIP. See the

Work Program Instructions Part IV, Chapter 5 Section F for further details about Roll Forward TIP/STIP Amendments.

4.3.1.5 Administrative TIP Amendment between the Start of the State and Federal Fiscal Years

An administrative TIP Amendment does not have to go to the full MPO Board for approval. FHWA and FTA will allow an administrative TIP Amendment during the three-month gap between the start of the new state fiscal year and the end of the old federal fiscal year (July 1 to September 30) **for new projects added during the Tentative Work Program development cycle.**

Every April, the Districts provide the MPOs with the Final Tentative Work Program for developing the new TIP. If a new project is added to Year One during the Tentative Work Program development cycle, it will appear in the new TIP but not in the current TIP. This becomes an issue because of the three-month gap between **July 1** and **September 30**, when FHWA recognizes the old TIP as being in effect.

In these instances, the old TIP must be amended to include the project. Still, FHWA and FTA have agreed to allow the MPO Executive Director to process an Administrative TIP Amendment for these types of projects rather than having to go before the full MPO Board. FHWA and FTA will allow this only under the following conditions:

- The amendment takes place between **July 1** and **September 30**;
- The project must appear in the amendment exactly as it appears in the newly adopted TIP; and
- The Board has authorized the MPO Director to approve administrative TIP Amendments.

District and MPO staff should not confuse the Administrative TIP/STIP Amendment process with the TIP/STIP Modification process, as these processes are unique and have different approval requirements. Doing so may result in miscommunication regarding the process for changing a project in the TIP, which could result in project delays. More information on the Administrative TIP/STIP Amendment process can be found in Federal Aid Technical Bulletin 10-03 and 20-02 from FDOT's Federal Aid Management Office, available on the **Federal Aid Tech Bulletin Internal SharePoint Site.**

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Endorse Amendment 3 to the FY 2024/25 – 2025/26 Unified Planning Work Program

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OBJECTIVE: For the Committee to endorse Amendment 3 to the State Fiscal Year (FY) 2024/25 – 2025/26 Unified Planning Work Program (UPWP).

CONSIDERATIONS: The MPO is required to develop and submit to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT), a two-year UPWP, which sets forth the MPO's budget and planning activities. The current UPWP is for the time period July 1, 2024, through June 30, 2026, and was approved by the MPO Board on May 10, 2024, and amended on December 13, 2024 and June 13, 2025. Amendment 3 to the UPWP will be presented to the MPO Board for approval on September 12, 2025.

FDOT informed Collier MPO that it has been awarded an additional $16,922 in transit planning funds for FY2025/26, and that unspent planning funds from the MPO's prior UPWP for FY2022/23 – 2023/24 (G2821) in the amount of $557,071, must be incorporated into the current fiscal year of the current UPWP. (*See* FDOT email correspondence at **Attachment 1**.)

MPO Staff has prepared Amendment 3 to the UPWP (track changes pages included as **Attachment 2** and a clean copy of Amendment 3 is included as **Attachment 3**).

A summary of the funding allocation additions are as follows:

FY2025/26 Planning Fund Allocation Changes for UPWP Amendment 3

FY25/26 5305 PL Increase	$ 16,922.00
PL Carryforward from FY22/23-23/24 UPWP (G2821)	$ 557,071.00
Total to Add to FY25/26:	$ 573,993.00

FY2025/26 UPWP PL Allocation Changes

Task Desc.	Amount in UPWP Amend 2	Amount in UPWP Amend 3	Difference
1 Admin - MPO Staff Salaries/Fringe	$ 330,000.00	$ 444,000.00	$ 114,000.00
1 Admin - Website Maint/Hosting	$ 9,000.00	$ 19,000.00	$ 10,000.00
1 Admin - Gen. Support/Special Study	$ 20,000.00	$ 110,000.00	$ 90,000.00
2 Data Collection - MPO Staff Salaries/Fringe	$ 25,000.00	$ 33,000.00	$ 8,000.00
3 TIP - MPO Staff Salaries/Fringe	$ 40,000.00	$ 54,000.00	$ 14,000.00
4 LRTP- MPO Staff Salaries/Fringe	$ 45,000.00	$ 61,000.00	$ 16,000.00
4 LRTP - Consultant Services PL	$ 2,000.00	$ 220,993.00	$ 218,993.00
5 Special Proj. - MPO Staff Salaries/Fringe	$ 80,000.00	$ 108,000.00	$ 28,000.00
5 Special Proj. - CMP Consultant Services PL	$ 5,000.00	$ 20,000.00	$ 15,000.00
6 Transit/TD - MPO Staff Salaries/Fringe	$ 25,000.00	$ 31,000.00	$ 6,000.00
6 Transit/TD - Consultant Transit/Multimodal study	$ 90,686.00	$ 130,686.00	$ 40,000.00
7 Regional - MPO Staff Salaries/Fringe	$ 38,000.00	$ 52,000.00	$ 14,000.00
		TOTAL	$ 573,993.00

Attachment 2 sets forth the other non-financial, minor revisions included in Amendment 3.

Pursuant to the MPO's Public Participation Plan, the process outlined below has been followed for the Amendment to the UPWP:

- Posted for review by the TAC and CAC;
- Public comment period announced on the MPO website; and
- Distributed via e-mail to applicable list-serve(s).

The public comment period began on August 18, 2025, and ends with the MPO Board meeting on September 12, 2025.

STAFF RECOMMENDATION: That the Committee endorse Amendment 3 to the FY 2024/25 – 2025/26 Unified Planning Work Program and draft Resolution 2025-10 (**Attachment 4**).

Prepared By: Dusty Hansen, Senior Planner

ATTACHMENTS:

1. FDOT email correspondence requesting UPWP Amendment (6/2025)
2. Track changes pages showing changes made to UPWP Amendment 2 with Amendment 3
3. Clean copy of Amendment 3 to the FY24/25-25/26 UPWP (Appendices omitted)
4. Draft MPO Resolution 2025-10

7B Attachment 1
TAC/CAC 8/25/25

From: Kosheleva, Dasha
To: Anne McLaughlin; Dusty Hansen
Cc: Smith, Kristi; Evans, Marcellus; Gaither, Wayne
Subject: FW: Collier MPO contract G2821 close-out funds
Date: Wednesday, June 25, 2025 12:12:09 PM

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Good afternoon Anne and Dusty,

I wanted to follow up on the correspondence below. We would like to start working on the MPO/FDOT Agreement Amendment after July holidays. The amount proposed to be added to the UPWP is **$557,071** carry forward + **$16,922** (increase to CPG funds) = **$573,993**. Please confirm the amount and the board meeting date for the approval. After we draft the Agreement Amendment, we will need drafted by the MPO UPWP amended pages as well as revision forms for the FDOT Attorney initials prior to the MPO board meeting.

Thank you.

Kind regards,

Dasha

Dasha Kosheleva
Community Liaison
AtkinsRéalis *on behalf of FDOT, District One*

Phone: 850-273-7415
Cell: 850-825-8680
Email : *Dasha.Kosheleva@dot.state.fl.us*

From: Kosheleva, Dasha
Sent: Wednesday, June 4, 2025 11:33 AM
To: Dusty Hansen <Dusty.Hansen@colliercountyfl.gov>
Cc: Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Evans, Marcellus <Marcellus.Evans@dot.state.fl.us>; McLaughlin, Anne <Anne.McLaughlin@colliercountyfl.gov>
Subject: RE: Collier MPO contract G2821 close-out funds

Good morning Dusty,

Thank you for the response. Our recommendation to all M/TPOs is to add carry-forward funds to their current UPWPs. You may not spend them, but at least they are encumbered for a particular contract and not remain on the CO balance. We encourage Collier MPO to add carry-forward funds to the current UPWP.

Please let me know if you would like to discuss.

Kind regards,

Dasha

Dasha Kosheleva
Community Liaison
AtkinsRéalis *on behalf of FDOT, District One*

Phone: 850-273-7415
Cell: 850-825-8680
Email : *Dasha.Kosheleva@dot.state.fl.us*

From: Dusty Hansen <Dusty.Hansen@colliercountyfl.gov>
Sent: Wednesday, June 4, 2025 11:20 AM
To: Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>
Cc: Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Evans, Marcellus <Marcellus.Evans@dot.state.fl.us>; McLaughlin, Anne <Anne.McLaughlin@colliercountyfl.gov>
Subject: RE: Collier MPO contract G2821 close-out funds

EXTERNAL SENDER: Use caution with links and attachments.

Good Morning Dasha,

Thank you for your email. We are evaluating whether to include close-out from UPWP G2821 in the current UPWP. If we were to do so, the earliest we would be able to present a UPWP amendment to the MPO Board for approval would be mid-September.

Respectfully,

Dusty May Hansen
Senior Planner
Collier MPO
2885 S. Horseshoe Drive
Naples, FL, 34104
O: 239-252-5850
M: 239-315-1019
Dusty.Hansen@colliercountyfl.gov

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

From: Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>
Sent: Thursday, May 29, 2025 11:16 AM
To: Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>
Cc: Dusty Hansen <Dusty.Hansen@colliercountyfl.gov>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Evans, Marcellus <Marcellus.Evans@dot.state.fl.us>
Subject: Collier MPO contract G2821 close-out funds

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Good morning Anne,

Are you planning to add the close-out amount from the previous UPWP (G2821) to the current one? If so, what is the anticipated BM date for the amendment approval?

PL amount is $557,070.94

Kind regards,

Dasha

Dasha Kosheleva
Community Liaison
AtkinsRéalis *on behalf of FDOT, District One*

Phone: 850-273-7415
Cell: 850-825-8680
Email : *Dasha.Kosheleva@dot.state.fl.us*

"EXHIBIT A" to Amended MPO Agreement #G2V40

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

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

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

2885 Horseshoe Drive S.
Naples, FL 34104
(239) 252-5814
Collier.mpo@colliercountyfl.gov
http://www.colliermpo.org

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

Amendment 1: 12/13/2024
Amendment 2: 6/13/2025
Amendment 3: 9/12/2025

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

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

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

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

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

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

AIR QUALITY PLANNING ACTIVITIES

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

SOFT MATCH

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of $200,184 in FY 2024/25 and $~~149,635~~253,356 in FY 2025/26, for a grand total of $~~349,819~~453,540. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of $23,317 in FY 2024/25.

FDOT District One Planning Activities

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

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support

- Freight Mobility Support
- Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian
- Congestion Management Multimodal (C3MP) Planning
- Advanced Air Mobility (AAM) Planning

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

CPG PARTICIPATION STATEMENT

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

CPG FUNDING AMOUNTS FOR THIS UPWP

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

FY2025 UPWP PL/SU ALLOCATIONS

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

FY2026 UPWP PL/SU ALLOCATIONS

Award	PL	SU
General PL	$669,430.00	$350,000.00
PL 5305	$175,578.00	
G2821 Carryforward from last UPWP	$557,071.00	

TOTAL AWARD	$1,402,079.00	$350,000.00

~~FY 2026 UPWP PL/SU ALLOCATIONS~~

~~Award:~~	~~PL~~	~~SU~~
~~General PL~~	~~$ 669,430.00~~	~~$ 350,000.00~~
~~PL 5305~~	~~$ 158,656.00~~	
~~TOTAL AWARD~~	~~$ 828,086.00~~	~~$ 350,000.00~~

IIJA 2.5% PL SET ASIDE FOR COMPLETE STREETS PLANNING

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

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

FY 24/25 PL allocation (with carryover PL)	**Complete Streets Required Allocation (2.5%)**	**Complete Streets Planning**
$1,107,825.00	$27,695.63	Bike/Ped Master Plan Update (Task 5) $66,000
FY 25/26 PL allocation (with carryover PL)		
$~~828~~1,402,079~~,086~~	$~~20~~35,~~702~~051.98~~.15~~	Multi-Modal or Transit Study (Task 6) $~~90~~130,686

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

PUBLIC INVOLVEMENT PROCESS

The development of the UPWP has been subject to public review and comment and is consistent with the Collier MPO's adopted Public Participation Plan (PPP). The draft is sent to the TAC and CAC for

ORGANIZATION AND MANAGEMENT
OF THE
METROPOLITAN PLANNING ORGANIZATION

IDENTIFICATION OF MPO PARTICIPANTS

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

COLLIER COUNTY

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

CITY OF NAPLES

Council Member Linda Penniman
Council Member Berne Barton

CITY OF MARCO ISLAND

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

CITY OF EVERGLADES CITY

Council Member Tony Pernas

FLORIDA DEPARTMENT OF TRANSPORTATION

Jamie Driggers, P.E.~~L.K. Nandam~~, Interim District One Secretary~~, District One~~

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

Technical Advisory Committee (TAC)

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

Task 1 - Administration Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$~~330~~444,~~000~~ 000	$0	$0	$0	$~~330~~444,~~000~~ 000
	Subtotal:	**$~~330~~444,~~000~~ 000**	**$0**	**$0**	**$0**	**$~~330~~444,~~000~~ 000**
B. Consultant Services						
Website maintenance, hosting fees, etc.		$19,000	$0	$0	$0	$19,000
General Support/Special Study		$~~20~~110,000	$0	$0	$0	$~~20~~110,000
	Subtotal:	**$~~29~~129,000**	**$0**	**$0**	**$0**	**$~~29~~129,000**
C. Travel						
Travel and Professional Development		$7,000	$0	$0	$0	$7,000
	Subtotal:	**$7,000**	**$0**	**$0**	**$0**	**$7,000**
D. Other Direct Expenses						
Building or room Rental/lease		$18,300	$0	$0	$0	$18,300
Insurance		$6,000	$0	$0	$0	$6,000
Cellular Telephone Access and expenses		$3,600	$0	$0	$0	$3,600
General Copying/Printing Expenses, equipment lease, printing charges, repairs and maintenance		$16,000	$0	$0	$0	$16,000
General Office Supplies		$3,000	$0	$0	$0	$3,000
Motor Pool Rental and Car Maintenance /expenses		$8,000	$0	$0	$0	$8,000
Postage, business reply permit, freight expenses, etc.		$2,400	$0	$0	$0	$2,400
Telephone Access, expenses and system maintenance		$1,100	$0	$0	$0	$1,100
	Subtotal:	**$58,400**	**$0**	**$0**	**$0**	**$58,400**
	Total:	**$~~424~~638,~~400~~ 400**	**$0**	**$0**	**$0**	**$~~424~~638,~~400~~ 400**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$~~424~~638,~~400~~400	$0	N/A	N/A	$~~424~~638,~~400~~400

TASK 2 DATA COLLECTION / DEVELOPMENT

PURPOSE:

Develop and monitor the multimodal transportation system to preserve capacity, maximize personal mobility and freight movement, ensure user safety and system security, and maintain the transportation system's integrity. Acquire data to evaluate the system's operating efficiency and conditions to assess current needs, validate the MPO's and FDOT D-1 regional transportation planning model, project future travel demand, and identify future improvements. Coordination with local agencies, jurisdictions and municipalities when reviewing and updating the forecasts and plans is essential. Update GIS database to address current conditions that include, but are not limited to, functional classification; roadway network for District One Regional Transportation Demand Model; bicycle & pedestrian facilities inventory; and prepare various overlays for analytical purposes. Coordinate with Collier County staff on use of the County's Interactive Growth Model (CIGM) in analyzing amendments and updates to the Long Range Transportation Plan. Acquire financial data to evaluate project and budget needs related to programmed projects, FDOT's Work Program, MPO planning activities, and to develop future-year financial projections and estimates to support project programming and planning activities.

PREVIOUS WORK:

- Developed GIS maps for bike/pedestrian planning activities.
- Updated TAZs and socioeconomic data for 2050 LRTP.
- Updated socio-economic data and TAZ structures for the 2050 LRTP Update.
- Adoption of FY 2024 performance measures.
- Analyzed bike/ped facilities and crash data.
- Coordinate with federal, state, and local partners to prepare, analyze, and integrate 2020 U.S. Census data into MPO planning activities and efforts.
- Review functional classifications, boundary information, and TAZ data based on 2020 census.
- Completed equity analysis in preparation for 2050 LRTP.

REQUIRED ACTIVITIES:

- Coordinate with FDOT, local governments, and neighboring MPOs to collect and provide transportation data and information to support MPO, federal, and state planning activities, model development, and performance measures.
- Acquire and analyze data to support performance-based planning efforts such as the Long Range Transportation Plan, MPO Model Development, Transportation Improvement Program, Public Transit Safety Plan, Planning and Corridor Studies, Freight Studies, Complete Streets, Resiliency Studies, Congestion Management Process, etc.
- Participate in the Florida Transportation Forecasting Forum (FTFF) meetings, formerly the FDOT Statewide Model Task Force, and FDOT District 1 Regional Planning Model (RPM) training and activities to support the FDOT D-1 model development, calibration, validation, and maintenance.
- Collaborate with Collier County to update the County Interactive Growth Model.

- Coordinate with the MPO Congestion Management Committee to evaluate data and data platforms used to analyze system conditions and needs.
- Track and report on Transportation Performance Measures and Targets on annual basis for incorporation in the LRTP, TIP and Annual Report.
- Review and provide travel demand model information such as Annual Average Daily Traffic (AADT) and volume-to-capacity ratios for planning documents, other agency and citizen's requests.
- Prepare and maintain GIS files, and prepare and maintain maps.
- Coordinate with County staff on the County's Crash Data Management System (CDMS)
- Use FDOT's Signal 4 Analytics and other readily available crash data management platform to analyze and report on crash data, inclusive of vehicular and bicyclist/pedestrian crashes
- Analyze existing and proposed bike/ped facilities in context with current design standards, opportunities for intermodal connectivity, disadvantaged census tracts and crash data.
- Continue coordination with jurisdictions, agencies, and municipalities within Collier County and adjacent to Collier County on community master plans, transportation system plans, multi-modal mobility plans, local road safety plans, etc., and the data used to update and maintain such information.
- Financial analysis, projections and estimates to support project programming and planning activities.

End Task/Deliverable(s)	Target Date
Updated GIS Files and maps	As needed
Coordinate with the County staff on updates to the County Interactive Growth Model (CIGM) so that both entities (County and MPO) are using the most current and accurate TAZ structure and socioeconomic data available	As needed
Crash Data Analysis	As needed

RESPONSIBLE AGENCY: **Collier MPO, Consultant Services (as needed)**

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$~~25~~33,~~000~~ 000	$0	$0	$0	$~~25~~33,~~000~~ 000
	Subtotal:	**$~~25~~33,~~000~~ 000**	**$0**	**$0**	**$0**	**$~~25~~33,~~000~~000**
B. Consultant Services						
Contract/Consultant Services/General Support/GIS & Data		$15,000	$0	$0	$0	$15,000
	Subtotal	**$15,000**	**$0**	**$0**	**$0**	**$15,000**
	Total:	**$~~40~~48,~~000~~000**	**$0**	**$0**	**$0**	**$~~40~~48,~~000~~ 000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$~~40~~48,~~000~~000	$0	N/A	N/A	$~~40~~48,~~000~~000

Task 3 - Financial Tables

Task 3 - TIP Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$30,000	$0	$0	$0	$30,000
	Subtotal:	**$30,000**	**$0**	**$0**	**$0**	**$30,000**
B. Consultant Services						
	General Support	$4,000	$0	$0	$0	$4,000
	Subtotal:	**$4,000**	**$0**	**$0**	**$0**	**$4,000**
	Total:	**$34,000**	**$0**	**$0**	**$0**	**$34,000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$34,000	$0	N/A	N/A	$34,000

Task 3 - TIP Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		~~$40~~54,~~000~~000	$0	$0	$0	~~$40~~54,~~000~~000
	Subtotal:	**~~$40~~54,~~000~~000**	**$0**	**$0**	**$0**	**~~$40~~54,~~000~~000**
B. Consultant Services						
	General Support	$15,000	$0	$0	$0	$15,000
	Subtotal:	**$15,000**	**$0**	**$0**	**$0**	**$15,000**
	Total:	**~~$55~~69,~~000~~000**	**$0**	**$0**	**$0**	**~~$55~~69,~~000~~000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	~~$55~~69,~~000~~000	$0	N/A	N/A	~~$55~~69,~~000~~000

Task 4 - Financial Tables

Task 4 – Long Range Planning Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$50,000	$0	$0	$0	$50,000
Subtotal:		**$50,000**	**$0**	**$0**	**$0**	**$50,000**
B. Consultant Services						
LRTP		$125,000	$379,416	$0	$0	$504,416
Subtotal:		**$125,000**	**$379,416**	**$0**	**$0**	**$504,416**
Total:		**$175,000**	**$379,416**	**$0**	**$0**	**$554,416**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$175,000	$379,416	N/A	N/A	$554,416

Task 4 – Long Range Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		~~$45~~61,~~000~~000	$0	$0	$0	~~$45~~61,~~000~~000
Subtotal:		**~~$45~~61,~~000~~000**	**$0**	**$0**	**$0**	**~~$45~~61,~~000~~ 000**
B. Consultant Services						
LRTP		$220,~~000~~993	$200,000	$0	$0	~~$202~~420,~~000~~ 993
Subtotal:		**$220,~~000~~993**	**$200,000**	**$0**	**$0**	**~~$202~~420,~~000~~ 993**
Total:		**~~$47~~281,~~000~~993**	**$200,000**	**$0**	**$0**	**~~$247~~481,~~000~~993**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		~~$47~~281,~~000~~993	$200,000	N/A	N/A	~~$247~~481,~~000~~993

Task 5 – Special Projects & Systems Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$~~80~~108,~~000~~000	$0	$0	$0	$~~80~~108,~~000~~000
	Subtotal:	**$~~80~~108,~~000~~000**	**$0**	**$0**	**$0**	**$~~80~~108,~~000~~000**
B. Consultant Services						
Bike/Ped Master Plan		$1,000	$0	$0	$0	$1,000
Congestion Management Process Update		$~~5~~20,000	$150,000	$0	$0	$~~155~~170,000
	Subtotal:	**$~~6~~21,000**	**$150,000**	**$0**	**$0**	**$~~156~~171,000**
	Total:	**$~~86~~129,~~000~~000**	**$150,000**	**$0**	**$0**	**$~~236~~279,~~000~~000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$~~86~~129,~~000~~000	$150,000	N/A	N/A	$~~236~~279,~~000~~000

unspent. With UPWP Amendment 2, those funds ~~are being~~were reallocated to MPO Staff Salaries/Fringe.

Task 6 – Transit & TD Planning Budget Detail for FY 2025/26			
Budget Category & Description	**FHWA PL**	**Trans. Disad.**	**Total**
A. Personnel Services			
MPO staff salaries, fringe benefits, and other deductions	$~~25~~31,~~000~~000	$25,280	$~~50~~56,~~280~~280
Subtotal:	**$~~25~~31,~~000~~000**	**$25,280**	**$~~50~~56,~~280~~280**
B. Consultant Services			
TDP Major Update	$3,000	$0	$3,000
Zero Emission Transition Plan	$1,000	$0	$1,000
Multi-Modal or Transit Study	$~~90~~130,686	$0	$~~90~~130,686
Subtotal:	**$~~94~~134,686**	**$0**	**$~~94~~134,686**
C. Travel			
MPO Staff and PTNE staff attendance at training and conferences	$9,000	$3,477	$12,477
Subtotal:	**$9,000**	**$3,477**	**$12,477**
D. Other Direct Expenses			
Website	$0	$0	$0
Legal Ads	$0	$3,000	$3,000
Fed Ex/ Postage	$0	$0	$0
Office Supplies	$0	$0	$0
Subtotal:	**$0**	**$3,000**	**$3,000**
Total:	**$~~128~~174,~~686~~686**	**$31,757**	**$~~160~~206,~~443~~443**
Total De-Obligated Funds:	$0	N/A	$0
Sub-Total (less the de-obligated funds):	$~~128~~174,~~686~~686	N/A	$~~160~~206,~~443~~443

Task 7 - Financial Tables

Task 7- Regional Coordination Estimated Budget Detail for FY 2024/25					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$35,000	$0	$0	$0	$35,000
Subtotal:	**$35,000**	**$0**	**$0**	**$0**	**$35,000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$44,000**	**$0**	**$0**	**$0**	**$44,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds):	$44,000	$0	N/A	N/A	$44,000

Task 7- Regional Coordination Estimated Budget Detail for FY 2025/26					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$~~38~~52,~~000~~ 000	$0	$0	$0	$~~38~~52,~~000~~ 000
Subtotal:	**$~~38~~52,~~000~~000**	**$0**	**$0**	**$0**	**$~~38~~52,~~000~~000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$~~47~~61,~~000~~000**	**$0**	**$0**	**$0**	**$~~47~~61,~~000~~000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0

Sub-Total (less the de-obligated funds):	$~~47~~61,~~000~~000	$0	N/A	N/A	$~~47~~61,~~000~~000

TASK 8 LOCALLY FUNDED ACTIVITIES

PURPOSE:

To cover any MPO expenses deemed not eligible or reimbursable by FHWA PL, TD or FTA Section 5305(d) funding.

PREVIOUS WORK:

- Reimbursement of travel and training expenses not eligible for reimbursement from the FHWA PL, TD or FTA Section 5305(d) Grants.
- Payment for staff time to attend safety training and HR training required by Collier County.

REQUIRED TASKS:

End Task/ Deliverable(s)	Target Date
Prepare resolutions and policy positions	As needed
Participate in Collier County required Safety and HR training courses	As needed
Payment of any shortfall of consultant or personnel costs or any invoices not eligible for grant reimbursement.	As needed

RESPONSIBLE AGENCY: Collier MPO

SUMMARY TABLES

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

UPWP Amendment 2

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

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

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

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

UPWP Amendment 3

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	FDOT Soft Match	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 638,400	$ -	$ 115,359	$ -	$ -	**$ 753,759**	$ 129,000
2	Data Collection/ Development	$ 48,000	$ -	$ 8,674	$ -	$ -	**$ 56,674**	$ 15,000
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ -	$ -	**$ 81,468**	$ 15,000
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ -	$ -	**$ 532,949**	$ 420,993
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ -	$ -	**$ 302,310**	$ 171,000
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ -	$ 31,757	**$ 238,009**	$ 134,686
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ -	$ -	**$ 72,023**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 8,000	$ 31,757	**$ 2,045,192**	$ -
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 8,000**	**$ 31,757**	**$ 2,045,192**	$ 885,679

	FHWA PL	FHWA SU	FDOT	TD Trust	Collier County	Naples	Everglades City	Marco Island	Total
State Support/Match for MPO (1)	$ -	$ -	$ 253,356	$ -	$ -	$ -	$ -	$ -	$ 253,356
FY 2025/26 Funding	$ 1,402,079	$ 350,000	$ -	$ 31,757	$ -	$ -	$ -	$ -	$ 1,783,836
FY 2025/26 Local Funding	$ -	$ -	$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 31,757**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,045,192**

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

UPWP Amendment 2

TABLE 6 – FY 2025/26 FUNDING SOURCE

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

UPWP Amendment 3

TABLE 6 – FY 2025/26 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	FDOT Soft Match	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 638,400	$ -	$ 115,359	$ 638,400	$ -	$ -	$ 753,759
2	Data Collection/Development	$ 48,000	$ -	$ 8,674	$ 48,000	$ -	$ -	$ 56,674
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ 69,000	$ -	$ -	$ 81,468
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ 481,993	$ -	$ -	$ 532,949
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ 279,000	$ -	$ -	$ 302,310
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ 174,686	$ 31,757	$ -	$ 238,009
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ 61,000	$ -	$ -	$ 72,023
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192
State Support/Match for MPO (1)		$ -	$ -	$ 253,356	$ -	$ -		$ 253,356
FY 2025/26 Funding		$ 1,402,079	$ 350,000	$ -	$ -	$ 31,757		$ 1,783,836
FY 2025/26 Local Funding		$ -	$ -	$ -	$ -		$ 8,000	$ 8,000
Total cost, including carryover, for all tasks		$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192

"EXHIBIT A" to Amended MPO Agreement #G2V40

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

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

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

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

Amendment 1: 12/13/2024
Amendment 2: 6/13/2025
Amendment 3: 9/12/2025

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

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

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

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

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COST ANALYSIS CERTIFICATION

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

Jared W. Perdue, P.E.
SECRETARY

Cost Analysis Certification

Collier MPO

Unified Planning Work Program - FY 24/25-25/26

Adopted 5/10/2024

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Edith Perez, FCCM

Community Liaison, District One
Title and District

Edith Perez 5/10/2024
Signature

INTRODUCTION

DEFINITION OF THE UPWP

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

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

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

OVERVIEW AND STATUS OF CURRENT CORE PLANNING ACTIVITIES

Long Range Transportation Plan

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

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

Congestion Management Process (CMP)

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

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

LOCAL AND REGIONAL PLANNING PRIORITIES

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

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

Transit Planning

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

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

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

Bicycle and Pedestrian Master Plan (BPMP) Update

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

Safe Streets for All Comprehensive Safety Action Plan

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

Regional Transportation Planning Activities

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

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

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

AIR QUALITY PLANNING ACTIVITIES

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

SOFT MATCH

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of $200,184 in FY 2024/25 and $253,356 in FY 2025/26, for a grand total of $453,540. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of $23,317 in FY 2024/25.

FDOT District One Planning Activities

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

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support
- Freight Mobility Support

- Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian
- Congestion Management Multimodal (C3MP) Planning
- Advanced Air Mobility (AAM) Planning

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

CPG PARTICIPATION STATEMENT

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

CPG FUNDING AMOUNTS FOR THIS UPWP

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

FY2025 UPWP PL/SU ALLOCATIONS

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

FY2026 UPWP PL/SU ALLOCATIONS

Award	**PL**	**SU**
General PL	$669,430.00	$350,000.00
PL 5305	$175,578.00	
G2821 Carryforward from last UPWP	$557,071.00	
TOTAL AWARD	**$1,402,079.00**	**$350,000.00**

IIJA 2.5% PL SET ASIDE FOR COMPLETE STREETS PLANNING

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

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

FY 24/25 PL allocation (with carryover PL)	**Complete Streets Required Allocation (2.5%)**	**Complete Streets Planning**
$1,107,825.00	$27,695.63	Bike/Ped Master Plan Update (Task 5) $66,000
FY 25/26 PL allocation (with carryover PL)		
$1,402,079	$35,051.98	Multi-Modal or Transit Study (Task 6) $130,686

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

PUBLIC INVOLVEMENT PROCESS

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

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

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

FEDERAL PLANNING FACTORS

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

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

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

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

In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward the policies, programs, and initiatives established by preceding legislation (FAST Act and MAP-21) to maintain and improve the nation's surface transportation system. The IIJA

carries forward and expands on these policies and introduces new policies and programs that address new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to environmental impacts, developing and maintaining system resiliency, researching and deploying new technologies, and improving safety for all users.

TABLE 1 – FEDERAL PLANNING FACTOR MATRIX

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

FEDERAL AND STATE PLANNING EMPHASIS AREAS

STATE PLANNING EMPHASIS AREAS – 2024

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

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

Safety

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

Equity

[This emphasis area has been removed from the UPWP to ensure compliance with emerging Federal Government directives.]

Resilience

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

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

Emerging Mobility

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

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

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

FEDERAL PLANNING EMPHASIS AREAS – 2024

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

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

TABLE 2 – PLANNING EMPHASIS AREAS

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

MPO RESOLUTION

The Resolution dated May 10, 2024, signed by the Collier MPO Chair, is available in Appendix E.

ORGANIZATION AND MANAGEMENT OF THE METROPOLITAN PLANNING ORGANIZATION

IDENTIFICATION OF MPO PARTICIPANTS

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

COLLIER COUNTY

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

CITY OF NAPLES

Council Member Linda Penniman
Council Member Berne Barton

CITY OF MARCO ISLAND

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

CITY OF EVERGLADES CITY

Council Member Tony Pernas

FLORIDA DEPARTMENT OF TRANSPORTATION

Jamie Driggers, P.E., Interim District One Secretary

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

Technical Advisory Committee (TAC)

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

Planning Area. Committee duties include the coordination of transportation planning and programming activities arising from the review of all transportation technical studies and reports submitted to them.

Citizens Advisory Committee (CAC)

The MPO's CAC is composed of thirteen (13) individuals representing a cross-section of the geographic community and special interests, such as minorities and persons with disabilities. They are recruited to represent the City of Naples, the City of Marco Island, the City of Everglades City and the County Commission Districts of the unincorporated areas of the county. The CAC provides the MPO Board and staff with the citizen's perspective on the multimodal transportation planning process. The CAC is the focal point of the MPO's public involvement process.

Bicycle & Pedestrian Advisory Committee (BPAC)

The MPO's BPAC is composed of twelve (12) at-large voting members representing 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 committee is responsible for providing citizen input into the deliberations of bicycle and pedestrian related issues within the community and to advise the MPO 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 (CMC)

The CMC serves the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management System and the coordination of the CMS with the regional ITS architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate CMS projects to be funded from the MPO's CMS boxed funds.

Local Coordinating Board for the Transportation Disadvantaged (LCB)

The LCB for the Transportation Disadvantaged (TD) has been appointed by the MPO to carry out the duties described in Rule 41-2, Florida Administrative Code, as an integral part of the TD planning and delivery service program.

The LCB is composed of representatives from various State and local agencies, as well as citizen representatives. A member of the MPO Board is appointed to serve as the LCB's Chairman.

OPERATIONAL PROCEDURES AND BYLAWS

The MPO operates under an adopted set of Bylaws (last updated April 12, 2024). The MPO Executive Director reports directly to the MPO Board. The additional MPO staff members are Collier County employees pursuant to a staff services agreement. Administrative services are provided by Collier County under the rules and procedures of Collier County and the State of Florida. Annual audits of the MPO

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

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

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

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

EXECUTED AGREEMENTS

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

- Amended and Restated Interlocal Agreement for the Creation of the Collier County MPO – FDOT, City of Naples, City of Marco Island, City of Everglades City, Collier County (2/26/15).
- Metropolitan Planning Organization Agreement – FDOT/MPO (7/1/24) – Agreement for planning funding.
- Staff Services Agreement – MPO/Collier County (5/25).
- Lease Agreement – MPO/Collier County (5/25).
- Interlocal Agreement – Lee and Collier MPO regional coordination (amended 3/20/09).
- Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement – FDOT/MPO/Collier County Airport Authority, Naples Airport Authority/ Southwest Florida Regional Planning Council (11/25/14) *Requested updates to boilerplate. Will update when boilerplate agreement has been updated to new federal law.*
- Public Transit Grant Agreement (G1V40) – FDOT/MPO.
- Public Transit Grant Agreement (G2594) – FDOT/MPO.
- Transportation Disadvantaged Planning Grant Agreement – Fla. CTD/MPO.
- Grant Agreement Under the FY 2022 Safe Streets and Roads for All Grant Program (693JJ32440059) – USDOT/MPO (10/26/23).

These agreements are currently under review and will be updated as appropriate. Current executed agreements can be accessed by visiting the Collier MPO website at https://www.colliermpo.org/mpo-agreements-resolutions/.

CERTIFICATIONS AND ASSURANCES

All required certifications and assurances are included in this document in Appendix C.

UPWP TASK OVERVIEW

The FY 2024/25-2025/26 UPWP covers the fiscal years starting July 1, 2024, and ending June 30, 2026. The specific planning activities to be undertaken over the next two years by MPO staff are organized into eight tasks, each of which includes individual activities. A brief overview of each of these tasks is provided below:

1. Administration

Administrative tasks provide for the primary management of MPO activities, including but not limited to, staff time to organize and conduct MPO Board and advisory committee meetings, public involvement efforts, and to participate in intergovernmental activities. In addition, this section includes all necessary expenditures to maintain operations, capital expenditures, Federal and State compliance documentation and all fiscally related tasks such as audits, progress reporting, maintenance of financial records, and the preparation of annual administrative reports, such as the UPWP, are also included. This task will include any necessary updates to agreements or documents related to the 2020 Census.

2. Data Collection / Development

Task activities in this section includes those needed to monitor and analyze travel behavior and factors affecting travel, such as socio-economic, land use, environmental, air quality, safety, security and freight and transportation system data. Evaluation of the data collected in this section is used for both long and short range planning for the transportation system.

3. Transportation Improvement Program (TIP) Maintenance and Development

This task annually provides for the development of the TIP, a five-year program of transportation improvements. The TIP will be developed in cooperation with FDOT and the local governments. Transportation projects will be drawn from the currently adopted MPO Long Range Transportation Plan to ensure the program's consistency relative to priorities and financial constraints. The prioritization methodology for each State and Federal funding project category will be detailed in the introduction of each pertinent section of the TIP. Regionally significant projects, regardless of funding source, are also included in the Transportation Improvement Program. The TIP also includes a list of multi-modal unfunded State, county and municipal projects that have been prioritized by the MPO Board.

Task activities in this section include establishing project priorities, annually updating the TIP and reviewing transportation plans and reports for use in many other UPWP sections and tasks, including short range planning, the Long Range Transportation Plan (LRTP), Transit Planning, and project planning.

4. Long Range Planning

Updates and amendments to the LRTP include multi-modal aspects of transportation planning such as highway planning, transit planning, reviewing enhancement priorities, bicycle/pedestrian programming, and congestion monitoring of the Systems Planning area. This section is intended to

work with the other sections of the UPWP in the development, review, amending and updating of the Long Range Transportation Plan.

5. Special Projects and Systems Planning

This task includes various recurring and non-recurring planning projects, including bicycle and pedestrian planning support, congestion management planning, and safety planning support. Complete Streets planning, and Bicycle and Pedestrian planning and support are conducted in order to provide a balanced transportation system to ensure that non-motorized travel options are safe, convenient and offer recreational opportunities.

6. Transit & Transportation Disadvantaged Planning

The UPWP addresses the continuing efforts of the Transit Program and Transportation Disadvantaged (TD) Program. Transit support is provided in order to develop the LRTP, TIP and other plans, programs and technical studies relating to public transportation. In addition, planning services are provided to ensure a coordinated Transportation Disadvantaged (TD) Program in Collier County.

7. Regional Coordination

This task provides for the creation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One. This includes travel expenditures, room rental, and any other necessary costs for regional planning.

8. Locally Funded Activities

This task allows staff to complete requests to prepare resolutions and policy position statements which are not eligible for grant reimbursement. In addition, travel expenses that are not eligible for grant reimbursement will be funded from this task.

TASK 1 ADMINISTRATION

PURPOSE:

To conduct activities (including staff travel and capital expenses) including the development and maintenance of administrative reports and grants contract administration. This task also includes all public involvement activities and administrative support for MPO planning and programs in general, including assistance to Federal, State, and local agency staff, as needed. It provides for the administration of the area-wide multimodal transportation planning process in accordance with Federal and State requirements, and for the technical management over each project included in the UPWP.

PREVIOUS WORK:

- Ongoing administrative activities.
- Staff support for MPO Board and Committee meetings.
- Develop and Update the UPWP.
- Public Involvement activities in compliance with the Public Participation Plan.
- Procurement Activities.
- Quarterly invoicing request.
- Monthly invoicing activities.
- Maintained MPO website.
- Strategic Plan and Annual Report.
- Annual FDOT Certification.
- FDOT OIG 2023 audit of Collier MPO.

REQUIRED ACTIVITIES:

- Administer MPO Governing Board meetings and all Advisory Committee meetings including meeting advertisements and the preparation of minutes and agenda packages.
- Attend training at conferences, workshops, etc. (MPO staff and Governing Board members). Attend business meetings as required, including but not limited to FDOT meetings, Title VI, ADA and Environmental Justice training opportunities.
- Perform grant and financial tasks including preparing grant agreements, grant compliance tasks, grant reimbursements, timekeeping, inventory, contract management, invoice payment.
- Purchase of office supplies, computers, printers, software, and audio-visual equipment.
- Rental lease payments for office space and MPO vehicle.
- Monthly payments for phone system, cell phones, website hosting, postage (monthly and annual permit) and administrative functions to run the MPO.
- Payment for MPO insurance.
- Participate in joint FDOT/MPO annual certification reviews and in Federal TMA reviews.
- Procure services, supplies, and equipment (including office supplies, printers, computers, iPads, software purchase and licensing, and audio-visual equipment. This includes preparation of Request for Proposals, Request for Professional Services, purchase orders, contracts, etc. Lease of necessary office equipment (printers, copiers, etc.).
- Review and maintain existing agreements, by-laws, and COOP. Modify as necessary to stay in compliance with federal/state rules and laws.

- Prepare and adopt the two-year UPWP; process modifications and amendments; submit progress reports and invoices.
- Monitor and update the annual Strategic Plan and Annual Report.
- Maintain the Public Participation Plan (PPP) and update as necessary. Conduct all activities to maintain compliance with plan including to maintain and update website, legal ads, press releases, etc.
- Prepare and distribute Collier MPO's eNewsletters.
- Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.
- Staff participation in talent development and employee training opportunities.
- Renewal/negotiation/update to MPO Staff Services Agreement and Lease Agreement.
- Annual update to Collier MPO's COOP.

End Product/Deliverable(s)	Target Date
Administer MPO Governing Board and Advisory Committee meetings	Ongoing
Progress Reports and Invoices to FDOT	Quarterly
Amendments and Modifications to FY 25/26 UPWP	As Needed
Strategic Plan and Annual Report	October - Annually
MPO Staff Services Agreement and Lease Agreement	May 2025
Joint FDOT/MPO annual certification reviews	Spring 2025/Spring 2026
2024 Federal Certification review	July 2024
Draft FY 27/28 UPWP	March 2026
Final FY 27/28 UPWP	May 2026
Public Participation Plan (PPP) - Update as necessary	Ongoing
Agenda packages and public notices for MPO Board and advisory committees	Monthly
Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy	Annually
Updated Bylaws, COOP, and MPO Agreements	As needed (COOP annually)

RESPONSIBLE AGENCY: **Collier MPO, Consultant Services**

Task 1 - Financial Tables

Task 1 - Administration Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$335,860	$0	$0	$0	$335,860
	Subtotal:	**$335,860**	**$0**	**$0**	**$0**	**$335,860**
B. Consultant Services						
Website maintenance, hosting fees, etc.		$9,000	$0	$0	$0	$9,000
General Support/Special Study		$11,000	$0	$0	$0	$11,000
	Subtotal:	**$20,000**	**$0**	**$0**	**$0**	**$20,000**
C. Travel						
Travel and Professional Development		$5,000	$0	$0	$0	$5,000
	Subtotal:	**$5,000**	**$0**	**$0**	**$0**	**$5,000**
D. Other Direct Expenses						
Building or room Rental/lease		$16,700	$0	$0	$0	$16,700
Insurance		$6,000	$0	$0	$0	$6,000
Cellular Telephone Access and expenses		$3,000	$0	$0	$0	$3,000
General Copying/Printing Expenses, equipment lease and purchase, printing charges, computer purchase, software purchase, repairs and maintenance		$14,000	$0	$0	$0	$14,000
General Office Supplies		$3,000	$0	$0	$0	$3,000
Motor Pool Rental and Car Maintenance /expenses		$7,000	$0	$0	$0	$7,000
Postage, business reply permit, freight expenses, etc.		$2,400	$0	$0	$0	$2,400
Telephone Access, expenses and system maintenance		$1,100	$0	$0	$0	$1,100
	Subtotal:	**$53,200**	**$0**	**$0**	**$0**	**$53,200**
	Total:	**$414,060**	**$0**	**$0**	**$0**	**$414,060**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$414,060	$0	N/A	N/A	$414,060

Task 1 - Administration Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$444,000	$0	$0	$0	$444,000
	Subtotal:	**$444,000**	**$0**	**$0**	**$0**	**$444,000**
B. Consultant Services						
Website maintenance, hosting fees, etc.		$19,000	$0	$0	$0	$19,000
General Support/Special Study		$110,000	$0	$0	$0	$110,000
	Subtotal:	**$129,000**	**$0**	**$0**	**$0**	**$129,000**
C. Travel						
Travel and Professional Development		$7,000	$0	$0	$0	$7,000
	Subtotal:	**$7,000**	**$0**	**$0**	**$0**	**$7,000**
D. Other Direct Expenses						
Building or room Rental/lease		$18,300	$0	$0	$0	$18,300
Insurance		$6,000	$0	$0	$0	$6,000
Cellular Telephone Access and expenses		$3,600	$0	$0	$0	$3,600
General Copying/Printing Expenses, equipment lease, printing charges, repairs and maintenance		$16,000	$0	$0	$0	$16,000
General Office Supplies		$3,000	$0	$0	$0	$3,000
Motor Pool Rental and Car Maintenance /expenses		$8,000	$0	$0	$0	$8,000
Postage, business reply permit, freight expenses, etc.		$2,400	$0	$0	$0	$2,400
Telephone Access, expenses and system maintenance		$1,100	$0	$0	$0	$1,100
	Subtotal:	**$58,400**	**$0**	**$0**	**$0**	**$58,400**
	Total:	**$638,400**	**$0**	**$0**	**$0**	**$638,400**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$638,400	$0	N/A	N/A	$638,400

TASK 2 DATA COLLECTION / DEVELOPMENT

PURPOSE:

Develop and monitor the multimodal transportation system to preserve capacity, maximize personal mobility and freight movement, ensure user safety and system security, and maintain the transportation system's integrity. Acquire data to evaluate the system's operating efficiency and conditions to assess current needs, validate the MPO's and FDOT D-1 regional transportation planning model, project future travel demand, and identify future improvements. Coordination with local agencies, jurisdictions and municipalities when reviewing and updating the forecasts and plans is essential. Update GIS database to address current conditions that include, but are not limited to, functional classification; roadway network for District One Regional Transportation Demand Model; bicycle & pedestrian facilities inventory; and prepare various overlays for analytical purposes. Coordinate with Collier County staff on use of the County's Interactive Growth Model (CIGM) in analyzing amendments and updates to the Long Range Transportation Plan. Acquire financial data to evaluate project and budget needs related to programmed projects, FDOT's Work Program, MPO planning activities, and to develop future-year financial projections and estimates to support project programming and planning activities.

PREVIOUS WORK:

- Developed GIS maps for bike/pedestrian planning activities.
- Updated TAZs and socioeconomic data for 2050 LRTP.
- Updated socio-economic data and TAZ structures for the 2050 LRTP Update.
- Adoption of FY 2024 performance measures.
- Analyzed bike/ped facilities and crash data.
- Coordinate with federal, state, and local partners to prepare, analyze, and integrate 2020 U.S. Census data into MPO planning activities and efforts.
- Review functional classifications, boundary information, and TAZ data based on 2020 census.
- Completed equity analysis in preparation for 2050 LRTP.

REQUIRED ACTIVITIES:

- Coordinate with FDOT, local governments, and neighboring MPOs to collect and provide transportation data and information to support MPO, federal, and state planning activities, model development, and performance measures.
- Acquire and analyze data to support performance-based planning efforts such as the Long Range Transportation Plan, MPO Model Development, Transportation Improvement Program, Public Transit Safety Plan, Planning and Corridor Studies, Freight Studies, Complete Streets, Resiliency Studies, Congestion Management Process, etc.
- Participate in the Florida Transportation Forecasting Forum (FTFF) meetings, formerly the FDOT Statewide Model Task Force, and FDOT District 1 Regional Planning Model (RPM) training and activities to support the FDOT D-1 model development, calibration, validation, and maintenance.
- Collaborate with Collier County to update the County Interactive Growth Model.

- Coordinate with the MPO Congestion Management Committee to evaluate data and data platforms used to analyze system conditions and needs.
- Track and report on Transportation Performance Measures and Targets on annual basis for incorporation in the LRTP, TIP and Annual Report.
- Review and provide travel demand model information such as Annual Average Daily Traffic (AADT) and volume-to-capacity ratios for planning documents, other agency and citizen's requests.
- Prepare and maintain GIS files, and prepare and maintain maps.
- Coordinate with County staff on the County's Crash Data Management System (CDMS)
- Use FDOT's Signal 4 Analytics and other readily available crash data management platform to analyze and report on crash data, inclusive of vehicular and bicyclist/pedestrian crashes
- Analyze existing and proposed bike/ped facilities in context with current design standards, opportunities for intermodal connectivity, disadvantaged census tracts and crash data.
- Continue coordination with jurisdictions, agencies, and municipalities within Collier County and adjacent to Collier County on community master plans, transportation system plans, multi-modal mobility plans, local road safety plans, etc., and the data used to update and maintain such information.
- Financial analysis, projections and estimates to support project programming and planning activities.

End Task/Deliverable(s)	Target Date
Updated GIS Files and maps	As needed
Coordinate with the County staff on updates to the County Interactive Growth Model (CIGM) so that both entities (County and MPO) are using the most current and accurate TAZ structure and socioeconomic data available	As needed
Crash Data Analysis	As needed

RESPONSIBLE AGENCY: **Collier MPO, Consultant Services (as needed)**

Task 2 - Financial Tables

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$25,000	$0	$0	$0	$25,000
	Subtotal:	**$25,000**	**$0**	**$0**	**$0**	**$25,000**
B. Consultant Services						
Contract/Consultant Services/ General Support/GIS & Data		$10,000	$0	$0	$0	$10,000
	Subtotal	**$10,000**	**$0**	**$0**	**$0**	**$10,000**
	Total:	**$35,000**	**$0**	**$0**	**$0**	**$35,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$35,000	$0	N/A	N/A	$35,000

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$33,000	$0	$0	$0	$33,000
Subtotal:		**$33,000**	**$0**	**$0**	**$0**	**$33,000**
B. Consultant Services						
Contract/Consultant Services/General Support/GIS & Data		$15,000	$0	$0	$0	$15,000
Subtotal		**$15,000**	**$0**	**$0**	**$0**	**$15,000**
Total:		**$48,000**	**$0**	**$0**	**$0**	**$48,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$48,000	$0	N/A	N/A	$48,000

TASK 3 TIP MONITORING AND DEVELOPMENT

PURPOSE:

Develop Multimodal Transportation Improvement Programs (TIP) for FY 25/26-29/30 and for FY 26/27 – 30/31 that identify all Federal, State, and locally funded transportation improvements consistent with the requirements of Federal and State laws. Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the TIP as well as new requirements from the Bipartisan Infrastructure Law (BIL). This section also includes transportation system planning tasks related to contingency of operations and short-range transportation planning and programming.

PREVIOUS WORK:

- Coordinated with agencies and jurisdictions on transportation plans and programs.
- Annual preparation of TIP and TIP amendments.
- Annual list of project priorities for inclusion in the TIP.
- Adoption of FY 23/24-27/28 TIP and of FY 24/25 – 28/29 TIP.

REQUIRED ACTIVITIES

- Develop annual project priorities identifying unfunded highway, transit, bicycle and pedestrian, planning, safety and congestion management projects that are prioritized by the MPO. This activity includes review of applications and associated activities.
- Review FDOT Draft Tentative Work Program and Tentative Work Program for consistency with the LRTP and adopted priorities of the MPO Board.
- Prepare and adopt the TIP. This includes coordinating all efforts with FDOT, local agencies, jurisdictions and the STIP.
- Prepare and process amendments and modifications. This includes reviewing amendments for consistency with the TIP and LRTP.
- Coordinate with FDOT and member agencies to address integration of FAST Act Performance Management Measures in performance-based planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

End Task	Target Date
Annual Project Priority Lists	June – Annually
FY 25/26 - 29/30 TIP FY 26/27 – 30/31 TIP	June - 2025 June - 2026
TIP Amendments and Modifications	As needed
Adopted Safety Targets and Related Performance Measures	Annually

RESPONSIBLE AGENCY: Collier MPO, Consultant Services (as needed)

Task 3 - Financial Tables

Task 3 - TIP Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$30,000	$0	$0	$0	$30,000
	Subtotal:	**$30,000**	**$0**	**$0**	**$0**	**$30,000**
B. Consultant Services						
	General Support	$4,000	$0	$0	$0	$4,000
	Subtotal:	**$4,000**	**$0**	**$0**	**$0**	**$4,000**
	Total:	**$34,000**	**$0**	**$0**	**$0**	**$34,000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$34,000	$0	N/A	N/A	$34,000

Task 3 - TIP Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$54,000	$0	$0	$0	$54,000
	Subtotal:	**$54,000**	**$0**	**$0**	**$0**	**$54,000**
B. Consultant Services						
	General Support	$15,000	$0	$0	$0	$15,000
	Subtotal:	**$15,000**	**$0**	**$0**	**$0**	**$15,000**
	Total:	**$69,000**	**$0**	**$0**	**$0**	**$69,000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$69,000	$0	N/A	N/A	$69,000

TASK 4 LONG RANGE PLANNING

PURPOSE:

To update to the 2050 Long Range Transportation Plan and to continue to evaluate plans and programs for consistency with the 2045 Long Range Transportation Plan (LRTP) during development of the plan. FAST Act Performance measures will be integrated into the 2050 LRTP as required. This task will work in coordination with other tasks throughout the UPWP, including Administration, Data Collection/Development, TIP, and Transit and Transportation Disadvantaged.

PREVIOUS WORK:

- Amendment to the 2045 LRTP for MFF projects.
- Competitive procurement and selection of consultant to develop the 2050 LRTP.
- Kicked-off 2050 LRTP development.
- Consultant began development of the Public Involvement Plan for the 2050 LRTP.
- Coordinated with FDOT and consultant for Existing and Committed 2050 Model Development.

REQUIRED TASKS:

- Review projects and studies as needed for consistency with MPO plans.
- Continue to incorporate the Efficient Transportation Decision Making (ETDM) Process into the Long Range Multimodal transportation planning process. Continue to work with FDOT to review projects for the ETDM process as they relate to LRTP projects and priorities and to provide project specific comments as part of the ETDM process. Review purpose and needs statements for projects and provide comments.
- Incorporate FDOT D1 RPM analysis in the 2050 LRTP.
- Incorporate FDOT D1 Freight Mobility & Trade Plan (2023) and Truck Parking White Paper recommendations in the 2050 LRTP.
- Participate in on-going studies related to resiliency. Monitor regional and local studies currently underway.
- Prepare any required amendments or updates to the 2045 LRTP as required.
- Project Management and Consultant Services to develop the 2050 LRTP.
- In coordination with Lee MPO, ensure that a regional roadway component is included in the 2050 LRTP, or that a regional roadway plan is completed shortly thereafter.
- Utilize consultant assistance for modeling support, data development and evaluation, and other support necessary to complete any required tasks for the 2050 LRTP.
- Coordinate with County and Municipalities to review and comment on Local policy issues, such as Land Development Code and Growth Management Plan regulations as it relates to the Long Range Transportation Plan.

End Task/Deliverable(s)	**Target Date**
2045 LRTP Amendments	As needed
Draft 2050 LRTP	Fall 2025
2050 LRTP completion/adoption	December 2025

RESPONSIBLE AGENCY: Collier MPO, Consultant Services

Task 4 - Financial Tables

Task 4 – Long Range Planning Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$50,000	$0	$0	$0	$50,000
Subtotal:		**$50,000**	**$0**	**$0**	**$0**	**$50,000**
B. Consultant Services						
LRTP		$125,000	$379,416	$0	$0	$504,416
Subtotal:		**$125,000**	**$379,416**	**$0**	**$0**	**$504,416**
Total:		**$175,000**	**$379,416**	**$0**	**$0**	**$554,416**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$175,000	$379,416	N/A	N/A	$554,416

Task 4 – Long Range Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$61,000	$0	$0	$0	$61,000
Subtotal:		**$61,000**	**$0**	**$0**	**$0**	**$61,000**
B. Consultant Services						
LRTP		$220,993	$200,000	$0	$0	$420,993
Subtotal:		**$220,993**	**$200,000**	**$0**	**$0**	**$420,993**
Total:		**$281,993**	**$200,000**	**$0**	**$0**	**$481,993**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$281,993	$200,000	N/A	N/A	$481,993

TASK 5 SPECIAL PROJECTS AND SYSTEMS PLANNING

PURPOSE:

To complete various recurring and non-recurring planning projects. These projects will assist in providing a balanced, multimodal transportation system.

PREVIOUS WORK:

- Annual Work Program priorities for construction of new sidewalks, shared use paths, and bike lanes.
- Served as liaison to FDOT to communicate the need for bicycle and pedestrian facilities on State roads.
- Completed Congestion Management Process (CMP) Update in April 2022.
- Completed CMP Origin and Destination Report and Corridor Fact Sheets in December 2022.
- Began the update to the Bicycle and Pedestrian Master Plan.
- Worked to get the Collier to Polk Regional Trail (including the Marco Island Loop Trail) on the Florida Greenways and Trails Council's SUN Trail network; submitted the project as a SUN Trail Priority for funding for PD&E phase.
- Secured funding for cost overruns on bike/ped projects.
- Issued a congestion management call for projects for funding in FY 2030; Prioritized projects.
- Issued a bike/ped call for projects for funding in FY 2031.
- Began work on the SS4A Comprehensive Safety Action Plan.

REQUIRED TASKS:

- Attend and participate in workshops and seminars sponsored by FHWA, FDOT and other professional organizations as appropriate.
- Coordinate with FDOT and member agencies to address continued integration of Performance Management measures into Bicycle and Pedestrian Planning and Congestion Management Planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

Complete Streets/Safety Planning

- Participate in special events that promote bicycle/pedestrian activities and safety education.
- Participate in meetings/workshops related to bicycle/pedestrian and Complete Streets initiatives, including those hosted by FDOT, FHWA, CTST, Naples Pathway Coalition, Blue Zones, Healthy Community Coalition of Collier County, and other agencies.
- Project Management and Consultant Services to complete the Bicycle Pedestrian Master Plan for incorporation in the LRTP update.
- Prepare updates to SUNTrail maps as opportunities arise.
- Project Management and Consultant Services to Complete a Safe Streets for All Comprehensive Safety Action Plan.

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

Congestion Management Planning

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

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

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

Task 5 – Financial Tables

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2024/25							
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**USDOT (SS4A)**	**Local Funds** (including Carryover)	**Total**
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	$86,000	$0	$0	$0	$0	$0	$86,000
Subtotal:	**$86,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$86,000**
B. Consultant Services							
Bike/Ped Master Plan	$66,000	$0	$0	$0	$0	$0	$66,000
Congestion Management Process Update	$67,765						$67,765
SS4A Safety Action Plan	$0	$0	$0	$0	$200,000	$50,000	$250,000
Subtotal:	**$133,765**	**$0**	**$0**	**$0**	**$200,000**	**$50,000**	**$383,765**
Total:	**$219,765**	**$0**	**$0**	**$0**	**$200,000**	**$50,000**	**$469,765**
Total De-Obligated Funds	$0	$0	N/A	N/A	N/A	N/A	$0
Sub-Total (less the de-obligated funds)	$219,765	$0	N/A	N/A	N/A	N/A	$469,765

Task 5 – Special Projects & Systems Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$108,000	$0	$0	$0	$108,000
Subtotal:		**$108,000**	**$0**	**$0**	**$0**	**$108,000**
B. Consultant Services						
Bike/Ped Master Plan		$1,000	$0	$0	$0	$1,000
Congestion Management Process Update		$20,000	$150,000	$0	$0	$170,000
Subtotal:		**$21,000**	**$150,000**	**$0**	**$0**	**$171,000**
Total:		**$129,000**	**$150,000**	**$0**	**$0**	**$279,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$129,000	$150,000	N/A	N/A	$279,000

TASK 6 TRANSIT AND TRANSPORTATION DISADVANTAGED PLANNING

PURPOSE:

To provide the necessary resources to support a multimodal transportation system in the Collier MPO area. This task includes developing the Transit Development Plan (TDP), the 2050 Long Range Transportation Plan, a multimodal TIP and other plans, programs and technical studies relating to public transportation. This task includes coordination with the transit agency for the reporting of transit asset management target measures and target setting for the required Public Transit Safety Agency Plan. In addition, this task includes overseeing and providing planning services for a coordinated Transportation Disadvantaged (TD) Program in Collier County, in accordance with Chapter 427 of the Florida Statutes (FS) and Florida Administrative Code (F.A.C.) Rule 41-2.

PREVIOUS WORK

- TDSP Minor Update.
- TDSP Major Update.
- Collier Area Transit Regional Service and Regional Fare Study (coordinated with Lee County), which was identified as a part of the last TDP major update.
- Coordinated with PTNE to review and adopt the Transit Asset Management Performance Measures for the Collier Metropolitan Area.
- Ongoing transit and transportation disadvantaged coordination between the Collier MPO and PTNE.
- Established scope of work for a Zero Emission Fleet Transition Plan feasibility study.
- Staff support to the Local Coordinating Board as required by the TD Planning Grant.
- Community Transportation Coordinator (CTC) Evaluation.
- Annual TD Planning Grant Requirements.

REQUIRED TASKS:

- Conduct and maintain the operations of the MPO including providing administrative support activities such as financial management, contract management, public outreach, personnel matters, procurement of equipment and supplies and general management of Transit Planning at the system level within the MPO.
- Participate in special transit and multi-modal studies, as needed.
- MPO staff, Board, and PTNE staff will participate in meetings, trainings, workshops, or seminars related to fixed route which may include fixed routes, ADA or paratransit service.
- Prepare necessary progress reports and requests for reimbursement for Public Transit Grant Agreements.
- Participate in quarterly coordination meetings with FDOT to discuss transit issues.
- Attend Collier Area Transit's Public Transit Advisory Committee meetings, as needed.
- Project Management and Consultant Services to complete the Transit Development Plan Major Update. Provide comments on the annual reports of the Transit Development Plan prepared by PTNE.

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

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

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

Task 6 - Financial Tables

Task 6 – Transit & TD Planning Budget Detail for FY 2024/25							
Budget Category & Description	**FHWA PL**	**FTA 5305 (G1V40)**	**FTA 5305 (G2594)**	**FTA 5307 (FY 22)**	**Trans. Disad.**	**Total**	**FTA 5305 Soft Match for G1V40, G2594**
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	$20,000	$21,000	$38,761	$0	$25,280	$105,041	**$9,000**
Subtotal:	**$20,000**	**$21,000**	**$38,761**	**$0**	**$25,280**	**$105,041**	**$9,000**
B. Consultant Services							
*Regional Fare & Services Study	$0	$0	$0	$0	$0	$0	**$0**
TDP Major Update	$155,000	$0	$0	$0	$0	$155,000	**$0**
Zero Emission Transition Plan	$6,000	$59,992	$0	$38,548	$0	$104,540	**$12,000**
Transit Fare Study	$0	$0	$0	$120,002	$0	$120,002	**$0**
Subtotal:	**$161,000**	**$59,992**	**$0**	**$158,550**	**$0**	**$379,542**	**$12,000**
C. Travel							
MPO Staff and PTNE staff attendance at training and conferences	$5,000	$873	$5,100	$0	$3,000	$13,973	**$1,989**
Subtotal:	**$5,000**	**$873**	**$5,100**	**$0**	**$3,000**	**$13,973**	**$1,989**
D. Other Direct Expenses							
Website	$0	$0	$0	$0	$0	$0	**$48**
Legal Ads	$0	$0	$0	$0	$2,500	$2,500	**$0**
Fed Ex/ Postage	$0	$0	$0	$0	$0	$0	**$40**
Office Supplies	$0	$0	$0	$0	$0	$0	**$240**
Subtotal:	**$0**	**$0**	**$0**	**$0**	**$2,500**	**$2,500**	**$328**
Total:	**$186,000**	**$81,865**	**$43,861**	**$158,550**	**$30,780**	**$501,056**	**$23,317**
Total De-Obligated Funds:	$0	N/A	N/A	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	$186,000	N/A	N/A	N/A	N/A	N/A	N/A

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

Task 6 – Transit & TD Planning Budget Detail for FY 2025/26			
Budget Category & Description	**FHWA PL**	**Trans. Disad.**	**Total**
A. Personnel Services			
MPO staff salaries, fringe benefits, and other deductions	$31,000	$25,280	$56,280
Subtotal:	**$31,000**	**$25,280**	**$56,280**
B. Consultant Services			
TDP Major Update	$3,000	$0	$3,000
Zero Emission Transition Plan	$1,000	$0	$1,000
Multi-Modal or Transit Study	$130,686	$0	$130,686
Subtotal:	**$134,686**	**$0**	**$134,686**
C. Travel			
MPO Staff and PTNE staff attendance at training and conferences	$9,000	$3,477	$12,477
Subtotal:	**$9,000**	**$3,477**	**$12,477**
D. Other Direct Expenses			
Website	$0	$0	$0
Legal Ads	$0	$3,000	$3,000
Fed Ex/ Postage	$0	$0	$0
Office Supplies	$0	$0	$0
Subtotal:	**$0**	**$3,000**	**$3,000**
Total:	**$174,686**	**$31,757**	**$206,443**
Total De-Obligated Funds:	$0	N/A	$0
Sub-Total (less the de-obligated funds):	$174,686	N/A	$206,443

TASK 7 REGIONAL COORDINATION

PURPOSE:

Provide for the continuation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines. To provide training to MPO staff, Board members and advisory committee members to support transportation planning and policy activities in the region.

PREVIOUS WORK:

- Represented the MPO at local, regional, State and Federal meetings, including quarterly Metropolitan Planning Organization Advisory Council (MPOAC) meetings and Coordinated Urban Transportation Studies (CUTS) meetings. Hosted CUTS meeting in October 2023.
- Submitted freight projects to MPOAC for prioritization.
- Submitted eligible projects to the National Highway Freight Program for funding.
- Attendance at Lee MPO TAC and TMOC meetings.
- Conducted Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Updated Joint TRIP priorities and regional priorities with Lee County and submitted to FDOT.
- Frequent coordination with Lee MPO on various planning issues.
- Coordinated MPO Board member attendance at annual MPOAC Weekend Institute.

REQUIRED ACTIVITIES:

- Conduct Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Staff and MPO Board attend MPOAC meetings and workshops, including freight meetings, noteworthy practices meetings, and MPOAC weekend institute for Governing Board members.
- Staff participate in Florida Metropolitan Planning Partnership meetings (FMPP) hosted by FDOT, as needed.
- Staff participate in CUTS meetings and host as required.
- Participate in Lee MPO TAC, BPAC, and TMOC meetings.
- Monitor and participate in statewide plans and programs, including but not limited to FTP, SIS, and Vision Zero.
- Attendance at state and local conferences/meetings on Collier MPO related issues provided by FDOT, FHWA, NHI, USDOT, NTI, etc.
- Monitor and update joint priorities (TRIP, SIS, enhancement, SUNTrail) as necessary. Rank and prioritize for funding.
- Analysis of State and Federal laws and regulations for MPOs, committees and local government officials to aid them in the application of regional transportation policy strategies.
- Coordinate with municipalities to review local plans for consistency with MPO plans.
- Participate in freight planning, including updates to the FDOT District 1 Freight Mobility and Trade Plan, participation in various freight committees and coordination with freight stakeholders, participate in regional freight workshops and seminars.

- Prepare and submit freight priorities as requested by the MPOAC and FDOT or as opportunities arise.
- Participate in regional transportation studies and planning, as needed.

End Task/Deliverable(s)	Target Date
MPOAC Meeting Participation	Quarterly
Participation in FMPP meetings	As needed
CUTS Meeting Participation	Quarterly
Joint Priorities (TRIP, SIS, etc)	Annually – As requested by FDOT
Joint Lee/Collier MPO Meetings	Annually – As needed
Freight Priorities to MPOAC	As requested

RESPONSIBLE AGENCY: Collier MPO

Task 7 - Financial Tables

Task 7- Regional Coordination Estimated Budget Detail for FY 2024/25					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$35,000	$0	$0	$0	$35,000
Subtotal:	**$35,000**	**$0**	**$0**	**$0**	**$35,000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$44,000**	**$0**	**$0**	**$0**	**$44,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds):	$44,000	$0	N/A	N/A	$44,000

Task 7- Regional Coordination Estimated Budget Detail for FY 2025/26					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$52,000	$0	$0	$0	$52,000
Subtotal:	**$52,000**	**$0**	**$0**	**$0**	**$52,000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$61,000**	**$0**	**$0**	**$0**	**$61,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds):	$61,000	$0	N/A	N/A	$61,000

TASK 8 LOCALLY FUNDED ACTIVITIES

PURPOSE:

To cover any MPO expenses deemed not eligible or reimbursable by FHWA PL, TD or FTA Section 5305(d) funding.

PREVIOUS WORK:

- Reimbursement of travel and training expenses not eligible for reimbursement from the FHWA PL, TD or FTA Section 5305(d) Grants.
- Payment for staff time to attend safety training and HR training required by Collier County.

REQUIRED TASKS:

End Task/ Deliverable(s)	Target Date
Prepare resolutions and policy positions	As needed
Participate in Collier County required Safety and HR training courses	As needed
Payment of any shortfall of consultant or personnel costs or any invoices not eligible for grant reimbursement.	As needed

RESPONSIBLE AGENCY: Collier MPO

Task 8 - Financial Tables

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2024/25						
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Local**	**Total**
A. Miscellaneous Expenses						
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	$0	$0	$0	$0	$8,000	$8,000
Total:	**$0**	**$0**	**$0**	**$0**	**$8,000**	**$8,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	$0	$0	N/A	N/A	N/A	N/A

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2025/26						
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Local**	**Total**
A. Miscellaneous Expenses						
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	$0	$0	$0	$0	$8,000	$8,000
Total:	**$0**	**$0**	**$0**	**$0**	**$8,000**	**$8,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds)	$0	$0	N/A	N/A	N/A	N/A

SUMMARY TABLES

TABLE 3 – FY 2024/25 AGENCY PARTICIPATION

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

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

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

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

TABLE 4 – FY 2024/25 FUNDING SOURCE

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

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

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	FDOT Soft Match	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 638,400	$ -	$ 115,359	$ -	$ -	**$ 753,759**	$ 129,000
2	Data Collection/ Development	$ 48,000	$ -	$ 8,674	$ -	$ -	**$ 56,674**	$ 15,000
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ -	$ -	**$ 81,468**	$ 15,000
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ -	$ -	**$ 532,949**	$ 420,993
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ -	$ -	**$ 302,310**	$ 171,000
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ -	$ 31,757	**$ 238,009**	$ 134,686
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ -	$ -	**$ 72,023**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 8,000	$ 31,757	**$ 2,045,192**	$ -
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 8,000**	**$ 31,757**	**$ 2,045,192**	$ 885,679

	FHWA PL	FHWA SU	FDOT	TD Trust	Collier County	Naples	Everglades City	Marco Island	Total
State Support/Match for MPO (1)	$ -	$ -	$ 253,356	$ -	$ -	$ -	$ -	$ -	$ 253,356
FY 2025/26 Funding	$ 1,402,079	$ 350,000	$ -	$ 31,757	$ -	$ -	$ -	$ -	$ 1,783,836
FY 2025/26 Local Funding	$ -	$ -	$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 31,757**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,045,192**

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

TABLE 6 – FY 2025/26 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	FDOT Soft Match	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 638,400	$ -	$ 115,359	$ 638,400	$ -	$ -	$ 753,759
2	Data Collection/Development	$ 48,000	$ -	$ 8,674	$ 48,000	$ -	$ -	$ 56,674
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ 69,000	$ -	$ -	$ 81,468
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ 481,993	$ -	$ -	$ 532,949
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ 279,000	$ -	$ -	$ 302,310
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ 174,686	$ 31,757	$ -	$ 238,009
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ 61,000	$ -	$ -	$ 72,023
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192
State Support/Match for MPO (1)		$ -	$ -	$ 253,356	$ -	$ -		$ 253,356
FY 2025/26 Funding		$ 1,402,079	$ 350,000	$ -	$ -	$ 31,757		$ 1,783,836
FY 2025/26 Local Funding		$ -	$ -	$ -	$ -		$ 8,000	$ 8,000
Total cost, including carryover, for all tasks		$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192

RESOLUTION 2025-10

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO CHAIR TO EXECUTE AN AMENDMENT TO THE METROPOLITAN PLANNING ORGANIZATION AGREEMENT AND AUTHORIZING AMENDMENT 3 TO THE FY 2024/25-2025/26 UNIFIED PLANNING WORK PROGRAM APPROVED ON SEPTEMBER 12, 2025.

WHEREAS, the Collier Metropolitan Planning Organization (MPO) has the authority to execute an amendment to the Metropolitan Planning Organization Agreement (the "MPO Agreement") (per 23 U.S.C § 134, 23 CFR § 450 and F.S. § 339.175) and the FY 2024/25-2025/26 Unified Planning Work Program (the "UPWP") (per 23 CFR § 450.308(b) and F.S. § 339.175(9)), which were approved at the MPO's May 10, 2024, meeting, and for which Amendment 1 was approved on December 13, 2024, and Amendment 2 was approved on June 13, 2025; and

WHEREAS, the FY 2024/25-2025/26 UPWP may be amended throughout the life of the document to revise the scope and/or budget; and

WHEREAS, the Amended UPWP adds $16,922 in additional transit PL funds for FY25/26, and adds $557,071 in unspent funds from the previous FY22/23 – 23/24 UPWP (G2821) to FY25/26, for a total of $573,993, at the request of the Florida Department of Transportation (FDOT).

WHEREAS, the MPO reviewed the relevant revised pages of the UPWP and the Amendment to the MPO Agreement and approved the amendment to the UPWP and the Amendment to the MPO Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Collier MPO has the authority to amend the: (a) FY2024/25-2025/26 UPWP, which was previously approved by resolution on May 10, 2024, and amended by resolution on December 13, 2024, and by resolution on June 13, 2025.
2. The Collier MPO has the authority to execute the: (b) second Amendment to the MPO Agreement. The MPO Agreement was previously approved by resolution on May 10, 2024. The first Amended MPO Agreement was previously approved by resolution on December 13, 2024.
3. The Collier MPO authorizes its Chair to execute the second Amendment to the MPO Agreement.
4. The Collier MPO authorizes the MPO Executive Director to submit the documents as revised to FDOT.
5. The Collier MPO authorizes its Chair to sign any other related documents that may be required in connection with the processing of the documents.

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on September 12, 2025.

Attest:

By: _____
Anne McLaughlin
MPO Executive Director

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
Commissioner Dan Kowal
Collier MPO Chairman

Approved as to form and legality:

_____
Scott R. Teach, Deputy County Attorney

DRAFT

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7C

Endorse 2050 LRTP Roadway Needs List, Revised Evaluation Criteria and Financial Resources; Review and Comment on Draft Evaluation Matrix and Cost Feasible Roadway Projects

---

OBJECTIVE: For the committee to endorse elements of the 2050 LRTP that lead to finalizing the Cost Feasible Plan (CFP).

CONSIDERATIONS: Work on the 2050 LRTP continued through the summer as alternative roadway needs were modeled, financial resources and project costs identified, and project evaluation criteria refined. The travel demand modeling process is helping to identify a roadway network that is cost feasible based on available financial resources. The multimodal component plans are nearing completion and will be presented for review and comment separately from the LRTP.

The MPO's LRTP consultant, Jacobs Engineering, will present a high-level overview of work completed and in-process (**Attachment 1**). The MPO is requesting Committee endorsement of elements that have either been revised - project Evaluation Criteria (**Attachment 2**), or completed – the Roadway Needs List (**Attachment 3**), and Financial Resources Technical Memo and draft LRTP Chapter 5 (**Attachments 4a&b**).

The MPO is requesting Committee comments on new material – the draft Evaluation Matrix/Roadway Needs Project Ranking, **Attachment 5**, and draft Cost Feasible Roadway Projects, **Attachment 6**.

STAFF RECOMMENDATION: That the Committee endorse the revised Evaluation Criteria, Roadway Needs List and Financial Resources Technical Memo and draft Chapter 5 of the LRTP; and review and comment on the draft Evaluation Matrix/Project Ranking and draft Cost Feasible Roadway Projects.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Jacobs' Presentation
2. Revised Evaluation Criteria – Goals, Objectives, and Evaluation Framework Technical Memorandum (endorsement)
3. Roadway Needs List (endorsement)
4. Financial Resources: (a) Technical Memo and (b) Draft Chapter 5 (endorsement)
5. Draft Evaluation Matrix/Project Ranking (review and comment)
6. Draft Cost Feasible Roadway Projects (review and comment)



7C Attachment 1
TAC/CAC 8/25/25

2050 Long Range Transportation Plan

Technical and Citizens Advisory Committee
August 25, 2025

Jacobs

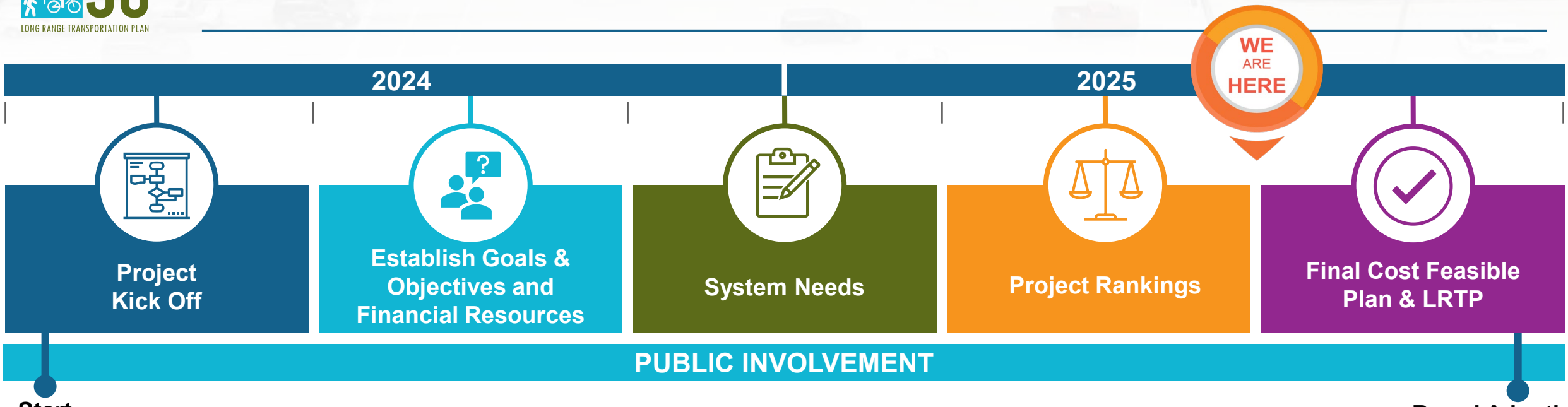
mpo COLLIER Metropolitan Planning Organization

Agenda



- LRTP Schedule Update
- Revised Evaluation Criteria
- Roadway Needs Project Rankings
- Interactive Needs Map & Survey Results
- D1RPM Travel Model Update
- Financial Resources & Funding
- Draft Cost Feasible Roadway Projects
- Next Steps

LRTP Schedule & Process



Evaluation Criteria Changes

- Initial Evaluation Criteria accepted by MPO Board on September 13, 2024.
- Adjustments to Evaluation Criteria used for scoring Roadway Needs projects related to
  - Existing congestion relief
  - Prior agency investments
  - Federal modifications to sustainability and equity initiatives

Revised Evaluation Criteria in agenda packet for endorsement!

4. Reduce Roadway Congestion Total Weighting Factor: 16%	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	8
	4B - Improves intersections and roadways with poor levels of service	Do~~es~~ volume to capacity ratios decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0	~~8~~4
	4C – Improves congestion at intersections and roadways with existing peak time congestion as documented in the County's Annual Update and Inventory Report (AUIR)	Does the project improve capacity for intersections or roadways that have LOS D or higher during peak travel times? Yes = 5; No = 0	4

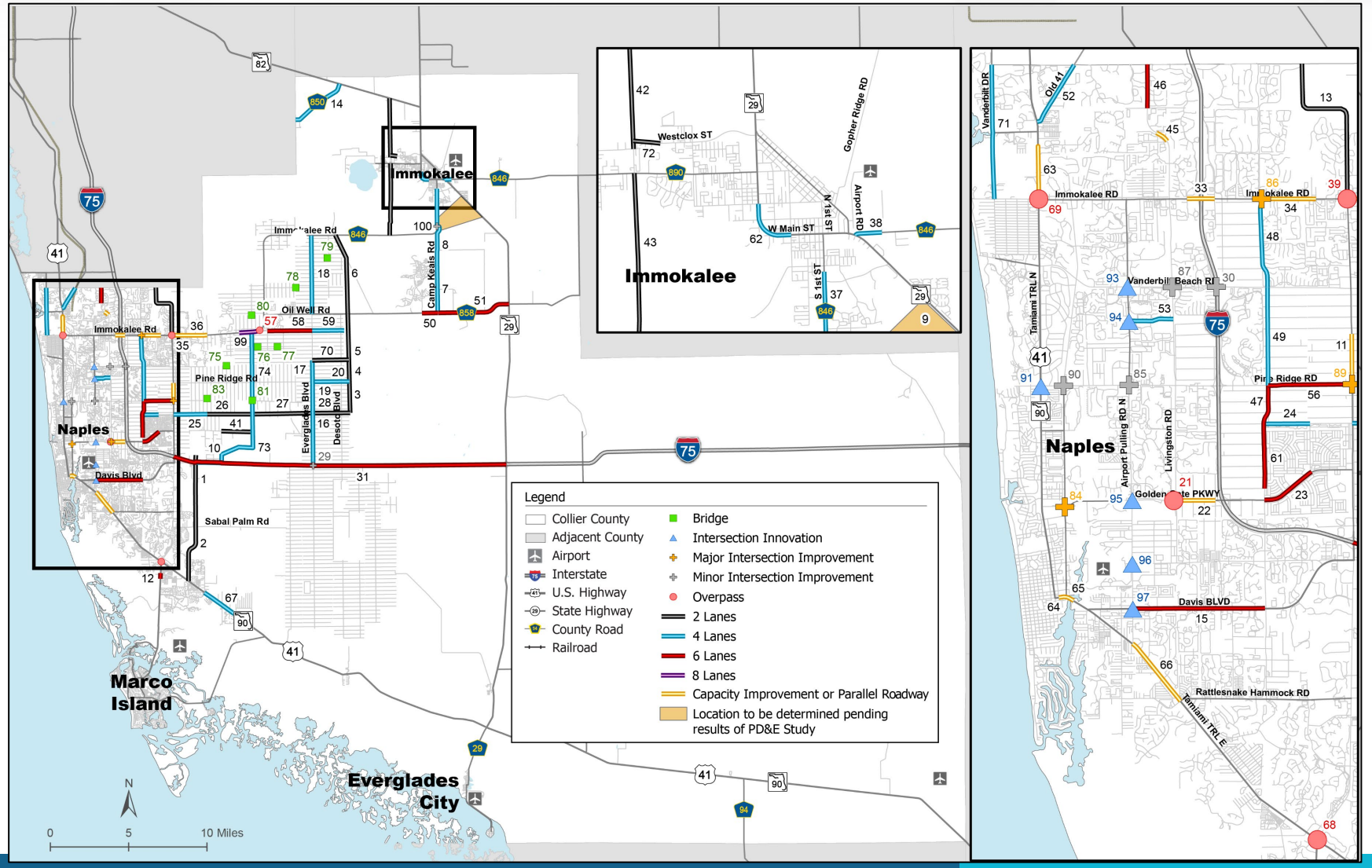
8. Promote the Integrated Planning of Transportation and Land Use Total Weighting Factor: 10%	8A - Improves access to regional travel ~~(for example, interstates, airports, ports, and SIS facilities)~~by connecting to regional or SIS facilities (interstates, airports, ports, etc.) or adjacent counties	Improves access = 5 Does not improve access = 0	2
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	~~2~~1
	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	Was this project identified as a priority by partnering agencies or have prior investments such as planning, design, or right-of-way? ~~Connections to other municipalities or counties?~~ ~~Yes~~ ROW Acquisition = 5 ~~No~~ Design = ~~0~~4 Planning Study Underway or Done = 3 Identified as a Need by Partner Agency = 1 No Prior Investment = 0	~~2~~3
	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
	8F – Reduces household cost by providing for connectivity between housing and transportation	Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0	1

Evaluation Criteria Changes

Revised Evaluation Criteria in agenda packet for endorsement!

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 mile = 5 No improvement within 0.25 mile = 0	2
	7C - Provides multimodal improvements for ~~environmental justice communities~~ transit dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2
9. Promote Sustainability and ~~Equity~~ Equal Access in Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8%	9A - Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency	Does the project bring better mobility to disadvantaged communities 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

Roadway Needs Project Ranking



Roadway Needs projects were scored and ranked using the Evaluation Framework Criteria

Roadway Needs List in agenda packet is considered final.

Evaluation Matrix in agenda packet for review and comment!

Roadway Needs Project Ranking – Top 25

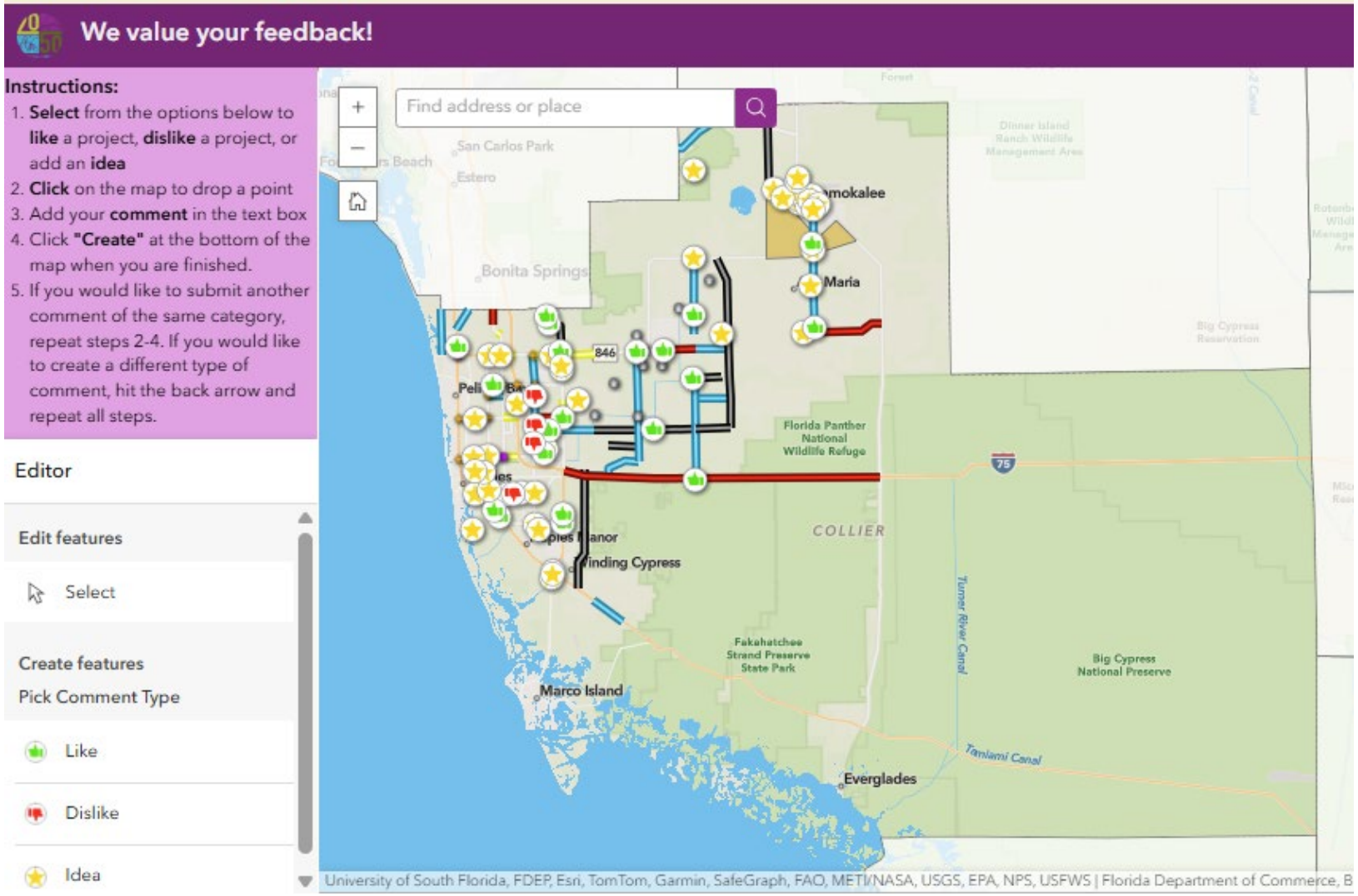
In Draft Cost Feasible Project List

Evaluation Ranking	Facility	From	To	Project Description
1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Rd	Capacity Improvement or Parallel Facility.
2	Immokalee Road	Strand Blvd	Northbrooke Rd	Capacity Improvement or Parallel Facility.
3	SR 29 / North Main Street	North 9th St	Immokalee Dr	Widen from 2 to 4 lanes.
4	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)
5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	Riverpoint Dr	Capacity Improvement or Parallel Facility.
6	Davis Blvd (SR 84)	Airport Pulling Rd	Santa Barbara Blvd	Widen from 4 to 6 lanes.
7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Rd	Capacity Improvement or Parallel Facility.
8	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes.
9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Widen from 4 to 6 lanes.
10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.		Major Intersection Improvement
11	Collier Blvd (SR 951)	Pine Ridge Rd	Golden Gate Blvd	Capacity Improvement or Parallel Facility.
12	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)
13	Immokalee Rd	Camp Keais Rd		Roundabout/Intersection Improvement
14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from 2 to 4 lanes. (Future Study Area)
15	Airport Pulling Rd. (Intersection)	Davis Blvd		Intersection Innovation/Improvements
16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.
17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.		Intersection Innovation/Improvements
18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4 to 6 lanes.
19	Logan Boulevard	Green Boulevard	Pine Ridge Rd	Widen from 4 to 6 lanes.
20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	Imperial Golf Course Blvd	Capacity Improvement or Parallel Facility.
21	Immokalee Road	Logan Blvd	Rose Blvd	Capacity Improvement or Parallel Facility.
22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)		Overpass (US 41 over Collier Blvd)
23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.		Intersection Innovation/Improvements
24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.		Minor intersection improvements
25	Airport Pulling Rd. (Intersection)	Radio Rd.		Intersection Innovation/Improvements

Roadway Needs Prioritization

- Evaluation Framework scoring serves as a guide for prioritization
- What else affects prioritization?
  - County input
  - Other stakeholder/agency input
  - Public input
  - Concurrency with ongoing and proposed developments
  - Phasing to avoid cost escalation and reevaluation

Interactive Roadway Needs Map & Survey Results



*Most **liked** projects*

- I-75 Interchange in vicinity of Everglades Blvd
- Everglades Blvd Widening
- Collier Blvd Extension

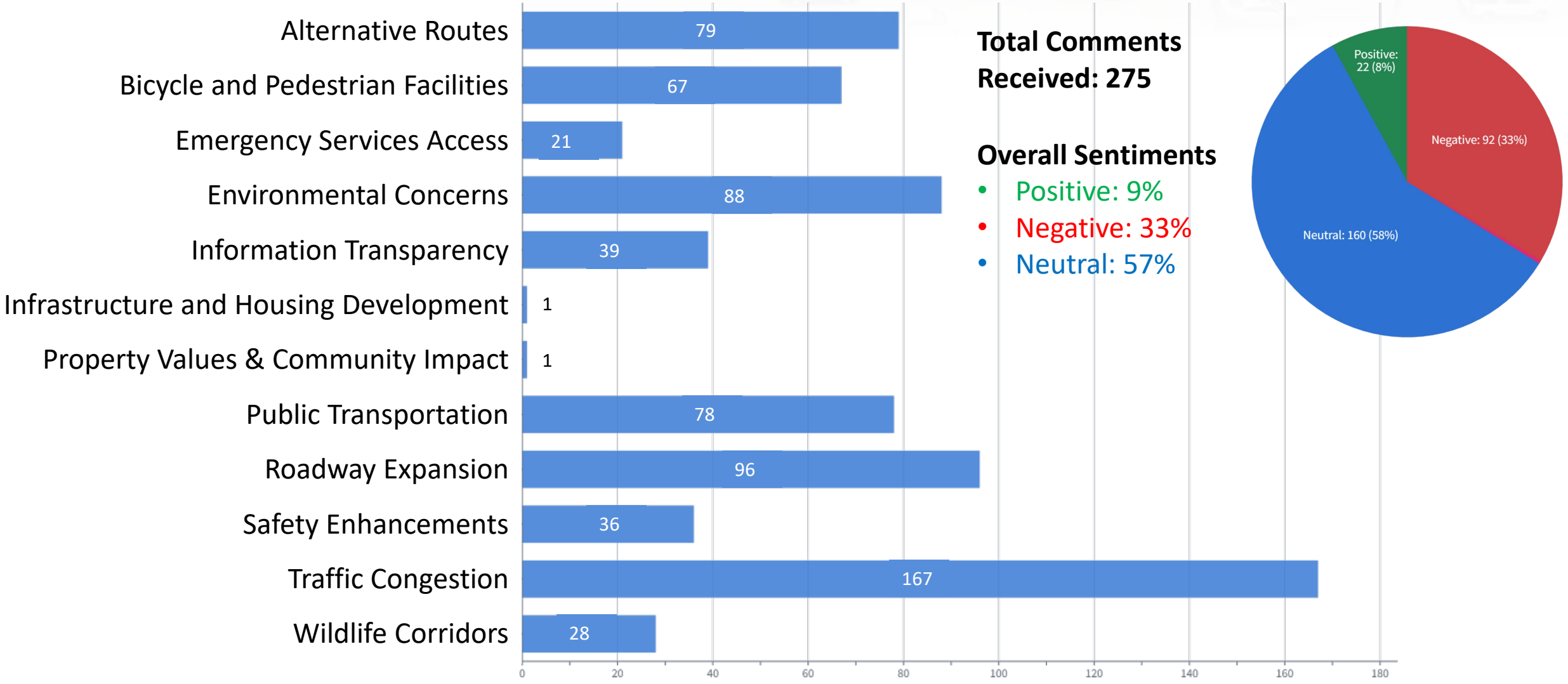
*Most **disliked** projects*

- Logan Blvd/Santa Barbara Blvd Widening
- Benfield Road from City Gate Blvd N to US 41

*Areas of most **ideas***

- W Main St (Capacity & Safety Improvements)
- Camp Keais Road (Capacity & Safety Improvements)

Interactive Roadway Needs Map & Survey Results



Total Comments Received: 275

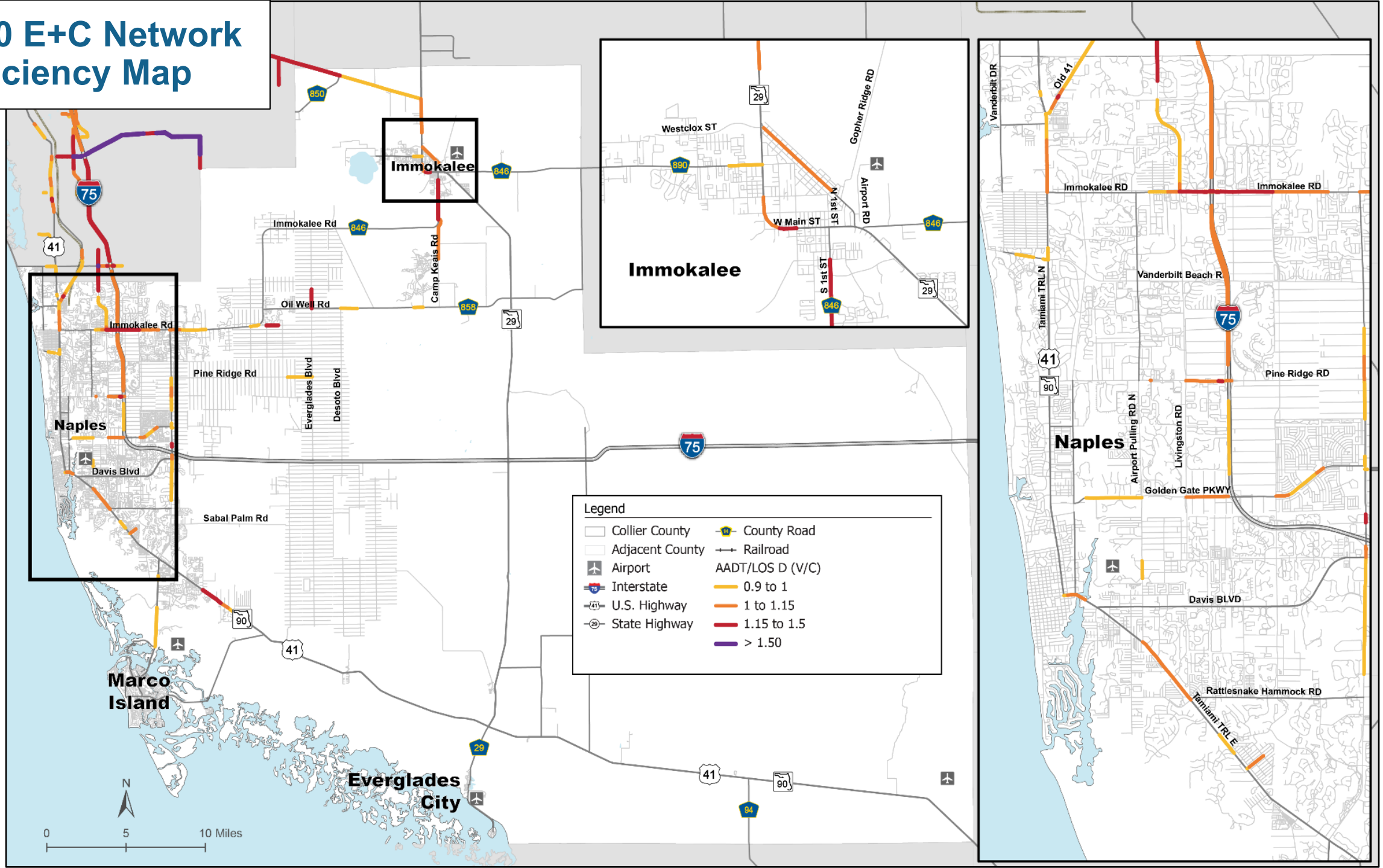
Overall Sentiments

- Positive: 9%
- Negative: 33%
- Neutral: 57%

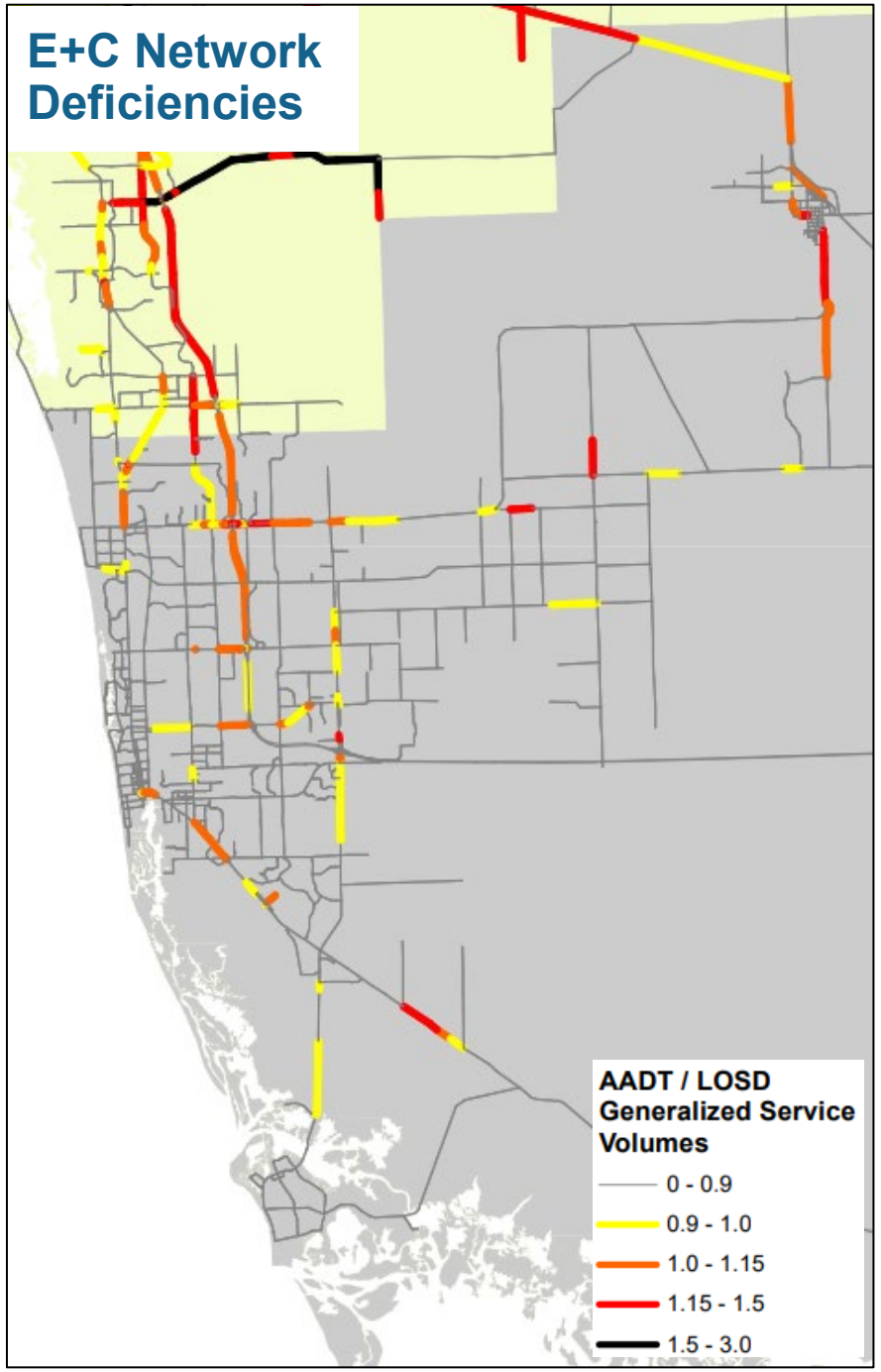
FDOT D1RPM Travel Model Alternatives

Alternative 1: Roadway Needs	Complete
Alternative 2: Lee County Connectivity	Complete
Alternative 3: Cost Feasible Refinement 1	Complete
Alternative 4: Cost Feasible Refinement 2	Complete
Alternative 5: Transit	Complete
Alternative 6: Final Cost Feasible Alternative	In progress

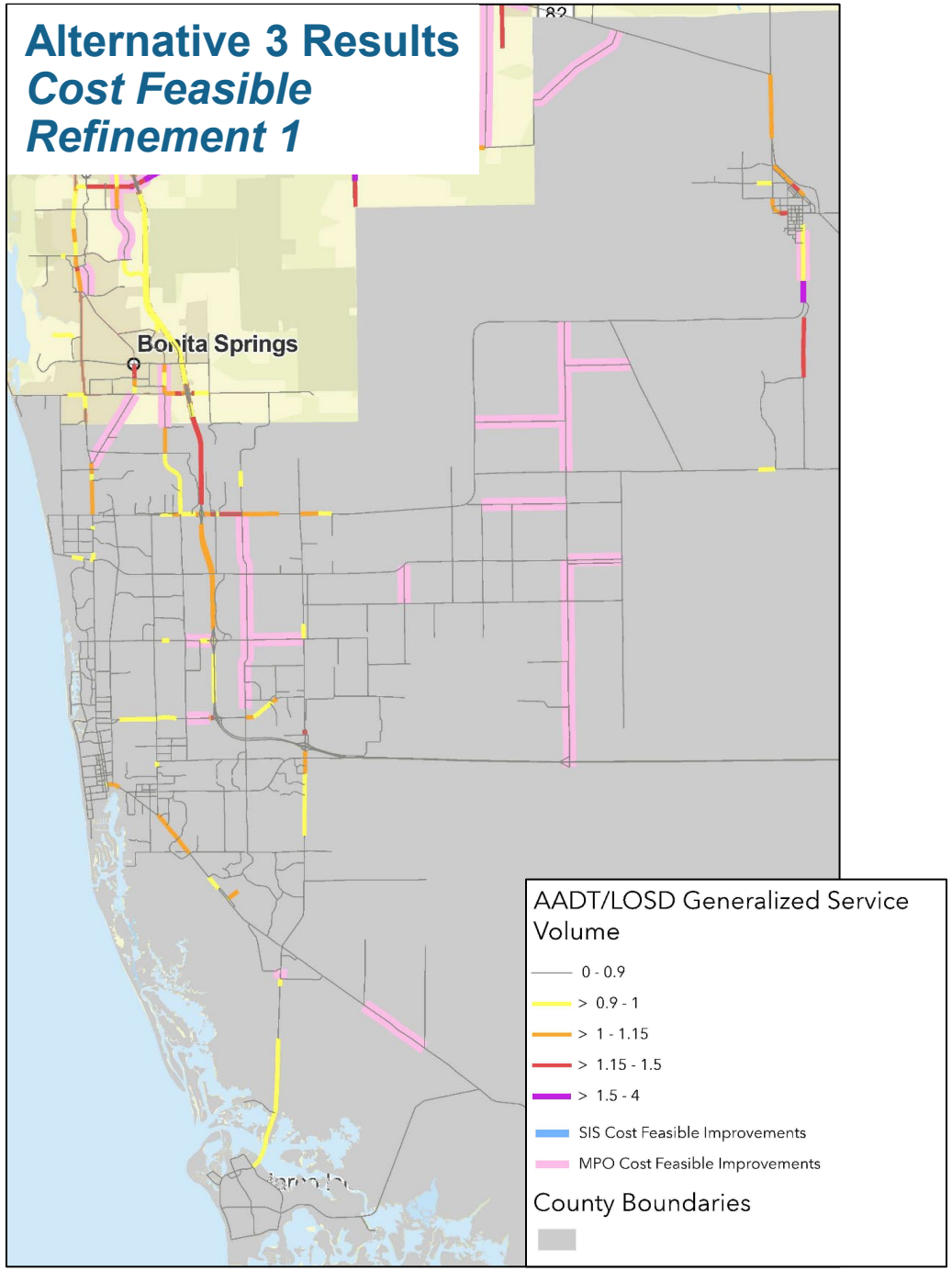
2050 E+C Network Deficiency Map



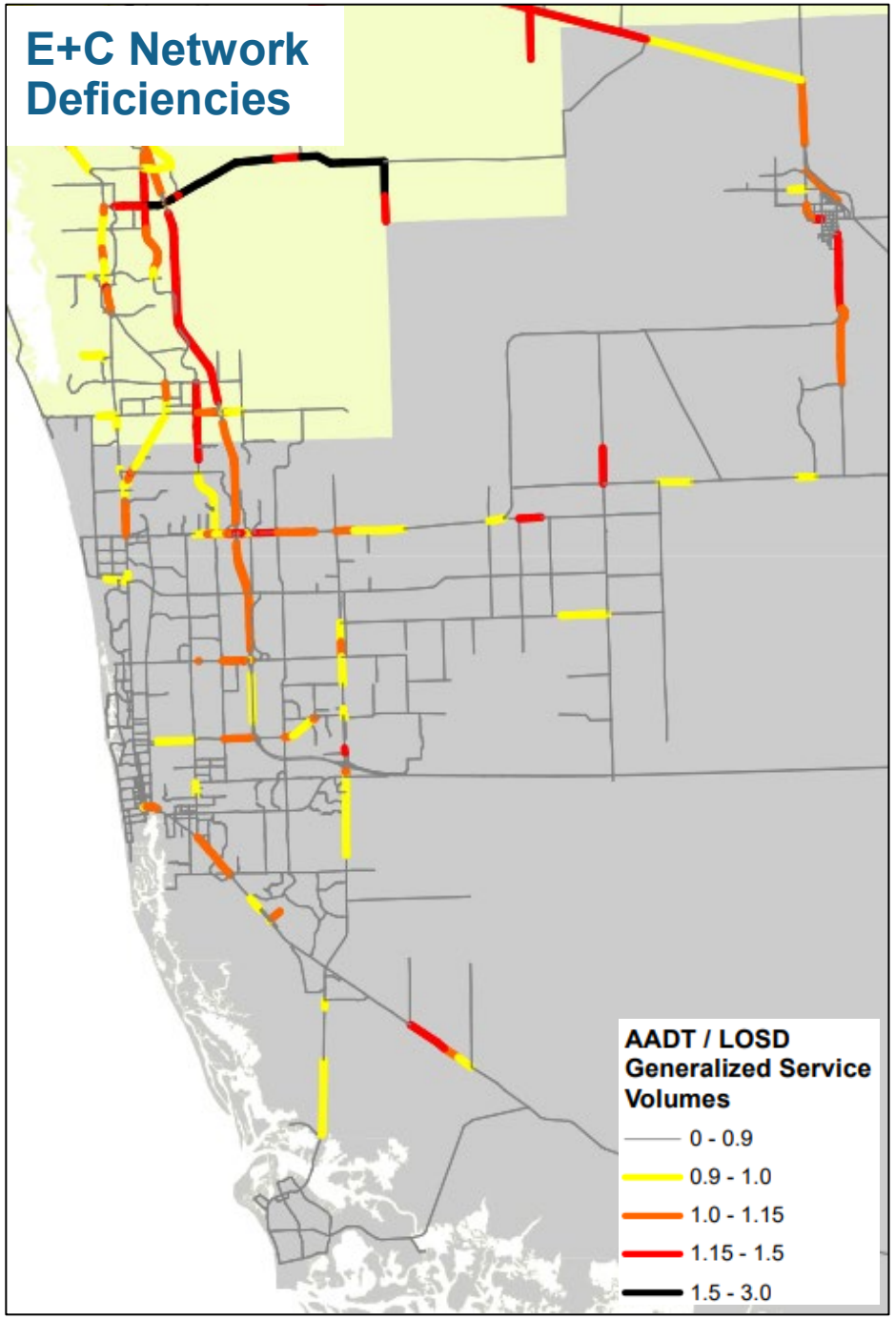
E+C Network Deficiencies



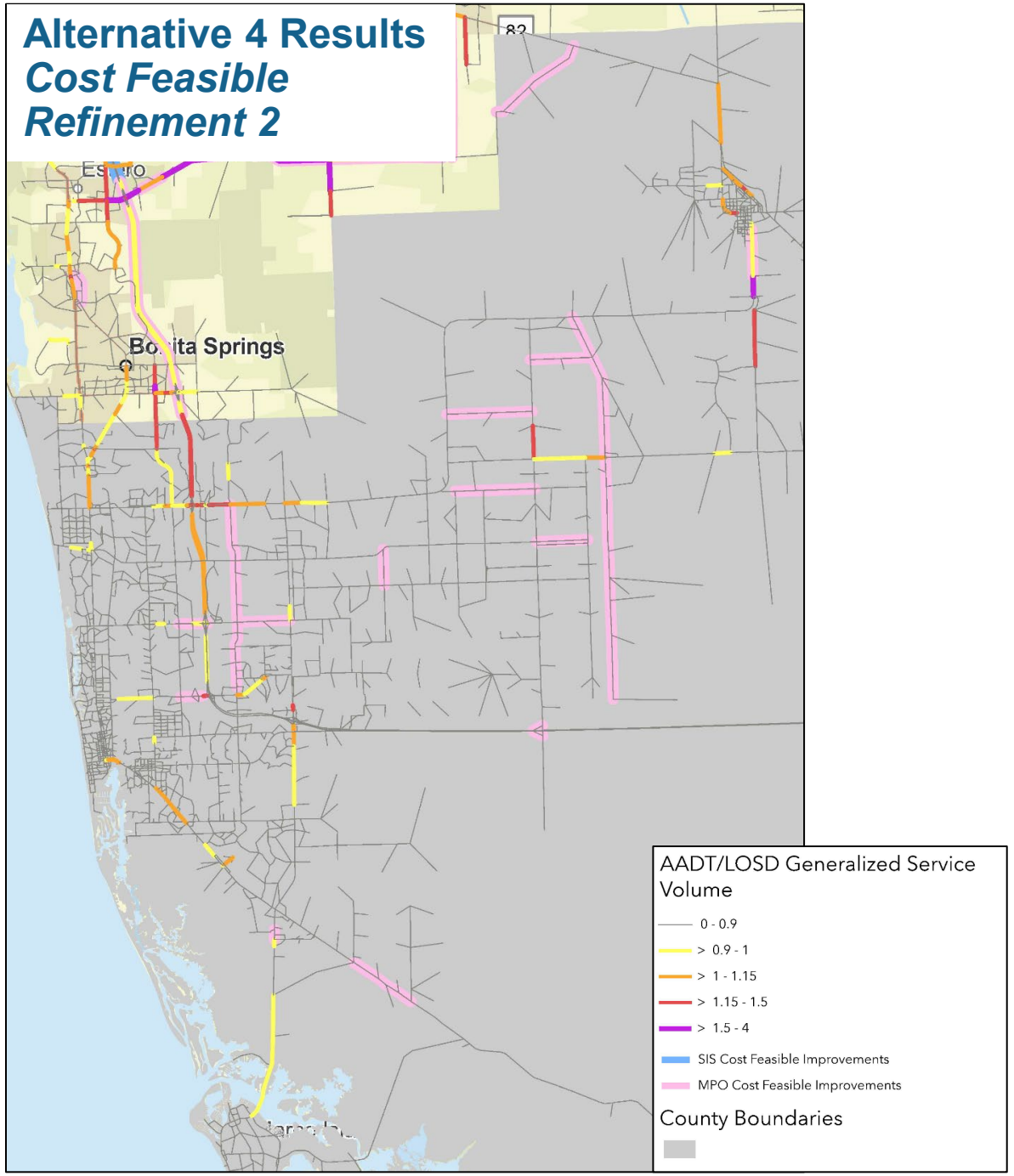
Alternative 3 Results *Cost Feasible Refinement 1*

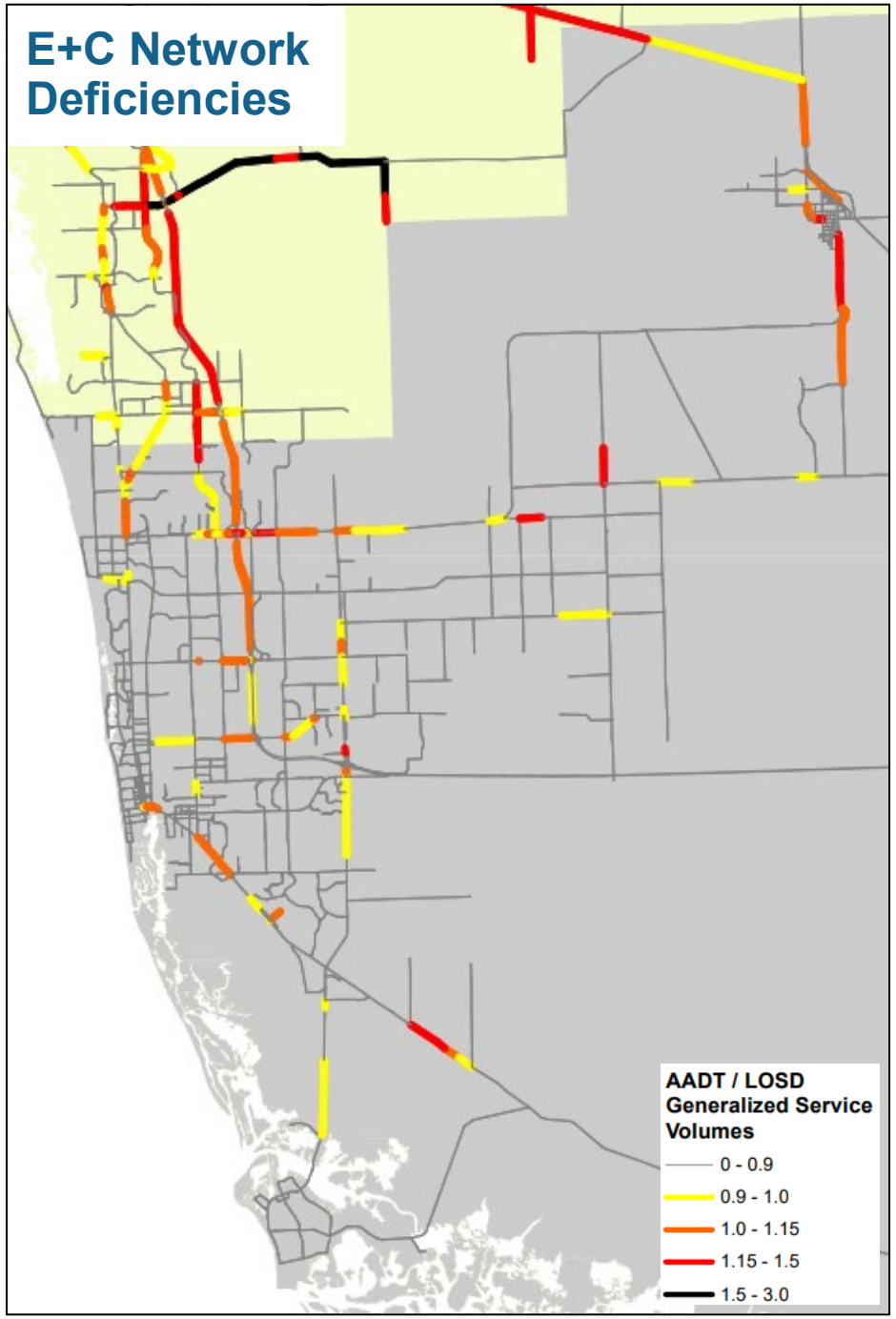


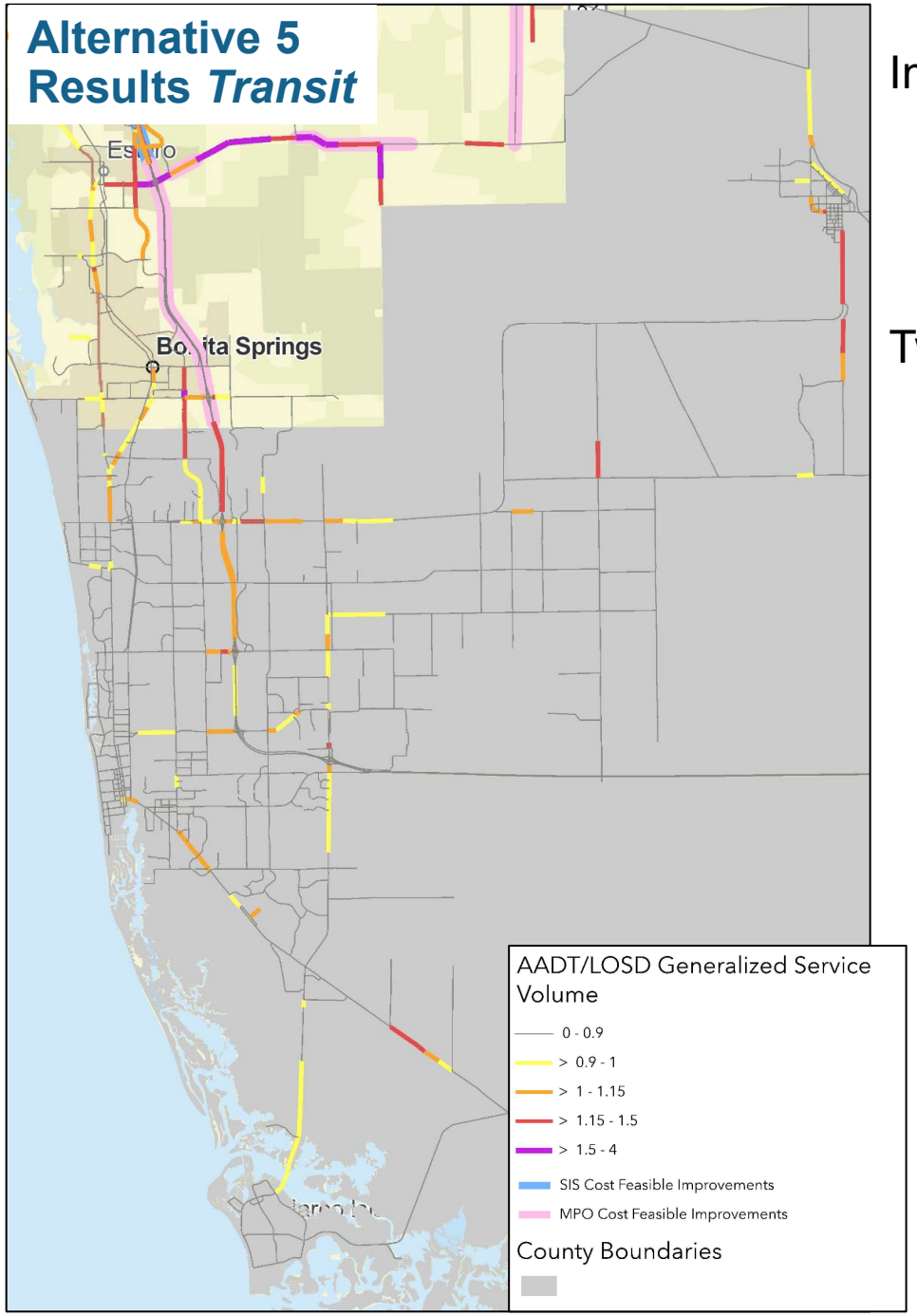
E+C Network Deficiencies



Alternative 4 Results *Cost Feasible Refinement 2*







Improvements include:

- E+C network
- Financially unconstrained transit improvements

Two main components:

- Reduced all transit headways in half
- Introduced a commuter rail line between North Naples and Fort Myers

E+C Ridership	3,922 Bus Passengers
Alt. 5 Ridership	6,968 Bus Passengers 1,135 Rail Passengers
Percent Increase	106%

2050 LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
Revenues Dedicated to State Highway Safety Improvement Program		
Federal/State	Non-Capacity Programs – Highway Safety Improvement Program (HSIP)	$34,751,601
Revenues Dedicated to Roadway Operations and Maintenance		
Federal/State	Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance (state-maintained facilities)	$1,054,953,578
County	General Fund (Ad Valorem)	$11,592,000
County	Fuel Tax	$47,100,041
	Total for Operations and Maintenance	**$1,113,645,619**
Revenues Dedicated for Collier MPO 2050 LRTP Roadway Projects		
Federal	Surface Transportation Block Grant (STBG) - SU	$103,078,386
Federal	Transportation Alternatives – Urban Area (TALU)	$29,766,655
State	Strategic Intermodal System (SIS)	$77,128,000
State	State Highway System (SHS)	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$30,300,000
County	Transportation Impact Fees	$400,000,000
County	General Fund (Ad Valorem)	$181,608,000
County	Fuel Tax (91% of $638,000,000 Net Revenues)	$463,576,799
	Total for Collier MPO 2050 LRTP Roadway Projects	**$1,335,297,840**

Anticipated Expenditures and Disbursements

- County Expenditures
  - County Debt Repayment (transportation project improvements) = **$400 million** (across 20 years)
- State and Federal Funding Limitations
  - SIS Funds Allocated per FDOT's SIS Long Range Plan = **$77 million**
  - TALU Funds (Non-capacity related projects) = **$30 million**
- Collier MPO Planning and Program Costs
  - MPO Planning Costs = **$20 million**
  - Congestion Management and Safety Initiatives = **$30 million**





Financial Resources and Revenue Projections

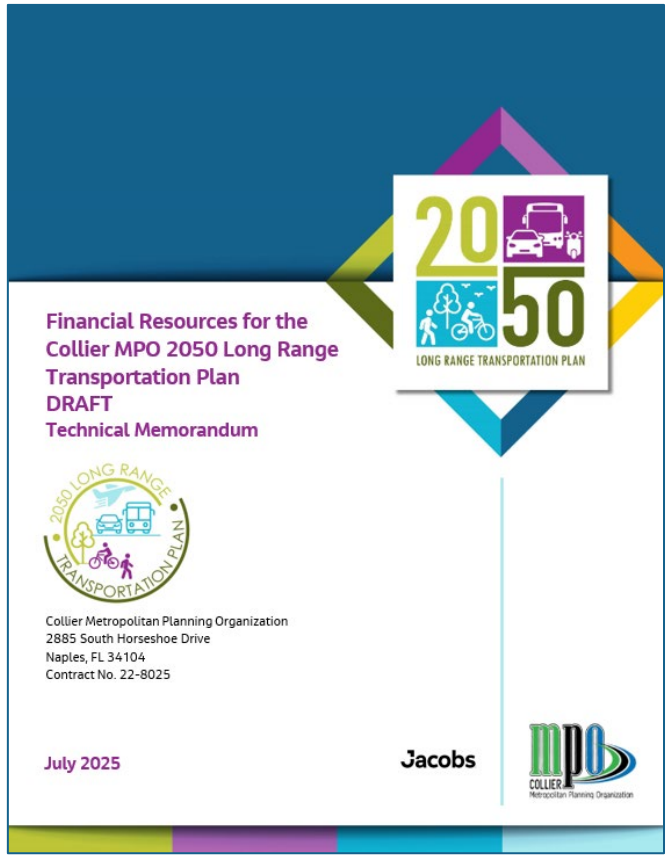
- Roadway Needs
  - Total Needs Projects Cost = **$4.5 billion**
  - Total Available Funding = **$1.3 billion**
  - Total Available Funding for 2050 LRTP Projects = **$828 million**
- Available funding is spread across 5–10-year funding periods

	Collier 2050 Long Range Transportation Plan			
Funding Document	TIP	LRTP Cost Feasible Plan		
Time Period	2026-2030	2031–2035 (5 Years)	2036–2040 (5 Years)	2041–2050 (10 Years)

- Cost Feasible Roadway Project List is developed based on available funding & funding periods

Both the costs and funding estimates account for inflation by the year of expenditure, or when the project is expected to be funded.

Draft Financial Resource Technical Memorandum & Chapter 5 in agenda packet for endorsement!



Draft Cost Feasible Roadway Projects

Draft Cost Feasible Project List is provided for review and comment!

ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	Present-Day Total Estimated Cost	CST Funding Period
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Ext		New Bridge over Canal.	$6,655,000	2031-2035
12	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes.	$14,799,079	2036-2040
47	Logan Boulevard	Green Boulevard	Pine Ridge Rd	Widen from 4 to 6 lanes.	$20,961,770	2031-2035
61	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4 to 6 lanes.	$35,780,299	2031-2035
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal.	$8,502,725	2031-2035
100	Immokalee Rd	Camp Keais Rd		Roundabout /Intersection Improvement	$20,000,000	2031-2035
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal.	$6,655,000	2031-2035
56	Pine Ridge Road	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes.	$36,551,999	2041-2050
74	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2 to 4 lanes.	$88,373,040	2036-2040
21	Golden Gate Parkway	Livingston Rd		Overpass (GGP over Livingston)	$62,610,975	2036-2040
29	I-75 (SR 93)	Vicinity of Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	$62,610,975	2041-2050
67	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	$58,580,626	2041-2050
16	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2 to 4 lanes.	$147,309,273	2041-2050
94	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.		Intersection Innovation/Improvements	$5,217,581	2041-2050
18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	$141,505,045	2041-2050
80	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal.	$6,655,000	2041-2050
37	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	$63,687,487	2041-2050

Partially Funded Draft Cost Feasible Roadway Projects

Draft Cost Feasible Project List is provided for review and comment!

ID	FACILITY	FROM	TO	PROJECT DESCRIPTION	Present-Day Total Estimated Cost	Phases Funded
29	I-75 (SR 93)	Vicinity of Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	$62,610,975	PRE-ENG/ROW/ CST (partial)
67	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	$58,580,626	PRE-ENG/CST (partial)
16	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2 to 4 lanes.	$147,309,273	PRE-ENG/ROW/ CST (partial)
18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	$141,505,045	PRE-ENG/ROW/ CST (partial)
37	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	$63,687,487	PRE-ENG/ROW

SIS Cost Feasible Roadway Projects

Draft Cost Feasible Project List is provided for review and comment!

SIS Cost Feasible (FY 2026 - 2050)			SIS Adopted Five Year Plan / FDOT Five-Year Work Program			SIS Approved Second Year Plan			SIS 2035-2050 Long Range Cost Feasible Plan					
			FY 2026-2030			FY 2031 -2034*			FY 2035 - FY 2040		FY 2036-2040		FY 2041- 2050	
SIS Facility (FPID No.)	Limits	Description	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/CST	PRE-ENG	ROW/CST	PRE-ENG	ROW/CST
SR 29 (417540-5)	from CR 846 to N of New Market Road	New Road Construction	$1,080,003	$21,423,597	$82,305,623									
SR 29 (417540-6)	from N of New Market Rd to SR 82	Add Lanes and Reconstruct (2-lanes to 4-lanes)	$933,254	$1,762,615	$65,619,397									
SR 29 (417540-1)	from Oil Well Rd to SR 82	PD&E Study	$10,765											
SR 82 (430848-1)	from Hendry Co Line to Gator Slough Lane	Add Lanes and Reconstruct (2-lanes to 4-lanes)	$407,294		$7,008,561									
I-75 (425843-2)	at SR 951	Modify Interchange	$583		$2,835,388									
I-75 (425843-3)	from Immokalee Rd to Bonita Beach Rd	Add Lanes and Reconstruct	$7,135,678	$7,600,000	$106,218,621			TBD						
I-75 (452544-4)	at Immokalee Rd	Add Lanes and Reconstruct	$8,438,449	$7,600,000	$55,505,528			TBD						
I-75 (452544-5)	from Immokalee Rd to Pine Ridge Rd	Add Lanes and Reconstruct	$5,123,868	$11,600,000	$13,732,000			TBD						
I-75 (452544-6)	from Pine Ridge Rd to Golden Gate Blvd	Add Lanes and Reconstruct	$4,200,000	$9,600,000	$103,000			TBD						
I-75 (3963)	at Immokalee Rd	Modify Interchange							$2,200,000	$74,928,000				

*Fiscal years consolidated to account for work program overlap

Items Needed for Review/Comment and Endorsement

- Revised Evaluation Criteria – **Endorsement**
- Roadway Needs Plan (final draft) – **Endorsement**
- Financial Resources Tech Memo (final draft) – **Endorsement**
- Chapter 5 Financial Resources (final draft) – **Endorsement**

- Roadway Needs Evaluation Matrix (informs draft Cost Feasible projects) – **Review & Comment**
- Draft Cost Feasible Projects – **Review & Comment**

Next Steps



- Develop Draft Cost Feasible Plan
- Begin Public & Stakeholder/Agency Outreach for the Roadway Cost Feasible Projects
- Finalize Cost Feasible Plan
- MPO Board Adoption – **December 2025**



Thank you!

7C Attachment 2
TAC/CAC 8/25/25

Goals, Objectives, and Evaluation Framework for the Collier MPO 2050 Long Range Transportation Plan

Technical Memorandum

Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, FL 34104
Contract No. 22-8025

August 2025

Jacobs

COLLIER Metropolitan Planning Organization

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Goal #2: Protect Environmental Resources 2

Goal #3: Improve System Continuity and Connectivity 3

Goal #4: Reduce Roadway Congestion 3

Goal #5: Promote Freight Movement 3

Goal #6: Increase the Safety of the Transportation System for Users 4

Goal #7: Promote Multimodal Solutions 4

Goal #8: Promote the Integrated Planning of Transportation and Land Use 5

Goal #9: Promote Sustainability and Equal Access in Transportation Planning and Land Use for Transit Dependent Communities 5

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Goal #11: Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System 6

Evaluation Framework **6**

Tables

Table 1. 2050 Evaluation Criteria and Performance Measures **7**

Acronyms and Abbreviations

CRA	Community Redevelopment Agency
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
TSA	Transit Service Area
SIS	State Interstate System

Goals, Objectives, and Evaluation Framework for the Long Range Transportation Plan Technical Memorandum

Introduction

The Collier County Metropolitan Planning Organization (MPO) is in the process of updating the Long-Range Transportation Plan (LRTP) to a new planning horizon year of 2050. The 2050 LRTP development process builds upon the 2045 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 2050. 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.

This Technical Memorandum documents the goals, objectives, and evaluation framework for the Collier MPO 2050 LRTP Update. The goals and objectives create the basis for project evaluation criteria and corresponding performance metrics. These elements form an evaluation framework through which projects can be ranked against one another and a prioritized project list can be developed. **Figure 1** presents the framework process.

Figure 1. Framework Process



2050 LRTP Roadway Goals, Objectives, and Evaluation Criteria

The LRTP goals and objectives and evaluation framework were developed to reflect the roadway needs within Collier County. These goals and objectives guide the LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document roadway project priorities while also considering other transportation modes.

The 2050 LRTP goals consist of:

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

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
- Improves existing evacuation routes near high-density populations

Goal #2: Protect Environmental Resources

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
- Preserve open space by improving infrastructure near key destinations

Goal #3: Improve System Continuity and Connectivity

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

Objectives:

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2050 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
- Addresses capacity for intersections or roadways that have poor levels of service during peak travel times

Goal #5: Promote Freight Movement

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

Objectives:

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Emphasize the need for Complete Streets 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
- Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities

Goal #7: Promote Multimodal Solutions

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 policies

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~~ transit dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations
- 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

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

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)~~ by connecting to regional or SIS facilities (interstates, airports, ports, etc.) or adjacent counties
- 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
- Reduces household cost by providing for connectivity between housing and transportation

Goal #9: Promote Sustainability and ~~Equity~~ Equal Access in Transportation Planning and Land Use for Transit Dependent Communities

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~~ equally accessible to all residents of the County
- Engage a diverse public in the development of the region's transportation system

Project Evaluation Criteria:

- Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency

Goal #10: Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making

Objectives:

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

Project Evaluation Criteria:

- Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms
- Promotes housing and transportation in areas that better withstand extreme weather

Goal #11: Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System

Objectives:

- Consider the development and implementation of emerging mobility options in the multimodal transportation system
- Consider new guidance and developments during the LRTP process

Project Evaluation Criteria:

- Uses technological improvements (for example, ITS, Transit Signal Priority, and so forth) that will foster the development and growth of emerging mobility in the transportation system

Evaluation Framework

The purpose of the evaluation framework is to ensure that the projects identified in the LRTP serve to address and implement the 2050 Roadway Goals. The project team will use the evaluation criteria and performance metrics in this memorandum to compare and evaluate how well potential transportation projects meet the LRTP's goals and objectives. The evaluation provides a tool to compare relative benefits of each potential transportation improvement and make decisions about transportation improvement recommendations.

The ~~proposed~~ initial evaluation criteria ~~presented in **Table 1**~~ were presented to and accepted by the MPO Board and committee members on September 13, 2024. However, in early 2025 the federal government made modifications to sustainability and equity initiatives. Therefore, the evaluation criteria were slightly modified because of these changes. Additionally, other criteria were modified to better account for existing congestion issues and prior agency investments. The revised evaluation criteria presented in **Table 1** were approved by the MPO Board and committee members on September 12, 2025 (pending).

Evaluation criteria are used to evaluate and then compare how well potential transportation projects meet the goals and objectives. The evaluation criteria under each goal are assigned performance measures that are used to "score" each project against the criteria. Evaluation criteria are based on a point system in which the total score represents how well a project meets the goal. Ultimately, this type of evaluation is used to develop recommendations and prioritize transportation projects. The evaluation criteria and performance measures listed in **Table 1** demonstrate the scoring methodology for project evaluation and selection, creating an actionable way for the vision, goals, and objectives to shape project selection and prioritization.

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
1. Ensure Security of the Transportation System for Users Total Weighting Factor: 8%	1A - Improves or maintains critical evacuation routes	Does this project enhance an existing evacuation route (i.e., roadway widening, wider shoulders, etc.)? Yes = 5; No = 0	3
	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	3
	1C - Improves existing evacuation routes near high-density populations	Does the project improve evacuation near high-density populations? Yes = 5; No = 0	2
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)	3
	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	3
	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)	3

Goal	Evaluation Criteria	Performance Measures	Weighting
	2D –Preserve open space by improving infrastructure near key destinations.	Proximity of transportation project to key destination. Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0	3
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: 16%	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	8
	4B - Improves intersections and roadways with poor levels of service	Do~~es~~ volume to capacity ratios decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0	~~8~~4
	4C – Improves congestion at intersections and roadways with existing peak time congestion as documented in the County's Annual Update and Inventory Report (AUIR)	Does the project improve capacity for intersections or roadways that have LOS D or higher during peak travel times? Yes = 5; No = 0	4
5. Promote Freight Movement Total Weighting Factor: 6%	5A - 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 2045 LRTP? Yes = 5; No = 0	6
6. Increase the Safety of	6A - Enhances safety of transportation system users	Does project implement a recommendation from a safety plan (for example, safe routes to	2

Goal	Evaluation Criteria	Performance Measures	Weighting
Transportation System Users Total Weighting Factor: 12%		school, protected bike lanes, etc.)? Yes = 5; No = 0	
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	High crash location or segment? Yes = 5; No = 0	3
	6C – Promotes traffic calming	Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0	2
	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	3
	6E – Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities	Does this project improve safety (FHWA proven safety countermeasures) near a school, senior center, Census block groups with high populations of people living with a disability, and Census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 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 mile = 5 No improvement within 0.25 mile = 0	2
	7C - Provides multimodal improvements for ~~environmental justice communities~~ transit dependent households and underserved neighborhoods, and	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2

Goal	Evaluation Criteria	Performance Measures	Weighting
	connects these neighborhoods to centers of employment and important destinations for transit-dependent households		
	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 No improvement = 0 Projects with no existing or planned bus routes = 0	2
	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	2
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)~~by connecting to regional or SIS facilities (interstates, airports, ports, etc.) or adjacent counties	Improves access = 5 Does not improve access = 0	2
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	~~2~~1
	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	Was this project identified as a priority by partnering agencies or have prior investments such as planning, design, or right-of-way? ~~Connections to other municipalities or counties?~~	~~2~~3

Goal	Evaluation Criteria	Performance Measures	Weighting
		~~Yes~~ ROW Acquisition = 5 ~~No~~ Design = ~~0~~4 Planning Study Underway or Done = 3 Identified as a Need by Partner Agency = 1 No Prior Investment = 0	
	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
	8F – Reduces household cost by providing for connectivity between housing and transportation	Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0	1
9. Promote Sustainability and ~~Equity~~ Equal Access in Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8%	9A - Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency	Does the project bring better mobility to disadvantaged communities 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. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	10A - Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms	Within 0.25 miles of NOAA 1 foot sea level rise flooding area = 5 Within 0.25 miles of NOAA 1 foot sea level rise low-lying area = 3 Not in high-risk area = 0	2
	10B – Promotes housing and transportation in areas that	Is this project a new facility within a high-risk area?	2

Goal	Evaluation Criteria	Performance Measures	Weighting
Total Weighting Factor: 4%	better withstand extreme weather	Within 0.25 mile of NOAA 1 foot sea level rise flooding or low-lying area = 0 Not in high-risk area = 5	
11. Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System Total Weighting Factor: 4%	11A - Uses technological improvements (ITS, Transit Signal Priority, etc.) that will foster the development and growth of emerging mobility in the multimodal transportation system	Yes = 5 No = 0	4

7C Attachment 4a
TAC/CAC 8/25/25

Financial Resources for the Collier MPO 2050 Long Range Transportation Plan

Final

Technical Memorandum

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COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

BEBR	Bureau of Economic and Business Research
CAT	Collier Area Transit
CIGP	Community Incentive Grant Program
FDOT	Florida Department of Transportation
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
ISCOC	Infrastructure Surtax Citizens Oversight Committee
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
PTNE	Public Transit & Neighborhood Enhancement
SCOP	Small County Outreach Program
SHS	State Highway System
SIS	Strategic Intermodal System
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
TALU	Transportation Alternatives Urban Area
TDP	Transit Development Plan
TIF	Transportation Impact Fees
TRIP	Transportation Regional Incentive Program
YOE	Year of Expenditure

Financial Resources for the Collier MPO 2050 Long Range Transportation Plan

Background

This Technical Memorandum documents the approach used to develop future revenues for the Collier Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) update. The results of the approach provide the Collier MPO a reasonable estimate of future revenues that can be used to fund multimodal transportation projects included in the Collier MPO 2050 LRTP. Consistent with the requirements of Title 23 of United States Code Section 134 (23 U.S. Code §134) and Section 339.175(7)(b), Florida Statutes, the revenues identified for the 2050 LRTP are reasonably expected to be available during the planning period through 2050. Three multi-year phases used to report available revenues and project costs are shown on **Figure 1** and are consistent with the state and federal requirements for LRTPs.

Figure 1. Revenue Bands



Revenue Projections

The Collier MPO 2050 LRTP includes revenue projections from federal, state, and county sources. **Table 1** summarizes the total projected revenues as future Year of Expenditure (YOE) dollars that are anticipated to be available for programs and projects incorporated into the LRTP. The statewide estimates for federal and state revenues for use in the metropolitan planning process, and methodology to develop the estimates, were developed in coordination with the Florida Department of Transportation (FDOT).

Collier County (hereafter, "the County") has funded transportation projects using a variety of local sources including fuel taxes, impact fees, and General Fund/Ad Valorem (based on assessed values of properties) transfers in addition to federal and state revenues. For the 2050 LRTP update, the County will continue to use these revenue sources to contribute funding toward the 2031–2050 Cost Feasible Plan. The following sections briefly describe the individual revenue sources used to develop the 2031–2050 Cost Feasible Plan. The sections also include a projection of the total future year dollars that will be programmed in the LRTP for demonstrating financial feasibility using YOE revenues and costs.

Federal/State Revenue Sources

Projections of federal and state revenues for use in MPO LRTPs are generated by FDOT. Through enhanced federal, state, and MPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2050 that is documented in FDOT's *2050 Revenue Forecast Handbook* (FDOT 2023). Attachment A includes the pertinent portions of this handbook, particularly as it relates to Collier County. At a statewide level, these forecasts are allocated to the seven FDOT districts. FDOT has further subdivided the District 1 revenue forecast by MPO for use in the Collier MPO 2050 LRTP (refer to Appendix G of Attachment A). In November 2024, FDOT provided MPO Directors with additional planning level estimations of available funding for use in LRTP development (refer to Attachment B). **Table 2** highlights projected revenues available for Collier MPO in YOE format as

required by 23 CFR 450.324(f)(11) and is followed by a description of each revenue source and the associated allocation assumptions for the MPO.

Table 1. LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
Revenues Dedicated to Transit Operations		
Federal/State	Transit Formula: Transit Block Grant & Transportation Disadvantaged	$58,561,520
Federal	Transit Operating	$121,315,110
State	Transit Operating	$9,830,600
Local	Transit Operating	$49,588,590
Local	Fares and Other Local Revenues	$22,944,760
Local	Collier County General Fund Contributions for CAT Enhancements and Transportation Disadvantaged	$149,523,770
Local	Transit Block Grant - Local Match	$36,669,736
	Subtotal – Transit Operations	**$448,434,086**
Revenues Dedicated to Transit Capital Projects		
Federal	Transit Capital	$58,111,318
Federal/State	Transit Infrastructure Grants - Community Project Funding/Congressionally Directed Spending	$0
State	Transit Capital	$2,893,452
Local	Transit Capital	$2,893,452
	Subtotal – Transit Capital	**$63,898,222**
	Total Transit Revenues	**$512,332,307**
Revenues Dedicated to State Highway Safety Improvement Program		
Federal/State	Non-Capacity Programs – Highway Safety Improvement Program (HSIP)	$34,751,601
Revenues Dedicated to Operations and Maintenance		
Federal/State	Non-Capacity Programs – Resurfacing, Bridge, and Operations & Maintenance (state-maintained facilities)	$1,054,953,578
County	General Fund (Ad Valorem)	$11,592,000
County	Fuel Tax	$47,100,041
	Total Operations and Maintenance	**$1,113,645,619**

Table 1. LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
Revenues Dedicated for Collier 2050 LRTP Projects		
Federal	Surface Transportation Block Grant (STBG) - SU	$103,078,386
Federal	Transportation Alternatives – Urban Area (TALU)	$29,766,655
State	Strategic Intermodal System (SIS)	$77,128,000
State	State Highway System (SHS)	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$30,300,000
County	Transportation Impact Fees	$400,000,000
County	General Fund (Ad Valorem)	$181,608,000
County	Fuel Tax (91% of $638M Net Revenues)	$463,576,799
	Total for Collier MPO 2050 LRTP Projects	**$1,335,297,840**

Table 2. LRTP Federal and State Revenue Projections (YOE)

Jurisdiction	Funding Source	2031–2035	2036–2040	2041-2050	Total 2031–2050
Federal and State	Transit Formula: Transit Block Grant & Transportation Disadvantaged	$11,385,846	$11,760,863	$23,809,257	$46,955,965
Federal and State	Non-Capacity Programs – Resurfacing, Bridge, and Operations & Maintenance	$259,852,068	264,803,989	530,297,521	$1,054,953,578
Federal and State	Non-Capacity Programs – Highway Safety Improvement Program	$8,758,874	$8,717,976	$17,274,752	$29,766,655
Federal	Surface Transportation Block Grant (STBG) - SU	$25,768,807	$25,809,569	$51,500,009	$103,078,386

Table 2. LRTP Federal and State Revenue Projections (YOE)

Jurisdiction	Funding Source	2031–2035	2036–2040	2041-2050	Total 2031–2050
Federal	Transportation Alternatives (TA) – Urbanized Area	$7,475,933	$7,457,228	$14,833,494	$29,766,655
State	Strategic Intermodal System (SIS)	-	$77,128,000	-	$77,128,000
State	State Highway System (SHS)	$11,990,000	$12,470,000	$25,380,000	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$7,290,000	$7,580,000	$15,430,000	$30,300,000
State	Transportation Regional Incentive Program (TRIP)	$4,409,341	$4,587,180	$9,270,479	$18,267,000
Total Revenues		**$336,930,869**	**$420,314,805**	**$687,795,512**	**$1,445,041,185**

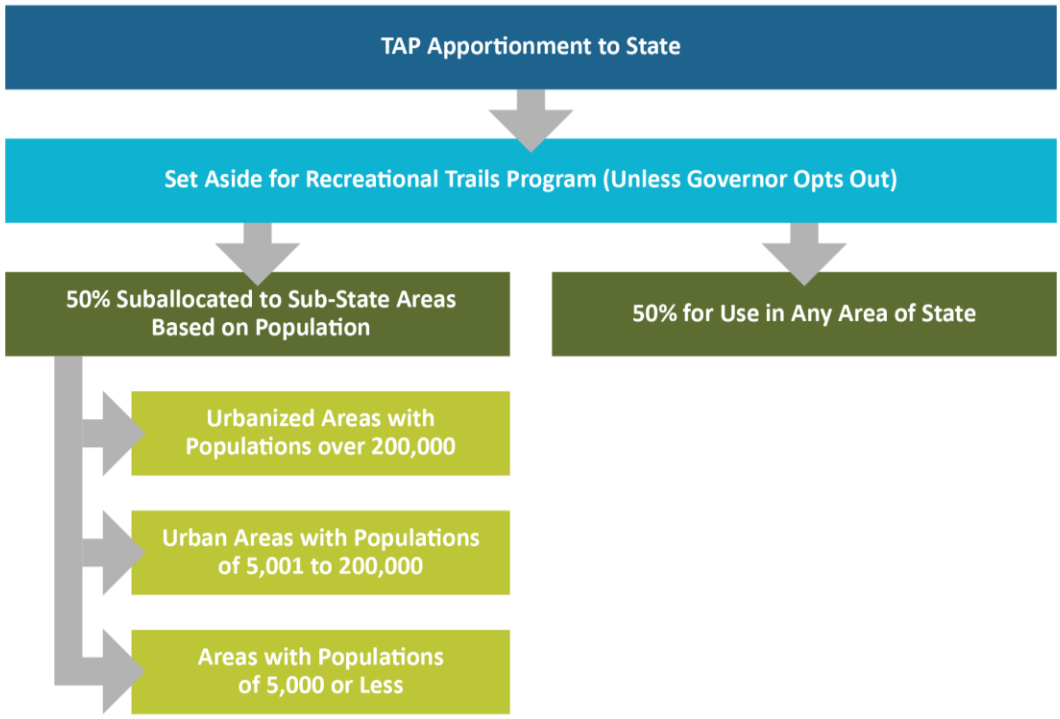
Surface Transportation Block Grant

Additional federal funds are distributed to an urban area that has a population greater than 200,000 (known as a Transportation Management Area - TMA), as designated by the U.S. Census Bureau following the 2020 Census. These revenues are listed as the Surface Transportation Block Grant funds (formerly called TMA funds) in the FDOT *2050 Revenue Projections* (FDOT 2023). As indicated in Attachment A and Attachment B, approximately **$103.1 million** in future revenues will be available from fiscal year (FY) 2031 – FY 2050 for the Collier MPO.

Transportation Alternatives

Transportation Alternatives (TA) funds are funds set-aside from each state's Surface Transportation Block Grant apportionment. Revenue estimates for TA are developed into categories based on population, and the TA-Urbanized Area apportionment applies to the Collier MPO. **Figure 2** illustrates how the TA revenues are distributed throughout the state. Designed solely to fund non-automobile-based projects, nine eligible project types can be funded by these revenues, as outlined in 23 USC Section 213(b) and 101(a)(29). Approximately, **$29.8 million** in future TA revenues are estimated to be available to the Collier MPO from FY 2031 – FY2050.

Figure 2. Distribution of Transportation Alternatives Revenues



Strategic Intermodal System

The Strategic Intermodal System (SIS) capacity program provides funds for construction, improvements, and associated right-of-way (ROW) acquisition on the State Highway System (SHS) roadways that are designated as part of SIS. In the County, State Road (SR) 29, SR 82, and I-75 are part of the SIS network. FDOT Systems Implementation Office develops the three inter-related documents for identifying potential SIS capacity improvements. These documents include the *First Five-Year Plan (FY 2024/2025 – FY 2028/2029)*, the *Second Five-Year Plan (FY 2029/2030 – FY 2033/2034)*, and the *SIS Long Range Cost Feasible Plan (FY 2035–2050)*. According to the *First Five-Year Plan*, two projects along SR 29 in the County are programmed within the 2026-2030 funding period (FDOT 2024a). There are no SIS projects in the County listed in the *Second Five-Year Plan* (FDOT 2024b). In the SIS Long-Range Cost Feasible Plan, one SIS project was identified within the County, I-75 at Immokalee Road interchange improvements (FDOT 2024c). Based on these documents, approximately **$77.1 million** in SIS capacity improvements have been identified between FY 2031 – FY 2050 within the County.

State Highway System

The State Highway System (SHS) funds (formerly called Other Arterials) are used for roadways on the SHS but not on the SIS for construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities. In the County, US-41, I-75, SR-84 (Davis Blvd), SR-951 (Collier Blvd) south of US-41, SR-29, SR-82, and I-75 are part of the SHS network. The available SHS funding within the County between FY 2031 – FY 2050 is approximately **$49.8 million**.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) funds the FDOT Safety Office's management of the FHWA engineering safety program throughout the state. Projects funded by the HSIP include low cost (typically $1,000,000 or less) safety improvements along the SHS that address specific safety problems

involving serious and fatal injury related crashes. Projected HSIP funding is allocated throughout the state at the districtwide level. For long-range planning purposes, this FDOT district-allocated revenue could be proportionately divided among the counties and MPOs of FDOT District 1 based on the Bureau of Economic and Business Research (BEBR) 2025 medium population estimates. FDOT District 1 revenues for HSIP are projected to be $298.8 million for FY 2031 - FY 2050. Because the Collier MPO has 11.8% of the district's population in 2025, this population-based distribution of District 1 HSIP funds results in approximately **$34.8 million** of potential HSIP funds for use in the County for FY 2031 – FY 2050. However, because this revenue source is not directly allocated to the Collier MPO, it was not assumed as a revenue source in developing the 2050 Cost Feasible Plan.

State Highway System Resurfacing, Bridge, and Operations & Maintenance

This non-capacity program provides funding for maintaining the SHS. These funds can be used for resurfacing roadways, bridge maintenance, and operations and maintenance programs along the SHS. Projected funding is allocated throughout the state at the districtwide level. Applying the same population base distribution used for the HSIP funds, an estimated $1.05 billion in funding could be available to maintain the SHS within the County for FY 2031- FY 2050. However, because this revenue source is not directly allocated to the Collier MPO, it was not assumed as a revenue source in developing the 2050 Cost Feasible Plan.

Other Roads: Non-SIS, Non-SHS

This capacity program provides funds for construction, improvements, and associated ROW acquisition on roadways that are not designated as part of the SHS or SIS and could also include other programs like the Small County Outreach Program (SCOP) and the County Incentive Grant Program (CIGP). Approximately **$30.3 million** in available funding was allocated to the Collier MPO for FY 2031 – FY 2050 for non-SHS and non-SIS roadways.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) program is intended to encourage regional planning by providing matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. The Collier MPO has partnered with the Lee County MPO to develop a regional roadway network that identifies regional facilities that could be eligible for TRIP funding. Projected TRIP funding is allocated throughout the state at the districtwide level. FDOT District 1 revenues are projected to be $157.1 million for the FY 2031 – FY 2050 timeframe. Applying the same population base distribution used for the HSIP funds, approximately **$18.3 million** in future revenues could be available for the Collier MPO during the FY 2031 – FY 2050 planning horizon. However, because this revenue source is not directly allocated to the Collier MPO, it was not assumed as a revenue source in developing the 2050 Cost Feasible Plan.

Federal/State Transit Revenues

Estimates of federal and state transit revenues are based on information provided in the FDOT 2050 *Revenue Forecasting Guidebook* and the Collier Area Transit (CAT) Transit Development Plan (TDP). CAT recently updated their TDP through the year 2035 for capital and operating expenses and projected revenues, which were then extended out to 2050 (Collier MPO 2025). Revenue assumptions in the TDP and the Collier MPO 2050 LRTP have been coordinated as both plans were developed. The total transit revenues assumed for the FY 2031 – FY 2050 planning timeframe in future year dollars for capital projects are **$63.9 million**. For transit operations, the total estimated revenues for the FY 2031 – FY 2050 period are **$448.4 million**. As discussed in the TDP, additional potential revenue sources may become available for future transit service improvements.

Local Revenue Sources

Transportation Impact Fees

Transportation Impact Fees (TIFs) provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development. These fees are collected from the six separate planning districts within the County and can be applied to roadway projects that benefit the individual districts or projects that provide an overall benefit to the planning districts.

Previous collections of TIFs fluctuated greatly from year-to-year due to varying construction activities, making them difficult to project with confidence. For instance, if growth rates are high, the County will have more impact fee revenues to fund growth-related infrastructure in the nearer term. If growth slows down, less revenue will be generated and the timing and need for future infrastructure will be realized later.

To project TIF revenues for FY 2031 - FY 2050, the TIFs budgeted by the County for FY 2025 was used as the base projection for all future years. This method provides a more conservative approach to projecting TIFs collected in future years.

For the Collier MPO 2050 LRTP, approximately **$400 million** from TIFs are projected to be available from FY 2031 to FY 2050 (refer to **Table 3**).

Table 3. Transportation Impact Fee Revenue Projections (YOE)

Transportation Impact Fee	2031-2035	2036-2040	2041-2050	Total 2031-2050
Total (Residential + Non-Residential)	$100,000,000	$100,000,000	$200,000,000	$400,000,000

Fuel Taxes

Fuel taxes represent a major portion of the County's local transportation revenues. The County currently charges 12 cents of local option fuel tax in addition to the 4 cents of state fuel tax for local use (EDR 2024). Fuel tax revenue is dedicated to both transportation capacity expansion as well as maintenance and operations. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for fuel tax options in the County.

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale. Therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Since 1975, fuel efficiency has increased by approximately 2.2 percent each year (EPA 2024). Because of recent changes in fuel efficiency standards for new vehicles, the fleet-wide fuel efficiency has continually increased over the last 20 years, which has reduced fuel tax revenues. Moreover, as the electric vehicle market share increases, motor vehicle demand for fuel will decrease even if overall vehicle miles traveled remains the same (or even moderately increases).

The fuel tax revenue projections through FY 2050 presented in this document accounted for the anticipated decrease in demand for fuel. These projections also assumed an annualized 2 percent growth in population during the same period. Therefore, based on the combination of ongoing fuel efficiency improvements, continued market share increase for electric vehicles, and anticipated annualized growth in population, it was assumed that fuel tax revenue levels will remain the same annually through FY 2050.

Fuel taxes collected by the cities within the County were not considered during the LRTP. Future decisions to include city fuel tax revenues can be determined based on project funding needs. **Table 4** provides projected fuel tax revenues for FY 2031 - FY 2050, by source. These projections assume that all fuel taxes

will continue to be implemented at their present rates through 2050. Approximately **$463.6 million** of fuel tax revenues are anticipated to be available for LRTP roadway projects between FY 2031 and FY 2050.

Table 4. Fuel Tax Revenue Projections for Collier County (YOE)

Jurisdiction	Funding Source	2031-2035	2036-2040	2041-2050	Total 2031-2050
County	Constitutional Fuel Tax	$22,388,639	$21,811,092	$41,207,193	$85,406,924
County	County Fuel Tax	$9,900,430	$9,645,034	$18,222,141	$37,767,606
County	9th-Cent Fuel Tax	$9,036,743	$8,803,627	$16,632,490	$34,472,859
County	6-Cent 1st Local Option Fuel Tax	$42,971,559	$41,863,045	$79,090,886	$163,925,490
County	5-Cent 2nd Local Option Fuel Tax	$35,500,980	$35,500,980	$71,001,960	$142,003,920
Total Revenues		**$119,798,351**	**$117,623,778**	**$226,154,670**	**$463,576,799**

Constitutional Fuel Tax (2 Cents Per Gallon)

The Constitutional Fuel Tax applies to every net gallon of motor and diesel fuel sold within a county; collected in accordance with Article XII, Section 9 (c) of the Florida Constitution. The state of Florida allocates 80 percent of this tax to counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the Florida Constitution for road and bridge purposes. These funds can be used for ROW acquisition, construction, and maintenance of roads. Additionally, counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately $4.9 million from the Constitutional Fuel Tax in FY 2023/2024 (EDR 2024). From FY 2031 through FY 2050, an estimated **$85.4 million** is anticipated to be available for the 2050 LRTP roadway projects.

County Fuel Tax (1 Cent Per Gallon)

The County Fuel Tax applies to every net gallon of motor and diesel fuel sold within a county. The primary purpose of these funds is to help reduce a county's reliance on ad valorem taxes. Proceeds are to be used for transportation-related expenses including reduction of bond obligations incurred for transportation purposes. Authorized use of these funds includes acquisition of ROW, construction, reconstruction, operation, maintenance; repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; and reduction of bond obligations incurred for transportation purposes. Furthermore, counties are not required to share the proceeds of this tax with their municipalities.

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately $2.2 million from the County Fuel Tax in FY 2023/2024 (EDR 2024). From FY

2031 through FY 2050, an estimated **$37.8 million** is anticipated to be available for the 2050 LRTP projects.

9th-Cent Fuel Tax (1 Cent Per Gallon)

The 9th-Cent Fuel Tax applies to every net gallon of motor and diesel fuel sold within a county. Proceeds of this tax may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes. To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all. Furthermore, counties are not required to share the proceeds of this tax with their municipalities.

The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $2.0 million (EDR 2024). From FY 2031 through FY 2050, an estimated **$34.5 million** is anticipated to be available for the 2050 LRTP roadway projects.

6-Cent 1st Local Option Fuel Tax

The 6-Cent 1st Local Option Fuel Tax applies to every net gallon of motor and diesel fuel sold within a county. Proceeds from this tax may be used to fund transportation expenditures as defined in Section 336.025(7), Florida Statutes. To accommodate statewide equalization, all 6 cents are automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all or at the maximum rate. Proceeds are distributed to a county and its municipalities according to a mutually agreed-upon distribution ratio or by using a formula contained in the Florida Statutes.

The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $9.4 million, with 85.48 percent allocated to the County and the remaining 14.52 percent distributed to cities (EDR 2024). From FY 2031 through FY 2050, an estimated **$163.9 million** is anticipated to be available for the 2050 LRTP roadway projects.

5-Cent 2nd Local Option Fuel Tax

The 5-Cent 2nd Local Option Fuel Tax applies to every net gallon of motor fuel sold within a county except for diesel fuel. This tax must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum. Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is not considered an authorized expenditure. Proceeds from this tax are distributed to a county and its municipalities according to a mutually agreed-upon distribution ratio or by using a formula contained in the Florida Statutes. The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $7.1 million, with 85.48 percent allocated to the County and the remaining 14.52 percent distributed to cities (EDR 2024). From FY 2031 through FY 2050, an estimated **$142 million** is anticipated to be available for the 2050 LRTP projects.

General Fund/Ad Valorem

The County uses General Fund/Ad Valorem revenues to help fund capacity expansion and debt service, using taxable values. As outlined in the Collier County FY 2024/2025 adopted budget, the County will transfer General Fund/Ad Valorem dollars into the Transportation Capital 3081 Fund (formerly Capital Fund 310) to support the maintenance and improvement of the transportation network. For the 2050 LRTP purposes, it was assumed that the County would continue to transfer General Fund/Ad Valorem revenues to the Transportation Capital 3081 Fund and that the funds would continue to be available to fund transportation-related operations and maintenance improvements, as well as capital improvements. Additionally, it was assumed that the County would continue to transfer these funds at the current level

through FY 2050. Transfers from the General Fund/Ad Valorem to the Transportation Capital 3081 Fund in FY 2024-2025 are anticipated at **$9.7 million,** with 94 percent of those funds available for non-transit capital improvements (Collier County 2024).

In addition to the General Fund/Ad Valorem transfers to Transportation Capital 3081 Fund, the current budget indicates a transfer for Public Transit and Neighborhood Enhancement (PTNE) services, which includes local, general revenue funding for Transportation Disadvantaged (Fund 4033) and Collier Area Transit Enhancements (Fund 4030). Within those General Fund/Ad Valorem transfers for FY 2025 approximately $5.14 million of the $6.8 million was used for General Fund/Ad Valorem contributions. Similar to the Transportation Capital 3081 Fund transfers, it was assumed that the County would continue to transfer General Fund/Ad Valorem revenues to these funds at their current level through FY 2050. The projected revenues transferred from the General Fund/Ad Valorem source is summarized in **Table 5**.

Table 5. General Fund/Ad Valorem Transfer Projections (YOE)

Jurisdiction	Transfer Fund	2031–2035	2036-2040	2041–2050	Total 2031–2050
County	Transportation Capital 3081 Fund (Non-Transit Capital Improvements)	$45,402,000	$45,402,000	$90,804,000	$181,608,000
County	Transportation Capital 3081 Fund (Non-Transit Operations & Maintenance)	$2,898,000	$2,898,000	$5,796,000	$11,592,000
County	Transportation Disadvantaged (Fund 4033) & Collier Area Transit Enhancements (Fund 4030)	$31,727,000	$31,727,000	$63,454,000	$126,908,000
	Total Revenue	**$80,027,000**	**$80,027,000**	**$160,054,000**	**$400,135,000**

Sales Tax

The Collier Board of County Commissioners placed a 1-cent infrastructure sales surtax referendum on the November 6, 2018, General Election Ballot. It subsequently passed 50.87% to 49.13% and was set to sunset on December 31, 2025, or by the end of the year in which it equaled or exceeded $490 million. On December 31, 2023, the sales tax sunset, having generated approximately $539 million with $487 million distributed to the County and the remaining to the cities of Naples, Marco Island, and Everglades City. According to the FY 25 Adopted Collier County Budget numbers, the fund's remaining $166.8 million will be put into reserves for future capital projects (Collier County 2024). These reserve funds were not considered for the 2050 LRTP, as they are subject to the approval of the Infrastructure Surtax Citizens Oversight Committee (ISCOC) and future approvals are unknown.

County Debt Repayment Expenditures

The County's debt repayment schedule was also considered. The County estimates debt repayments to equal $20 million per fiscal year. Assuming the County continues dept repayments at the current level

through FY 2050, **$400 million** in debt repayments is estimated for FY 2031 – FY 2050. **Table 6** provides a summary of the County's debt repayments for each planning horizon.

Table 6. Debt Repayment Expenditures (YOE)

Jurisdiction	Expenditure	2031–2035	2036-2040	2041–2050	Total 2031–2050
County	Debt Repayment	$100,000,000	$100,000,000	$200,000,000	$400,000,000

Summary of Reasonable Available Funding

Based on the revenue sources outlined in previous sections, it is estimated that nearly $1.4 billion will be available between FY 2031 – FY 2050 for programs and projects incorporated into the 2050 LRTP. State and federal sources are estimated to account for $290.1 million (or 21.7 percent), while County sources are estimated to account for $1.05 billion (or 78.3 percent). Between FY 2031 – FY 2050, an estimated $127 million from state and federal sources will be used for state-maintained facilities (SHS and SIS facilities). Transit capital revenues equaling nearly $64 million will be dedicated to transit-based improvements between FY 2031 – FY 2050. County debt repayments are estimated to decrease available County revenue sources by $400 million between FY 2031 – FY 2050. Additionally, TA funds equaling $29.8 million between FY 2031 and FY 2050 are designated solely to fund non-automobile-based projects. As a result, it is estimated that **$778.5 million** in funding between FY 2031 – FY 2050 is anticipated to be available for County and local maintained roadway programs and projects.

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Attachment A
Pertinent Portions of FDOT 2050 Revenue Forecast Handbook

FDOT | Strategic development

2050 REVENUE FORECAST HANDBOOK



June 2023

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INTRODUCTION

Federal and Florida law require MPOs to have a financial plan in their LRTP.

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs[1]) to contain a financial plan in their Long Range Transportation Plan (LRTP[2]). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides ***consistency*** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide ***transparency*** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

[1] For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

[2] For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- **Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.**
- **Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.**
- **Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the Turnpike Ten-Year Finance Plan.**
- **Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.**
- **Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.**
- **Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors[3] are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors[4] to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.**

[3] For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

[4] For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the approved methodology and assumptions be included in the LRTP.

FHWA recommends that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development.

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs[5];
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

[5] The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that "flow through" the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida's MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot[6] from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT's intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

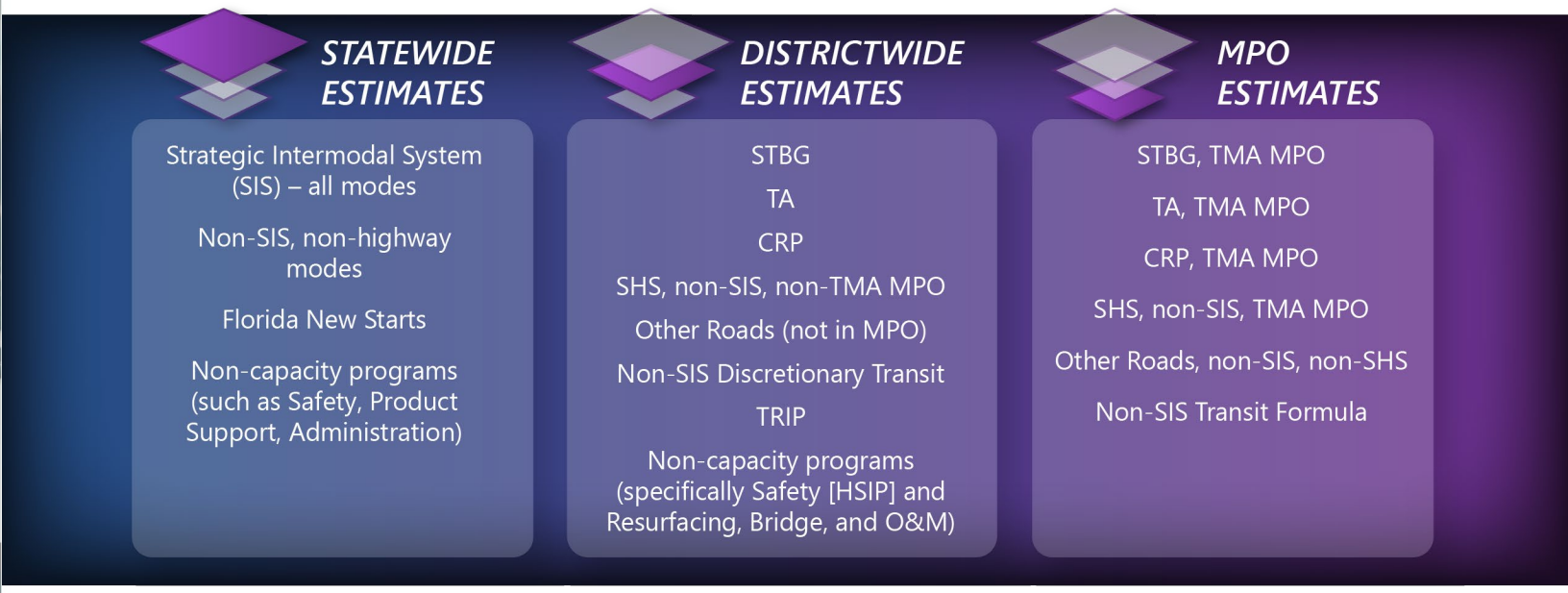
[6] The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA[7]) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

[7] Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to "fine tune" project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT's annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT's programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT's Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the Office of Work Program and Budget, Program and Resource Plan website.

Development of the PRP is guided in the broadest sense by FDOT's mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state's long-range transportation plan documenting Florida's transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act* (IIJA) – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);

Off-Highway Fuel Sales Tax; and

***State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index*).**

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and

Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

Motor vehicle license fees;

Motor vehicle license surcharges;

Initial registration fees (also known as New Wheels on the Road); and

Motor vehicle title fees.

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed $466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed $466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

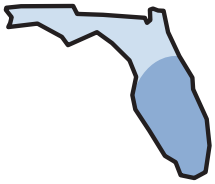
DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

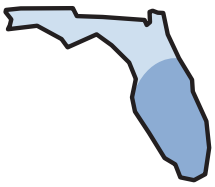
OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive $13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $)

MAJOR REVENUE SOURCES (MILLIONS OF $)	TIME PERIOD (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
FEDERAL						
Amount	$6,819	$14,503	$14,584	$14,584	$29,168	$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	$11,806	$29,288	$31,300	$32,720	$66,747	$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	$18,624	$43,791	$45,884	$47,304	$95,915	$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)								
PROGRAMS	2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	$4,262.35	$8,247.65	$3,185.73	$4,637.51	$7,876.45	$7,970.23	$7,963.98	$28,448.16	$44,143.88

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Aviation Federal/State	$259.72	$702.40	$782.88	$818.26	$1,669.10	$4,232.36
Rail Federal/State	$282.69	$398.15	$415.91	$432.51	$880.30	$2,409.56
Intermodal Access Federal/State	$41.85	$144.66	$167.43	$172.27	$348.99	$875.18
Seaport Development Federal/State	$54.87	$213.67	$235.04	$245.71	$501.22	$1,250.51
SUN Trail State	$50.00	$125.00	$125.00	$125.00	$250.00	$675.00
Statewide Total	$689.13	$1,583.87	$1,726.26	$1,793.75	$3,649.61	$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of $25 million a year[8]. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

[8] On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to $50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative." Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Florida New Starts Program State	$173.50	$267.68	$287.56	$300.60	$613.21	$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state's perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

- **Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- **Product Support** includes preliminary engineering[9], construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

[9] Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Safety Federal/State	$412.34	$997.74	$1,017.10	$1,017.78	$2,036.18	$5,481.13
Resurfacing* Federal/State	$3,034.12	$7,998.73	$8,034.39	$8,184.54	$16,507.27	$43,759.05
Bridge* Federal/State	$522.15	$2,357.27	$1,954.68	$1,999.65	$4,040.69	$10,874.45
Product Support Federal/State	$3,352.75	$6,280.84	$6,346.05	$6,536.36	$13,247.86	$35,763.87
Operations and Maintenance* Federal/State	$2,465.76	$6,893.87	$7,525.73	$7,851.74	$16,003.51	$40,740.62
Administration and Other Federal/State	$396.17	$919.48	$994.11	$1,039.02	$2,119.36	$5,468.14
Statewide Total	$10,183.28	$25,447.94	$25,872.07	$26,629.10	$53,954.88	$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For “any area”, may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	$61.80	$303.23	$318.67	$318.67	$637.35	$1,639.73
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	$73.38	$145.68	$148.69	$148.69	$297.39	$813.83
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	$61.19	$145.70	$158.62	$158.62	$317.24	$841.37
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	$71.01	$147.41	$119.11	$119.11	$238.22	$694.85
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	$117.83	$342.36	$393.71	$393.71	$787.41	$2,035.02
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	$29.99	$126.98	$153.25	$153.25	$306.50	$769.97
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	$89.30	$229.58	$210.03	$210.03	$420.07	$1,159.01
Statewide Total	$504.49	$1,440.95	$1,502.09	$1,502.09	$3,004.17	$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- For “any area” and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
TALT (Any Area)	$8.49	$24.65	$25.07	$25.07	$50.13	$133.41
TALN (Population less than 5,000)	$1.41	$3.66	$3.72	$3.72	$7.43	$19.93
TALM (Population 5,000 to 49,999)	$0.92	$2.35	$2.37	$2.37	$4.74	$12.75
TALL (Population 50,000 to 200,000)	$1.17	$2.97	$3.00	$3.00	$6.00	$16.14
Total District 1	$11.99	$33.63	$34.15	$34.15	$68.30	$182.22
District 2						
TALT (Any Area)	$6.06	$19.18	$19.37	$19.37	$38.75	$102.74
TALN (Population less than 5,000)	$2.38	$6.07	$6.14	$6.14	$12.28	$33.00
TALM (Population 5,000 to 49,999)	$-	$1.90	$1.92	$1.92	$3.84	$9.58
TALL (Population 50,000 to 200,000)	$1.29	$3.30	$3.34	$3.34	$6.68	$17.95
Total District 2	$9.73	$30.45	$30.77	$30.77	$61.54	$163.26
District 3						
TALT (Any Area)	$6.13	$12.50	$12.59	$12.59	$25.19	$69.00
TALN (Population less than 5,000)	$2.53	$4.70	$4.74	$4.74	$9.47	$26.17
TALM (Population 5,000 to 49,999)	$0.79	$1.02	$1.02	$1.02	$2.05	$5.90
TALL (Population 50,000 to 200,000)	$2.37	$4.32	$4.36	$4.36	$8.71	$24.11
Total District 3	$11.81	$22.53	$22.71	$22.71	$45.41	$125.18
District 4						
TALT (Any Area)	$11.70	$30.49	$30.75	$30.75	$61.50	$165.19
TALN (Population less than 5,000)	$0.21	$0.53	$0.53	$0.53	$1.07	$2.87
TALM (Population 5,000 to 49,999)	$0.28	$0.71	$0.71	$0.71	$1.42	$3.83
TALL (Population 50,000 to 200,000)	$0.76	$1.93	$1.94	$1.94	$3.88	$10.45
Total District 4	$12.94	$33.65	$33.94	$33.94	$67.88	$182.35
District 5						
TALT (Any Area)	$14.04	$34.89	$36.79	$36.79	$73.58	$196.10
TALN (Population less than 5,000)	$1.74	$4.41	$4.44	$4.44	$8.89	$23.93
TALM (Population 5,000 to 49,999)	$0.32	$0.82	$0.82	$0.82	$1.65	$4.43
TALL (Population 50,000 to 200,000)	$3.24	$7.28	$8.29	$8.29	$16.58	$43.68
Total District 5	$19.34	$47.40	$50.35	$50.35	$100.69	$268.13
District 6						
TALT (Any Area)	$12.50	$19.97	$20.15	$20.15	$40.29	$113.06
TALN (Population less than 5,000)	$0.13	$0.20	$0.21	$0.21	$0.41	$1.16
TALM (Population 5,000 to 49,999)	$0.60	$0.86	$0.87	$0.87	$1.73	$4.92
TALL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$13.23	$21.03	$21.22	$21.22	$42.44	$119.14
District 7						
TALT (Any Area)	$11.14	$24.80	$25.00	$25.00	$49.99	$135.94
TALN (Population less than 5,000)	$2.27	$3.06	$3.08	$3.08	$6.16	$17.64
TALM (Population 5,000 to 49,999)	$0.09	$0.11	$0.11	$0.11	$0.23	$0.66
TALL (Population 50,000 to 200,000)	$2.16	$3.82	$3.84	$3.84	$7.69	$21.35
Total District 7	$15.65	$31.79	$32.04	$32.04	$64.07	$175.59
Statewide Total	$94.70	$220.49	$225.17	$225.17	$450.34	$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.25	$3.06	$3.09	$3.09	$6.17	$16.65
CARM (Population 5,000 to 49,999)	$0.77	$1.95	$1.96	$1.96	$3.93	$10.57
CARL (Population 50,000 to 200,000)	$2.49	$4.02	$4.92	$4.92	$9.84	$26.20
Total District 1	$4.51	$9.03	$9.97	$9.97	$19.94	$53.42
District 2						
CARB (Any Area)	$3.67	$-	$-	$-	$-	$3.67
CARN (Population less than 5,000)	$1.99	$5.05	$5.09	$5.09	$10.18	$27.41
CARM (Population 5,000 to 49,999)	$0.32	$1.58	$1.59	$1.59	$3.18	$8.26
CARL (Population 50,000 to 200,000)	$1.45	$2.96	$2.96	$2.96	$5.92	$16.25
Total District 2	$7.43	$9.59	$9.64	$9.64	$19.28	$55.58
District 3						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.77	$3.90	$3.93	$3.93	$7.85	$21.37
CARM (Population 5,000 to 49,999)	$0.66	$0.84	$0.85	$0.85	$1.70	$4.90
CARL (Population 50,000 to 200,000)	$1.32	$3.86	$3.86	$3.86	$7.72	$20.62
Total District 3	$3.75	$8.60	$8.64	$8.64	$17.27	$46.89
District 4						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.17	$0.44	$0.44	$0.44	$0.89	$2.38
CARM (Population 5,000 to 49,999)	$0.23	$0.59	$0.59	$0.59	$1.18	$3.18
CARL (Population 50,000 to 200,000)	$1.31	$1.72	$1.72	$1.72	$3.44	$9.92
Total District 4	$1.72	$2.75	$2.75	$2.75	$5.51	$15.48
District 5						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.93	$3.66	$3.68	$3.68	$7.37	$20.33
CARM (Population 5,000 to 49,999)	$0.49	$0.68	$0.68	$0.68	$1.37	$3.90
CARL (Population 50,000 to 200,000)	$3.75	$7.35	$7.35	$7.35	$14.69	$40.48
Total District 5	$6.17	$11.68	$11.71	$11.71	$23.43	$64.71
District 6						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.03	$0.17	$0.17	$0.17	$0.34	$0.89
CARM (Population 5,000 to 49,999)	$0.51	$0.71	$0.72	$0.72	$1.44	$4.10
CARL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$0.54	$0.88	$0.89	$0.89	$1.78	$4.99
District 7						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.29	$2.53	$2.55	$2.55	$5.11	$14.04
CARM (Population 5,000 to 49,999)	$0.07	$0.09	$0.09	$0.09	$0.19	$0.55
CARL (Population 50,000 to 200,000)	$2.59	$3.24	$3.41	$3.41	$6.81	$19.46
Total District 7	$3.95	$5.87	$6.06	$6.06	$12.11	$34.04
Statewide Total	$28.07	$48.40	$49.66	$49.66	$99.33	$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	$17.72	$114.60	$100.17	$104.33	$212.50	$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$-	$-	$-	$-	$-	$-
District 2	$61.65	$71.88	$101.65	$106.26	$216.76	$558.19
District 3	$36.63	$43.40	$60.92	$63.69	$129.91	$334.55
District 4	$-	$-	$-	$-	$-	$-
District 5	$-	$-	$-	$-	$-	$-
District 6	$4.24	$8.34	$8.94	$9.35	$19.07	$49.94
District 7	$-	$-	$-	$-	$-	$-
Statewide Total	$102.51	$123.62	$171.51	$179.29	$365.74	$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	$383.26	$803.73	$872.02	$889.80	$1,795.97	$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$16.66	$34.52	$37.60	$39.30	$80.17	$208.26
District 2	$9.59	$26.66	$29.04	$30.35	$61.92	$157.56
District 3	$7.80	$17.33	$18.87	$19.73	$40.25	$103.98
District 4	$23.49	$42.35	$46.12	$48.22	$98.36	$258.55
District 5	$10.78	$41.12	$55.14	$57.64	$117.58	$282.27
District 6	$20.89	$27.76	$30.23	$31.60	$64.47	$174.95
District 7	$4.26	$31.52	$32.39	$33.86	$69.07	$171.10
Statewide Total	$93.48	$221.27	$249.39	$260.70	$531.82	$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically $1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$45.77	$78.09	$74.69	$74.69	$149.39	$422.63
District 2	$43.87	$60.83	$58.99	$58.99	$117.98	$340.66
District 3	$32.20	$39.97	$38.46	$38.46	$76.91	$226.00
District 4	$53.85	$94.90	$91.03	$91.03	$182.05	$512.86
District 5	$57.55	$113.26	$107.84	$107.84	$215.68	$602.18
District 6	$34.02	$63.86	$61.58	$61.58	$123.16	$344.19
District 7	$38.73	$78.79	$75.49	$75.49	$150.99	$419.50
Statewide Total	$305.98	$529.70	$508.08	$508.08	$1,016.16	$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$767.92	$2,395.68	$2,215.85	$2,268.67	$4,585.95	$12,234.06
District 2	$938.41	$2,721.01	$2,581.38	$2,671.67	$5,426.42	$14,338.89
District 3	$923.87	$1,774.58	$1,789.57	$1,837.48	$3,719.07	$10,044.57
District 4	$640.42	$1,645.68	$1,483.40	$1,537.82	$3,125.74	$8,433.06
District 5	$871.49	$2,278.07	$2,322.50	$2,390.11	$4,842.43	$12,704.59
District 6	$445.20	$1,447.62	$1,559.62	$1,611.17	$3,269.79	$8,333.41
District 7	$540.24	$1,304.58	$1,265.67	$1,309.33	$2,658.83	$7,078.65
Central Office Districts	$245.60	$1,846.81	$2,304.19	$2,329.83	$4,683.27	$11,409.70
O&M Operating	$648.87	$1,835.85	$1,992.64	$2,079.85	$4,239.96	$10,797.17
Statewide Total	$6,022.03	$17,249.87	$17,514.80	$18,035.94	$36,551.47	$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- STBG – TMA MPOs,
- TA – TMA MPOs,
- CRP – TMA MPOs,
- State Highway System (non-SIS) – TMA MPOs,
- Other Roads (non-SIS, non-SHS), and
- Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
TA (TALU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the "flexible" funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is $10 million, the MPO can assume that an additional $2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			· Kick off meeting
	November	· MPO Working Group Meeting	· FDOT Working Group Meeting	· Develop draft approach and conceptual framework for revenue forecast
	December	· MPO Working Group Meeting	· FDOT Working Group Meeting	
2022	January	· MPO Working Group Meeting · Draft conceptual framework for reporting estimates to MPOAC	· FDOT Working Group Meeting	· Develop financial guidelines and table templates
	February		· FDOT Working Group Meeting	
	March		· FDOT Working Group Meeting	
	April	· MPO Working Group Meeting · Draft financial guidelines and table templates for estimates to MPOAC	· FDOT Working Group Meeting	· Develop and test the processes and procedures for district and MPO level forecasts
	May			
	June	· MPO Working Group Meeting	· FDOT Working Group Meeting	
	July	· Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	· MPO Working Group Meeting · Provide update on revenue forecast to MPOAC	· FDOT Working Group Meeting	
	November			
	December			
2023	January	· Provide update on revenue forecast to MPOAC		· Prepare final revenue forecast using tested processes and procedures
	February			
	March		· Receive March 2023 financial snapshot	
	April	· MPO Working Group Meeting · Present revenue forecast to MPOAC	· FDOT Working Group Meeting	· Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	· Distribute final revenue forecast to MPOs · Ongoing coordination with FDOT Districts and MPOs		

APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that "flow through" the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO LRTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- Construction of additional lanes
- The capacity improvement component of interchange modifications
- New interchanges
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- Bridge replacement with increased capacity
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- The preferred alternative defined by an approved multi-modal interstate master plan
- Weigh-in-motion stations
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- Construction and improvement projects that:
    - Add capacity;
    - Improve highway geometry;
    - Provide grade separations; and
    - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with SIS Funding Eligibility Guidance.

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with SIS Funding Eligibility Guidance.

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with SIS Funding Eligibility Guidance.

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- Intermodal studies (feasibility, preliminary design and engineering);
- Fixed guide-way systems;
- Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- Intermodal and multi-modal transportation terminals;
- Development of dedicated bus lanes;
- Private or public projects facilitating the intermodal movement of people and goods; and
- Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with SIS Funding Eligibility Guidance.

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

  Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

  Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to location engineering and design);
- Construction engineering inspection for highway and bridge construction;
- Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage FDOT in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook.* The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the Local Government Financial Information Handbook.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (how sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2050;
- Reliability of the estimates (e.g., amount, consistency); and
- Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the "year of expenditure". Appendix E provides information for adjusting revenue forecasts to "year of expenditure" dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide $250 million cap on commitments. There are statutory exceptions to the $250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

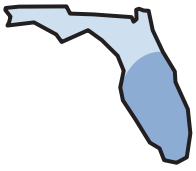
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

2050 REVENUE FORECAST
COLLIER MPO

The purpose of this revenue forecast is to provide the **Collier MPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

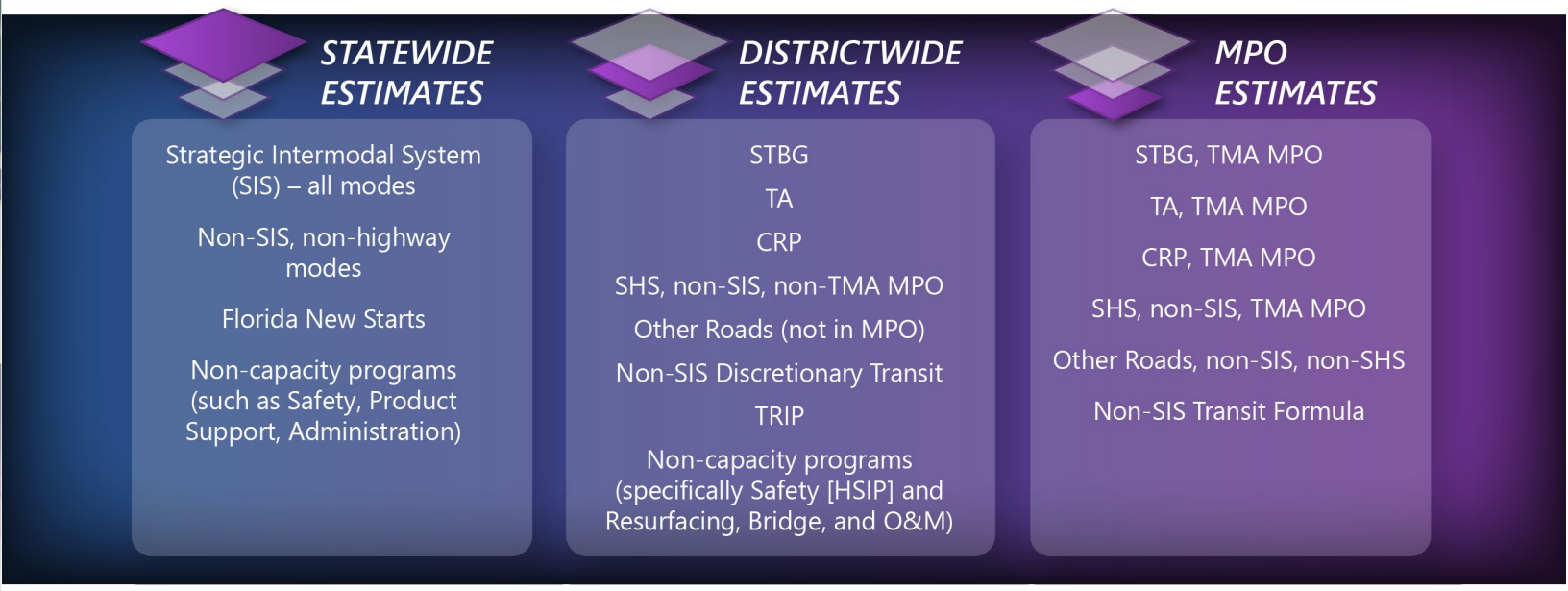
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 137** provides the estimate for the **Collier MPO**.

Table 137. Collier MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	$13.56	$19.43	$19.00	$19.00	$38.01	$109.01

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 138** provides the estimate for the **Collier MPO**.

Table 138. Collier MPO – TMA MPO Level Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	$1.98	$3.47	$3.47	$3.47	$6.94	$19.33

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Table 139** provides the estimate for the **Collier MPO**.

Table 139. Collier MPO – TMA MPO Level Estimate for CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	$1.34	$2.88	$2.88	$2.88	$5.77	$15.75

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 140** provides the estimate for the **Collier MPO**.

Table 140. Collier MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	$-	$15.78	$11.99	$12.47	$25.38	$65.62

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 141** provides the estimate for the **Collier MPO**.

Table 141. Collier MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$4.28	$9.62	$7.29	$7.58	$15.43	$44.20

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 142** provides the estimate for the **Collier MPO**.

Table 142. Collier MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$2.41	$6.63	$7.17	$7.49	$15.28	$38.99

FDOT | Strategic development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office
www.fdot.gov/planning/fto

Office Of Policy Planning
www.fdot.gov/planning/policy

Attachment B
FDOT's Additional MPO Funding Allocations for LRTP Development

1 ALL information provided within this spreadsheet is ONLY for planning purposes.

1a. All information provided are to be used with the intent provided, as forecasting for future years.

2 Populations estimates were pulled from BEBR using their Medium population estimates

2a. Total District population was estimated from totaling the BEBR Medium Growth estimates at the county level.

2b. All percentatges generated within this spreadsheet were based off of populations data pulled from BEBR.

2c. All estimates and percentages were compiled at the county level

3 All time frames were adjusted to match the 2050 Revenue Forecast Document Tables time frames

4 Funding categories were utilized in this spreadsheet were based on potential applicability to local communities.

5 This spreadsheet utilized information provied in the 2050 Revenue Forecast Handbook

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
ALACHUA	287,872						
Low		282,800	285,000	284,300	281,500	277,900	274,400
Medium		297,600	311,500	322,100	330,200	336,900	343,000
High		312,500	338,000	360,000	378,900	395,800	411,600
BAKER	27,881						
Low		27,100	27,300	27,000	26,500	25,800	25,000
Medium		29,200	30,900	32,100	33,000	33,700	34,300
High		31,200	34,400	37,100	39,500	41,600	43,500
BAY	184,002						
Low		177,300	175,800	173,400	170,300	166,900	163,700
Medium		188,600	195,400	201,100	205,800	210,000	213,900
High		199,900	214,900	228,700	241,300	253,000	264,200
BRADFORD	27,013						
Low		25,700	25,100	24,500	23,800	23,100	22,400
Medium		27,400	27,900	28,400	28,700	29,100	29,300
High		29,000	30,700	32,300	33,700	35,000	36,200
BREVARD	627,544						
Low		619,000	627,000	626,900	622,200	615,600	609,100
Medium		651,600	685,200	710,300	729,800	746,200	761,300
High		684,200	743,400	793,800	837,500	876,800	913,600
BROWARD	1,969,099						
Low		1,917,300	1,911,600	1,890,100	1,862,600	1,833,400	1,806,000
Medium		2,018,200	2,089,200	2,141,700	2,184,900	2,222,300	2,257,500
High		2,119,100	2,266,800	2,393,400	2,507,100	2,611,200	2,709,100
CALHOUN	13,740						
Low		13,100	12,700	12,300	11,900	11,500	11,200
Medium		14,000	14,100	14,300	14,400	14,500	14,600
High		14,800	15,600	16,300	16,900	17,500	18,000
CHARLOTTE	196,742						
Low		192,100	195,500	195,600	193,400	190,200	186,900
Medium		206,600	220,900	232,100	241,000	248,700	256,000
High		221,100	246,300	268,700	288,600	307,100	325,100
CITRUS	158,009						
Low		153,500	153,600	152,100	149,600	146,600	143,700
Medium		163,300	170,700	176,300	180,800	184,400	187,800
High		173,100	187,800	200,600	212,000	222,200	231,900
CLAY	225,553						
Low		221,200	224,800	225,500	223,700	220,800	217,800
Medium		235,400	249,800	261,400	270,300	277,700	284,700
High		249,500	274,800	297,400	316,900	334,700	351,600
COLLIER	390,912						
Low		385,200	393,200	396,300	394,400	390,300	385,800
Medium		409,800	436,900	459,500	476,600	491,000	504,400
High		434,400	480,500	522,600	558,800	591,600	622,900
COLUMBIA	71,525						
Low		69,600	69,000	68,000	66,800	65,600	64,500
Medium		73,300	75,400	77,000	78,400	79,500	80,600
High		76,900	81,800	86,100	89,900	93,400	96,700
DESOTO	34,748						
Low		33,400	32,600	31,700	30,900	30,100	29,300
Medium		35,100	35,600	35,900	36,200	36,500	36,700
High		36,900	38,600	40,200	41,600	42,900	44,000
DIXIE	16,988						
Low		16,300	16,000	15,600	15,200	14,900	14,500
Medium		17,300	17,800	18,100	18,400	18,700	18,900
High		18,400	19,500	20,600	21,600	22,500	23,400
DUVAL	1,033,533						
Low		1,013,900	1,028,000	1,026,600	1,014,700	999,100	983,000
Medium		1,078,600	1,142,200	1,190,300	1,226,200	1,256,800	1,285,000
High		1,143,300	1,256,400	1,353,900	1,437,800	1,514,400	1,587,000
ESCAMBIA	329,583						
Low		321,000	319,300	315,300	310,400	305,300	300,500
Medium		337,800	348,900	357,300	364,200	370,000	375,600
High		354,700	378,600	399,300	417,900	434,800	450,700
FLAGLER	124,202						
Low		124,300	130,900	134,400	135,300	135,000	134,100
Medium		133,600	148,000	159,500	168,600	176,500	183,700
High		143,000	165,000	184,600	201,900	218,000	233,300
FRANKLIN	12,729						
Low		12,100	12,000	11,700	11,400	11,000	10,600
Medium		13,200	13,800	14,300	14,700	15,000	15,300
High		14,200	15,600	16,800	17,900	18,900	19,900
GADSDEN	43,967						
Low		42,200	40,800	39,500	38,200	37,100	36,000
Medium		44,400	44,500	44,700	44,800	44,900	45,000
High		46,600	48,300	50,000	51,400	52,800	54,000
GILCHRIST	18,841						
Low		18,200	18,200	18,000	17,700	17,300	16,900
Medium		19,600	20,600	21,400	22,000	22,600	23,100
High		21,000	23,000	24,800	26,400	27,900	29,300
GLADES	12,273						
Low		11,600	11,200	10,800	10,400	10,000	9,700
Medium		12,300	12,400	12,500	12,600	12,600	12,700
High		13,100	13,700	14,200	14,700	15,200	15,700
GULF	15,938						
Low		15,300	15,100	14,900	14,500	14,100	13,700

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
Medium		16,400	17,100	17,600	18,100	18,500	18,800
High		17,600	19,100	20,400	21,700	22,800	23,900
HAMILTON	13,395						
Low		12,700	12,400	12,000	11,600	11,300	11,000
Medium		13,600	13,700	13,900	14,100	14,200	14,300
High		14,400	15,100	15,800	16,500	17,100	17,700
HARDEE	25,544						
Low		24,100	23,100	22,200	21,300	20,500	19,700
Medium		25,600	25,600	25,700	25,700	25,800	25,800
High		27,100	28,200	29,200	30,200	31,000	31,800
HENDRY	40,633						
Low		39,100	38,700	38,000	37,100	36,100	35,200
Medium		41,600	43,000	44,000	44,800	45,400	46,100
High		44,100	47,300	50,100	52,500	54,800	56,900
HERNANDO	199,207						
Low		194,400	195,800	195,300	193,200	190,200	187,000
Medium		206,800	217,500	226,400	233,500	239,300	244,500
High		219,200	239,300	257,500	273,800	288,300	301,900
HIGHLANDS	103,102						
Low		99,700	98,500	96,900	94,900	92,900	91,100
Medium		104,900	107,600	109,800	111,300	112,600	113,800
High		110,200	116,800	122,600	127,800	132,400	136,600
HILLSBOROUGH	1,520,529						
Low		1,502,000	1,539,600	1,551,900	1,546,300	1,532,200	1,516,200
Medium		1,597,900	1,710,600	1,799,300	1,868,700	1,927,300	1,981,900
High		1,693,800	1,881,700	2,046,700	2,191,000	2,322,400	2,447,700
HOLMES	19,784						
Low		18,800	18,100	17,500	16,900	16,300	15,800
Medium		20,000	20,100	20,300	20,400	20,500	20,700
High		21,200	22,200	23,100	24,000	24,800	25,500
INDIAN RIVER	165,559						
Low		160,900	162,700	162,200	159,900	156,700	153,300
Medium		173,000	183,900	192,500	199,300	204,900	210,100
High		185,200	205,000	222,900	238,600	253,000	266,800
JACKSON	48,395						
Low		46,200	44,700	43,300	42,000	40,800	39,700
Medium		48,600	48,800	49,100	49,200	49,400	49,600
High		51,100	53,000	54,800	56,500	58,100	59,500
JEFFERSON	14,923						
Low		14,300	13,900	13,500	13,100	12,700	12,300
Medium		15,200	15,400	15,700	15,800	16,000	16,100
High		16,100	17,000	17,800	18,600	19,300	19,900
LAFAYETTE	7,808						
Low		7,500	7,300	7,100	6,900	6,700	6,600
Medium		8,000	8,100	8,300	8,400	8,500	8,600
High		8,400	9,000	9,400	9,800	10,200	10,600
LAKE	403,857						
Low		402,100	420,300	429,500	431,800	430,300	427,400
Medium		432,300	474,900	509,800	538,100	562,500	585,500
High		462,600	529,500	590,100	644,400	694,700	743,600
LEE	802,178						
Low		801,300	835,000	853,100	858,400	857,300	854,400
Medium		852,500	927,700	989,100	1,037,300	1,078,300	1,116,800
High		903,600	1,020,500	1,125,100	1,216,200	1,299,400	1,379,300
LEON	299,130						
Low		291,400	290,200	287,300	283,200	278,800	274,400
Medium		306,800	317,200	325,600	332,200	337,900	343,000
High		322,100	344,200	363,800	381,200	397,000	411,700
LEVY	44,288						
Low		42,800	42,700	42,200	41,400	40,600	39,700
Medium		45,600	47,400	48,900	50,100	51,100	52,000
High		48,300	52,200	55,600	58,700	61,500	64,200
LIBERTY	7,831						
Low		7,600	7,300	7,000	6,800	6,600	6,400
Medium		8,000	8,100	8,200	8,200	8,300	8,400
High		8,500	8,900	9,300	9,700	10,000	10,300
MADISON	18,438						
Low		17,500	16,900	16,200	15,700	15,100	14,600
Medium		18,700	18,700	18,800	18,900	19,000	19,100
High		19,800	20,600	21,400	22,200	22,900	23,600
MANATEE	421,768						
Low		420,900	437,700	446,200	448,100	447,000	445,100
Medium		447,800	486,300	517,300	541,600	562,300	581,800
High		474,600	534,900	588,500	635,000	677,600	718,500
MARION	391,983						
Low		385,500	392,900	394,700	392,100	387,600	382,700
Medium		410,100	436,600	457,600	473,900	487,600	500,300
High		434,700	480,200	520,600	555,600	587,500	617,900
MARTIN	161,655						
Low		156,000	154,900	152,800	149,900	146,800	143,700
Medium		165,900	172,100	177,200	181,200	184,600	187,800
High		175,900	189,300	201,500	212,400	222,400	232,000
MIAMI-DADE	2,757,592						
Low		2,685,500	2,679,300	2,657,200	2,623,100	2,585,200	2,549,500
Medium		2,826,900	2,928,200	3,010,900	3,076,900	3,133,600	3,186,900
High		2,968,200	3,177,100	3,364,700	3,530,800	3,681,900	3,824,300

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
MONROE	83,961						
Low		80,300	78,400	75,900	73,200	70,400	67,800
Medium		85,400	87,100	88,000	88,400	88,600	88,700
High		90,500	95,800	100,100	103,600	106,800	109,500
NASSAU	95,809						
Low		95,100	98,900	100,800	101,300	100,800	99,900
Medium		102,200	111,800	119,600	126,200	131,700	136,900
High		109,400	124,700	138,500	151,100	162,700	173,900
OKALOOSA	215,751						
Low		209,800	210,300	208,500	205,000	200,800	196,600
Medium		223,200	233,600	241,700	247,700	252,500	257,000
High		236,600	257,000	275,000	290,400	304,300	317,400
OKEECHOBEE	39,385						
Low		37,700	36,600	35,600	34,500	33,600	32,700
Medium		39,700	40,000	40,300	40,500	40,700	40,900
High		41,700	43,400	45,000	46,500	47,800	49,000
ORANGE	1,481,321						
Low		1,471,600	1,519,700	1,539,600	1,540,400	1,531,600	1,520,400
Medium		1,565,600	1,688,500	1,785,000	1,861,500	1,926,600	1,987,400
High		1,659,500	1,857,400	2,030,500	2,182,600	2,321,500	2,454,400
OSCEOLA	424,946						
Low		435,700	473,500	495,300	506,900	512,300	515,200
Medium		468,500	535,000	587,900	631,600	669,600	705,800
High		501,200	596,500	680,500	756,400	827,000	896,300
PALM BEACH	1,518,152						
Low		1,489,900	1,502,300	1,498,400	1,484,600	1,465,900	1,447,400
Medium		1,568,300	1,641,900	1,698,000	1,741,500	1,776,900	1,809,200
High		1,646,700	1,781,400	1,897,500	1,998,300	2,087,800	2,171,100
PASCO	592,669						
Low		590,800	612,500	624,300	628,100	626,800	624,100
Medium		628,500	680,600	723,900	759,000	788,400	815,800
High		666,200	748,700	823,400	889,900	950,000	1,007,500
PINELLAS	972,852						
Low		947,200	935,000	921,000	905,800	891,200	878,100
Medium		986,700	1,005,400	1,020,500	1,032,300	1,042,300	1,051,600
High		1,026,100	1,075,700	1,120,000	1,158,800	1,193,400	1,225,100
POLK	770,019						
Low		768,800	799,500	816,000	822,400	821,900	819,200
Medium		817,800	888,400	946,100	993,900	1,033,800	1,070,900
High		866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500
PUTNAM	74,249						
Low		71,000	68,900	67,000	65,100	63,300	61,600
Medium		74,700	75,300	75,900	76,300	76,700	77,000
High		78,400	81,800	84,800	87,600	90,100	92,400
ST. JOHNS	296,919						
Low		303,700	329,000	343,700	351,400	354,900	356,700
Medium		326,600	371,700	408,000	437,800	463,900	488,600
High		349,400	414,500	472,200	524,300	572,900	620,500
ST. LUCIE	350,518						
Low		350,800	366,400	374,700	378,100	378,300	377,500
Medium		373,200	407,100	434,500	457,000	475,800	493,500
High		395,600	447,800	494,200	535,800	573,400	609,400
SANTA ROSA	196,834						
Low		194,000	200,000	202,400	201,900	199,800	197,200
Medium		208,600	226,000	240,300	251,500	261,200	270,200
High		223,200	252,000	278,100	301,200	322,500	343,100
SARASOTA	452,378						
Low		444,300	451,100	452,300	449,400	444,400	438,800
Medium		472,600	501,200	524,400	543,100	559,000	573,600
High		501,000	551,300	596,500	636,800	673,600	708,400
SEMINOLE	484,054						
Low		475,300	478,900	478,200	474,100	468,500	463,000
Medium		500,300	523,400	541,900	556,100	567,900	578,800
High		525,400	567,800	605,600	638,100	667,300	694,600
SUMTER	141,420						
Low		144,000	154,900	161,200	163,900	164,300	163,800
Medium		156,500	178,000	196,000	210,700	223,600	235,700
High		169,000	201,200	230,800	257,600	282,800	307,600
SUWANNEE	44,688						
Low		43,300	43,000	42,300	41,500	40,700	39,900
Medium		45,600	46,900	48,000	48,700	49,300	49,800
High		47,900	50,900	53,600	55,900	57,900	59,800
TAYLOR	21,375						
Low		20,400	19,800	19,200	18,500	18,000	17,400
Medium		21,700	22,000	22,200	22,400	22,600	22,800
High		23,000	24,200	25,300	26,300	27,200	28,100
UNION	15,550						
Low		15,200	14,900	14,600	14,200	13,800	13,400
Medium		16,300	16,900	17,300	17,700	18,100	18,300
High		17,400	18,800	20,100	21,200	22,300	23,300
VOLUSIA	572,815						
Low		565,000	572,200	571,500	566,200	559,500	553,100
Medium		594,700	625,300	647,600	664,200	678,200	691,400
High		624,500	678,500	723,700	762,100	796,900	829,700
WAKULLA	35,169						

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
Low		34,300	34,800	34,700	34,300	33,700	33,100
Medium		36,900	39,300	41,200	42,800	44,100	45,300
High		39,400	43,800	47,700	51,200	54,500	57,500
WALTON	79,544						
Low		79,300	83,300	85,200	85,600	85,000	84,100
Medium		86,200	95,700	103,600	110,100	115,700	121,000
High		93,100	108,200	122,000	134,600	146,300	157,900
WASHINGTON	25,461						
Low		24,400	24,000	23,500	22,900	22,200	21,600
Medium		26,000	26,700	27,200	27,600	28,000	28,300
High		27,600	29,400	31,000	32,400	33,700	34,900
FLORIDA	22,276,132						
Low		22,754,400	23,604,900	24,135,000	24,414,800	24,543,000	24,599,200
Medium		23,218,800	24,588,500	25,675,600	26,537,900	27,270,000	27,953,600
High		23,683,200	25,572,000	27,216,100	28,660,900	29,997,000	31,308,000

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
COLLIER	390,912	11.82%	11.73%	11.67%	11.61%	11.56%	11.52%
Low		385,200	393,200	396,300	394,400	390,300	385,800
Medium		**409,800**	**436,900**	**459,500**	**476,600**	**491,000**	**504,400**
High		434,400	480,500	522,600	558,800	591,600	622,900
LEE	802,178	24.59%	24.90%	25.13%	25.27%	25.39%	25.50%
Low		801,300	835,000	853,100	858,400	857,300	854,400
Medium		**852,500**	**927,700**	**989,100**	**1,037,300**	**1,078,300**	**1,116,800**
High		903,600	1,020,500	1,125,100	1,216,200	1,299,400	1,379,300
CHARLOTTE	196,742	5.96%	5.93%	5.90%	5.87%	5.86%	5.85%
Low		192,100	195,500	195,600	193,400	190,200	186,900
Medium		**206,600**	**220,900**	**232,100**	**241,000**	**248,700**	**256,000**
High		221,100	246,300	268,700	288,600	307,100	325,100
SARASOTA	452,378	13.63%	13.45%	13.32%	13.23%	13.16%	13.10%
Low		444,300	451,100	452,300	449,400	444,400	438,800
Medium		**472,600**	**501,200**	**524,400**	**543,100**	**559,000**	**573,600**
High		501,000	551,300	596,500	636,800	673,600	708,400
MANATEE	421,768	13%	13%	13%	13%	13%	13%
Low		420,900	437,700	446,200	448,100	447,000	445,100
Medium		**447,800**	**486,300**	**517,300**	**541,600**	**562,300**	**581,800**
High		474,600	534,900	588,500	635,000	677,600	718,500
		26.55%	26.51%	26.46%	26.43%	26.40%	26.38%
S/M MPO		**920,400**	**987,500**	**1,041,700**	**1,084,700**	**1,121,300**	**1,155,400**
POLK	770,019	23.59%	23.85%	24.03%	24.21%	24.34%	24.45%
Low		768,800	799,500	816,000	822,400	821,900	819,200
Medium		**817,800**	**888,400**	**946,100**	**993,900**	**1,033,800**	**1,070,900**
High		866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500
GLADES	12,273	0.35%	0.33%	0.32%	0.31%	0.30%	0.29%
Low		11,600	11,200	10,800	10,400	10,000	9,700
Medium		**12,300**	**12,400**	**12,500**	**12,600**	**12,600**	**12,700**
High		13,100	13,700	14,200	14,700	15,200	15,700
HARDEE	25,544	0.74%	0.69%	0.65%	0.63%	0.61%	0.59%
Low		24,100	23,100	22,200	21,300	20,500	19,700
Medium		**25,600**	**25,600**	**25,700**	**25,700**	**25,800**	**25,800**
High		27,100	28,200	29,200	30,200	31,000	31,800
HENDRY	40,633	1.20%	1.15%	1.12%	1.09%	1.07%	1.05%
Low		39,100	38,700	38,000	37,100	36,100	35,200
Medium		**41,600**	**43,000**	**44,000**	**44,800**	**45,400**	**46,100**
High		44,100	47,300	50,100	52,500	54,800	56,900
HIGHLANDS	103,102	3.03%	2.89%	2.79%	2.71%	2.65%	2.60%
Low		99,700	98,500	96,900	94,900	92,900	91,100
Medium		**104,900**	**107,600**	**109,800**	**111,300**	**112,600**	**113,800**
High		110,200	116,800	122,600	127,800	132,400	136,600
OKEECHOBEE	39,385	1.15%	1.07%	1.02%	0.99%	0.96%	0.93%
Low		37,700	36,600	35,600	34,500	33,600	32,700
Medium		**39,700**	**40,000**	**40,300**	**40,500**	**40,700**	**40,900**
High		41,700	43,400	45,000	46,500	47,800	49,000
DESOTO	34,748	1.01%	0.96%	0.91%	0.88%	0.86%	0.84%
Low		33,400	32,600	31,700	30,900	30,100	29,300
Medium		**35,100**	**35,600**	**35,900**	**36,200**	**36,500**	**36,700**
High		36,900	38,600	40,200	41,600	42,900	44,000
		7.48%	7.09%	6.81%	6.60%	6.44%	6.30%
HRTPO		**259,200**	**264,200**	**268,200**	**271,100**	**273,600**	**276,000**
Pop Growth	3,289,682	3,466,300	3,725,600	3,936,700	4,104,600	4,246,700	4,379,500
FLORIDA	22,276,132						
Low		22,754,400	23,604,900	24,135,000	24,414,800	24,543,000	24,599,200
Medium		**23,218,800**	**24,588,500**	**25,675,600**	**26,537,900**	**27,270,000**	**27,953,600**
High		23,683,200	25,572,000	27,216,100	28,660,900	29,997,000	31,308,000
D1 Population	3,289,682						
		100%	100%	100%	100%	100%	100%
Table 12 Non-TMA		465,800	485,100	500,300	512,100	522,300	532,000

	Percentage Growth 2025 - 2050					
	2025	2030	2035	2040	2045	2050
Collier MPO	11.82%	11.73%	11.67%	11.61%	11.56%	11.52%
Lee MPO	24.59%	24.90%	25.13%	25.27%	25.39%	25.50%
Charlotte	5.96%	5.93%	5.90%	5.87%	5.86%	5.85%
S/M MPO	26.55%	26.51%	26.46%	26.43%	26.40%	26.38%
Polk TPO	23.59%	23.85%	24.03%	24.21%	24.34%	24.45%
HRTPO	7.48%	7.09%	6.81%	6.60%	6.44%	6.30%

Derived from using BEBR Medium Populaiton estimates
Total District population estimated from BEBR Medium Growth

	Percentage Growth 2025 - 2050 (adj 2040-2050)			
	2025	2030	2035	2040 - 2050
Collier MPO	11.82%	11.73%	11.67%	11.56%
Lee MPO	24.59%	24.90%	25.13%	25.39%
Charlotte	5.96%	5.93%	5.90%	5.86%
S/M MPO	26.55%	26.51%	26.46%	26.40%
Polk TPO	23.59%	23.85%	24.03%	24.34%
HRTPO	7.48%	7.09%	6.81%	6.45%

Adjusted to match 2050 Revenue Forecast Document Tables time frames

Table 9

STBG	2025	2030	2035	2040-2050	
Collier MPO	$4,291,533	$6,768,807	$6,809,569	$13,490,009	$31,359,918
Lee MPO	$8,927,603	$14,372,677	$14,657,986	$29,617,545	$67,575,811
Charlotte	$2,163,569	$3,422,361	$3,439,610	$6,833,628	$15,859,168
S/M MPO	$9,638,669	$15,299,146	$15,437,493	$30,803,096	$71,178,404
Polk TPO	$8,564,215	$13,763,809	$14,020,747	$28,391,337	$64,740,109
HRTPO	$2,714,410	$4,093,199	$3,974,595	$7,524,385	$18,306,589
Totals	$36,300,000	$57,720,000	$58,340,000	$116,660,000	

Table 9

STGB Funds	2025	2030	2035	2040-2050
SN >5,000	$4,070,000	$22,420,000	$22,080,000	$44,150,000
SM 5k - 49,999	$15,020,000	$15,020,000	$15,980,000	$31,960,000
SL 50k-200k	$17,210,000	$20,280,000	$20,280,000	$40,550,000
Total	$36,300,000	$57,720,000	$58,340,000	$116,660,000

Table 10

TA	2025	2030	2035	2040-2050	
Collier MPO	$3,975,875	$4,005,933	$3,987,228	$7,893,494	$19,862,530
Lee MPO	$8,270,945	$8,506,075	$8,582,736	$17,330,301	$42,690,056
Charlotte	$2,004,431	$2,025,431	$2,014,006	$3,998,604	$10,042,470
S/M MPO	$8,929,709	$9,054,381	$9,039,163	$18,024,009	$45,047,262
Polk TPO	$7,934,286	$8,145,733	$8,209,611	$16,612,802	$40,902,432
HRTPO	$2,514,755	$2,422,448	$2,327,257	$4,402,791	$11,667,251
Totals	$33,630,000	$34,160,000	$34,160,000	$68,262,000	

Table 10

TA Funds	2025	2030	2035	2040-2050
TALT	$24,650,000	$25,070,000	$25,070,000	$50,130,000
TALN	$3,660,000	$3,720,000	$3,720,000	$7,430,000
TALM	$2,350,000	$2,370,000	$2,370,000	$4,702,000
TALL	$2,970,000	$3,000,000	$3,000,000	$6,000,000
Total	$33,630,000	$34,160,000	$34,160,000	$68,262,000

Table 11

CARB	2025	2030	2035	2040-2050	
Collier MPO	$853,578	$1,165,661	$1,163,720	$2,305,767	$5,488,725
Lee MPO	$1,775,683	$2,475,128	$2,504,973	$5,062,351	$11,818,135
Charlotte	$430,330	$589,367	$587,811	$1,168,031	$2,775,540
S/M MPO	$1,917,113	$2,634,676	$2,638,187	$5,264,990	$12,454,966
Polk TPO	$1,703,406	$2,370,275	$2,396,072	$4,852,762	$11,322,515
HRTPO	$539,891	$704,893	$679,237	$1,286,098	$3,210,119
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 11

CARB Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Non-TMA Population	2025	2030	2035	2040	2045	2050
Collier MPO						
Lee MPO						
Charlotte	44.35%	45.54%	46.39%	47.06%	47.62%	48.12%
S/M MPO						
Polk TPO						
HRTPO	55.65%	54.46%	53.61%	52.94%	52.38%	51.88%

Non-TMA MPOs populations percentages tabulated using Charlotte and HRTPO

Table 12

Non-TMA	2025	2030	2035	2040-2050	
Collier MPO					
Lee MPO					
Charlotte	$3,202,344	$4,526,378	$4,625,299	$9,383,988	$21,738,009
S/M MPO					
Polk TPO					
HRTPO	$4,017,656	$5,413,622	$5,344,701	$10,556,012	$25,331,991
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 12

Non-TMA Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Table 14

Transit	2025	2030	2035	2040-2050	
Collier MPO	$3,616,473	$4,215,846	$4,270,863	$8,529,257	$20,632,439
Lee MPO	$7,523,289	$8,951,797	$9,193,276	$18,726,129	$44,394,490
Charlotte	$1,823,239	$2,131,564	$2,157,274	$4,320,661	$10,432,738
S/M MPO	$8,122,504	$9,528,834	$9,682,171	$19,475,710	$46,809,220
Polk TPO	$7,217,062	$8,572,574	$8,793,609	$17,950,840	$42,534,084
HRTPO	$2,287,433	$2,549,385	$2,492,808	$4,757,403	$12,087,029
Totals	$30,590,000	$35,950,000	$36,590,000	$73,760,000	

Table 14

Transit Funds	2025	2030	2035	2040-2050
D1	$30,590,000	$35,950,000	$36,590,000	$73,760,000
Total	$30,590,000	$35,950,000	$36,590,000	$73,760,000

Table 15

TRIP	2025	2030	2035	2040-2050	
Collier MPO	$4,081,094	$4,409,341	$4,587,180	$9,270,479	$22,348,093
Lee MPO	$8,489,831	$9,362,658	$9,874,166	$20,353,494	$48,080,149
Charlotte	$2,057,477	$2,229,397	$2,317,050	$4,696,142	$11,300,065
S/M MPO	$9,166,029	$9,966,180	$10,399,271	$21,168,217	$50,699,697
Polk TPO	$8,144,262	$8,966,030	$9,444,898	$19,510,831	$46,066,020
HRTPO	$2,581,307	$2,666,395	$2,677,435	$5,170,838	$13,095,975
Totals	$34,520,000	$37,600,000	$39,300,000	$80,170,000	

Table 15

TRIP Funds	2025	2030	2035	2040-2050
D1	$34,520,000	$37,600,000	$39,300,000	$80,170,000
Total	$34,520,000	$37,600,000	$39,300,000	$80,170,000

5. Financial Resources

The Collier MPO 2050 LRTP financial plan establishes the basis for determining how many of the Needs Assessment projects can be included in the Cost Feasible Plan. The financial plan recognizes all revenues by source that reasonably can be expected to be available during the planning period. The available revenues and planning-level cost estimates are applied to each project from the Needs Assessment to develop the Cost Feasible Plan.

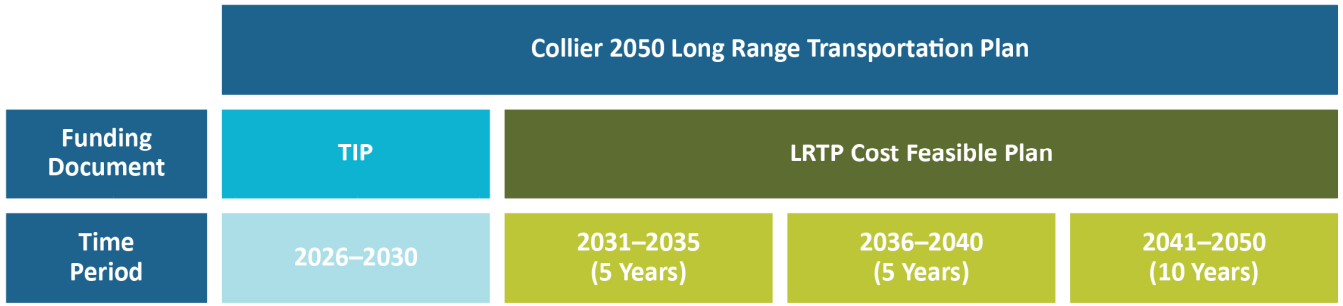
5.1 Overview

Ensuring that financial resources will be available to fund the multimodal transportation projects by 2050 is a crucial element of the Collier MPO 2050 LRTP. The premise of the long-range revenue forecast is rooted in federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991. All transportation acts since that time have continued the requirement for a financial plan. Consistent with the requirements of Title 23 United States Code Section 134 (23 USC 134) and Section 339.175(7)(b), Florida Statutes, the revenues identified for the 2050 LRTP are reasonably expected to be available during the planning period through 2050. This chapter summarizes transportation revenues available to fund multimodal transportation projects within the County and its municipalities through 2050. This chapter further documents the assumptions used to develop the future revenues.

In accordance with federal statutes, FDOT, in coordination with the Florida Metropolitan Planning Organization Advisory Council (MPOAC),[1] provides long-range revenue forecasts to assist Florida MPOs. These forecasts help MPOs comply with federal requirements for developing cost-feasible transportation plans and demonstrate a coordinated planning effort for transportation facilities and services in Florida.

As presented in Figure 5-1, financial planning for statewide and metropolitan transportation plans is

Figure 5-1. Planning Periods Summary (Revenue Bands)



[1] https://www.mpoac.org/

typically required for three periods: long range (20 or more years), intermediate range (10 to 15 years), and short range (5 years). It is important to note that long-range revenue and program forecasts are general in nature to encourage a variety of approaches and technologies to meet the goals and objectives.

The revenues and, ultimately, the cost-feasible project costs in this LRTP update are shown in year-of-expenditure (YOE) dollars to reflect inflation. Federal guidance (23 CFR 450.324(F)(11)) notes that revenue and cost estimates must use an inflation rate to reflect the YOE dollars. The YOE represents the value of money at the time it will be collected. The YOE dollars are based on reasonable financial principles and information and are developed in cooperation between the MPO, state, and public transportation operator(s).

The Collier MPO 2050 LRTP *Financial Resources Technical Memorandum* (provided under a separate cover) describes each revenue source, revenue forecasting assumptions, and the methodology for developing statewide estimates of federal and state revenues.

5.2 Roadway and Transit Revenue Projections

Revenue projections include federal, state, and county sources. The County and its municipalities have historically funded transportation projects using local sources, such as fuel taxes, impact fees, and General Fund transfers (ad valorem) in addition to federal and state revenues. It is assumed that the County and its municipalities will continue to use these revenue sources to fund transportation projects from 2026 through 2050. **Table 5-1** summarizes the total projected revenues in YOE dollars that are anticipated to be available for the 2050 LRTP.

5.3 Roadway and Transit Federal/State Funding

Projections of federal and state roadway and transit revenues for use in LRTPs are developed by FDOT. Through enhanced federal, state, and MPO cooperation and guidance provided by the MPOAC, FDOT has provided a long-range revenue estimate through 2050 that is documented in FDOT's *2050 Revenue Forecast Handbook* (FDOT 2023h). These revenues are for capacity and non-capacity programs consistent with statewide priorities. **Table 5-2** highlights these revenue amounts in YOE format per federal guidance. The following provides a brief description of each revenue source.

- **Surface Transportation Block Grant:** Additional federal funds are distributed to an urban area that has a population greater than 200,000 (known as a Transportation Management Area [TMA]), as designated by the U.S. Census Bureau following the 2020 Census.
- **Transportation Alternatives (TA) Program:** TA funds are funds set aside from each state's Surface Transportation Block Grant apportionment. Revenue estimates for TA are developed into categories based on population, and the TA-Urbanized Area

apportionment applies to the Collier MPO. Designed solely to fund non-automobile-based projects, nine eligible project types can be funded by these revenues, as outlined in 23 USC 213(b) and 101(a)(29).

- **Strategic Intermodal System (SIS):** The SIS capacity program provides funds for construction, improvements, and associated ROW acquisition on the State Highway System (SHS) roadways that are designated as part of the SIS. In the County, State Road (SR) 29, SR 82, and I-75 are part of the SIS network.
- **State Highway System (SHS):** This capacity program provides funds for construction, improvements, and associated ROW acquisition on SHS roadways that are not designated as part of the SIS. In the County, US 41, I-75, SR 84 (Davis Boulevard), SR 951 (Collier Boulevard) south of US 41, SR 29, SR 82, and I-75 are part of the SHS network.
- **Highway Safety Improvement Program (HSIP):** The HSIP funds the FDOT Safety Office's management of the FHWA engineering safety program throughout the state. Projects funded by the HSIP include low-cost (typically $1,000,000 or less) safety improvements along the SHS that address specific safety problems involving serious and fatal injury-related crashes.
- **State Highway System Resurfacing, Bridge, and Operations and Maintenance:** This non-capacity program provides funding for maintaining the SHS. These funds can be used for resurfacing roadways, bridge maintenance, and operations and maintenance programs along the SHS.
- **Other Roads: Non-SIS, Non-SHS:** This capacity program provides funds for construction, improvements, and associated ROW acquisition on roadways that are not designated as part of the SHS or SIS and could also include other programs like the Small County Outreach Program (SCOP) and the County Incentive Grant Program (CIGP).
- **Transportation Regional Incentive Program (TRIP):** This program is intended to encourage regional planning by providing matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. The Collier MPO has partnered with the Lee County MPO to develop a regional roadway network that identifies regional facilities that could be eligible for TRIP funding. Projected TRIP funding is allocated throughout the state at the districtwide level. However, because this revenue source is not directly allocated to the Collier MPO, it was not assumed as a revenue source for developing the 2050 Cost Feasible Plan.
- **Federal and State Transit Revenues:** Estimates of federal and state transit revenues are based on information provided in the FDOT Revenue Forecasting Guidebook.

Table 5-1. 2050 LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
Revenues Dedicated to Transit Operations		
Federal/State	Transit Formula: Transit Block Grant and Transportation Disadvantaged	$58,561,520
Federal	Transit Operating	$121,315,110
State	Transit Operating	$9,830,600
Local	Transit Operating	$49,588,590
Local	Fares and Other Local Revenues	$22,944,760
Local	Collier County General Fund Contributions for CAT Enhancements and Transportation Disadvantaged	$149,523,770
Local	Transit Block Grant – Local Match	$36,669,736
	Subtotal – Transit Operations	**$448,434,086**
Revenues Dedicated to Transit Capital Projects		
Federal	Transit Capital	$58,111,318
Federal/State	Transit Infrastructure Grants - Community Project Funding/Congressionally Directed Spending	$0
State	Transit Capital	$2,893,452
Local	Transit Capital	$2,893,452
	Subtotal – Transit Capital	**$63,898,222**
	Total Transit Revenues	**$512,332,307**
Revenues Dedicated to State Highway Safety Improvement Program		
Federal/State	Non-Capacity Programs – Highway Safety Improvement Program (HSIP)	**$34,751,601**
Revenues Dedicated to Roadway Operations and Maintenance		
Federal/State	Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance (state-maintained facilities)	$1,054,953,578
County	General Fund (Ad Valorem)	$11,592,000
County	Fuel Tax	$47,100,041
	Total for Operations and Maintenance	**$1,113,645,619**
Revenues Dedicated for Collier MPO 2050 LRTP Roadway Projects		
Federal	Surface Transportation Block Grant (STBG) - SU	$103,078,386
Federal	Transportation Alternatives – Urban Area (TALU)	$29,766,655

Table 5-1. 2050 LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
State	Strategic Intermodal System (SIS)	$77,128,000
State	State Highway System (SHS)	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$30,300,000
County	Transportation Impact Fees	$400,000,000
County	General Fund (Ad Valorem)	$181,608,000
County	Fuel Tax (91% of $638,000,000 Net Revenues)	$463,576,799
	Total for Collier MPO 2050 LRTP Roadway Projects	**$1,335,297,840**

Table 5-2. Federal and State Revenue Projections (YOE)

Jurisdiction	Funding Source	2031–2035	2036–2040	2041–2050	Total 2031–2050
Federal and State	Transit Formula: Transit Block Grant and Transportation Disadvantaged	$11,385,846	$11,760,863	$23,809,257	$46,955,965
Federal and State	Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance	$259,852,068	264,803,989	530,297,521	$1,054,953,578
Federal and State	Non-Capacity Programs – Highway Safety Improvement Program	$8,758,874	$8,717,976	$17,274,752	$29,766,655
Federal	Surface Transportation Block Grant (STBG) - SU	$25,768,807	$25,809,569	$51,500,009	$103,078,386
Federal	Transportation Alternatives (TA) – Urbanized Area	$7,475,933	$7,457,228	$14,833,494	$29,766,655
State	Strategic Intermodal System (SIS)	-	$77,128,000	-	$77,128,000
State	State Highway System (SHS)	$11,990,000	$12,470,000	$25,380,000	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$7,290,000	$7,580,000	$15,430,000	$30,300,000
State	Transportation Regional Incentive Program (TRIP)	$4,409,341	$4,587,180	$9,270,479	$18,267,000
	Total Revenues	**$336,930,869**	**$420,314,805**	**$687,795,512**	**$1,445,041,185**

5.4 Local Revenue Projections and Sources

In addition to federal and state funding, local revenue sources help build and maintain the transportation network within the County and its municipalities.

By creating a partnership between local jurisdictions and FDOT that combines local revenues such as impact fees and other non-traditional transportation funding sources (for example, TRIP, sales tax initiatives, and others) with FDOT funds, the MPO, FDOT, and the local governments have the potential to fund a significant number of local and state capacity projects that support safety, growth, economic enhancements, and development. This also allows the MPO to invest more in citizen priorities like Complete Streets initiatives, transit, and sidewalk/bike path facilities.

The following briefly describes each County funding element:

- **Transportation Impact Fees (TIFs):** TIFs provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development.
- **Fuel Taxes:** Fuel taxes represent a major portion of Collier County's local transportation revenues. Fuel tax revenue is dedicated to both transportation capacity expansion and maintenance and operations. Fuel taxes collected by the cities within the County were not considered during the LRTP.
- **General Fund/Ad Valorem:** The County uses General Fund/Ad Valorem revenues to help fund capacity expansion and debt service, using taxable values. The County transfers General Fund/Ad Valorem dollars into the Transportation Capital 3081 Fund to support the maintenance and improvement of the transportation network. The County also transfers General Fund/Ad Valorem into the Public Transit and Neighborhood Enhancement (PTNE) services, which includes local, general revenue funding for Transportation Disadvantaged (Fund 4033) and Collier Area Transit Enhancements (Fund 4030). It was assumed that the County will continue to transfer General Fund/Ad Valorem revenues to these funds at their current level through FY 2050.
- **Sales Tax:** The Collier County 1-cent infrastructure sales surtax was approved in 2018 and set to expire in 2025 or when revenues exceeded $490 million. It sunset early on December 31, 2023, after generating approximately $539 million, with $487 million allocated to the County and its municipalities. The remaining reserves will be held for future capital projects, but its use must be approved by the Infrastructure Surtax Citizens Oversight Committee. Therefore, the remaining reserves were not considered for the 2050 LRTP Update.
- **County Debt Repayment Expenditures:** The County's debt repayment schedule was also considered. The County estimates debt repayments to equal $20 million per fiscal year.

5.5 Summary of Reasonable Available Funding for 2050 LRTP Roadway Projects

Based on the revenue sources outlined in previous sections, it is estimated that approximately $1.4 billion will be available between FY 2031 and FY 2050 for programs and projects incorporated into the 2050 LRTP. State and federal sources are estimated to account for $290.1 million (or 21.7 percent), while County sources are estimated to account for $1.05 billion (or 78.3 percent). Between FY 2031 and FY 2050, an estimated $127 million from state and federal sources will be used for SHS and SIS facilities. County debt repayments are estimated to decrease available County revenue sources by $400 million between FY 2031 and FY 2050. Transit capital revenues equaling nearly $64 million between FY 2031 – FY 2050 will be dedicated to transit-based improvements. Additionally, TA funds equaling $29.8 million between FY 2031 and FY 2050 are designated solely to fund non-automobile-based projects. As a result, it is estimated that $778.5 million in funding between FY 2031 and FY 2050 are anticipated to be available for County- and locally maintained roadway projects.

5.6 Bicycle and Pedestrian Funding Sources

Similar to roadway and transit funding sources, there are multiple funding sources for bicycle and pedestrian projects. Funding sources for bicycle and pedestrian projects may overlap with funding sources available for roadway improvements. The primary funding sources available for bicycle and pedestrian projects presented in the BPMP are through federal programs, as discussed in the following:

- **National Highway Performance Program:** These funds were established under BIL and provide support for projects or program projects that are on an eligible facility or an eligible activity that supports national performance goals. Bicycle and pedestrian improvements associated with an NHS facility are eligible.
- **Surface Transportation Block Grant (STBG) Program:** The STBG Program provides the most flexible funding among all federal-aid transportation programs. Specifically, the STBG-Transportation Alternatives provides funding for programs and projects defined as transportation alternatives. Transportation alternatives are defined as non-automobile-based projects and include recreational trails, pedestrian and bicycle, and Safe Routes to School (SRTS) projects.
- **Highway Safety Improvement Program (HSIP):** This program provides funds to reduce traffic fatalities and serious injuries on all public roads, including

non-state-owned public roads and roads on tribal lands and can be used for pedestrian and bicycle safety improvements. States may obligate funds under HSIP to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trails.

- **Recreational Trails Program (RTP):** This federally funded competitive grant program provides financial assistance to city, county, state, or federal governments; organizations approved by the state; or state- and federally recognized Indian tribal governments for the development of recreational trails, trailheads, and trailside facilities.
- **Federal Transit Administration Funds:** Some FTA funds may be used to fund the design, construction, and maintenance of pedestrian and bicycle projects that enhance or are related to public transportation facilities.
- **National Highway Traffic Safety Administration (NHTSA) Funds:** NHTSA provides funding to states for implementing priority-area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Emphasis areas under the pedestrian and bicycle safety program include:
  - Increasing awareness and understanding of safety issues and compliance with traffic laws
  - Development and use of a systematic approach to identify locations and behaviors prone to bicycle and pedestrian crashes and implementing multidisciplinary countermeasures
  - Creating urban and rural built environments that support and encourage safe walking and biking
- **SUN Trail Network Funds:** SUN Trail funds are managed by the FDEP Office of Greenways and Trails. The Southwest Coast Connector Trail Alignment noted in the Needs Plan (Chapter 4) is eligible to receive SUN Trail funding.

Not all funding for bicycle and pedestrian projects is done through traditional funding programs. Alternative funding sources include the following:

- Collier County and its associated municipalities have jurisdictional authority over land use and zoning and can, therefore, work with developers to address gaps in bicycle and pedestrian infrastructure and make connections as new homes, communities, and shopping areas are constructed.
- The MPO can form partnerships with other agencies to implement projects.
- Bicycle and pedestrian improvements can be incorporated into roadway construction projects or funded independently. For example, Collier County typically funds transportation improvements that incorporate bicycle and pedestrian facilities using local funds on County-owned roads.
- Local transportation improvements incorporating bicycle and pedestrian facilities can often be funded through local impact fees, transportation surtaxes, and general funds, which provide additional resources for enhancing mobility and connectivity

within communities.

- The County and its municipalities can apply for funding related to state and federal grant programs, SRTS programs, NHTSA, and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program.

5.7 Airport Funding

The primary funding mechanisms for airports include federal grants through the Federal Aviation Authority's (FAA) Airport Improvement Program, Passenger Facility Change local user fee, and tenant rents and fees (ACI-NA 2024). The following text details funding sources for the major airports within the Collier Metropolitan Area. Table 5-3 presents the projected airport capital revenues.

According to the Naples Airport Authority's adopted FY 2025 operating and capital budget, Naples Airport is estimated to have approximately $30.9 million for capital projects in FY 2025. Naples Airport is also projected to maintain an operating reserve in the amount of $16 million in FY 2025 (Naples Airport 2024). Additional short-term revenue projections for FY 2026 through FY 2029 were provided to the MPO by the Naples Airport Authority in July 2024. Based on those projections, it is estimated that approximately $4.3 million in net revenue (following operating and capital expenses) will be available for Naples Airport between FY 2026 and FY 2029.

The Collier County Airport Authority oversees the development and management of the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport. The Airport Authority is a branch of the Collier County government and is overseen by the BCC. The projected capital revenues for each airport were determined through coordination with the Airport Authority in November 2024.

Table 5-3. Airport Capital Revenue Projections

Airport	Funding Source	2026–2030	2031–2035	2036–2040	2041–2050	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local, PPP	$8,400,000	$15,000,000	$17,500,000	$36,782,000	**$77,682,000**
Everglades Airpark	FAA, FDOT, Local, PPP	$12,000,000	$1,200,000	$3,860,000	$11,400,000	**$28,460,000**
Marco Island Executive Airport	FAA, FDOT, Local, PPP	$4,100,000	$7,000,000	$9,250,000	$13,950,000	**$34,300,000**
City of Naples						
Naples Airport	FAA, FDOT	$4,279,932[a]				**$4,279,932**

[a] *For FY 2026 through FY 2029 only*

Collier MPO 2050 LRTP - Needs Evaluation Scoring

Goals	1.Ensure the Security of Transportation System for Users		
Evaluation Criteria:	1A - Improves Evacuation Routes	1B - Provides Enhanced or potential new evacuation routes	1C - Improves existing evacuation routes near high density populations
Performance Measures:	*Is the roadway a current evacuation route?* Yes = 5 No = 0	Does the roadway connect to an existing evacuation route, enhances overall evacuation, or does it have potential to be a new evacuation route (i.e. major extension or new project that connects to a SIS) = 5	Does the project improve evacuation near high density populations? Yes = 5; No = 0
Weighting (out of 100):	3.00	3.00	2.00

2050 Map ID	Revised Ranking	Project	From	To		Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	Hacienda Lakes Pkwy		0	-	5	15	0	-
2	55	Benfield Road	Hacienda Lakes Pkwy	US 41 (SR 90) (Tamiami Trail East)		0	-	5	15	5	10.00
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	Golden Gate Blvd		0	-	0	-	0	-
4	81	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.		0	-	0	-	0	-
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road		0	-	5	15	0	-
6	77	Big Cypress Parkway	Oil Well Road	Immokalee Rd		0	-	5	15	0	-
7	73	Camp Keais Rd	Oil Well Road	Pope John Paul Blvd		0	-	5	15	0	-
8	64	Camp Keais Rd	Pope John Paul Blvd	Immokalee Road		0	-	5	15	0	-
9	89	Camp Keais Rd Extension	Camp Keais Rd	SR 29		0	-	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	Wilson Blvd Ext		0	-	5	15	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	Golden Gate Blvd		5	15	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd		5	15	0	-	5	10.00
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	Lee/Collier County Line/Logan Blvd		0	-	5	15	0	-
14	84	Corkscrew Rd	SR 82	Lee County Line		5	15	0	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	Santa Barbara Blvd		5	15	0	-	5	10.00
16	50	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd		5	15	5	15	0	-
17	43	Everglades Blvd	Golden Gate Blvd	Vanderbilt Bch Rd Ext		5	15	5	15	0	-
18	26	Everglades Blvd	Oil Well Rd	Immokalee Rd		5	15	5	15	5	10.00
19	75	Golden Gate Blvd	Everglades Blvd	Desoto Blvd		0	-	5	15	0	-
20	82	Golden Gate Blvd	Desoto Blvd	Big Cypress Parkway		0	-	0	-	0	-
21	71	Golden Gate Parkway	Livingston Rd			5	15	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	I-75 SB Ramps		5	15	0	-	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard		5	15	0	-	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard		0	-	5	15	5	10.00
25	68	Green Boulevard Extension	CR 951	23rd Street SW		0	-	5	15	5	10.00
26	80	Green Boulevard Extension	23rd St SW	Wilson Blvd Ext		0	-	0	-	0	-
27	76	Green Boulevard Extension	Wilson Blvd Ext	Everglades Blvd		0	-	5	15	0	-
28	79	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway		0	-	5	15	0	-
29	27	I-75 (SR 93)	Everglades Blvd			5	15	5	15	0	-
30	46	I-75 (SR 93)	Vanderbilt Beach Rd			5	15	0	-	0	-
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29		5	15	0	-	5	10.00
33	2	Immokalee Road	Strand Blvd	Northbrooke Rd		5	15	0	-	0	-
34	21	Immokalee Road	Logan Blvd	Rose Blvd		5	15	0	-	5	10.00
35	41	Immokalee Road	Collier Blvd	Bellaire Bay Dr		5	15	0	-	0	-
36	70	Immokalee Road	Bellaire Bay Dr	Wildwood Blvd		5	15	0	-	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St		5	15	0	-	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	Airpark Blvd		5	15	0	-	0	-
39	72	Immokalee Rd	Collier Blvd (CR 951)			5	15	0	-	0	-
41	87	Keane Avenue	Inez Rd	Wilson Blvd Ext		0	-	0	-	0	-
42	42	Little League Rd Extension	SR-82	Westclox St		0	-	5	15	5	10.00
43	90	Little League Rd Extension	Lake Trafford Rd	Immokalee Rd		0	-	0	-	0	-
45	67	Livingston Road	Entrada Ave	Learning Ln		0	-	0	-	0	-
46	85	Livingston Road	Veterans Memorial Blvd	Terry St (Lee County Line)		0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Rd		5	15	0	-	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	Immokalee Rd		0	-	5	15	5	10.00
49	34	Logan Boulevard	Pine Ridge Rd	Vanderbilt Beach Rd		0	-	5	15	5	10.00
50	52	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road		5	15	0	-	0	-
51	57	Oil Well Road / CR 858	Camp Keais Road	SR 29		5	15	0	-	0	-
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line		0	-	5	15	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road		0	-	5	15	5	10.00
56	37	Pine Ridge Road	Logan Blvd	Collier Blvd		5	15	0	-	0	-
57	39	Randall Blvd	Immokalee Rd			5	15	0	-	0	-
58	38	Randall Boulevard	8th St NE	Everglades Blvd		0	-	5	15	0	-
59	56	Randall Boulevard	Everglades Blvd	Big Cypress Parkway		0	-	5	15	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard		5	15	0	-	5	10.00
62	3	SR 29 / North Main Street	North 9th St	Immokalee Dr		5	15	0	-	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	Imperial Golf Course Blvd		5	15	0	-	5	10.00
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Rd		5	15	0	-	5	10.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	Riverpoint Dr		5	15	0	-	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Rd		5	15	0	-	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd		5	15	0	-	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)			5	15	0	-	5	10.00
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road			5	15	0	-	5	10.00
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	Desoto Blvd		0	-	5	15	0	-
71	51	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway		5	15	0	-	5	10.00
72	47	Westclox Street Extension	Little League Road	West of Carson Road		0	-	0	-	5	10.00
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	Golden Gate Boulevard		0	-	5	15	0	-
74	69	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd		0	-	5	15	0	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension			0	-	5	15	0	-
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE			0	-	5	15	0	-
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE			0	-	5	15	0	-
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard			0	-	5	15	0	-
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE			0	-	5	15	0	-
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE			0	-	5	15	0	-
81	49	Bridge at Wilson Boulevard, South End				0	-	5	15	0	-
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.			0	-	5	15	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.			5	15	0	-	5	10.00
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.			5	15	0	-	5	10.00
86	35	Immokalee Rd. (Intersection)	Logan Blvd.			5	15	0	-	0	-
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.			0	-	0	-	5	10.00
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.			5	15	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.			5	15	0	-	5	10.00
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.			5	15	0	-	5	10.00
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.			5	15	0	-	5	10.00
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.			5	15	0	-	5	10.00
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.			5	15	0	-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.			5	15	0	-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd			5	15	0	-	5	10.00
99	32	Immokalee Road	Randall Blvd	west of Wilson Blvd		5	15	0	-	0	-
100	13	Immokalee Road	Camp Keais Rd			5	15	0	-	0	-
N/A		TEST = Max Score	Test		TEST = max score	5	15	5	15	5	10.00

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

				2. Protect Environmental Resources							
				2A - Minimize wetland encroachment by transportation projects		2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)		2C - Minimize the adverse impacts on threatened and endangered species t		2D - Lower emissions and preserve open space by improving infrastructure near key destinations	
				No impact = 0 0 - 5 acres = -1 6 - 10 acres = -2 11 - 15 =- -3 15 - 20 =- -4 21 or more =- -5 (max)		Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0		No impact = 0 0 - 10 acres = -1 11 - 20 acres = -2 21 - 30 =- -3 31 - 40 =- -4 40 or more =- -5 (max)		Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0	
				3.00		3.00		3.00		3.00	
2050 Map ID	Revised Ranking	Project	From	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
2	55	Benfield Road	Hacienda Lakes Pkwy	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	-5	(15.00)	0	-	-4	(12.00)	0	-
4	81	Big Cypress Parkway	Golden Gate Blvd	-3	(9.00)	0	-	-3	(9.00)	0	-
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	-5	(15.00)	0	-	-5	(15.00)	0	-
6	77	Big Cypress Parkway	Oil Well Road	-3	(9.00)	0	-	-5	(15.00)	0	-
7	73	Camp Keais Rd	Oil Well Road	-3	(9.00)	0	-	-5	(15.00)	0	-
8	64	Camp Keais Rd	Pope John Paul Blvd	-2	(6.00)	0	-	-5	(15.00)	0	-
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	-2	(6.00)	0	-	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	-4	(12.00)	-1	(3.00)	-3	(9.00)	0	-
14	84	Corkscrew Rd	SR 82	-1	(3.00)	-1	(3.00)	-5	(15.00)	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	-1	(3.00)	0	-	0	-	3	9.00
16	50	Everglades Blvd	I-75 (SR-93)	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
17	43	Everglades Blvd	Golden Gate Blvd	-1	(3.00)	0	-	-3	(9.00)	0	-
18	26	Everglades Blvd	Oil Well Rd	-4	(12.00)	-1	(3.00)	-5	(15.00)	0	-
19	75	Golden Gate Blvd	Everglades Blvd	-2	(6.00)	0	-	-4	(12.00)	0	-
20	82	Golden Gate Blvd	Desoto Blvd	-1	(3.00)	0	-	-1	(3.00)	0	-
21	71	Golden Gate Parkway	Livingston Rd	0	-	0	-	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	-1	(3.00)	0	-	0	-	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	-1	(3.00)	0	-	0	-	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	-1	(3.00)	0	-	0	-	0	-
25	68	Green Boulevard Extension	CR 951	-5	(15.00)	-1	(3.00)	0	-	0	-
26	80	Green Boulevard Extension	23rd St SW	-2	(6.00)	0	-	0	-	0	-
27	76	Green Boulevard Extension	Wilson Blvd Ext	-1	(3.00)	0	-	-3	(9.00)	0	-
28	79	Green Boulevard Extension	Everglades Blvd	-1	(3.00)	0	-	-2	(6.00)	0	-
29	27	I-75 (SR 93)	Everglades Blvd	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	0	-	0	-	3	9.00
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	-1	(3.00)	-5	(15.00)	0	-
33	2	Immokalee Road	Strand Blvd	-1	(3.00)	0	-	0	-	3	9.00
34	21	Immokalee Road	Logan Blvd	-1	(3.00)	-1	(3.00)	0	-	3	9.00
35	41	Immokalee Road	Collier Blvd	-1	(3.00)	-1	(3.00)	0	-	0	-
36	70	Immokalee Road	Bellaire Bay Dr	-4	(12.00)	-1	(3.00)	-5	(15.00)	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	-2	(6.00)	0	-	-5	(15.00)	5	15.00
38	12	Immokalee Rd (CR 846)	SR 29	0	-	-1	(3.00)	0	-	3	9.00
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	-1	(3.00)	0	-	0	-
41	87	Keane Avenue	Inez Rd	-2	(6.00)	0	-	-2	(6.00)	0	-
42	42	Little League Rd Extension	SR-82	-3	(9.00)	-1	(3.00)	-5	(15.00)	0	-
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-	0	-
45	67	Livingston Road	Entrada Ave	-2	(6.00)	0	-	0	-	3	9.00
46	85	Livingston Road	Veterans Memorial Blvd	-2	(6.00)	0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	-1	(3.00)	-1	(3.00)	0	-	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	-1	(3.00)	-1	(3.00)	0	-	3	9.00
49	34	Logan Boulevard	Pine Ridge Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
50	52	Oil Well Road / CR 858	Ave Maria Entrance	-1	(3.00)	0	-	-3	(9.00)	0	-
51	57	Oil Well Road / CR 858	Camp Keais Road	-2	(6.00)	0	-	-5	(15.00)	0	-
52	31	Old US 41	US 41 (SR 45)	-1	(3.00)	-1	(3.00)	0	-	0	-
53	33	Orange Blossom Drive	Airport Pulling Road	-1	(3.00)	0	-	0	-	0	-
56	37	Pine Ridge Road	Logan Blvd	-1	(3.00)	-1	(3.00)	0	-	0	-
57	39	Randall Blvd	Immokalee Rd	0	-	0	-	0	-	0	-
58	38	Randall Boulevard	8th St NE	-2	(6.00)	0	-	-5	(15.00)	0	-
59	56	Randall Boulevard	Everglades Blvd	-2	(6.00)	0	-	-4	(12.00)	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	-1	(3.00)	0	-	0	-	0	-
62	3	SR 29 / North Main Street	North 9th St	0	-	0	-	0	-	5	15.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	0	-	0	-	5	15.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	-1	(3.00)	0	-	0	-	5	15.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	-1	(3.00)	0	-	0	-	5	15.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	-1	(3.00)	0	-	-1	(3.00)	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	0	-	0	-	0	-
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	-1	(3.00)	0	-	0	-
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	-3	(9.00)	0	-	-4	(12.00)	0	-
71	51	Vanderbilt Drive	Immokalee Rd	-2	(6.00)	-1	(3.00)	0	-	0	-
72	47	Westclox Street Extension	Little League Road	-1	(3.00)	-1	(3.00)	0	-	0	-
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	-5	(15.00)	-1	(3.00)	-4	(12.00)	0	-
74	69	Wilson Blvd	Golden Gate Boulevard	-4	(12.00)	0	-	-5	(15.00)	0	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	0	-	0	-
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	0	-	0	-
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	0	-	0	-
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	0	-	0	-
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	0	-	0	-
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	0	-	0	-
81	49	Bridge at Wilson Boulevard, South End		0	-	0	-	0	-	0	-
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	0	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	-1	(3.00)	0	-	5	15.00
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-	0	-
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	-1	(3.00)	0	-	3	9.00
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	0	-	3	9.00
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	0	-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-	0	-
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-	3	9.00
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	0	-	0	-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	0	-	0	-	3	9.00
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	0	-	0	-	3	9.00
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	0	-	0	-	3	9.00
99	32	Immokalee Road	Randall Blvd	-3	(9.00)	0	-	-4	(12.00)	0	-
100	13	Immokalee Road	Camp Keais Rd	0	-	0	-	0	-	0	-
N/A		TEST = Max Score	Test	0	-	0	-	0	-	0	

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						3. Improve System Continuity and Connectivity	
						3A - Improvements to existing infrastructure	3B - The project is a new facility that improves connectivity
						Does the project imporove mobility in an existing roadway facility (i.e. widening, intersection improvements, etc.)? Yes = 5 No = 0	*Does the project improve connectivity with a new roadway facility (all extensions are gaps in that they connect to a future or existing road)?* Yes = 5 No = 0
						5.00	5.00

2050 Map ID	Revised Ranking	Project	From	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	0	-	5	25
2	55	Benfield Road	Hacienda Lakes Pkwy	0	-	5	25
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	5	25
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	5	25
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	5	25
6	77	Big Cypress Parkway	Oil Well Road	0	-	5	25
7	73	Camp Keais Rd	Oil Well Road	5	25	0	-
8	64	Camp Keais Rd	Pope John Paul Blvd	5	25	0	-
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	5	25
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	25	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	25	0	-
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	25
14	84	Corkscrew Rd	SR 82	5	25	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	25	0	-
16	50	Everglades Blvd	I-75 (SR-93)	5	25	0	-
17	43	Everglades Blvd	Golden Gate Blvd	5	25	0	-
18	26	Everglades Blvd	Oil Well Rd	5	25	0	-
19	75	Golden Gate Blvd	Everglades Blvd	5	25	0	-
20	82	Golden Gate Blvd	Desoto Blvd	0	-	5	25
21	71	Golden Gate Parkway	Livingston Rd	0	-	5	25
22	29	Golden Gate Parkway	Livingston Rd	5	25	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	25	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	25	0	-
25	68	Green Boulevard Extension	CR 951	0	-	5	25
26	80	Green Boulevard Extension	23rd St SW	0	-	5	25
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-	5	25
28	79	Green Boulevard Extension	Everglades Blvd	0	-	5	25
29	27	I-75 (SR 93)	Everglades Blvd	5	25	5	25
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	5	25
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	5	25	0	-
33	2	Immokalee Road	Strand Blvd	5	25	0	-
34	21	Immokalee Road	Logan Blvd	5	25	0	-
35	41	Immokalee Road	Collier Blvd	5	25	0	-
36	70	Immokalee Road	Bellaire Bay Dr	5	25	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	25	0	-
38	12	Immokalee Rd (CR 846)	SR 29	5	25	0	-
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	5	25
41	87	Keane Avenue	Inez Rd	0	-	5	25
42	42	Little League Rd Extension	SR-82	0	-	5	25
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-
45	67	Livingston Road	Entrada Ave	5	25	0	-
46	85	Livingston Road	Veterans Memorial Blvd	5	25	0	-
47	19	Logan Boulevard	Green Boulevard	5	25	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	25	0	-
49	34	Logan Boulevard	Pine Ridge Rd	5	25	0	-
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	25	0	-
51	57	Oil Well Road / CR 858	Camp Keais Road	5	25	0	-
52	31	Old US 41	US 41 (SR 45)	5	25	0	-
53	33	Orange Blossom Drive	Airport Pulling Road	5	25	0	-
56	37	Pine Ridge Road	Logan Blvd	5	25	0	-
57	39	Randall Blvd	Immokalee Rd	0	-	5	25
58	38	Randall Boulevard	8th St NE	5	25	0	-
59	56	Randall Boulevard	Everglades Blvd	5	25	5	25
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	25	0	-
62	3	SR 29 / North Main Street	North 9th St	5	25	0	-
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	25	0	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	25	0	-
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	25	0	-
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	25	0	-
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	25	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	5	25
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	5	25
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	5	25
71	51	Vanderbilt Drive	Immokalee Rd	5	25	0	-
72	47	Westclox Street Extension	Little League Road	0	-	5	25
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	5	25
74	69	Wilson Blvd	Golden Gate Boulevard	5	25	0	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	5	25	5	25
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	25	5	25
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	5	25	5	25
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	5	25	5	25
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	5	25	5	25
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	25	5	25
81	49	Bridge at Wilson Boulevard, South End		5	25	5	25
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	25	5	25
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	25	0	-
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	25	0	-
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	5	25	0	-
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	5	25	0	-
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	25	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	25	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	25	0	-
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	25	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	25	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	25	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	25	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	25	0	-
99	32	Immokalee Road	Randall Blvd	5	25	0	-
100	13	Immokalee Road	Camp Keais Rd	5	25	0	-
N/A		TEST = Max Score	Test	5	25	5	25

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

				4. Reduce Roadway Congestion						5. Promote Freight Movement	
				Reduce existing congestion 4A - Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility		Reduce existing congestion 4B - To what extent will poor LOS intersections, and roadway segments be improved?		Reduce existing congestion 4C – Improves congestion at intersections and roadways with existing peak time congestion		5 -Project enhances the facility identified as a major freight route	
				Does the project increase capacity or provide relief to a parallel facility (i.e. new facilities, bridges over canals, etc.)? *Yes = 5* *No = 0*		Did capacity ratio (AADT/LOS D service volumes) decrease? (compare 2050 E+C to Alt 2 traffic model plots) Yes = 5 No = 0		Does the project address capacity for intersections or roadways that have LOS D or higher during peak travel times? Yes = 5 No= 0		*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*	
				8.00		4.00		4.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	5	40	0	-	-	-	5	10
2	55	Benfield Road	Hacienda Lakes Pkwy	5	40	0	-	-	-	5	10
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	5	40	0	-	-	-	0	-
4	81	Big Cypress Parkway	Golden Gate Blvd	5	40	0	-	-	-	0	-
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	5	40	0	-	-	-	0	-
6	77	Big Cypress Parkway	Oil Well Road	5	40	0	-	-	-	0	-
7	73	Camp Keais Rd	Oil Well Road	5	40	0	-	-	-	5	10
8	64	Camp Keais Rd	Pope John Paul Blvd	5	40	0	-	-	-	5	10
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	-	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	5	40	0	-	-	-	5	10
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	40	0	-	5	20	5	10
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	40	0	-	5	20	5	10
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	40	0	-	-	-	0	-
14	84	Corkscrew Rd	SR 82	5	40	0	-	-	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	40	0	-	5	20	0	-
16	50	Everglades Blvd	I-75 (SR-93)	5	40	0	-	5	20	0	-
17	43	Everglades Blvd	Golden Gate Blvd	5	40	0	-	5	20	0	-
18	26	Everglades Blvd	Oil Well Rd	5	40	0	-	5	20	0	-
19	75	Golden Gate Blvd	Everglades Blvd	5	40	0	-	-	-	0	-
20	82	Golden Gate Blvd	Desoto Blvd	5	40	0	-	-	-	0	-
21	71	Golden Gate Parkway	Livingston Rd	0	-	0	-	5	20	5	10
22	29	Golden Gate Parkway	Livingston Rd	5	40	0	-	5	20	5	10
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	40	0	-	5	20	5	10
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	40	0	-	5	20	0	-
25	68	Green Boulevard Extension	CR 951	5	40	0	-	-	-	0	-
26	80	Green Boulevard Extension	23rd St SW	5	40	0	-	-	-	0	-
27	76	Green Boulevard Extension	Wilson Blvd Ext	5	40	0	-	-	-	0	-
28	79	Green Boulevard Extension	Everglades Blvd	5	40	0	-	-	-	0	-
29	27	I-75 (SR 93)	Everglades Blvd	5	40	5	20	5	20	5	10
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	0	-	5	20	5	10
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	5	40	0	-	-	-	5	10
33	2	Immokalee Road	Strand Blvd	5	40	5	20	5	20	5	10
34	21	Immokalee Road	Logan Blvd	5	40	5	20	5	20	5	10
35	41	Immokalee Road	Collier Blvd	5	40	0	-	5	20	5	10
36	70	Immokalee Road	Bellaire Bay Dr	5	40	0	-	5	20	5	10
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	40	0	-	5	20	5	10
38	12	Immokalee Rd (CR 846)	SR 29	5	40	0	-	-	-	5	10
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	5	20	5	10
41	87	Keane Avenue	Inez Rd	5	40	0	-	-	-	0	-
42	42	Little League Rd Extension	SR-82	5	40	0	-	-	-	5	10
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	-	-	0	-
45	67	Livingston Road	Entrada Ave	5	40	0	-	-	-	0	-
46	85	Livingston Road	Veterans Memorial Blvd	5	40	0	-	-	-	0	-
47	19	Logan Boulevard	Green Boulevard	5	40	0	-	-	-	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	40	0	-	-	-	0	-
49	34	Logan Boulevard	Pine Ridge Rd	5	40	0	-	-	-	0	-
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	40	0	-	-	-	5	10
51	57	Oil Well Road / CR 858	Camp Keais Road	5	40	0	-	-	-	5	10
52	31	Old US 41	US 41 (SR 45)	5	40	0	-	5	20	5	10
53	33	Orange Blossom Drive	Airport Pulling Road	5	40	0	-	-	-	0	-
56	37	Pine Ridge Road	Logan Blvd	5	40	0	-	-	-	5	10
57	39	Randall Blvd	Immokalee Rd	0	-	0	-	5	20	5	10
58	38	Randall Boulevard	8th St NE	5	40	5	20	5	20	0	-
59	56	Randall Boulevard	Everglades Blvd	5	40	0	-	-	-	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	40	0	-	-	-	0	-
62	3	SR 29 / North Main Street	North 9th St	5	40	5	20	-	-	5	10
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	40	0	-	5	20	5	10
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	40	0	-	-	-	5	10
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	40	0	-	-	-	5	10
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	40	0	-	5	20	5	10
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	40	0	-	-	-	5	10
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	0	-	-	-	5	10
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	0	-	5	20	5	10
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	5	40	0	-	-	-	0	-
71	51	Vanderbilt Drive	Immokalee Rd	5	40	0	-	-	-	0	-
72	47	Westclox Street Extension	Little League Road	5	40	0	-	-	-	0	-
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	5	40	0	-	-	-	5	10
74	69	Wilson Blvd	Golden Gate Boulevard	5	40	0	-	-	-	0	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	5	40	0	-	-	-	0	-
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	40	0	-	-	-	0	-
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	5	40	0	-	-	-	0	-
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	5	40	0	-	-	-	0	-
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	5	40	0	-	-	-	0	-
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	40	0	-	-	-	0	-
81	49	Bridge at Wilson Boulevard, South End		5	40	0	-	-	-	0	-
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	40	0	-	-	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	5	20	5	10
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	5	20	5	10
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	5	20	5	20	5	10
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	5	20	0	-
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	0	-	5	20	5	10
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	5	20	5	10
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	0	-	-	-	5	10
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	5	20	5	10
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	0	-	5	20	5	10
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	0	-	5	20	5	10
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	0	-	5	20	5	10
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	0	-	5	20	5	10
99	32	Immokalee Road	Randall Blvd	5	40	0	-	5	20	5	10
100	13	Immokalee Road	Camp Keais Rd	5	40	5	20	5	20	0	-
N/A		TEST = Max Score	Test	5	40	5	20	5	20	5	20

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

								6. Increase the Safety of Transportatio			
						6A - Enhances safety of transportation system users		6B - Improves facility or intersection identified as having a high crash occurrence or a fatality		6C- Traffic calming	
						Yes = 5 No = 0		High crash location or segment? Yes = 5 No = 0		Yes = 5 No = 0	
						2.00		3.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	5	10	0	-	0	-		
2	55	Benfield Road	Hacienda Lakes Pkwy	5	10	0	-	0	-		
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	5	10	0	-	0	-		
4	81	Big Cypress Parkway	Golden Gate Blvd	5	10	0	-	0	-		
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	5	10	0	-	0	-		
6	77	Big Cypress Parkway	Oil Well Road	5	10	0	-	0	-		
7	73	Camp Keais Rd	Oil Well Road	5	10	0	-	0	-		
8	64	Camp Keais Rd	Pope John Paul Blvd	5	10	0	-	0	-		
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-		-	0	-		
10	78	City Gate Blvd Extension	Landfill Blvd	5	10	0	-	0	-		
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	10	5	15	0	-		
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10	5	15	0	-		
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	10	0	-	0	-		
14	84	Corkscrew Rd	SR 82	5	10	0	-	0	-		
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	10	5	15	0	-		
16	50	Everglades Blvd	I-75 (SR-93)	5	10	0	-	0	-		
17	43	Everglades Blvd	Golden Gate Blvd	5	10	0	-	0	-		
18	26	Everglades Blvd	Oil Well Rd	5	10	5	15	0	-		
19	75	Golden Gate Blvd	Everglades Blvd	5	10	0	-	0	-		
20	82	Golden Gate Blvd	Desoto Blvd	5	10	0	-	0	-		
21	71	Golden Gate Parkway	Livingston Rd	5	10	5	15	0	-		
22	29	Golden Gate Parkway	Livingston Rd	5	10	5	15	0	-		
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	10	5	15	0	-		
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	10	5	15	0	-		
25	68	Green Boulevard Extension	CR 951	5	10	0	-	0	-		
26	80	Green Boulevard Extension	23rd St SW	5	10	0	-	0	-		
27	76	Green Boulevard Extension	Wilson Blvd Ext	5	10	0	-	0	-		
28	79	Green Boulevard Extension	Everglades Blvd	5	10	0	-	0	-		
29	27	I-75 (SR 93)	Everglades Blvd	5	10	0	-	0	-		
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	5	10	0	-	0	-		
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	5	10	5	15	0	-		
33	2	Immokalee Road	Strand Blvd	5	10	5	15	0	-		
34	21	Immokalee Road	Logan Blvd	5	10	0	-	0	-		
35	41	Immokalee Road	Collier Blvd	5	10	5	15	0	-		
36	70	Immokalee Road	Bellaire Bay Dr	5	10	0	-	0	-		
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10	5	15	0	-		
38	12	Immokalee Rd (CR 846)	SR 29	5	10	5	15	0	-		
39	72	Immokalee Rd	Collier Blvd (CR 951)	5	10	5	15	0	-		
41	87	Keane Avenue	Inez Rd	5	10	0	-	0	-		
42	42	Little League Rd Extension	SR-82	5	10	0	-	0	-		
43	90	Little League Rd Extension	Lake Trafford Rd	0	-		-	0	-		
45	67	Livingston Road	Entrada Ave	5	10	0	-	0	-		
46	85	Livingston Road	Veterans Memorial Blvd	5	10	0	-	0	-		
47	19	Logan Boulevard	Green Boulevard	5	10	5	15	0	-		
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	10	5	15	0	-		
49	34	Logan Boulevard	Pine Ridge Rd	5	10	5	15	0	-		
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	10	0	-	0	-		
51	57	Oil Well Road / CR 858	Camp Keais Road	5	10	0	-	0	-		
52	31	Old US 41	US 41 (SR 45)	5	10	5	15	0	-		
53	33	Orange Blossom Drive	Airport Pulling Road	5	10	5	15	0	-		
56	37	Pine Ridge Road	Logan Blvd	5	10	5	15	0	-		
57	39	Randall Blvd	Immokalee Rd	5	10	5	15	0	-		
58	38	Randall Boulevard	8th St NE	5	10	5	15	0	-		
59	56	Randall Boulevard	Everglades Blvd	5	10	0	-	0	-		
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	10	5	15	0	-		
62	3	SR 29 / North Main Street	North 9th St	5	10	5	15	0	-		
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10	5	15	0	-		
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10	5	15	0	-		
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10	5	15	0	-		
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10	5	15	0	-		
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10	0	-	0	-		
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10	5	15	0	-		
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10	5	15	0	-		
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	5	10	0	-	0	-		
71	51	Vanderbilt Drive	Immokalee Rd	5	10	0	-	0	-		
72	47	Westclox Street Extension	Little League Road	5	10	0	-	0	-		
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	5	10	5	15	0	-		
74	69	Wilson Blvd	Golden Gate Boulevard	5	10	5	15	0	-		
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	5	10	0	-	0	-		
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	10	0	-	0	-		
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	5	10	0	-	0	-		
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	5	10	0	-	0	-		
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	5	10	0	-	0	-		
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	10	0	-	0	-		
81	49	Bridge at Wilson Boulevard, South End		5	10	0	-	0	-		
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	10	0	-	0	-		
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10	5	15	0	-		
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	10	5	15	0	-		
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	5	10	5	15	0	-		
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	5	10	5	15	0	-		
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	10	5	15	0	-		
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	10	5	15	0	-		
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10	5	15	0	-		
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	10	5	15	0	-		
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	10	5	15	0	-		
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10	5	15	0	-		
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10	5	15	0	-		
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10	5	15	0	-		
99	32	Immokalee Road	Randall Blvd	5	10	5	15	0	-		
100	13	Immokalee Road	Camp Keais Rd	5	10	5	15	0	-		
N/A		TEST = Max Score	Test	5	10	5	15	5	10		

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

						System Users		
						6D - Safety improvements that improve or reduce vehicular conflicts with bicycles and pedestrians	6E - Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities	
						High crash location or segment for bike/pedestrian conflicts? Yes = 5 No = 0	Does this project improve safety (FHWA proven safety countermeasures) near a school, senior center, census block groups with high populations of people living with a disability, and census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5 No = 0	
						3.00	2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	
1	48	Benfield Road	City Gate Boulevard North	0	-	5	10.00	
2	55	Benfield Road	Hacienda Lakes Pkwy	0	-	5	10.00	
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	5	10.00	
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	5	10.00	
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	5	10.00	
6	77	Big Cypress Parkway	Oil Well Road	0	-	5	10.00	
7	73	Camp Keais Rd	Oil Well Road	0	-	5	10.00	
8	64	Camp Keais Rd	Pope John Paul Blvd	0	-	5	10.00	
9	89	Camp Keais Rd Extension	Camp Keais Rd		-	0	-	
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	5	10.00	
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	15	5	10.00	
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	5	10.00	
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	10.00	
14	84	Corkscrew Rd	SR 82	0	-	5	10.00	
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	15	5	10.00	
16	50	Everglades Blvd	I-75 (SR-93)	5	15	5	10.00	
17	43	Everglades Blvd	Golden Gate Blvd	5	15	5	10.00	
18	26	Everglades Blvd	Oil Well Rd	5	15	5	10.00	
19	75	Golden Gate Blvd	Everglades Blvd	5	15	5	10.00	
20	82	Golden Gate Blvd	Desoto Blvd	0	-	5	10.00	
21	71	Golden Gate Parkway	Livingston Rd	5	15	5	10.00	
22	29	Golden Gate Parkway	Livingston Rd	5	15	5	10.00	
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	5	10.00	
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	15	5	10.00	
25	68	Green Boulevard Extension	CR 951	0	-	5	10.00	
26	80	Green Boulevard Extension	23rd St SW	0	-	5	10.00	
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-	5	10.00	
28	79	Green Boulevard Extension	Everglades Blvd	0	-	5	10.00	
29	27	I-75 (SR 93)	Everglades Blvd	0	-	5	10.00	
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	5	15	5	10.00	
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	5	10.00	
33	2	Immokalee Road	Strand Blvd	5	15	5	10.00	
34	21	Immokalee Road	Logan Blvd	0	-	5	10.00	
35	41	Immokalee Road	Collier Blvd	0	-	5	10.00	
36	70	Immokalee Road	Bellaire Bay Dr	0	-	5	10.00	
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	15	5	10.00	
38	12	Immokalee Rd (CR 846)	SR 29	0	-	5	10.00	
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	5	10.00	
41	87	Keane Avenue	Inez Rd	0	-	5	10.00	
42	42	Little League Rd Extension	SR-82	0	-	5	10.00	
43	90	Little League Rd Extension	Lake Trafford Rd		-	0	-	
45	67	Livingston Road	Entrada Ave	5	15	5	10.00	
46	85	Livingston Road	Veterans Memorial Blvd	0	-	5	10.00	
47	19	Logan Boulevard	Green Boulevard	5	15	5	10.00	
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	15	5	10.00	
49	34	Logan Boulevard	Pine Ridge Rd	5	15	5	10.00	
50	52	Oil Well Road / CR 858	Ave Maria Entrance	0	-	5	10.00	
51	57	Oil Well Road / CR 858	Camp Keais Road	0	-	5	10.00	
52	31	Old US 41	US 41 (SR 45)	0	-	5	10.00	
53	33	Orange Blossom Drive	Airport Pulling Road	5	15	5	10.00	
56	37	Pine Ridge Road	Logan Blvd	0	-	5	10.00	
57	39	Randall Blvd	Immokalee Rd	0	-	5	10.00	
58	38	Randall Boulevard	8th St NE	5	15	5	10.00	
59	56	Randall Boulevard	Everglades Blvd	5	15	5	10.00	
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	15	5	10.00	
62	3	SR 29 / North Main Street	North 9th St	5	15	5	10.00	
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	15	5	10.00	
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	15	5	10.00	
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	15	5	10.00	
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	15	5	10.00	
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	0	-	5	10.00	
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	15	5	10.00	
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	15	5	10.00	
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	5	10.00	
71	51	Vanderbilt Drive	Immokalee Rd	5	15	5	10.00	
72	47	Westclox Street Extension	Little League Road	0	-	5	10.00	
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	5	15	5	10.00	
74	69	Wilson Blvd	Golden Gate Boulevard	5	15	5	10.00	
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	5	10.00	
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	5	10.00	
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	5	10.00	
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	5	10.00	
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	5	10.00	
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	5	10.00	
81	49	Bridge at Wilson Boulevard, South End		0	-	5	10.00	
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	5	10.00	
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	15	5	10.00	
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	15	5	10.00	
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	5	10.00	
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	5	15	5	10.00	
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	15	5	10.00	
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	15	5	10.00	
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	15	5	10.00	
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	15	5	10.00	
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	15	5	10.00	
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	15	5	10.00	
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	15	5	10.00	
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	15	5	10.00	
99	32	Immokalee Road	Randall Blvd	0	-	5	10.00	
100	13	Immokalee Road	Camp Keais Rd	0	-	5	10.00	
N/A		TEST = Max Score	Test	5	15	5	10.00	

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

				7. Promote Multimodal					
				7A - Trail improvements		7B - Multimodal improvement near health care, educational, recreational, and/or cultural facilities		7C - Provides multimodal improvements for transit dependent communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	
				New or improved trail/greenways = 5 No new or improved trail = 0		Improvement W/I 0.25 miles=5 Improvement not w/I 0.25 mile=0		Improvement with 0.25 miles CB No Vehicle = 5 No Improvement within 0.25 miles = 0	
				2.00		2.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	5	10.00	-	-	5	10.00
2	55	Benfield Road	Hacienda Lakes Pkwy	-	-	-	-	5	10.00
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	-	-	-	-	5	10.00
4	81	Big Cypress Parkway	Golden Gate Blvd	-	-	-	-	5	10.00
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	-	-	-	-	-	-
6	77	Big Cypress Parkway	Oil Well Road	-	-	-	-	-	-
7	73	Camp Keais Rd	Oil Well Road	-	-	-	-	-	-
8	64	Camp Keais Rd	Pope John Paul Blvd	5	10.00	-	-	-	-
9	89	Camp Keais Rd Extension	Camp Keais Rd	-	-	-	-	-	-
10	78	City Gate Blvd Extension	Landfill Blvd	-	-	-	-	5	10.00
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	-	-	5	10.00	-	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10.00	5	10.00	5	10.00
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	10.00	-	-	-	-
14	84	Corkscrew Rd	SR 82	-	-	5	10.00	-	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	10.00	5	10.00	5	10.00
16	50	Everglades Blvd	I-75 (SR-93)	-	-	5	10.00	5	10.00
17	43	Everglades Blvd	Golden Gate Blvd	-	-	-	-	5	10.00
18	26	Everglades Blvd	Oil Well Rd	-	-	5	10.00	5	10.00
19	75	Golden Gate Blvd	Everglades Blvd	-	-	-	-	5	10.00
20	82	Golden Gate Blvd	Desoto Blvd	-	-	-	-	5	10.00
21	71	Golden Gate Parkway	Livingston Rd	-	-	-	-	-	-
22	29	Golden Gate Parkway	Livingston Rd	-	-	-	-	-	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	-	-	5	10.00	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	-	-	-	-	5	10.00
25	68	Green Boulevard Extension	CR 951	-	-	-	-	5	10.00
26	80	Green Boulevard Extension	23rd St SW	-	-	-	-	5	10.00
27	76	Green Boulevard Extension	Wilson Blvd Ext	-	-	-	-	5	10.00
28	79	Green Boulevard Extension	Everglades Blvd	-	-	-	-	-	-
29	27	I-75 (SR 93)	Everglades Blvd	-	-	-	-	-	-
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	-	-	5	10.00	5	10.00
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	-	-	-	-	5	10.00
33	2	Immokalee Road	Strand Blvd	5	10.00	5	10.00	5	10.00
34	21	Immokalee Road	Logan Blvd	5	10.00	5	10.00	5	10.00
35	41	Immokalee Road	Collier Blvd	5	10.00	-	-	-	-
36	70	Immokalee Road	Bellaire Bay Dr	-	-	5	10.00	-	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	-	-	5	10.00	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	-	-	5	10.00	5	10.00
39	72	Immokalee Rd	Collier Blvd (CR 951)	5	10.00	-	-	-	-
41	87	Keane Avenue	Inez Rd	-	-	-	-	5	10.00
42	42	Little League Rd Extension	SR-82	-	-	5	10.00	-	-
43	90	Little League Rd Extension	Lake Trafford Rd	-	-	-	-	-	-
45	67	Livingston Road	Entrada Ave	-	-	5	10.00	-	-
46	85	Livingston Road	Veterans Memorial Blvd	-	-	5	10.00	-	-
47	19	Logan Boulevard	Green Boulevard	-	-	5	10.00	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	10.00	-	-	5	10.00
49	34	Logan Boulevard	Pine Ridge Rd	-	-	5	10.00	5	10.00
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	10.00	-	-	-	-
51	57	Oil Well Road / CR 858	Camp Keais Road	5	10.00	-	-	-	-
52	31	Old US 41	US 41 (SR 45)	-	-	-	-	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	-	-	5	10.00	5	10.00
56	37	Pine Ridge Road	Logan Blvd	-	-	5	10.00	-	-
57	39	Randall Blvd	Immokalee Rd	5	10.00	-	-	-	-
58	38	Randall Boulevard	8th St NE	-	-	-	-	5	10.00
59	56	Randall Boulevard	Everglades Blvd	-	-	-	-	5	10.00
61	18	Santa Barbara Boulevard	Painted Leaf Lane	-	-	5	10.00	5	10.00
62	3	SR 29 / North Main Street	North 9th St	-	-	5	10.00	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	-	-	-	-	-	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	-	-	-	-	-	-
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	-	-	-	-	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10.00	-	-	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10.00	-	-	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10.00	5	10.00	5	10.00
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	-	-	5	10.00	-	-
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	-	-	-	-	5	10.00
71	51	Vanderbilt Drive	Immokalee Rd	-	-	-	-	-	-
72	47	Westclox Street Extension	Little League Road	-	-	-	-	-	-
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	-	-	-	-	-	-
74	69	Wilson Blvd	Golden Gate Boulevard	-	-	-	-	-	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	-	-	-	-	-	-
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	-	-	-	-	-	-
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	-	-	-	-	-	-
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	-	-	-	-	-	-
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	-	-	-	-	-	-
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	-	-	-	-	-	-
81	49	Bridge at Wilson Boulevard, South End		-	-	-	-	5	10.00
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	-	-	-	-	-	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	-	-	5	10.00	5	10.00
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	-	-	5	10.00	5	10.00
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	5	10.00	-	-	5	10.00
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	-	-	-	-	5	10.00
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	-	-	5	10.00	-	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	-	-	-	-	5	10.00
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	-	-	5	10.00		-
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	-	-	5	10.00	-	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	-	-	5	10.00	5	10.00
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	-	-	-	-	5	10.00
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	-	-	-	-	-	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	-	-	-	-	5	10.00
99	32	Immokalee Road	Randall Blvd	-	-	5	10.00	-	-
100	13	Immokalee Road	Camp Keais Rd	-	-	-	-	-	-
N/A		TEST = Max Score	Test	5	10.00	5	10.00	5	10.00

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

						Solutions -			
						7D - Project improves transit within existing or future transit service areas (TSA) or within a CRA	7E - Bicycle or pedestrian improvement to transit access	7F - Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	
						Within existing or future TSA (bus route) = 5 Inside a CRA = 5 No improvement = 0	Improve Access = 5 No improvement = 0	Improvement = 5 No Improvement = 0	
						2.00	2.00	2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	5	10	5	10	5	10.00
2	55	Benfield Road	Hacienda Lakes Pkwy	5	10	0	-	5	10.00
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	5	10.00
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	5	10.00
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	5	10.00
6	77	Big Cypress Parkway	Oil Well Road	5	10	0	-	5	10.00
7	73	Camp Keais Rd	Oil Well Road	5	10	0	-	5	10.00
8	64	Camp Keais Rd	Pope John Paul Blvd	5	10	0	-	5	10.00
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-		-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	0	-	5	10.00
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	0	-	5	10	5	10.00
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	5	10	5	10.00
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	10	5	10	5	10.00
14	84	Corkscrew Rd	SR 82	0	-		-	5	10.00
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	5	10	5	10.00
16	50	Everglades Blvd	I-75 (SR-93)	0	-		-	5	10.00
17	43	Everglades Blvd	Golden Gate Blvd	0	-		-	5	10.00
18	26	Everglades Blvd	Oil Well Rd	5	10	5	10	5	10.00
19	75	Golden Gate Blvd	Everglades Blvd	0	-		-	5	10.00
20	82	Golden Gate Blvd	Desoto Blvd	0	-		-	5	10.00
21	71	Golden Gate Parkway	Livingston Rd	0	-		-	0	-
22	29	Golden Gate Parkway	Livingston Rd	5	10	5	10	5	10.00
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	10	5	10	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	10	5	10	5	10.00
25	68	Green Boulevard Extension	CR 951	5	10	5	10	5	10.00
26	80	Green Boulevard Extension	23rd St SW	0	-		-	5	10.00
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-		-	5	10.00
28	79	Green Boulevard Extension	Everglades Blvd	0	-		-	5	10.00
29	27	I-75 (SR 93)	Everglades Blvd	5	10		-	0	-
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-		-	0	-
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	5	10		-	5	10.00
33	2	Immokalee Road	Strand Blvd	5	10	5	10	5	10.00
34	21	Immokalee Road	Logan Blvd	0	-	5	10	5	10.00
35	41	Immokalee Road	Collier Blvd	0	-	5	10	5	10.00
36	70	Immokalee Road	Bellaire Bay Dr	0	-		-	5	10.00
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10	5	10	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	5	10	5	10	5	10.00
39	72	Immokalee Rd	Collier Blvd (CR 951)	5	10		-	0	-
41	87	Keane Avenue	Inez Rd	0	-		-	5	10.00
42	42	Little League Rd Extension	SR-82	5	10		-	5	10.00
43	90	Little League Rd Extension	Lake Trafford Rd	0	-		-	0	-
45	67	Livingston Road	Entrada Ave	0	-		-	5	10.00
46	85	Livingston Road	Veterans Memorial Blvd	0	-		-	5	10.00
47	19	Logan Boulevard	Green Boulevard	5	10	5	10	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	10	5	10	5	10.00
49	34	Logan Boulevard	Pine Ridge Rd	5	10		-	5	10.00
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	10		-	5	10.00
51	57	Oil Well Road / CR 858	Camp Keais Road	5	10		-	5	10.00
52	31	Old US 41	US 41 (SR 45)	5	10		-	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	5	10	5	10	5	10.00
56	37	Pine Ridge Road	Logan Blvd	5	10	5	10	5	10.00
57	39	Randall Blvd	Immokalee Rd	5	10		-	0	-
58	38	Randall Boulevard	8th St NE	5	10		-	5	10.00
59	56	Randall Boulevard	Everglades Blvd	0		0		5	10.00
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	10	5	10	5	10.00
62	3	SR 29 / North Main Street	North 9th St	5	10	5	10	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10	5	10	5	10.00
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10	5	10	5	10.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10	5	10	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10	5	10	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10	5	10	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10		-	0	-
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10		-	0	-
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-		-	5	10.00
71	51	Vanderbilt Drive	Immokalee Rd	5	10		-	5	10.00
72	47	Westclox Street Extension	Little League Road	5	10	5	10	5	10.00
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	5	10		-	5	10.00
74	69	Wilson Blvd	Golden Gate Boulevard	0	-	5	10	5	10.00
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-		-	5	10.00
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	10		-	5	10.00
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-		-	5	10.00
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-		-	5	10.00
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-		-	5	10.00
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	10		-	5	10.00
81	49	Bridge at Wilson Boulevard, South End		5	10		-	5	10.00
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	10		-	5	10.00
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10		-	0	-
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	10		-	0	-
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	5	10		-	0	-
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-		-	0	-
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	10		-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	10		-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10		-	0	-
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	10		-	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	10		-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10		-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10		-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10		-	0	-
99	32	Immokalee Road	Randall Blvd	0	-	5	10	5	10.00
100	13	Immokalee Road	Camp Keais Rd	5	10	0	-	5	10.00
N/A		TEST = Max Score	Test	5	10	5	10	5	10.00

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

								8. Promote the Integrat	
				8A - Improve access to regional travel (e.g. Interstates, Airports, Ports, and SIS)		8B - Improve access to tourist destinations		8C - Support Targeted redevelopments or CRAs (multimodal and/or vehicle improvements)	
				Improves access=5 Does not improve access=0		Improves access=5 Does not improve access=0		Yes=5 No=0	
				2.00		1.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	5	10.00	5	5.00	0	-
2	55	Benfield Road	Hacienda Lakes Pkwy	0	-	5	5.00	0	-
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	0	-
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	0	-
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	0	-
6	77	Big Cypress Parkway	Oil Well Road	0	-	0	-	0	-
7	73	Camp Keais Rd	Oil Well Road	0	-	0	-	0	-
8	64	Camp Keais Rd	Pope John Paul Blvd	0	-	0	-	0	-
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	5	5.00	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	10.00	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10.00	5	5.00	0	-
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	5.00	0	-
14	84	Corkscrew Rd	SR 82	0	-	0	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	10.00	5	5.00	0	-
16	50	Everglades Blvd	I-75 (SR-93)	5	10.00	5	5.00	0	-
17	43	Everglades Blvd	Golden Gate Blvd	5	10.00	5	5.00	0	-
18	26	Everglades Blvd	Oil Well Rd	5	10.00	5	5.00	0	-
19	75	Golden Gate Blvd	Everglades Blvd	0	-	0	-	0	-
20	82	Golden Gate Blvd	Desoto Blvd	0	-	0	-	0	-
21	71	Golden Gate Parkway	Livingston Rd	0	-	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	0	-	5	5.00	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	5	5.00	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	5	5.00	0	-
25	68	Green Boulevard Extension	CR 951	0	-	0	-	0	-
26	80	Green Boulevard Extension	23rd St SW	0	-	0	-	0	-
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-	0	-	0	-
28	79	Green Boulevard Extension	Everglades Blvd	0	-	0	-	0	-
29	27	I-75 (SR 93)	Everglades Blvd	5	10.00	5	5.00	0	-
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	5	10.00	0	-	0	-
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	5	10.00	5	5.00	0	-
33	2	Immokalee Road	Strand Blvd	0	-	5	5.00	0	-
34	21	Immokalee Road	Logan Blvd	0	-	5	5.00	0	-
35	41	Immokalee Road	Collier Blvd	0	-	5	5.00	0	-
36	70	Immokalee Road	Bellaire Bay Dr	0	-	5	5.00	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10.00	5	5.00	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	5	10.00	5	5.00	5	10.00
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	0	-
41	87	Keane Avenue	Inez Rd	0	-	0	-	0	-
42	42	Little League Rd Extension	SR-82	0	-	0	-	5	10.00
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-
45	67	Livingston Road	Entrada Ave	0	-	0	-	0	-
46	85	Livingston Road	Veterans Memorial Blvd	0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	0	-	5	5.00	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	0	-	0	-
49	34	Logan Boulevard	Pine Ridge Rd	0	-	5	5.00	0	-
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	10.00	0	-	0	-
51	57	Oil Well Road / CR 858	Camp Keais Road	5	10.00	0	-	0	-
52	31	Old US 41	US 41 (SR 45)	5	10.00	5	5.00	0	-
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	5.00	0	-
56	37	Pine Ridge Road	Logan Blvd	5	10.00	5	5.00	0	-
57	39	Randall Blvd	Immokalee Rd	0	-	0	-	0	-
58	38	Randall Boulevard	8th St NE	0	-	0	-	0	-
59	56	Randall Boulevard	Everglades Blvd	0	-	0	-	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	5	5.00	0	-
62	3	SR 29 / North Main Street	North 9th St	5	10.00	5	5.00	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10.00	5	5.00	0	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10.00	5	5.00	0	-
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10.00	5	5.00	0	-
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10.00	5	5.00	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10.00	0	-	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10.00	0	-	0	-
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10.00	0	-	0	-
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	0	-
71	51	Vanderbilt Drive	Immokalee Rd	0	-	5	5.00	0	-
72	47	Westclox Street Extension	Little League Road	0	-	0	-	5	10.00
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	0	-	0	-
74	69	Wilson Blvd	Golden Gate Boulevard	0	-	0	-	0	-
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	0	-
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	0	-
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	0	-
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	0	-
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	0	-
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	0	-
81	49	Bridge at Wilson Boulevard, South End		0	-	0	-	0	-
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10.00	0	-	0	-
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	0	-	0	-
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	0	-
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10.00	0	-	0	-
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	0	-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10.00	0	-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10.00	0	-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10.00	0	-	0	-
99	32	Immokalee Road	Randall Blvd	0	-	0	-	0	-
100	13	Immokalee Road	Camp Keais Rd	5	10.00	0	-	0	-
N/A		TEST = Max Score	Test	5	10.00	5	5.00	5	10.00

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

				ed Planning of Transportation and Land Use							
				8D - Identified as a priority in partner agency plans (City, Transit, MPO, etc.)		8E - Vehicle or freight improvement to an intermodal facility		8F - Reduces household cost by providing for connectivity between housing and transportation			
				Was this project identified as a priority by partnering agencies or have prior investments, such as planning, design, or right-of-way? *ROW Acquisition = 5* *Design = 4* *Planning Study Underway or Done = 3* *Identified as Need by Partner Agency = 1* *No Prior Investment = 0*		Does the project improve vehicle or freight movement to intermodal facilities (i.e. airport, bus transfer station, freight center, park-n-ride etc.) Yes = 5 No = 0		Does this project improve capacity or direct access between major activity or employment centers and medium and high density housing development(s)? Yes = 5, No = 0			
				3.00		1.00		1.00			
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score		
1	48	Benfield Road	City Gate Boulevard North	5	15.00	5	5.00	5	5		
2	55	Benfield Road	Hacienda Lakes Pkwy	5	15.00	5	5.00	5	5		
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	1	3.00	0	-	5	5		
4	81	Big Cypress Parkway	Golden Gate Blvd	5	15.00	0	-	5	5		
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	5	15.00	0	-	5	5		
6	77	Big Cypress Parkway	Oil Well Road	5	15.00	0	-	5	5		
7	73	Camp Keais Rd	Oil Well Road	5	15.00	5	5.00	5	5		
8	64	Camp Keais Rd	Pope John Paul Blvd	5	15.00	5	5.00	5	5		
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-		
10	78	City Gate Blvd Extension	Landfill Blvd	3	9.00	5	5.00	0	-		
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	0	-	5	5.00	0	-		
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	5	5.00	0	-		
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	0	-	5	5		
14	84	Corkscrew Rd	SR 82	0	-	0	-	0	-		
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	0	-	5	5		
16	50	Everglades Blvd	I-75 (SR-93)	1	3.00	0	-	0	-		
17	43	Everglades Blvd	Golden Gate Blvd	1	3.00	0	-	0	-		
18	26	Everglades Blvd	Oil Well Rd	1	3.00	0	-	5	5		
19	75	Golden Gate Blvd	Everglades Blvd	0	-	0	-	0	-		
20	82	Golden Gate Blvd	Desoto Blvd	0	-	0	-	5	5		
21	71	Golden Gate Parkway	Livingston Rd	3	9.00	5	5.00	0	-		
22	29	Golden Gate Parkway	Livingston Rd	3	9.00	5	5.00	0	-		
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	5	5.00	0	-		
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	0	-	5	5		
25	68	Green Boulevard Extension	CR 951	3	9.00	0	-	0	-		
26	80	Green Boulevard Extension	23rd St SW	3	9.00	0	-	0	-		
27	76	Green Boulevard Extension	Wilson Blvd Ext	3	9.00	0	-	0	-		
28	79	Green Boulevard Extension	Everglades Blvd	3	9.00	0	-	0	-		
29	27	I-75 (SR 93)	Everglades Blvd	3	9.00	5	5.00	0	-		
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	5	5.00	0	-		
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	5	5.00	5	5		
33	2	Immokalee Road	Strand Blvd	4	12.00	5	5.00	5	5		
34	21	Immokalee Road	Logan Blvd	0	-	5	5.00	5	5		
35	41	Immokalee Road	Collier Blvd	0	-	5	5.00	5	5		
36	70	Immokalee Road	Bellaire Bay Dr	0	-	5	5.00	5	5		
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	0	-	5	5.00	5	5		
38	12	Immokalee Rd (CR 846)	SR 29	0	-	5	5.00	5	5		
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	5	5.00	5	5		
41	87	Keane Avenue	Inez Rd	0	-	0	-	0	-		
42	42	Little League Rd Extension	SR-82	0	-	5	5.00	0	-		
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-		
45	67	Livingston Road	Entrada Ave	5	15.00	0	-	5	5		
46	85	Livingston Road	Veterans Memorial Blvd	0	-	0	-	0	-		
47	19	Logan Boulevard	Green Boulevard	0	-	0	-	0	-		
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	15.00	0	-	0	-		
49	34	Logan Boulevard	Pine Ridge Rd	5	15.00	0	-	5	5		
50	52	Oil Well Road / CR 858	Ave Maria Entrance	5	15.00	5	5.00	5	5		
51	57	Oil Well Road / CR 858	Camp Keais Road	5	15.00	5	5.00	5	5		
52	31	Old US 41	US 41 (SR 45)	0	-	5	5.00	5	5		
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	5.00	5	5		
56	37	Pine Ridge Road	Logan Blvd	4	12.00	5	5.00	0	-		
57	39	Randall Blvd	Immokalee Rd	4	12.00	5	5.00	5	5		
58	38	Randall Boulevard	8th St NE	3	9.00	0	-	0	-		
59	56	Randall Boulevard	Everglades Blvd	3	9.00	0	-	5	5		
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	0	-	0	-		
62	3	SR 29 / North Main Street	North 9th St	0	-	5	5.00	5	5		
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	5	5.00	5	5		
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	5	5.00	5	5		
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	0	-	5	5.00	5	5		
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	0	-	5	5.00	5	5		
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	0	-	5	5.00	5	5		
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	15.00	5	5.00	5	5		
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	5	5.00	0	-		
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	0	-		
71	51	Vanderbilt Drive	Immokalee Rd	3	9.00	0	-	5	5		
72	47	Westclox Street Extension	Little League Road	0	-	0	-	0	-		
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	3	9.00	5	5.00	0	-		
74	69	Wilson Blvd	Golden Gate Boulevard	4	12.00	0	-	5	5		
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	4	12.00	0	-	0	-		
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	3	9.00	0	-	0	-		
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	3	9.00	0	-	0	-		
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	4	12.00	0	-	0	-		
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	4	12.00	0	-	5	5		
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	3	9.00	0	-	0	-		
81	49	Bridge at Wilson Boulevard, South End		4	12.00	0	-	0	-		
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	3	9.00	0	-	0	-		
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	5	5.00	5	5		
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	5	5.00	5	5		
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	3	9.00	5	5.00	0	-		
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	3	9.00	0	-	5	5		
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	5	5.00	0	-		
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	5	5.00	5	5		
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	5	5.00	0	-		
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	3	9.00	5	5.00	0	-		
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	5	5.00	0	-		
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	5	5.00	0	-		
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	5	5.00	5	5		
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	5	5.00	5	5		
99	32	Immokalee Road	Randall Blvd	0	-	5	5.00	5	5		
100	13	Immokalee Road	Camp Keais Rd	0	-	0	-	5	5		
N/A		TEST = Max Score	Test	5	15.00	5	5.00	5	5		

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Collier MPO 2050 LRTP - Needs Evaluation Scoring

	9. Promote Sustainability in the Planning of Transportation and Land Use	10. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	
	Project benefits low income areas and improves sustainability through increased housing choices and reduced auto dependency	10A - Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms	10B - Promotes housing and transportation in areas that better withstand extreme weather
	Does the project bring better mobility to a low income areas and CRA's (i.e. bike/ped, improvement along a bus route or stop, etc.) Project in target area=5 Project not in target area=0	Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding Area = 5, Wiithin 0.25 miles of NOAA 1 ft Sea Level Rise Low Lying Area = 3, Not in High Risk Area = 0	Is this project a new facility within a high-risk area? Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding or Low-Lying Area = 0, Not in a High Risk Area = 5
	8.00	2.00	2.00

2050 Map ID	Revised Ranking	Project	From	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	48	Benfield Road	City Gate Boulevard North	0	-	0	-	5	10
2	55	Benfield Road	Hacienda Lakes Pkwy	0	-	5	10	0	-
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	5	10
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	5	10
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	5	10
6	77	Big Cypress Parkway	Oil Well Road	0	-	0	-	5	10
7	73	Camp Keais Rd	Oil Well Road	0	-	0	-	5	10
8	64	Camp Keais Rd	Pope John Paul Blvd	0	-	0	-	5	10
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	0	-	5	10
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	40	0	-	5	10
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	40	5	10	5	10
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	0	-	5	10
14	84	Corkscrew Rd	SR 82	0	-	0	-	5	10
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	40	0	-	5	10
16	50	Everglades Blvd	I-75 (SR-93)	0	-	0	-	5	10
17	43	Everglades Blvd	Golden Gate Blvd	0	-	0	-	5	10
18	26	Everglades Blvd	Oil Well Rd	0	-	0	-	5	10
19	75	Golden Gate Blvd	Everglades Blvd	0	-	0	-	5	10
20	82	Golden Gate Blvd	Desoto Blvd	0	-	0	-	5	10
21	71	Golden Gate Parkway	Livingston Rd	0	-	0	-	5	10
22	29	Golden Gate Parkway	Livingston Rd	0	-	0	-	5	10
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	40	5	10	5	10
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	40	0	-	5	10
25	68	Green Boulevard Extension	CR 951	0	-	0	-	5	10
26	80	Green Boulevard Extension	23rd St SW	0	-	0	-	5	10
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-	0	-	5	10
28	79	Green Boulevard Extension	Everglades Blvd	0	-	0	-	5	10
29	27	I-75 (SR 93)	Everglades Blvd	0	-	0	-	5	10
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	0	-	5	10
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	0	-	5	10
33	2	Immokalee Road	Strand Blvd	5	40	0	-	5	10
34	21	Immokalee Road	Logan Blvd	0	-	0	-	5	10
35	41	Immokalee Road	Collier Blvd	0	-	0	-	5	10
36	70	Immokalee Road	Bellaire Bay Dr	0	-	0	-	5	10
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	40	0	-	5	10
38	12	Immokalee Rd (CR 846)	SR 29	5	40	0	-	5	10
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	5	10
41	87	Keane Avenue	Inez Rd	0	-	0	-	5	10
42	42	Little League Rd Extension	SR-82	5	40	0	-	5	10
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-
45	67	Livingston Road	Entrada Ave	0	-	0	-	5	10
46	85	Livingston Road	Veterans Memorial Blvd	0	-	0	-	5	10
47	19	Logan Boulevard	Green Boulevard	5	40	0	-	5	10
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	0	-	5	10
49	34	Logan Boulevard	Pine Ridge Rd	0	-	0	-	5	10
50	52	Oil Well Road / CR 858	Ave Maria Entrance	0	-	0	-	5	10
51	57	Oil Well Road / CR 858	Camp Keais Road	0	-	0	-	5	10
52	31	Old US 41	US 41 (SR 45)	0	-	0	-	5	10
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	0	-	5	10
56	37	Pine Ridge Road	Logan Blvd	0	-	0	-	5	10
57	39	Randall Blvd	Immokalee Rd	5	40	0	-	5	10
58	38	Randall Boulevard	8th St NE	0	-	0	-	5	10
59	56	Randall Boulevard	Everglades Blvd	0	-	0	-	5	10
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	40	0	-	5	10
62	3	SR 29 / North Main Street	North 9th St	5	40	0	-	5	10
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	5	10	5	10
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	40	5	10	5	10
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	40	5	10	5	10
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	40	5	10	5	10
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	40	5	10	5	10
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	40	0	-	5	10
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	0	-	5	10
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	5	10
71	51	Vanderbilt Drive	Immokalee Rd	0	-	5	10	5	10
72	47	Westclox Street Extension	Little League Road	5	40	0	-	5	10
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	0	-	5	10
74	69	Wilson Blvd	Golden Gate Boulevard	0	-	0	-	5	10
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	5	10
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	5	10
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	5	10
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	5	10
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	5	10
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	5	10
81	49	Bridge at Wilson Boulevard, South End		0	-	0	-	5	10
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	5	10
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	40	5	10	5	10
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	5	10
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	0	-	5	10
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	5	10
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	40	0	-	5	10
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	40	0	-	5	10
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	40	0	-	5	10
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	5	10
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	40	0	-	5	10
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	40	5	10	5	10
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	40	0	-	5	10
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	40	0	-	5	10
99	32	Immokalee Road	Randall Blvd	5	40	0	-	0	-
100	13	Immokalee Road	Camp Keais Rd	5	40	0	-	0	-
N/A		TEST = Max Score	Test	5	40	5	10	5	10

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				11. Consider Autonomous and Connected Vehicles (A/V) Technology in the Future			
				Utilize technological improvements (Intelligent Transportation Systems, Transit Signal Priority, etc.)			
				travel modes improved=5 travel modes not improved=0		Unweighted	Weighted
				4.00			
2050 Map ID	Revised Ranking	Project	From	Raw Score	Weighted Score	Highest unweighted score = 140	Highest Weighted score = 450
1	48	Benfield Road	City Gate Boulevard North	0	-	69	167
2	55	Benfield Road	Hacienda Lakes Pkwy	0	-	64	157
3	88	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	27	86
4	81	Big Cypress Parkway	Golden Gate Blvd	0	-	34	107
5	83	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	30	100
6	77	Big Cypress Parkway	Oil Well Road	0	-	37	116
7	73	Camp Keais Rd	Oil Well Road	0	-	47	131
8	64	Camp Keais Rd	Pope John Paul Blvd	0	-	53	144
9	89	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-
10	78	City Gate Blvd Extension	Landfill Blvd	0	-	42	116
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	20	73	259
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	88	269
13	74	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	47	126
14	84	Corkscrew Rd	SR 82	0	-	28	99
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	87	276
16	50	Everglades Blvd	I-75 (SR-93)	0	-	50	165
17	43	Everglades Blvd	Golden Gate Blvd	0	-	52	176
18	26	Everglades Blvd	Oil Well Rd	0	-	76	218
19	75	Golden Gate Blvd	Everglades Blvd	0	-	34	117
20	82	Golden Gate Blvd	Desoto Blvd	0	-	33	104
21	71	Golden Gate Parkway	Livingston Rd	0	-	43	134
22	29	Golden Gate Parkway	Livingston Rd	0	-	67	206
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	84	262
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	74	247
25	68	Green Boulevard Extension	CR 951	0	-	47	141
26	80	Green Boulevard Extension	23rd St SW	0	-	31	108
27	76	Green Boulevard Extension	Wilson Blvd Ext	0	-	34	117
28	79	Green Boulevard Extension	Everglades Blvd	0	-	30	110
29	27	I-75 (SR 93)	Everglades Blvd	5	20	62	216
30	46	I-75 (SR 93)	Vanderbilt Beach Rd	5	20	58	169
31	44	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	69	172
33	2	Immokalee Road	Strand Blvd	0	-	101	313
34	21	Immokalee Road	Logan Blvd	0	-	81	228
35	41	Immokalee Road	Collier Blvd	0	-	63	184
36	70	Immokalee Road	Bellaire Bay Dr	0	-	45	135
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	0	-	98	289
38	12	Immokalee Rd (CR 846)	SR 29	0	-	92	256
39	72	Immokalee Rd	Collier Blvd (CR 951)	0	-	49	132
41	87	Keane Avenue	Inez Rd	0	-	26	93
42	42	Little League Rd Extension	SR-82	0	-	56	178
43	90	Little League Rd Extension	Lake Trafford Rd	0	-	0	-
45	67	Livingston Road	Entrada Ave	0	-	46	143
46	85	Livingston Road	Veterans Memorial Blvd	0	-	28	99
47	19	Logan Boulevard	Green Boulevard	0	-	73	229
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	71	208
49	34	Logan Boulevard	Pine Ridge Rd	0	-	73	199
50	52	Oil Well Road / CR 858	Ave Maria Entrance	0	-	61	163
51	57	Oil Well Road / CR 858	Camp Keais Road	0	-	58	154
52	31	Old US 41	US 41 (SR 45)	0	-	73	204
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	79	202
56	37	Pine Ridge Road	Logan Blvd	0	-	72	191
57	39	Randall Blvd	Immokalee Rd	0	-	59	187
58	38	Randall Boulevard	8th St NE	0	-	51	188
59	56	Randall Boulevard	Everglades Blvd	0	-	47	156
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	74	232
62	3	SR 29 / North Main Street	North 9th St	0	-	110	310
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	83	229
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	95	270
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	0	-	99	277
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	0	-	109	317
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	0	-	83	234
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	85	225
69	53	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	59	162
70	86	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	28	99
71	51	Vanderbilt Drive	Immokalee Rd	0	-	60	165
72	47	Westclox Street Extension	Little League Road	0	-	48	169
73	65	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	48	144
74	69	Wilson Blvd	Golden Gate Boulevard	0	-	45	140
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	39	147
76	58	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	43	154
77	66	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	38	144
78	63	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	39	147
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	44	152
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	43	154
81	49	Bridge at Wilson Boulevard, South End		0	-	49	167
83	60	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	43	154
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	20	89	262
85	45	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	65	170
86	35	Immokalee Rd. (Intersection)	Logan Blvd.	5	20	65	195
87	54	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	5	20	51	158
89	40	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	55	185
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	20	70	220
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	20	70	205
93	36	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	20	66	193
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	20	70	225
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	20	73	234
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	20	68	219
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	20	78	239
99	32	Immokalee Road	Randall Blvd	0	-	58	204
100	13	Immokalee Road	Camp Keais Rd	5	20	65	250
N/A		TEST = Max Score	Test	5	20	140	430

DRAFT

Collier MPO 2050 LRTP - DRAFT Cost Feasible Projects

7C Attachment 6
CAC/TAC 8/25/25

							2031-2035					2036-2040					2041-2050					
2050 LRTP Project ID	Needs Evaluation Ranking	FACILITY	FROM	TO	PROJECT DESCRIPTION	Length (mi.)	Funding Source	Pre-Eng	ROW	CST	Plan Period Total	Funding Source	Pre-Eng	ROW	CST	Plan Period Total	Funding Source	Pre-Eng	ROW	CST	Plan Period Total	Total YOE Costs
N/A	N/A	Collier MPO Planning Costs	N/A	N/A	N/A	N/A	SU	$4,800,000			$4,800,000	SU	$5,000,000			$5,000,000	SU	$10,000,000			$10,000,000	$19,800,000
N/A	N/A	CMC/Safety Initiatives	N/A	N/A	N/A	N/A	SU	$7,500,000			$7,500,000	SU	$7,500,000			$7,500,000	SU	$15,000,000			$15,000,000	$30,000,000
75	62	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Ext		New Bridge over Canal.	N/A	Other Roads/ County			$8,584,950	$8,584,950					$0					$0	$8,584,950
12	8	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes.	0.36	SHS			$6,952,793	$6,952,793	SHS/SU			$14,683,054	$14,683,054					$0	$21,635,846
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Rd	Widen from 4 to 6 lanes.	0.89	County			$23,459,624	$23,459,624					$0					$0	$23,459,624
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4 to 6 lanes.	1.46	County			$40,256,201	$40,256,201					$0					$0	$40,256,201
81	49	Bridge at Wilson Boulevard, South End			New Bridge over Canal.	N/A	County			$8,584,950	$8,584,950					$0					$0	$8,584,950
100	13	Immokalee Rd	Camp Keais Rd		Roundabout /Intersection Improvement	N/A	County			$25,800,000	$25,800,000					$0					$0	$25,800,000
79	61	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal.	N/A	County			$8,584,950	$8,584,950					$0					$0	$8,584,950
56	37	Pine Ridge Road	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes.	1.89	County				$0	County			$8,533,081	$8,533,081	County			$32,569,160	$32,569,160	$41,102,241
74	69	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2 to 4 lanes.	3.21					$0	County			$137,861,943	$137,861,943					$0	$137,861,943
21	71	Golden Gate Parkway	Livingston Rd		Overpass (GGP over Livingston)	0.00	County		$5,224,500	$43,410,226	$48,634,726	County/ Other Roads			$24,210,755	$24,210,755					$0	$72,845,481
29	27	I-75 (SR 93)	Vicinity of Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	N/A	SU	$8,380,686			$8,380,686	SU	$4,771,833	$6,318,000		$11,089,833	SU			$26,144,168	$26,144,168	$45,614,687
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	2.46	SU/SHS	$10,125,328			$10,125,328					$0	SHS			$25,380,000	$25,380,000	$35,505,328
16	50	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	Widen from 2 to 4 lanes.	5.34	County	$8,185,024			$8,185,024					$0	County	$23,409,266	$25,857,356	$123,112,292	$172,378,913	$180,563,937
94	17	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.		Intersection Innovation/Improvements	N/A					$0					$0	County	$1,544,883	$654,750	$7,922,475	$10,122,108	$10,122,108
18	26	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	4.99					$0					$0	County	$37,611,996	$23,399,310	$15,430,000	$76,441,306	$76,441,306
80	59	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal.	N/A					$0					$0	County			$12,910,700	$12,910,700	$12,910,700
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)	2.39					$0					$0	County	$16,372,510	$11,593,973		$27,966,483	$27,966,483

DRAFT

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7D

Bicycle and Pedestrian Master Plan (BPMP) – Review and Comment on Final Draft

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OBJECTIVE: For the Committee to review and comment on the final draft BPMP.

CONSIDERATIONS: Capital has prepared a PowerPoint presentation on the final draft of the BPMP included as **Attachment 1**. The final draft BPMP for Committee review and comment is included as **Attachment 2**. Collier County Transportation Planning staff are currently in the process of reviewing and providing comments.

Next Steps:

Meeting Date	Meeting Body	Member action or presentation (where member action may not be required)
9/12/25	MPO Board	Review and comment
9/16/25	Bicycle and Pedestrian Advisory Committee (BPAC)	Endorsement
9/17/25	Congestion Management Committee (CMC)	Presentation to committee
9/22/25	Technical and Citizens Advisory Committees (TAC & CAC)	Endorsement
10/10/25	MPO Board	Adoption

STAFF RECOMMENDATION: Provided for committee review and comment.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1) Capital Solutions August 25, 2025 Presentation to TAC/CAC
2) BPMP final draft

COLLIER MPO
BICYCLE-PEDESTRIAN MASTER PLAN
2025 FINAL DRAFT

REVISIONS AND UPDATES
TAC/CAC MEETINGS AUGUST 25TH

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BICYCLE-PEDESTRIAN
MASTER PLAN 2025

March 18TH BPAC Recap

Summary of Proposed Draft Plan Revisions

- Updated street and park names in Everglades City
- Revised the definition of a shared use path
- Reviewed two options to modify the **Local Project Scoring Matrix**
  - The committee approved **Option 1**: Added 5 points to the Safety criterion and replaced the Equity category with a new **Education** category
- Reviewed two options to modify the **Regional Project Scoring Matrix**
  - The committee approved **Option 1**: Added 5 points to Safety and replaced the Equity category with a new **Feasibility** category
- Discussed updating the Plan's Goals by removing **Equity** and **Environment** and replacing them with **Education** and **Efficiency**

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MASTER PLAN 2025

What's New in the BPMP Draft Plan

Master Plan Goals

- The **Safety** goal strategy has been revised to align with County policy on traffic calming, emphasizing **Education and Enforcement** as initial steps before implementing engineered solutions.
- The **Education** goal has been added, replacing the previous **Equity** goal, as discussed during the March BPAC meeting.
- The **Efficiency** goal has been introduced in place of the former **Environment** goal, reflecting the discussion from the March BPAC meeting.
    - These changes were made with consideration of **congestion** and **mode shift**, based on feedback from BPAC and public comments.

No Changes Updated Changes

Goal	Strategy
Safety	Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.
Connectivity	Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.
Economy	Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.
Education	**Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement, empowering users with the knowledge to navigate the network confidently and effectively.**
Efficiency	**Support the design, implementation, and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.**
Health	Design pathways that encourage active transportation and support public health initiatives.
Interactive Map	Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

What's New in the BPMP Draft Plan

Table: Vehicle Availability, Income, Means of Transportation to Work

Area	Occupied Housing Units with No Vehicles Available (Source – 2023 ACS)	Mean Travel Time to Work (Minutes), Workers Age 16+ (2019–2023)	Percent of Population Who Walk, Bike, or Use Public Transportation to Commute to Work	Persons in Poverty[3]	Mean (Average) Per Capita Income in Past 12 Months (in 2023 Dollars), 2019–2023[3]	Median Household Income (in 2023 Dollars), 2019–2023[3]
Florida	5.9%	28.0	3.4%	12.3%	$41,055	$71,711
Collier County	4.5%	25.4	3.5%	10.5%	$59,973	$86,173
Everglades City	5.5%	29.0[3]	5.9%	5.3%	$45,958	$75,163
Marco Island	2.9%	23.7	4.5%	6.3%	$97,179	$104,105
Naples	5.1%	22.3	3.6%	7.1%	$151,564	$140,833
Golden Gate CDP	8.2%	22.9	1.4%	12.9%	$25,843	$64,767
Immokalee CDP	19.0%	35.5	4.6%	24.9%	$18,694	$46,143
Naples Manor CDP	7.7%	21.0	4.0%	18.2%	$22,388	$63,142

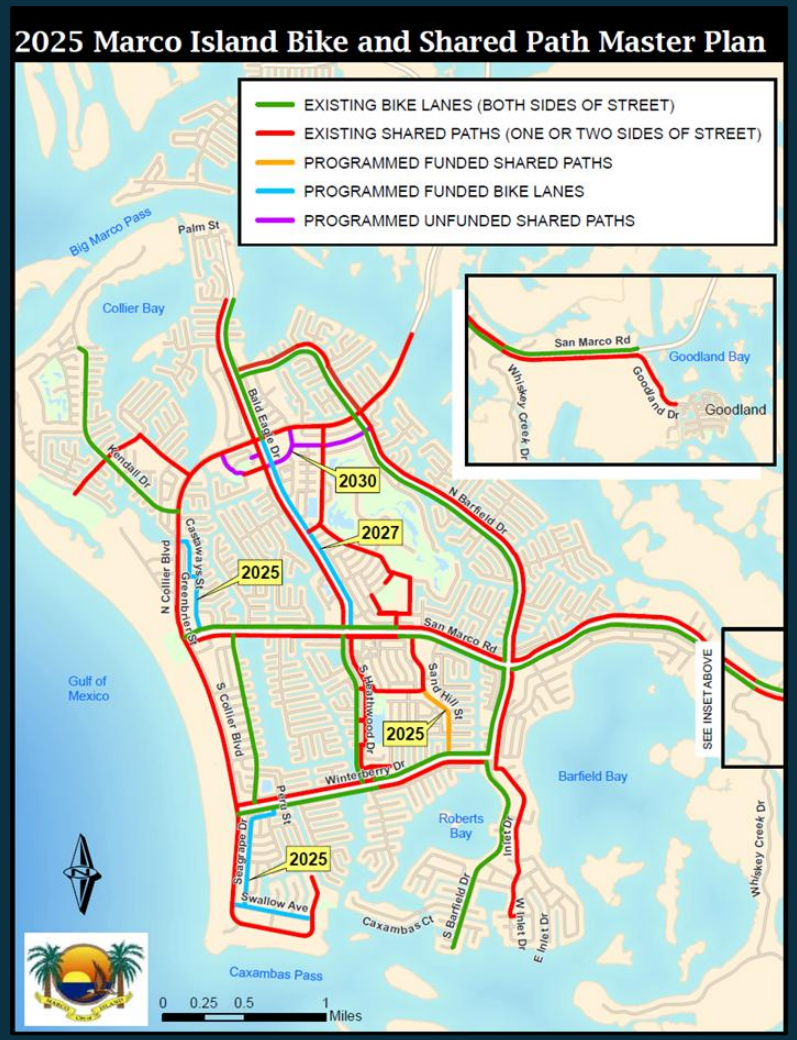
- With support from MPO staff, the population and demographic statistics have been updated to more accurately reflect underrepresented areas such as Everglades City, Immokalee, and Golden Gate.

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Collier MPO BICYCLE-PEDESTRIAN MASTER PLAN 2025

What's New in the BPMP Draft Plan

Priority Projects: Updated Marco Island Map & Projects



- Following concerns raised at the previous BPAC meeting about a potential update to the Bike and Shared Use Path Map, the City of Marco Island was contacted. The updated **2025 map** has been obtained and incorporated into the plan. As a result, the **Priority Projects** section of the BPMP has been revised to reflect the updated map.

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BICYCLE-PEDESTRIAN
MASTER PLAN 2025

What's New in the BPMP Draft Plan

Evaluation Criteria: Local Projects Criteria Descriptions and Weight (%)

- Increased the ***Cost*** weight percentage from **15% to 20%** in response to a TAC comment, aligning it more closely with the Cost weighting in the Regional Scoring Matrix
- Reduced the ***Multimodal and Regional Connection*** criterion by **5%** to accommodate the increase in the ***Cost*** weight
- TAC expressed concern that the Cost should carry at least as much weight as in the Regional Matrix, since outside sources like Regional Projects do not fund Local Projects

Criteria	Weight (%)	Description
Safety	35	Evaluates the project's potential to enhance safety for all users. This includes the analysis of high-risk areas using crash data and fatality statistics, the implementation of Safe Routes to Schools, the incorporation of targeted safety improvements, the adoption of a Safe System Approach, and the inclusion of public education initiatives aimed at promoting safe behaviors.
Multimodal and Regional Connections	20	Assesses the project's integration with other modes of transportation (e.g., transit, biking, walking) and its ability to enhance regional connectivity. Projects that create seamless links between different transportation modes, improve regional mobility, and demonstrate a commitment to eliminating barriers and enhancing ADA accessibility to promote inclusivity for all individuals and abilities will score higher.
Cost	20	Evaluates the financial feasibility of the project, including both initial construction costs, long-term maintenance expenses, and the cost per capita. Projects that demonstrate cost-effectiveness, efficient use of available funds, and provide a reasonable cost per person impacted will score higher.
Education	10	Evaluates the efforts to educate and engage the community regarding bicycle and pedestrian safety, benefits, and infrastructure. Projects that incorporate educational programs, workshops, outreach efforts, or materials promoting safe and sustainable transportation practices will be considered. Consideration will also be given to initiatives that partner with local schools, organizations, and other stakeholders to raise awareness and foster a culture of safety
Public Involvement and Support	5	Evaluates the level of community engagement and support for the project. Projects with strong public involvement, transparent processes, and demonstrated community backing will receive higher scores.
Micromobility	5	Evaluates the project's support for micromobility options such as electric scooters, e-bikes, and other small, lightweight, and low-speed personal transportation devices designed for use on bike lanes or multi-use paths. Projects that integrate infrastructure, connections, and policies to encourage safe, sustainable, and space-efficient micromobility use will score higher.
Economic Development	5	Assesses the project's potential to stimulate economic growth, revitalize communities, and attract tourism. Projects that demonstrate clear economic benefits and support local revitalization efforts will score higher.

What's New in the BPMP Draft Plan

Evaluation Criteria: Local Projects Scoring System

Education

- Proposed improvement includes no formal education component or only minimal effort (e.g., sign or brochure) with no community engagement or partnerships – **1 Point**
- Proposed improvement incorporates a defined educational activity (e.g., workshop, campaign, or materials) and some level of community or stakeholder engagement, such as outreach to schools or local groups – **3 Points**
- Proposed improvement features a comprehensive and sustained education strategy with multiple outreach methods and strong partnerships with schools, organizations, or agencies to promote lasting culture of bicycle and pedestrian safety – **5 Points**

- Introduced a **new scoring system** for the **Education** criterion in Local Projects, which replaces the former **Equity** category
- The new criterion and its description were presented at the last BPAC meeting
- Point values will be assigned using **three scoring options** to evaluate Education-related elements

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Collier MPO BICYCLE-PEDESTRIAN MASTER PLAN 2025

What's New in the BPMP Draft Plan

Evaluation Criteria: Regional Projects Scoring System

Feasibility

- Proposed improvement has major technical challenges (e.g., difficult terrain or significant infrastructure conflicts), an unrealistic or unverified budget (±50% or more of similar projects), lacks defined timeline, and/or faces uncertain or unlikely permitting and approval pathways – **1 Point**

- Proposed improvement has some technical or logistical constraints (e.g., utility conflicts, constrained right-of-way), a budget estimate within ±25% of similar projects, an achievable 3–5-year timeline, and moderately complex but likely permitting requirements – **3 Points**

- Proposed improvement has minimal physical or regulatory obstacles, a realistic and well-documented budget (within ±15% of similar projects), a clear timeline for completion within 1–3 years, and high confidence in timely permitting and agency approvals – **5 Points**

- Introduced a **new scoring system** for the **Feasibility** criterion in Regional Projects, which replaces the former **Equity** category

- The new criterion and its description were presented at the last BPAC meeting

- Point values will be assigned using **three scoring options** to evaluate feasibility

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Collier MPO BICYCLE-PEDESTRIAN MASTER PLAN 2025

Creating the Final Draft Plan

Plan Updates During May through July

- New cover and end cover designs implemented
- Table of Contents, List of Figures, Tables, and Exhibits now included
- Acknowledgments section completed (includes MPO Board, BPAC, TAC, and CAC members)
- Executive Summary added
- Finalized all public comment statistics (surveys, interactive map, public workshop)
- Integrated HIN intersections and corridors from the CSAP into the Safety and Evaluation Criteria sections
- Conducted additional gap analysis for transit-dependent areas
- Infographics incorporated throughout the plan to highlight key information
- Performed comprehensive formatting and document clean-up



Plan Submitted to MPO Staff for Review on July 28th

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BICYCLE-PEDESTRIAN
MASTER PLAN 2025

Integration of the High Injury Network (HIN)

Incorporating the CSAP HIN Into the BPMP

High Injury Network (HIN) Integration

As part of the Collier MPO Safety Action Plan (SAP), the High Injury Network (HIN) identifies the top 20% of roadway segments and intersections with the highest rates of fatal and serious injury crashes involving bicyclists and pedestrians.

This network includes:

- 103.5 miles of roadway and 48 intersections
- 46% of all bike/ped KSI crashes occur on just 3.8% of roadways
- Tier I captures 30% of KSI crashes on only 0.6% of road mileage

Purpose in the BPMP

The HIN is fully integrated into the Bicycle & Pedestrian Master Plan (BPMP) to:

- Prioritize safety improvements on high-risk corridors
- Target limited resources for the greatest impact
- Inform project scoring: Proposed projects on or benefiting Tier I/II HIN segments are assigned higher evaluation scores
- Align with federal funding opportunities like the Safe Streets and Roads for All (SS4A) program

A full HIN analysis is available in the Collier MPO SS4A Safety Action Plan.

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BICYCLE-PEDESTRIAN
MASTER PLAN 2025

Integration of the High Injury Network (HIN)

Bicycle and Pedestrian HIN Tier I Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	Bicycle & Pedestrian KSI	Rank
Tamiami Trl	Bayshore Dr	Airport-Pulling Rd S	East Naples	0.25	5	1
W Main St	N 9th St	N 1st St	Immokalee	0.45	6	2
Airport-Pulling Rd S	Estey Ave	North Rd	East Naples	0.21	2	3
Pine Ridge Rd	I-75 West Ramp	I-75 East Ramp	Urban Estates	0.13	1	4
E Main St	N 1st St	New Market Rd E	Immokalee	0.35	1	5
S 1st St	Stockade Rd	Main St	Immokalee	1.47	4	6
Pine Ridge Rd	I-75 E Onramp	Napa Blvd	Urban Estates	0.19	1	7
5th Ave S	9th St S	S Goodlette Frank Rd	City of Naples	0.2	1	8
Airport-Pulling Rd S	Davis Blvd	Estey Ave	East Naples	0.2	1	9
Bayshore Dr	Thomasson Dr	Tamiani Trl	East Naples	1.37	3	10
Pine Ridge Rd	Livingston Rd	Whippoorwill Ln	Urban Estates	0.43	2	11
State Road 29 N	New Market Rd W	Johnson Rd	Corkscrew	1.97	3	12
Grand Lely Dr	Lely Resort Blvd	Collier Blvd	South Naples	0.67	1	13
Tamiami Trl	Granada Blvd	Pine Ridge Rd	Central Naples	0.51	2	14
Orange Bossom Dr	N Airport Rd	Livingston Rd	North Naples	0.96	1	15
Green Blvd	Logan Blvd S	Collier Blvd	Golden Gate	1.95	2	16
Golden Gate Pkwy	Tamiami Trl	Tamiami Trl	City of Naples	0.18	1	17
Tamiami Trl	St Andrews Blvd	Broward St	South Naples	1.25	4	18
Vineyards Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Urban Estates	2.42	1	19

Bicycle and Pedestrian HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Pulling Rd & Tamiami Trl	East Naples	2	1
Pelican Bay Blvd & Tamiami Trl	North Naples	2	2
Radio Rd & Livingston Rd	East Naples	1	3
Kendall Dr & N Collier Blvd	City of Marco	1	4
Vanderbilt Beach Rd & N Goodlette Frank Rd	North Naples	1	5
Davis Blvd & Airport-Pulling Rd S	East Naples	1	6
Immokalee Rd & Strand Blvd	Urban Estates	1	7
Tamiami Trl & Whistlers Cove Blvd	South Naples	1	8
Tamiami Trl & Broward St	South Naples	1	9
Tamiami Trl & Lakewood Blvd	East Naples	1	10
Tamiami Trl & Espinal Blvd	East Naples	1	11
Davis Blvd & Shadowlawn Dr	East Naples	1	12
Neapolitan Way & Tamiami Trl	City of Naples	1	13
New Market Rd W & Charlotte St	Immokalee	1	14
State Road 29 S & Farm Worker Way	Immokalee	1	15
Lake Trafford Rd & State Road 29 N	Immokalee	1	16
Main St & 1st St	Immokalee	1	17
Isle of Capri Blvd & Collier Blvd	Royal Fakapalm	1	18
Radio Rd & Industrial Blvd	East Naples	1	19

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Collier MPO BICYCLE-PEDESTRIAN MASTER PLAN 2025

Integration of the High Injury Network (HIN)

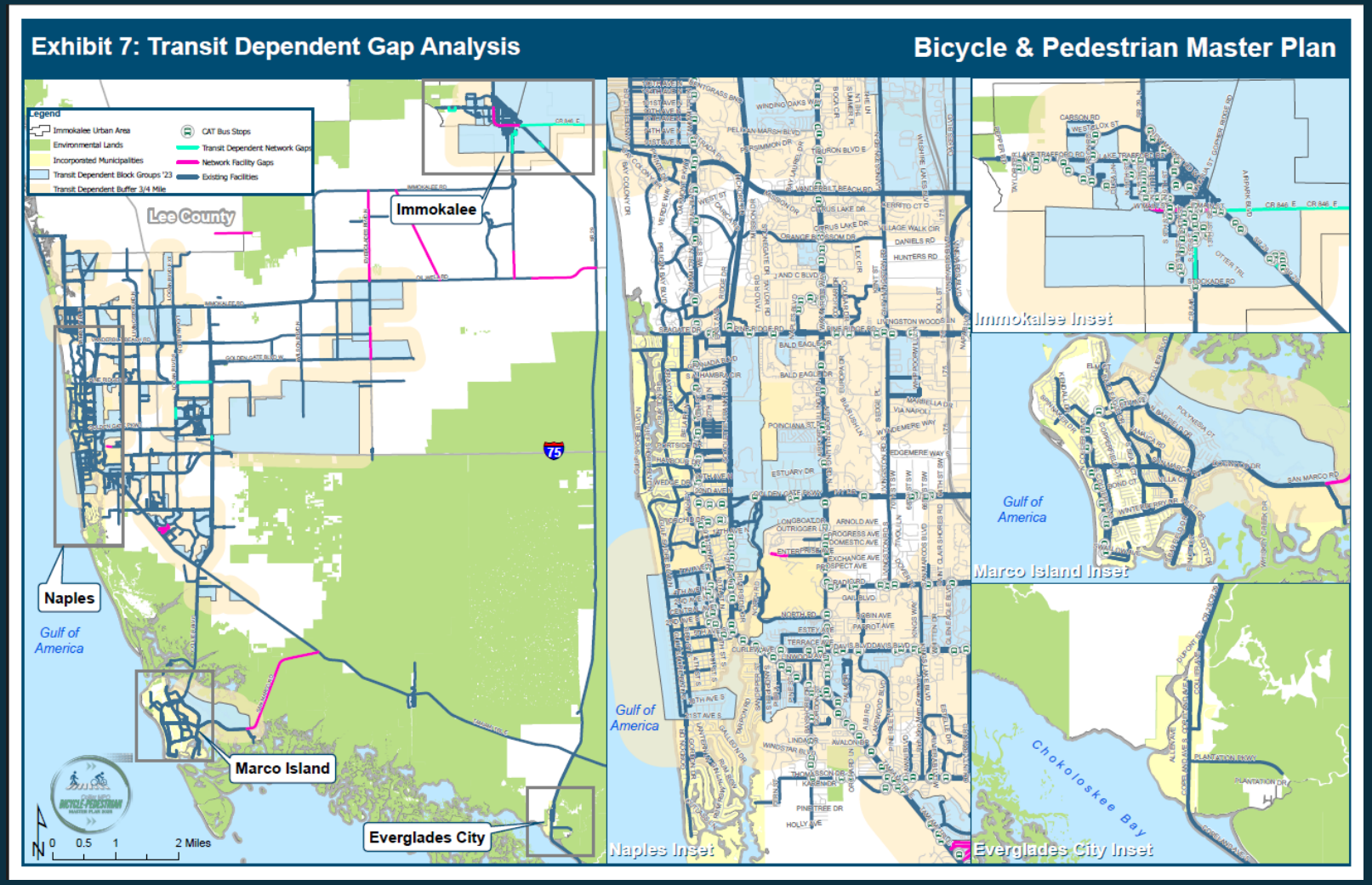
How Will This Influence Project Scoring and Implementation?

- *New Addition to the Local Project Evaluation – Safety Criterion*
- *A Bonus Scoring opportunity has been added to the existing four safety-related scoring categories.*
- *Projects that meet the criteria below will automatically receive **6 Points** under the Safety Category:*
- *" Proposed Improvement is located on a street segment or intersection identified in the High Injury Network (HIN) from the Collier MPO Comprehensive Safety Action Plan, as outlined in Section 2: Crash Analysis and Safety Focus of this Bicycle and Pedestrian Master Plan."*

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MASTER PLAN 2025

Transit Dependent Gap Analysis



Map Objective

To identify bicycle and pedestrian facility gaps within areas of influence and near transit stop locations. Gaps were defined as locations with no existing facilities or only a paved shoulder.

Map Layers:

- ACS 2023 Transit Dependent Block Groups*
- ¾-Mile Buffer Areas
- Transit Stop Locations
- Transit Dependent Gaps – *Cyan*
- Identified Network Facility Gaps – *Pink*
- Bike-Ped Facilities *(Existing, Planned, and Programmed)* – *Dark Blue*

** Block groups where the percentage of households without a vehicle exceeds the county average of 3.75% were identified as transit-dependent. This was calculated by dividing the number of zero-vehicle households by the total number of households.*

Collier MPO
BICYCLE-PEDESTRIAN
MASTER PLAN 2025

Next Steps in the BPMP Master Plan

- Final Draft of the BPMP Presented and Brought to the Following Committees:
  - BPAC –August 19th
  - Technical Advisory Committee (TAC) & Citizens Advisory Committee (CAC) – August 25th
  - MPO Board – September 12th
  - Congestion Management Committee (CMC) – September 17th
  - MPO Board - October 10th (Plan Adoption)



CAPITAL

Collier MPO
BICYCLE-PEDESTRIAN
MASTER PLAN 2025

BPMP Latest Draft Plan



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BICYCLE-PEDESTRIAN
MASTER PLAN 2025

COLLIER
Metropolitan Planning Organization

7D Attachment 2
TAC/CAC 8/25/25



2025

COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN

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MASTER PLAN 2025

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EXECUTIVE SUMMARY

The 2025 Collier Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Master Plan provides a strategic framework to expand and improve active transportation infrastructure and guide future funding decisions across Collier County. Building on previous efforts, the plan aims to create a safer, more connected, and accessible network for pedestrians, cyclists, and micromobility users. It emphasizes regional connectivity, supports sustainable travel options, and aligns with local, state, and federal goals to improve mobility and quality of life.

Developed over nearly two years with extensive public engagement and collaboration among advisory committees, local agencies, and tribal nations, the plan advances prior mapping efforts by identifying additional network gaps and incorporating future planned improvements. It introduces two distinct scoring criteria to evaluate and prioritize local and regional projects, helping ensure that investments reflect community needs and strategic objectives. A data driven focus on safety includes detailed crash analysis and highlights high injury corridors identified in the MPO's Safety Action Plan. Public input emphasized the need for protected bike lanes, shared-use paths, lighting, shade, and improved maintenance priorities that are central to the plan's recommendations.

To support future implementation and unlock funding opportunities, the plan aligns with the statewide SUN Trail network and federal initiatives such as the Safe Streets for All program. It establishes clear goals and prioritization strategies to guide coordinated, long-term investment in bicycle and pedestrian infrastructure throughout the region.

INTRODUCTION

The 2025 Collier MPO Bicycle-Pedestrian Master Plan builds upon a longstanding commitment to improving active transportation infrastructure within Collier County. Since its inception, the Collier MPO has prioritized creating a safer and more connected network for bicyclists and pedestrians. Past iterations of the Bicycle-Pedestrian Master Plan laid the foundation for many successful projects, addressing critical safety needs, filling infrastructure gaps, and promoting alternative transportation options. These efforts have played a vital role in fostering a community that supports healthy, active lifestyles while reducing reliance on motor vehicles.

This 2025 plan represents the next chapter in that ongoing effort, advancing the goals of previous plans while responding to evolving needs, emerging trends, and new opportunities. It builds on the successes of past projects by refining strategies, identifying new priorities, and incorporating innovative tools and technologies to enhance mobility for all. By addressing key challenges such as safety, connectivity, and equity, this plan ensures that Collier County can continue to grow as a model for active transportation in Southwest Florida.

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Through nearly two years of planning, collaboration, and public engagement, this updated Master Plan serves as a comprehensive guide for future improvements. It reflects the collective vision of local stakeholders, state and tribal partners, the Bicycle-Pedestrian Advisory Committee, and the broader community. With a focus on inclusivity and sustainability, the 2025 Bicycle-Pedestrian Master Plan will help Collier County achieve its goal of a safer, more accessible, and interconnected transportation network for generations to come.

PURPOSE

The purpose of the Bicycle-Pedestrian Master Plan is to create a comprehensive framework that continuously improves and builds upon prior efforts to enhance the safety, accessibility, and connectivity of bicycle and pedestrian infrastructure throughout the region. This plan aims to promote active transportation options, reduce reliance on single-occupancy vehicles, and foster healthier, more sustainable communities. By addressing the evolving needs of residents and visitors, the plan seeks to facilitate safe and efficient mobility for all users, including pedestrians, cyclists, and those utilizing micromobility options. The Master Plan is not intended to conflict or supplant other existing local plans or ongoing projects but to unify planning efforts and influence facility improvement priorities countywide.

The Master Plan serves as a strategic guide for local governments, stakeholders, and community members to collaboratively prioritize investments in infrastructure, encourage public engagement, and ensure equitable access to transportation resources. Through ongoing assessment and community input, this plan will adapt to changing conditions and best practices, ensuring that our efforts align with the broader goals of environmental sustainability, public health, and economic vitality.

VISION

The Vision of the Plan was crafted through extensive collaboration and input from the Bicycle-Pedestrian Advisory Committee (BPAC), stakeholders, and MPO staff, and was ultimately approved and adopted by the MPO Board. It emphasizes the safety and connectivity of active transportation facilities to encourage the use of alternative modes of transportation, enhancing the overall well-being of the community and regional connectivity.

"To create a safe and connected network of active

transportation facilities in Collier County that promotes

and encourages the use of bicycle and pedestrian

pathways which support business and recreation

for community access and well-being."

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GOALS AND STRATEGIES

Building on the goals and strategies outlined in the 2019 plan, these updated strategies maintain similar objectives related to Safety, Connectivity, Economy, Equity, and Health, but have been refined to address the current needs and challenges facing the region. Through extensive discussions and guidance from the Bicycle-Pedestrian Advisory Committee (BPAC), the strategies to achieve these goals were developed by incorporating their input and concerns. Additionally, enhancing the Environment and integrating an Interactive Map have emerged as key goals for this plan.

Goal	Strategy
Safety	Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.
Connectivity	Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.
Economy	Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.
Education	Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement, empowering users with the knowledge to navigate the network confidently and effectively.
Efficiency	Support the design, implementation, and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.
Health	Design pathways that encourage active transportation and support public health initiatives.
Interactive Map	Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

PLAN DEVELOPMENT

The development of the 2025 Collier MPO Bicycle-Pedestrian Master Plan began on August 23, 2023, and spanned nearly two years, resulting in a comprehensive and community-driven plan. From the outset, the process emphasized collaboration and inclusivity, with significant engagement from the Bicycle-Pedestrian Advisory Committee (BPAC), which provided continuous feedback and valuable insights throughout the plan's development. Public involvement played a critical role, with over 200 responses collected through surveys designed to capture the perspectives of local stakeholders, highlighting priorities and concerns that shaped the plan's recommendations. An innovative feature of the process was the use of an interactive map, which provided residents with a resource to visually explore the proposed network with greater clarity than conventional maps could offer. This tool allowed stakeholders to actively participate by mapping their own infrastructure requests and documenting specific concerns, aiding the consulting team in pinpointing precise locations and ensuring their incorporation into the plan. In addition to this, two public workshops were held during key phases of the project to present plan components, share preliminary findings, and receive feedback. These workshops fostered meaningful dialogue and ensured that the community's voice was integral to the plan. Groundbreaking collaboration with the Seminole and Miccosukee Tribes of Florida also set a precedent for inclusive planning and emphasized the importance of tribal perspectives in shaping the vision for the future. Although the plan started slowly, it rapidly gained momentum as public involvement deepened, evolving into a dynamic narrative that reflected the collective aspirations and priorities of the community. The result is a forward-thinking plan that integrates a range of voices and provides a safer, more connected, and accessible future for Collier County.

MAJOR COMPONENTS OF THE PLAN

The key components of the plan are outlined in the table of contents. Below is a high-level overview of the role each component plays in the plan:

- **Existing Conditions**: Building on the foundation of the previous plan, this section provides a benchmark for inventing existing facilities. GIS software was used to expand and update the database, offering a solid starting point for identifying needs and priorities.

- **Public Input:** Public engagement is vital to the plan's development. This section summarizes feedback gathered through surveys, workshops, and stakeholder meetings, ensuring the plan reflects the needs and priorities of residents, local organizations, and interest groups. Expanding on the 2019 plan, which mapped public comments, this plan includes an interactive map that allows the public to actively highlight priorities.

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- **Vision, Goals, Objectives & Strategies:** Developed with input from advisory committees and public outreach, this section outlines the vision, goals, objectives, and strategies that shape the plan. It serves as a roadmap for the plan's development.

- **Needs Analysis**: Using data from existing conditions and public input, this analysis identifies critical gaps and areas where improvements are most needed. It informs the prioritization of projects and resource allocation to address community needs effectively.

- **Design Guidelines:** This section provides guidelines and design standards for creating safe, accessible, and connected bicycle and pedestrian infrastructure. These guidelines ensure consistency across future projects and promote a high-quality, user-friendly network.

- **Guidelines and Policies:** The plan establishes planning guidelines to encourage the inclusion of bicycle and pedestrian facilities along all collector and arterial roads, formalizes the applicability of design guidelines, adopts FDOT's Complete Streets policy (as did the 2019 BPMP), identifies high-priority corridors, and outlines MPO priorities for funding improvements. It also commits MPO staff to report on performance measures and targets to the MPO Board annually.

- **Appendices**: The appendices contain a collection of advisory committee and public comments, as well as the tools used in developing the plan, including online surveys and the interactive map.

    - Appendix A – Documented Public Comments During Plan Development
    - Appendix B – Summary of Public Survey Results
    - Appendix C – Eligible Local Streets from the 2019 Bicycle-Pedestrian Master Plan
    - Appendix D – Additional Network Maps

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SECTION 1- EXISTING CONDITIONS

Demographics

At the time of this plan's development, the most recent data from the U.S. Census Bureau's 2023 American Community Survey (ACS) 5 Year Estimates reports that Collier County, Florida, has a population of approximately 387,681. This represents an increase of roughly 11% from the 2016 ACS estimate of 348,236, as cited in the 2019 MPO Bicycle and Pedestrian Master Plan (BPMP). The county consists of three incorporated municipalities: Everglades City, Marco Island, and Naples, along with several Census Designated Places (CDPs) within unincorporated areas, including Immokalee, Golden Gate, and Naples Manor. Comparative demographic data among these municipalities, the larger CDPs, the county overall, and the State of Florida highlight notable socioeconomic diversity.

While the county's average household income surpasses the state average and the poverty rate is lower than Florida's overall, certain areas like Immokalee, Golden Gate City, and Naples Manor face significantly lower incomes, higher poverty levels, and limited vehicle access compared to county and state averages. Residents in these areas are more reliant on walking, biking, and public transit for daily transportation.

Additionally, Collier County hosts a significant number of seasonal residents and visitors who use bicycle and pedestrian networks for recreation, errands, and commuting to local destinations. These factors underscore the critical role of multimodal transportation systems in meeting the diverse mobility needs of the county's population.

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Table 1: Vehicle Availability, Income, Means of Transportation to Work

Area	Occupied Housing Units with No Vehicles Available (Source – 2023 ACS)[1]	Mean Travel Time to Work (Minutes), Workers Age 16+ (2019–2023)[2]	Percent of Population Who Walk, Bike, or Use Public Transportation to Commute to Work[3]	Persons in Poverty[3]	Mean (Average) Per Capita Income in Past 12 Months (in 2023 Dollars), 2019–2023[3]	Median Household Income (in 2023 Dollars), 2019–2023[3]
Florida	5.9%	28.0	3.4%	12.3%	$41,055	$71,711
Collier County	4.5%	25.4	3.5%	10.5%	$59,973	$86,173
Everglades City[4]	5.5%[5]	29.0[3]	5.9%	5.3%[6]	$45,958[7]	$75,163[8]
Marco Island	2.9%	23.7	4.5%	6.3%	$97,179	$104,105
Naples	5.1%	22.3	3.6%	7.1%	$151,564	$140,833
Golden Gate CDP	8.2%	22.9	1.4%	12.9%	$25,843	$64,767
Immokalee CDP	19.0%	35.5	4.6%	24.9%	$18,694	$46,143
Naples Manor CDP	7.7%	21.0	4.0%	18.2%	$22,388	$63,142

[1] U.S. Census Bureau. *Vehicles Available and Electric Vehicles.* American Community Survey (ACS), 2023.

[2] U.S. Census Bureau. *QuickFacts: Population 5,000 or More.* https://www.census.gov/quickfacts/

[3] U.S. Census Bureau. *S0801: Commuting Characteristics by Sex,* ACS 2023 5-Year Estimates.

[4] Note: Some data are based on small statistical samples with high margins of error, indicating estimates may be unreliable.

[5] U.S. Census Bureau. *DP04: Selected Housing Characteristics,* ACS 2023 5-Year Estimates.

[6] U.S. Census Bureau. *S1701: Poverty Status in the Past 12 Months,* ACS 2023 5-Year Estimates.

[7] U.S. Census Bureau. *S1902: Mean Per Capita Income in the Past 12 Months,* ACS 2023 5-Year Estimates. (Margin of error: ±$22,584)

[8] U.S. Census Bureau. *Everglades City, Florida Profile,* ACS 2023 5-Year Estimates.

According to the U.S. Census Bureau's 2023 American Community Survey (ACS) 5-Year Estimates[9], approximately 33.0% of Collier County's population is age 65 or older, representing a notable increase from 30.0% in 2016. This proportion is significantly higher than the statewide average of approximately 21.0% for the same period. The continued growth of the senior population has important implications for transportation planning, particularly in the provision of non-driving options such as public transit, walking, and bicycling.

In addition to demographic shifts, Collier County is projected to experience substantial population growth in the coming decades. The 2020 Decennial Census reported a population of 375,752. According to the University of Florida's Bureau of Economic and Business Research (BEBR)[10], the county's population is projected to increase to approximately 413,300 by 2025 and to exceed 500,000 by 2050 under the medium growth scenario. This anticipated growth of more than 125,000 residents underscores the importance of proactive, multimodal transportation planning. Continued investment in bicycle and pedestrian infrastructure will be essential to managing future congestion, enhancing mobility options, and improving overall quality of life.

Bicycle and Pedestrian Infrastructure

In Collier County, bicyclists and pedestrians are allowed to use most roads, sidewalks, and shared-use paths, except for limited-access facilities like Interstate 75 (I-75), as permitted under Florida law. This accessibility necessitates a comprehensive approach to infrastructure planning, ensuring compliance with the Americans with Disabilities Act (ADA), improving intersections, and developing corridors that prioritize safe walking and cycling.

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[9] U.S Census Bureau. DP05: Demographic and Housing Estimates, ACS 2023 5-Year Estimates.
[10] University of Florida, Bureau of Economic and Business Research. *Projections of Florida Population by County, 2025–2050, with Estimates for 2023.* Bulletin 198, January 2024. Available at: https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf

As shown in **Table 2:** Existing Facilities Inventory by Centerline Miles, Collier County has approximately 1,683 centerline miles of roadways maintained by both county and state agencies. A recent inventory of arterial and collector roads identified the following bicycle and pedestrian facility types:

Table 2: Existing Facilities Inventory by Centerline Miles

Facility Type	Centerline Miles
Bike Lane	228
Bike Lane & Shared Use Path	10
Sidewalk	195
Greenway	8
Low Speed / Low Volume	15
Paved Shoulder	210
Paved Shoulder & Shared Use Path	2
Sharrow	12
Sidewalk & Bike Lanes	11
Sidewalk & Paved Shoulders	2
Shared Use Path	63

Collier County has programmed several projects for completion within fiscal years 2019–2029, as shown in **Table 3:** Programmed Facilities Inventory by Centerline Miles. These projects have secured funding and are advancing toward construction: A recent gap analysis (detailed in Section 5) revealed approximately 76 miles of arterial and collector roads without any bicycle-pedestrian facilities, as well as 210 miles with inadequate facilities, such as narrow paved shoulders. Addressing these deficiencies remains a county priority, with significant resources directed toward closing network gaps.

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Facility Type	Centerline Miles
Bike Lane & Sidewalk	27
Bike Lane, Sidewalk, & Shared Use Path	12
Bike Lane & Shared Use Path	4
Sidewalks	26
Sidewalk & Paved Shoulder	28
Shared Use Path	4

The current bicycle and pedestrian network in the Collier MPO area is well-connected, especially in urban centers like Naples and Marco Island; planned and programmed facilities in Immokalee and Everglades City will substantially improve their networks. Existing facilities include sidewalks, bike lanes, shared use paths (SUPs), and greenways that support non-motorized transportation. However, rural and less developed areas still experience connectivity gaps. Strengthening these connections is essential to creating a safer, more accessible network for all users.

Beyond facility availability, factors like traffic volume, speed limits, and facility design impact usage and perceptions of safety. Best practices recommend physically separating bike lanes from vehicular traffic on high-speed, high-volume roads to enhance cyclist safety and comfort. Expanding the network's quality, safety, and connectivity is crucial to making bicycling a viable and attractive transportation option countywide.

Improving the sidewalk and pathway network is key to supporting pedestrian mobility and safety. Efforts include constructing new infrastructure in high-demand areas and ensuring seamless integration with existing facilities. FDOT and Collier County have placed greater emphasis on providing shared use paths adjacent to arterial roads in recent years. Additionally, the implementation of dedicated bike lanes should be prioritized moving forward, with a focus on separating them from vehicular traffic where the right-of-way (ROW) allows. Dedicated bike lanes provide an alternative location for micromobility uses that can ease pressure on sidewalks, especially along road segments that receive heavy pedestrian use. Retrofitting existing roadways with paved shoulders is another critical strategy, offering enhanced options for riders by converting these shoulders into dedicated bike lanes or shared use paths.

These enhancements align with Collier County’s broader planning objectives to establish a more inclusive, multimodal transportation system that meets the needs of all users.

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Other Bicycle and Pedestrian Plans

The cities of Naples, Marco Island, and Everglades City, alongside Collier County, continue to prioritize improvements to bicycle and pedestrian infrastructure. Their respective master plans align closely with the Collier Metropolitan Planning Organization (MPO) to enhance safety, connectivity, and accessibility. The MPO's Bicycle and Pedestrian Master Plan integrates these municipal priorities to ensure a coordinated regional approach.

Naples

The City of Naples has adopted its updated Pedestrian and Bicycle Master Plan, emphasizing infrastructure enhancements such as installing bike lanes where feasible, adding shared-lane markings, incorporating green bike boxes, and implementing bike lane striping during pavement resurfacing projects. These measures aim to further support the city's vibrant walking and biking culture. The updated plan aligns with ongoing evaluations in this Collier MPO plan, showcasing the city's commitment to safety and multimodal accessibility.

Marco Island

Marco Island's Bicycle and Shared Use Path Master Plan is updated annually to meet its vision of facilitating cycling for riders of all skill levels. Projects funded for completion within the next five years include upgraded pathways and designated bike lanes to encourage recreational and commuter use. The MPO plan incorporates Marco Island's evolving priorities to ensure county-wide connectivity.

Everglades City:

Recognized as a Florida Trail Town by the Florida Department of Environmental Protection, Everglades City adopted its first Bicycle and Pedestrian Master Plan in August 2020. Phase 1 improvements have been completed and phases 2, 3, 4 are currently programmed in the MPO's Transportation Improvement Program (TIP). Collier County has supported the city's effort by approving the use of its ROW and agreeing to maintain improvements on CR 29 (Collier Ave.). FDOT has been proactive in supporting the city's master plan by serving as the lead agency on these projects. Phase 5, which proposes creating a linear park along Chokoloskee Causeway, remains in the concept development phase.

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County Initiatives:

Collier County has made significant strides in equity-focused projects, particularly through implementing Community Walkability Studies Completed for Golden Gate City, Naples Manor, Immokalee, and collaborations with Community Redevelopment Agencies (CRAs). A $13 million federal RAISE (formerly TIGER) grant is funding substantial infrastructure improvements in Immokalee, including 20 miles of new sidewalks, upgraded intersections, and enhanced transit facilities. These advancements support broader MPO goals of increased multimodal transit access and connectivity, especially in underserved areas.

Several Improvements are programmed in the MPO's TIP at the request of the Bayshore Gateway Triangle CRA. For more detailed updates and information about ongoing initiatives, you can review the Collier MPO's recent agendas and Bicycle & Pedestrian Master Plan updates on their official site.

Walkability Studies

The Collier MPO has completed several Walkability Studies requested by Collier County to assess and prioritize walking infrastructure needs in various communities across the County. These studies—covering Bayshore, Naples Manor, Immokalee, Naples Park, and Golden Gate City—help identify the key areas in need of improvement to enhance walkability. The results from these studies have been integrated into the broader plan for bicycle and pedestrian infrastructure development.

For example, the Bayshore and Naples Manor studies (conducted in 2010) highlighted issues such as gaps in sidewalks and unsafe pedestrian crossings. Similarly, the Immokalee and Golden Gate City studies emphasized areas where pedestrians face challenges in terms of connectivity and safety. These recommendations have been added to the MPO's priority list for future infrastructure improvements.

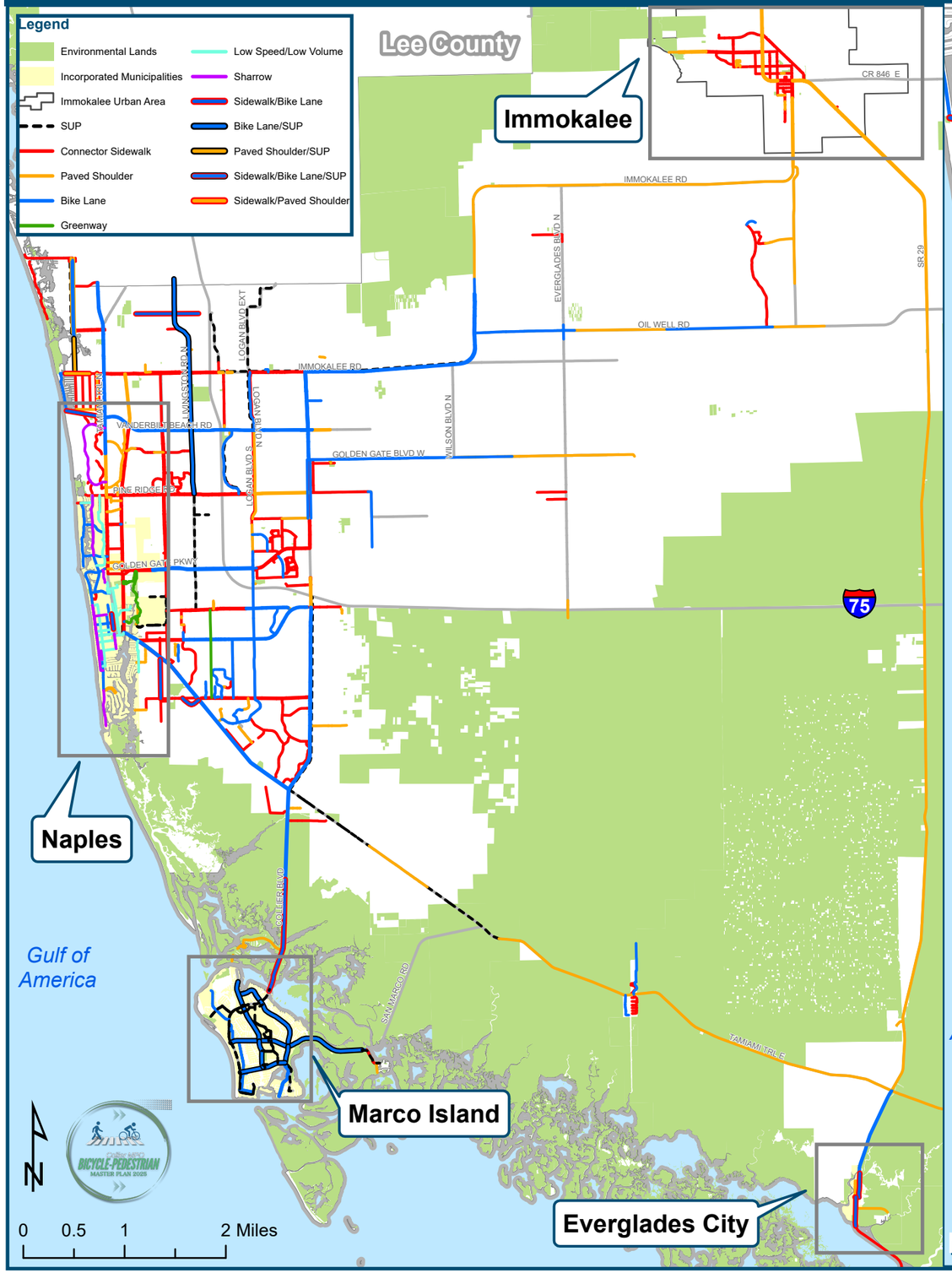
Additionally, the Collier MPO has been actively addressing pedestrian and cyclist safety needs through various studies, including the Golden Gate City Walkability Study, which was last completed in 2019.

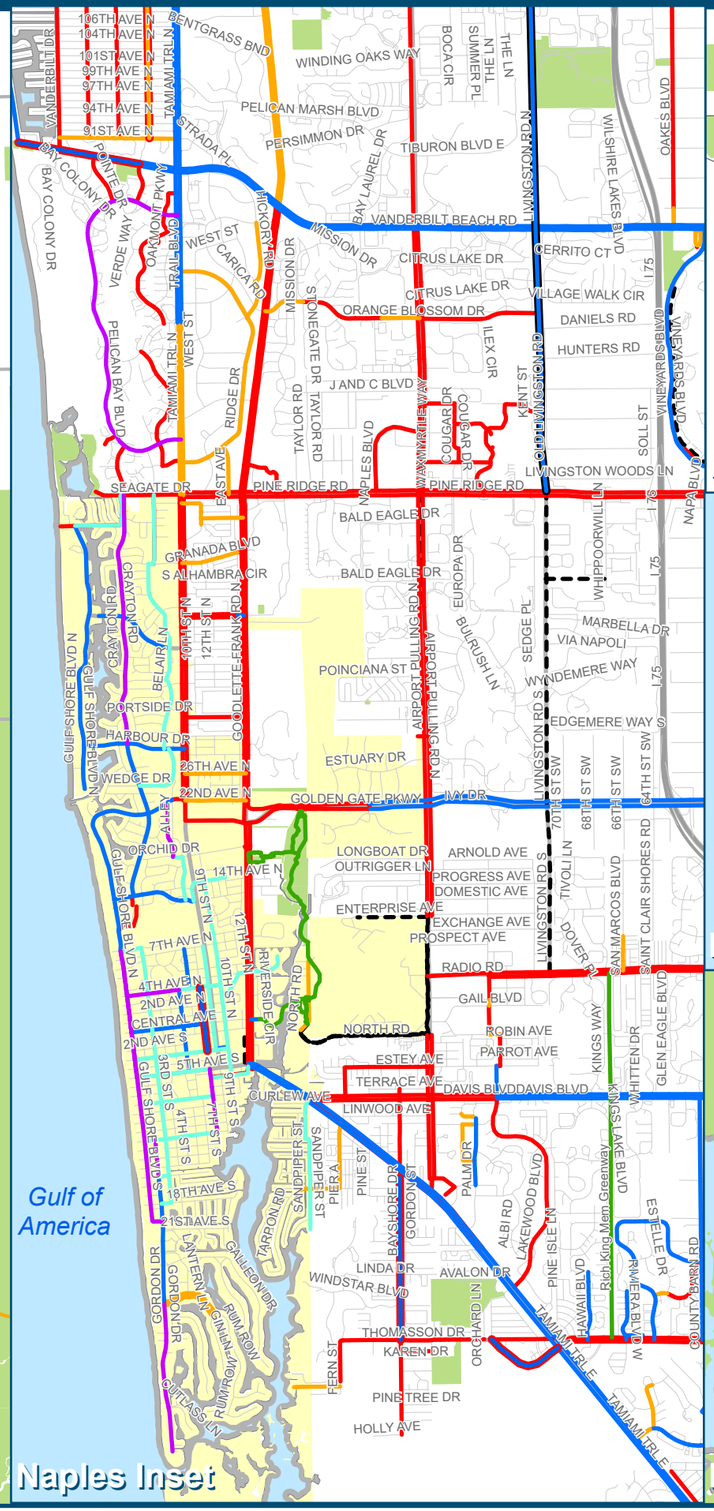
For more detailed information, please refer to the Collier MPO's reports and appendices in the documents provided by their official publications.

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Exhibit 1: Existing Facilities Inventory

Bicycle & Pedestrian Master Plan





SECTION 2 - CRASH ANALYSIS AND SAFETY FOCUS

The Crash Analysis and Safety Focus section of the Collier MPO Bicycle-Pedestrian Master Plan (BPMP) builds on data and insights from the Comprehensive Safety Action Plan (CSAP), which is supported by the federal Safe Streets and Roads for All (SS4A) grant. This analysis examines the severity and distribution of crashes involving vulnerable road users, such as pedestrians and cyclists, which represent a disproportionate percentage of severe traffic incidents in Collier County. By focusing on high-risk corridors, crash trends, and contributing factors, the analysis provides a clear understanding of which bicycle-pedestrian facilities should be prioritized for improvement. The findings also inform the design of targeted enforcement campaigns aimed at reducing unsafe driving behaviors and promoting safer interactions between motorized and non-motorized users. For a broader scope of crash data, including countywide trends beyond bicycle and pedestrian incidents, the CSAP can be reviewed on the MPO website and is anticipated to be completed by September 2025. Through these efforts, the BPMP aims to implement data-driven safety strategies that enhance infrastructure, increase visibility, and foster safer conditions for all road users.

Crash Severity and Vulnerable Road Users

Although crashes involving pedestrians and cyclists account for only 4% of all traffic incidents in Collier County, they represent 23% of all severe crashes—those resulting in fatalities or serious injuries (KSI). Pedestrians account for 11% of all KSI incidents, and cyclists account for 12%. These figures underscore the heightened vulnerability of non-motorized users in a predominantly motorized environment. **Figure 1**, "People Killed or Seriously Injured by Mode," highlights this disproportionate impact, serving as a call to action for targeted investments in infrastructure and policy measures designed to protect these road users.

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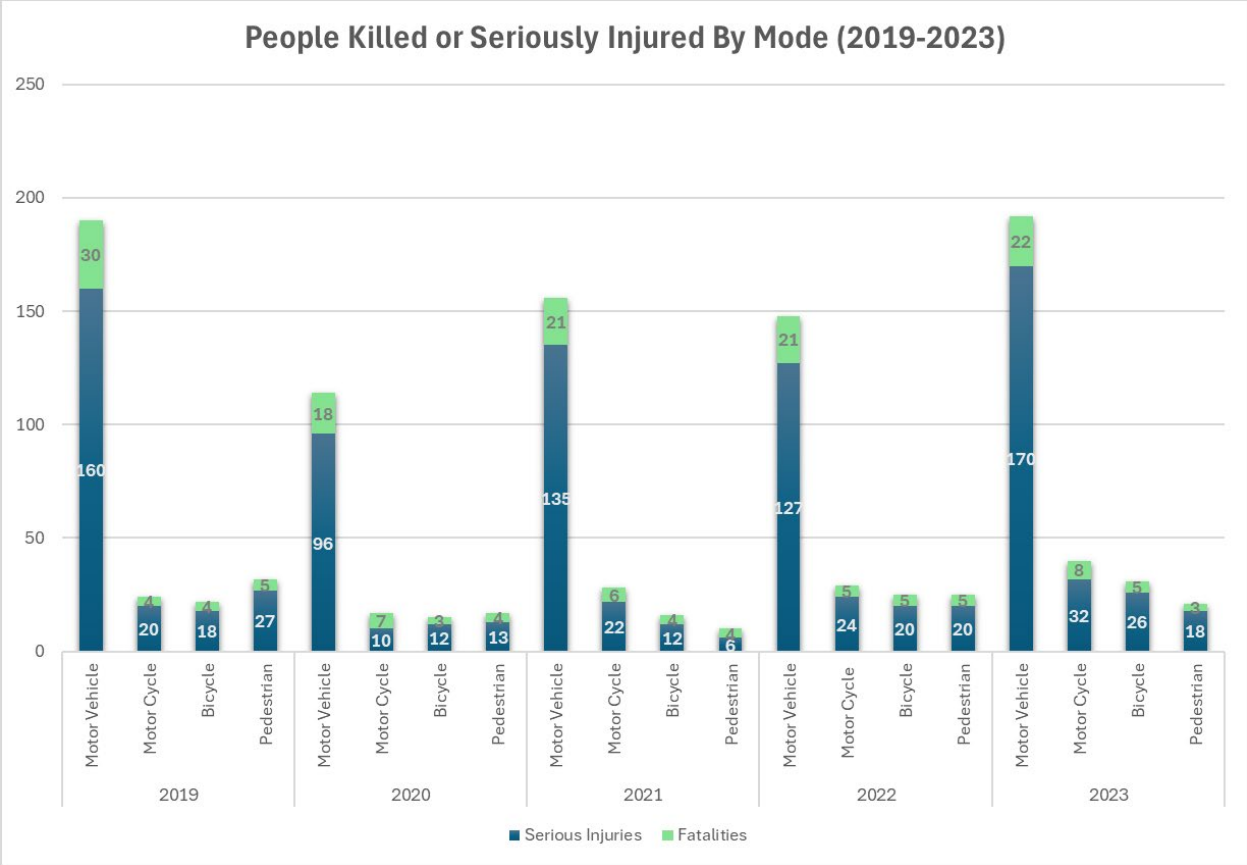


Figure 1: KSI Crashes by Mode (2019-2023), Source Collier MPO SS4A CSAP

Geographic Distribution and Crash Trends

Severe crashes are highly concentrated along major arterial roadways, such as Immokalee Road, Pine Ridge Road, Airport-Pulling Road, and US-41. These corridors, characterized by high traffic volumes, high posted speeds (45-55 mph), and limited infrastructure for non-motorized users, pose significant risks for pedestrians and cyclists. **Figure 2**, the "Bicycle and Pedestrian KSI Crash Density Heat Map," illustrates these hotspots, highlighting areas in need of immediate safety improvements.

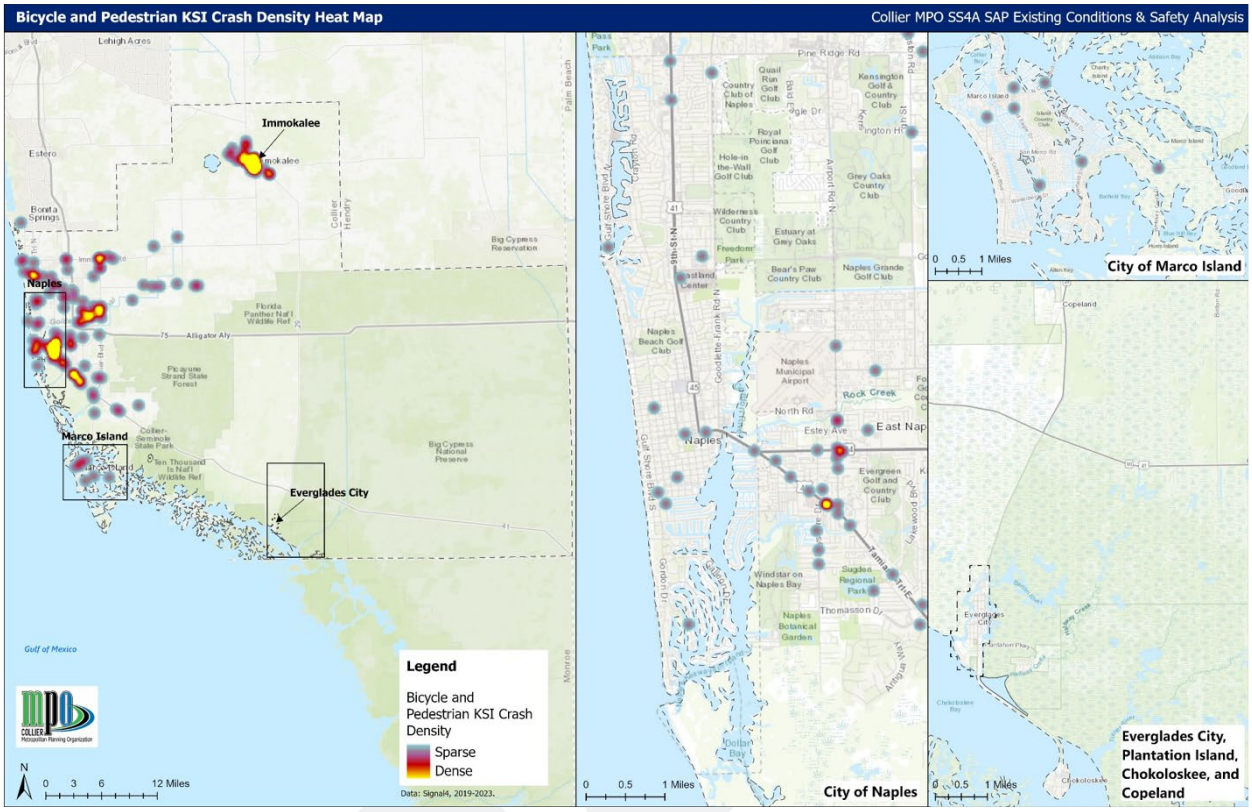


Figure 2: Bicycle and Pedestrian KSI Crash Density Heat Map, Source Collier MPO SS4A CSAP

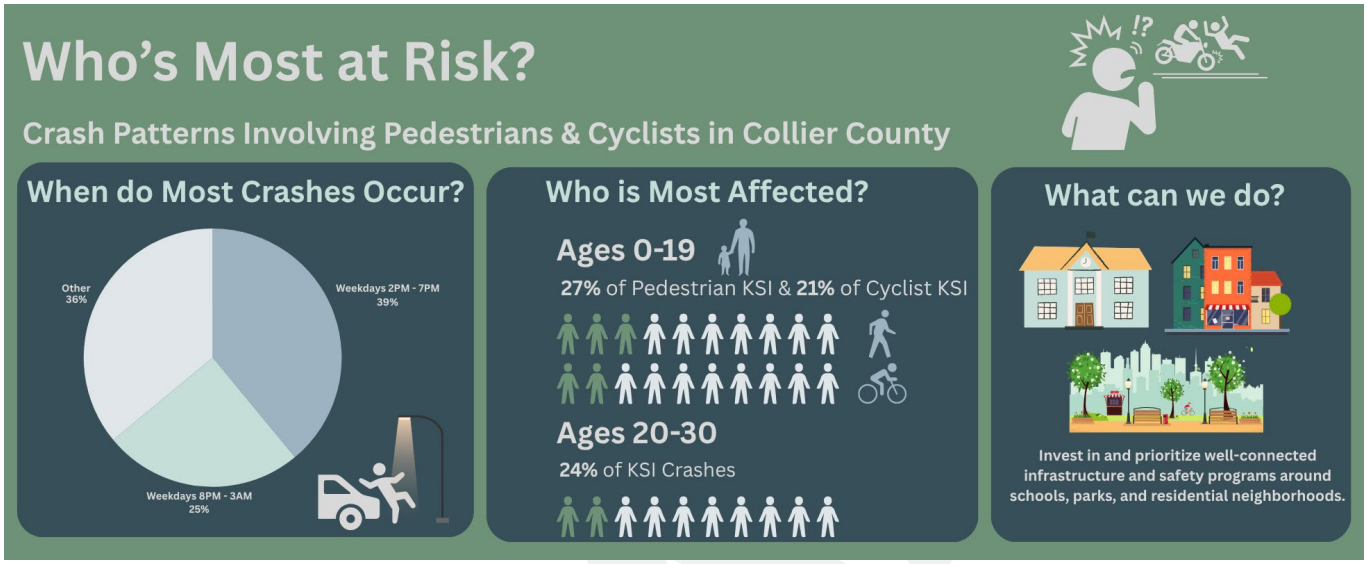
The analysis reveals shifts in crash patterns. Crashes involving pedestrians and cyclists returned to and exceeded pre-pandemic levels after an initial decline. This resurgence underscores the necessity for proactive, long-term safety strategies, including the implementation of robust infrastructure improvements and community education campaigns.

Crash Trends by Day, Time, and Age of Victim

Demographic and timing analyses provide critical insights into crash patterns. Nearly 70% of KSI crashes involving pedestrians and cyclists occur on weekdays, with the highest concentration (39%) occurring between 2 PM and 7 PM. Evening and late-night hours (8 PM to 3 AM) account for 25% of severe crashes, pointing to the need for improved street lighting and visibility measures during low-light conditions.

Demographically, individuals aged 20 to 30 years account for 24% of KSI crashes, a disproportionately high share given that this age group comprises only 9% of the county's population. Younger residents, particularly children and teens aged 0 to 19 years, are also overrepresented, accounting for 27% of

pedestrian KSI crashes and 21% of cyclist KSI crashes. These findings highlight the critical need for child-friendly infrastructure and safety programs targeting schools, parks, and residential neighborhoods.



Traffic Speed and Crash Severity

Arterial roadways, which serve as the backbone of Collier County's transportation network, are designed to facilitate the efficient movement of people and goods. However, their high-speed limits (typically 45 mph or greater), wide intersections, and lack of sufficient infrastructure for non-motorized users make them particularly hazardous for pedestrians and cyclists. Research from the 2023 Pedestrian Safety Month Resource Guide[11] consistently shows that vehicle speed is a critical factor in the severity of crashes. As vehicle speeds increase, the likelihood of a fatal or serious injury rises dramatically. **Figure 3** illustrates the correlation between vehicular speed and pedestrian survival rates, reinforcing the importance of speed management strategies.

[11] https://www.trafficsafetymarketing.gov/safety-topics/pedestrian-safety#1886



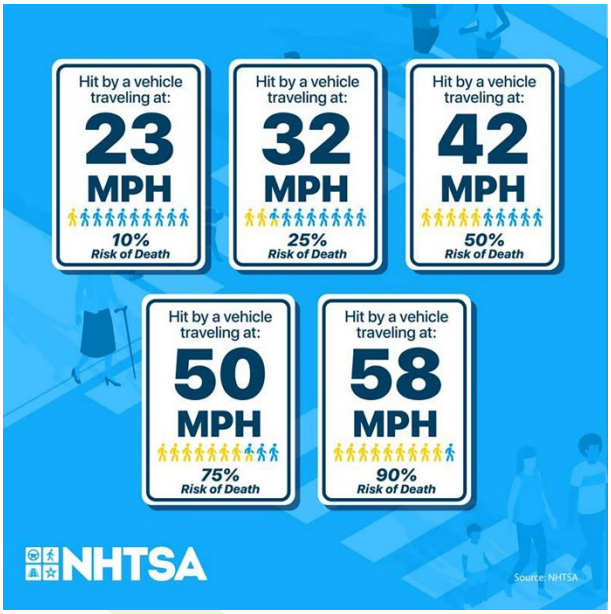


Figure 3: Vehicular Speed and Pedestrian Survival Rates (NHTSA)

To address these risks, speed management must be a key focus within the BPMP. Measures such as road diets, speed humps, raised crosswalks, and protected bike lanes can help mitigate the impact of high speeds by increasing driver visibility and awareness, while also providing non-motorized users with a greater sense of safety. Additionally, public awareness campaigns can emphasize the life-saving benefits of reducing vehicle speeds.

Contributing Factors and High-Crash Corridors

Behavioral and environmental factors play a significant role in crash occurrences. As seen in **Figure 4**, reckless driving, failure to yield, roadway departure, and speeding collectively account for the majority of KSI crashes. Additionally, parking lots, despite being low-speed environments, contribute to 10% of pedestrian and cyclist KSI crashes, highlighting the need for safety measures in these areas.

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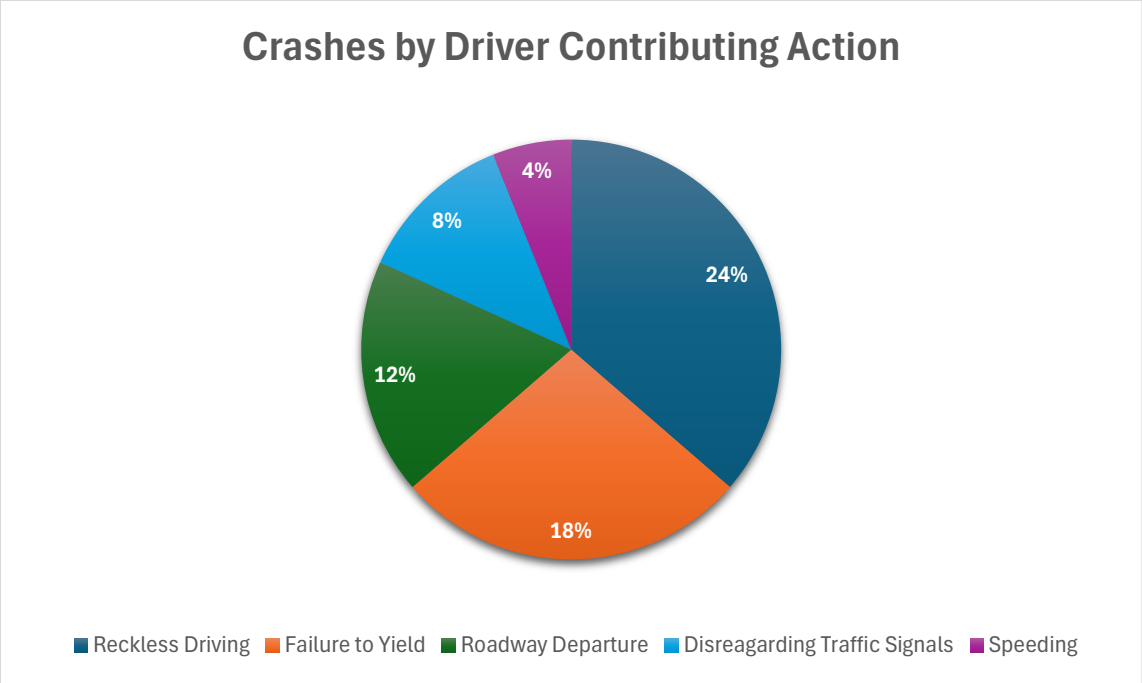


Figure 4: KSI Crashes by Driver Contributing Action

High-Crash Corridors in Collier County

As Collier County continues to experience population growth and increased development, pedestrian and cyclist safety remains a critical concern. The Florida Department of Transportation (FDOT) has identified Collier County as a high-priority area for improving safety infrastructure. According to the *FDOT 2021 Florida Pedestrian and Bicycle Safety Plan*[12], Collier County ranks 25th among Florida counties for pedestrian crashes. While this places it at the lower end of the top 25, the ranking highlights the need for proactive measures to reduce crashes and enhance safety for vulnerable road users.

The *FDOT District One Active Transportation Plan (2022)*[13] identifies specific high-crash corridors in Collier County that pose significant risks to pedestrians and cyclists. These corridors, assigned crash index scores of 81-100 (the highest in the region), include:

[12] FDOT (2021). *Florida Pedestrian and Bicycle Safety Plan*
[13] FDOT (2022). *District One Active Transportation Plan*

- US-41 between Davis Boulevard and Collier Boulevard: A heavily trafficked urban corridor that connects residential areas with commercial hubs and serves as a critical route for both local and regional travel.
- SR-29 between North 11th Street and New Market Street: A key route through Immokalee that serves as an essential connection for residents, many of whom rely on walking and biking to access nearby amenities.

These corridors, which serve as vital links for both motorized and non-motorized users, present significant opportunities for safety enhancements. Targeted interventions, such as upgraded crossings, signalization improvements, and dedicated infrastructure for pedestrians and cyclists, are essential to reducing crash frequency and severity.

High Injury Network (HIN)

As part of the Collier MPO's Safety Action Plan (SAP), a detailed High Injury Network (HIN) was developed to identify roadway segments and intersections with the highest incidence of serious and fatal crashes involving bicyclists and pedestrians. This analysis serves as a critical input into the BPMP by guiding where targeted safety improvements should be prioritized to have the greatest impact.

The HIN includes a Tier I and Tier II classification, capturing the top 20% of bicycle and pedestrian crash locations (by severity and frequency). These tiers were developed to balance high crash density with manageable improvement scopes. Together, Tier I and II encompass just 3.8% of the county's roadway miles, yet account for 46% of all bicycle and pedestrian killed or seriously injured (KSI) crashes.

- Tier I alone captures 30% of all KSI crashes on just 0.6% of total roadway mileage.
- The combined HIN includes 103.5 miles of roadway and 48 high-risk intersections, where a total of 97 bicycle and pedestrian KSI crashes occurred.

These findings reinforce that a relatively small subset of roadways and intersections are responsible for a disproportionate share of the region's most severe active transportation crashes.

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Table 3: Bicycle and Pedestrian HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Pulling Rd & Tamiami Trl	East Naples	2	1
Pelican Bay Blvd & Tamiami Trl	North Naples	2	2
Radio Rd & Livingston Rd	East Naples	1	3
Kendall Dr & N Collier Blvd	City of Marco	1	4
Vanderbilt Beach Rd & N Goodlette Frank Rd	North Naples	1	5
Davis Blvd & Airport-Pulling Rd S	East Naples	1	6
Immokalee Rd & Strand Blvd	Urban Estates	1	7
Tamiami Trl & Whistlers Cove Blvd	South Naples	1	8
Tamiami Trl & Broward St	South Naples	1	9
Tamiami Trl & Lakewood Blvd	East Naples	1	10
Tamiami Trl & Espinal Blvd	East Naples	1	11
Davis Blvd & Shadowlawn Dr	East Naples	1	12
Neapolitan Way & Tamiami Trl	City of Naples	1	13
New Market Rd W & Charlotte St	Immokalee	1	14
State Road 29 S & Farm Worker Way	Immokalee	1	15
Lake Trafford Rd & State Road 29 N	Immokalee	1	16
Main St & 1st St	Immokalee	1	17
Isle of Capri Blvd & Collier Blvd	Royal Fakapalm	1	18
Radio Rd & Industrial Blvd	East Naples	1	19

Table 4: Bicycle and Pedestrian HIN Tier I Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	Bicycle & Pedestrian KSI	Rank
Tamiami Trl	Bayshore Dr	Airport-Pulling Rd S	East Naples	0.25	5	1
W Main St	N 9th St	N 1st St	Immokalee	0.45	6	2
Airport-Pulling Rd S	Estey Ave	North Rd	East Naples	0.21	2	3
Pine Ridge Rd	I-75 West Ramp	I-75 East Ramp	Urban Estates	0.13	1	4
E Main St	N 1st St	New Market Rd E	Immokalee	0.35	1	5
S 1st St	Stockade Rd	Main St	Immokalee	1.47	4	6
Pine Ridge Rd	I-75 E Onramp	Napa Blvd	Urban Estates	0.19	1	7
5th Ave S	9th St S	S Goodlette Frank Rd	City of Naples	0.2	1	8
Airport-Pulling Rd S	Davis Blvd	Estey Ave	East Naples	0.2	1	9
Bayshore Dr	Thomasson Dr	Tamiani Trl	East Naples	1.37	3	10
Pine Ridge Rd	Livingston Rd	Whippoorwill Ln	Urban Estates	0.43	2	11
State Road 29 N	New Market Rd W	Johnson Rd	Corkscrew	1.97	3	12
Grand Lely Dr	Lely Resort Blvd	Collier Blvd	South Naples	0.67	1	13
Tamiami Trl	Granada Blvd	Pine Ridge Rd	Central Naples	0.51	2	14
Orange Bossom Dr	N Airport Rd	Livingston Rd	North Naples	0.96	1	15
Green Blvd	Logan Blvd S	Collier Blvd	Golden Gate	1.95	2	16
Golden Gate Pkwy	Tamiami Trl	Tamiami Trl	City of Naples	0.18	1	17
Tamiami Trl	St Andrews Blvd	Broward St	South Naples	1.25	4	18
Vineyards Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	Urban Estates	2.42	1	19

Integrating the HIN into the BPMP

To improve safety outcomes, the BPMP emphasizes the importance of prioritizing projects that align with the HIN. By identifying these high-risk corridors and intersections, the MPO can focus on limited resources where they are needed most and where they will have the greatest impact on reducing severe and fatal crashes.

Accordingly, the project evaluation criteria within this Plan will assign higher scores to proposed bicycle and pedestrian improvements located on or directly benefiting an identified Tier I or Tier II HIN segment or intersection. This approach ensures that the selection and funding of future projects are guided by data-driven safety priorities that directly address the most pressing needs. Incorporating the HIN into the BPMP also positions the Collier MPO and its partners to utilize and be eligible for federal implementation grants through the Safe Streets and Roads for All (SS4A) program, which supports projects that directly address identified safety concerns.

A full and detailed analysis of the High Injury Network can be found in the Collier MPO SS4A Safety Action Plan.

Pedestrian and Bicycle Safety Audits

A Pedestrian and Bicycle Safety Audit (PBSA) is a specialized evaluation of roadways and intersections designed to identify safety challenges and opportunities to enhance conditions for pedestrians and bicyclists. By leveraging crash data, observing traffic patterns, and assessing infrastructure design, PBSAs offer actionable recommendations to improve safety and accessibility for non-motorized users. These audits are essential as communities work to develop safer, more inclusive transportation systems, particularly in response to growing urbanization and increasing demand for pedestrian and bicycle infrastructure. Looking ahead, PBSAs will be pivotal in advancing long-term safety initiatives like Target Zero by addressing high-risk locations, mitigating traffic speed risks, and promoting equitable access to safe travel. As mobility trends evolve, the role of continuous evaluations and forward-thinking planning becomes increasingly critical to building resilient and user-friendly transportation networks.

Bicycle Crash Trends

- While bicycle crashes make up only 2% of all crashes, they account for 12% of KSI (Killed or Seriously Injured) crashes, with 1 in 9 resulting in a fatality or serious injury.
- Serious bicycle crashes are more common in winter and spring, making up 66% of incidents, likely due to seasonal population increases and favorable biking conditions.
- The most dangerous locations for cyclists are large urban intersections with six or more lanes and moderate to high traffic volumes, emphasizing the need for improved infrastructure.

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Pedestrian Crash Trends

- Although pedestrian crashes represent only 2% of total crashes, they account for 11% of all KSI crashes, with 1 in 10 resulting in a fatality or serious injury.
- Many serious pedestrian crashes occur at smaller, low-traffic signalized intersections, highlighting the need for enhanced pedestrian safety measures.
- Despite being low-speed environments, parking lots contribute to 10% of serious pedestrian crashes, a significantly higher proportion than for other road users, indicating a need for better design and safety interventions.

These findings highlight specific safety concerns, such as driveway and intersection design, driver awareness of non-motorized users, and pedestrian signal compliance. Addressing these issues through targeted infrastructure improvements, education, and enforcement remains critical to reducing crashes and improving safety for pedestrians and bicyclists in Collier County.

Street and Sidewalk Lighting

Lighting is a critical safety feature that enhances visibility for motorists, pedestrians, and bicyclists, significantly reducing the risk of crashes during low-light conditions. Incorporating adequate lighting is essential during the design and construction of bicycle and pedestrian infrastructure to ensure safety and accessibility for all users. Public feedback frequently highlights the connection between safety and proper lighting, emphasizing its importance in creating a secure walking and biking environment. As part of the public outreach efforts for this Plan, a survey was conducted to understand the factors influencing perceptions of safety or feelings of being unsafe while walking or biking. The survey results, presented in the Appendix, indicated that 21% of respondents identified lighting as a primary concern contributing to these feelings. This feedback highlights the importance of prioritizing investments in street lighting, especially in high-crash and poorly lit areas, to enhance safety and build confidence among pedestrians and bicyclists.

Safety Performance Targets

The Florida Department of Transportation (FDOT) has embraced Target Zero, a program committed to achieving zero traffic fatalities or severe injuries across the state. In alignment with this goal, the Collier MPO adopted FDOT's safety performance targets beginning in February 2018 and has continued to do so on an annual basis. This adoption allows the MPO to leverage FDOT's annual reporting to the Federal Highway Administration (FHWA) through the Statewide Transportation Improvement Program (STIP), streamlining reporting for the MPO's Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP).

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Target Zero and Safety Performance Targets

Safety remains a top priority for the MPO and is the first national goal outlined in the Fixing America's Surface Transportation (FAST) Act. Under the FAST Act, the FHWA mandates that state Departments of Transportation (DOTs) and MPOs adopt five safety performance targets, which Collier MPO originally endorsed in February 2018 and readopts on an annual basis. These targets focus on reducing fatalities and serious injuries, including those involving non-motorized road users.

The five safety-performance measures include:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

In 2023, FDOT reported significant progress toward Target Zero[14]:

- A 10% reduction in total traffic fatalities statewide compared to 2021.
- A decline in non-motorized fatalities and serious injuries, with a combined total of 750, down from 820 in 2020.
- A continued focus on high-risk areas and vulnerable road users through data-driven interventions.

Collier MPO's Safety Efforts

The Collier MPO integrates this safety performance targets into its plans and projects, prioritizing non-motorized safety improvements. As part of its ongoing commitment, the MPO emphasizes infrastructure upgrades, education campaigns, and enforcement measures to reduce risks for pedestrians and bicyclists. Referenced in the LRTP, Policy and Implementation, outlines the framework for monitoring and reporting progress on these targets.

By aligning with Target Zero and adopting FDOT's targets, Collier MPO reinforces its dedication to creating a safer transportation network, fostering a culture of safety, and advancing the goal of eliminating severe injuries and fatalities on Florida's roadways.

[14] Florida Department of Transportation (FDOT), Safety Performance Measures and Progress Report (2023).

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SECTION 3 - PUBLIC ENGAGEMENT

Community Engagement Overview

The development of this Plan employed an enhanced community engagement process designed to maximize participation and gather diverse input from residents and stakeholders. Traditional outreach methods—such as workshops, committee meetings, and open houses—were supplemented with innovative efforts to ensure broader involvement. Key highlights include:

- **Engagement with Tribal Nations**: Meetings were held with the Seminole Tribe of Florida and the Miccosukee Tribe to incorporate their perspectives.
- **Participation at Non-MPO Meetings**: Outreach extended to non-MPO gatherings to reach broader audiences.
- **Interactive Online Map**: The Collier MPO website featured an interactive map that allowed residents to pinpoint specific locations and submit comments directly.
- **Community Surveys**: Surveys were offered online and distributed widely, with outreach events promoting participation.

The public engagement process generated over nearly **350** comments, as illustrated in the Public Engagement Responses chart (**Figure 5**). These comments, outlined below and included in the appendices, highlighted several recurring themes:

- Enhance safety for pedestrians and cyclists.
- Address gaps in sidewalks, bike lanes, and paths, prioritizing regional connections.
- Improve maintenance of existing bicycle and pedestrian facilities.
- Develop shared use paths wherever feasible.
- Increase emphasis on protected and separated bike lanes.
- Install improved lighting in low-lit areas
- Provide increased shade along heavily used pedestrian corridors to improve comfort and usability.

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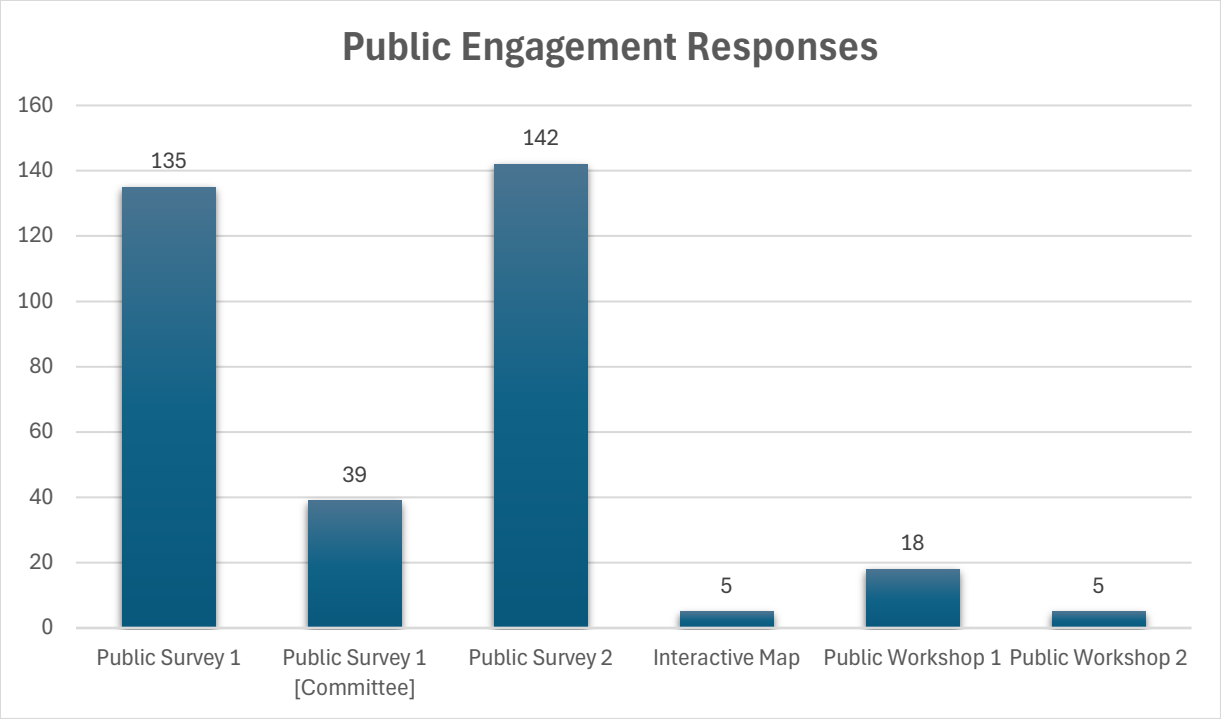


Figure 5: Public Engagement Response Count by Media Platform

Online Workshops

To ensure accessibility, two online open-house workshops were held after standard work hours during the Plan's development:

- **Initial Public Workshop**: Conducted early in the process in October 2024, this session gathered public input on plan goals, bicycle and pedestrian facility needs, and perceptions of the transportation system. Participants voted on goal statements, which helped shape the evaluation criteria. The workshop drew 35 participants, with additional five written comments submitted afterward.
- **Second Public Workshop**: Held in early May 2025, this workshop marked the first public unveiling of the draft master plan. The session was designed to validate prior community feedback, confirm public support, and collect additional input to refine the plan. Participants engaged with key components of the draft through interactive tools such as real-time discussion whiteboards, mapping exercises to identify facility gaps, voting on preferred elements, and submitting final recommendations. One key topic that emerged during the workshop was the opportunity to increase shade along major active transportation corridors. The event drew approximately 10 participants and generated valuable feedback both during and following the session.

Additional Community Feedback

Beyond workshops and surveys, the MPO received numerous emails, phone calls, and letters from citizens seeking information or providing comments on the Plan. These communications are cataloged in **Appendix A**, demonstrating the high level of public interest and engagement in shaping this Plan.

Tribal Community Outreach

Public outreach for the Bicycle-Pedestrian Master Plan marked a significant milestone, as it was the first time tribal communities were actively involved in the development of such a plan. Engagements included outreach to the Seminole Tribe of Florida's Immokalee Reservation and a virtual meeting with the Miccosukee Tribe, ensuring their unique perspectives and concerns were addressed and documented. This Bicycle-Pedestrian Master Plan serves as a pioneer in fostering collaboration with tribal communities, setting a precedent for future planning efforts to be more inclusive and reflective of the diverse needs of all stakeholders.

Interactive Map

Figure 6 shows a segment of an interactive web-based tool used to gather public input. Residents could submit comments regarding bicycle and pedestrian needs, challenges, required connections, safety issues, and potential destinations. This interactive map is available on the Collier MPO Bicycle-Pedestrian Master Plan homepage, where users can find the link to the map as well as additional resources, including a user manual that provides step-by-step instructions for documenting public feedback. The map serves as a visual aid, allowing the public to explore the active transportation network in Collier County. Upon completion of this plan, the MPO intends to keep the interactive map available on the homepage, allowing continued public access and engagement.

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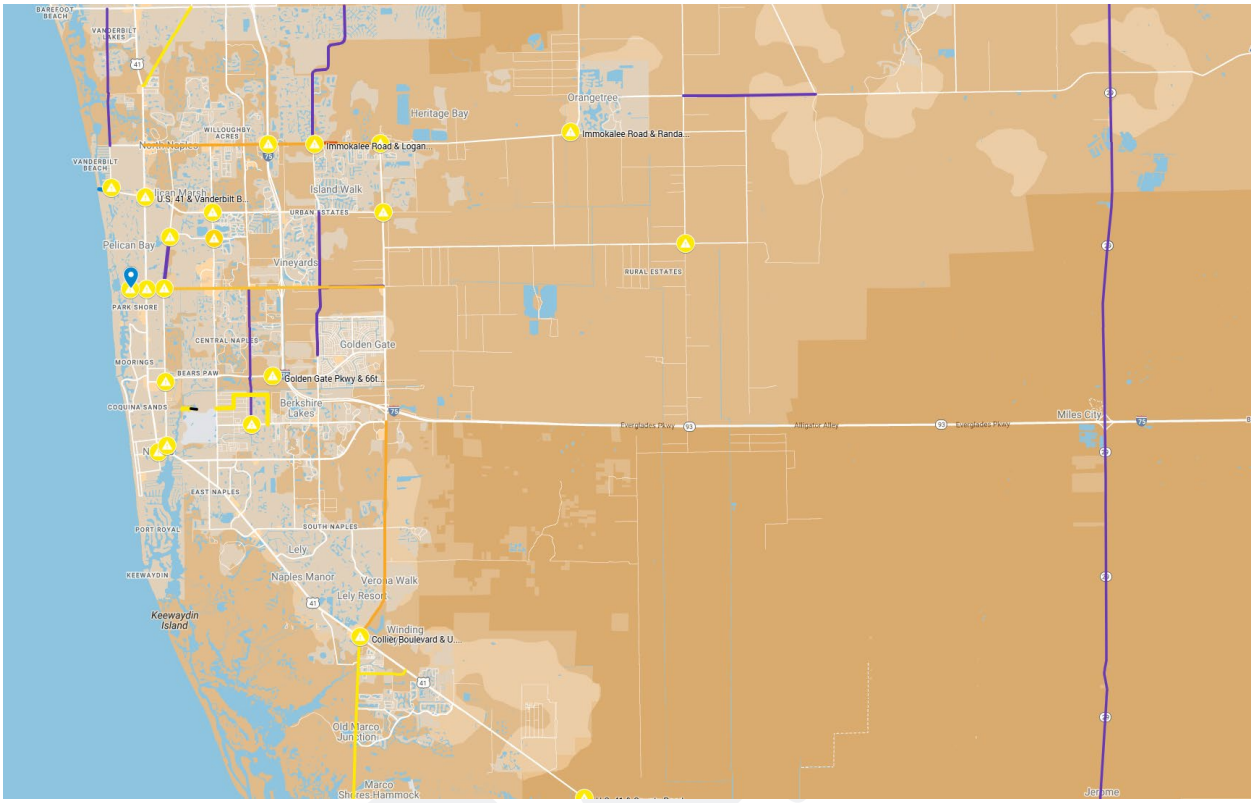


Figure 6: Interactive Map Showing Public Concerns from Survey 1

Online Survey

Two online surveys were conducted to assess the public's comfort level with walking and bicycling, as well as to identify areas of concern and desired improvements. The surveys featured a variety of questions related to bicycling and walking, with several allowing multiple responses and providing space for open-ended feedback. Overall, respondents rated the active transportation facilities in Collier County as fair but expressed ongoing safety concerns for both cyclists and pedestrians. A total of 316 responses were received.

One key question asked respondents to identify the most important improvements for making their community safer and more accessible for people walking and biking. The top three priorities were: more dedicated and protected bike lanes (76%), increased education and awareness campaigns (40%), and additional connecting sidewalks (32%), as shown in **Figure 7**.

Additional questions asked respondents to share their main concerns regarding the development of the plan. A total of 95% emphasized the need to prioritize and improve safety for cyclists and pedestrians in Collier

County. The next most common concern was the maintenance of existing paths and pedestrian facilities (37%), followed by potential impacts on current vehicular traffic flow (25%).

As shown in **Figure 7**, approximately 16% of respondents prioritized the maintenance of existing facilities, making it the fifth-highest concern. However, maintenance emerged as a recurring theme in the open-ended responses, where many participants cited issues such as debris, potholes, and other deficiencies in existing bike lanes. While it ranked fifth in the closed-ended questions, the volume of detailed feedback in the open-ended section highlights the community's strong concern for infrastructure upkeep. This emphasis underscores the need for continued maintenance and improvements, even though it was not ranked as a top priority in the quantitative results.

Respondents were also asked to identify the types of facilities they believed should be prioritized in the plan. The top three responses were: dedicated bike lanes (73%), shared use paths (72%), and safe crossing points, including intersections and mid-block crossings (52%). All survey results can be found in **Appendix B**.

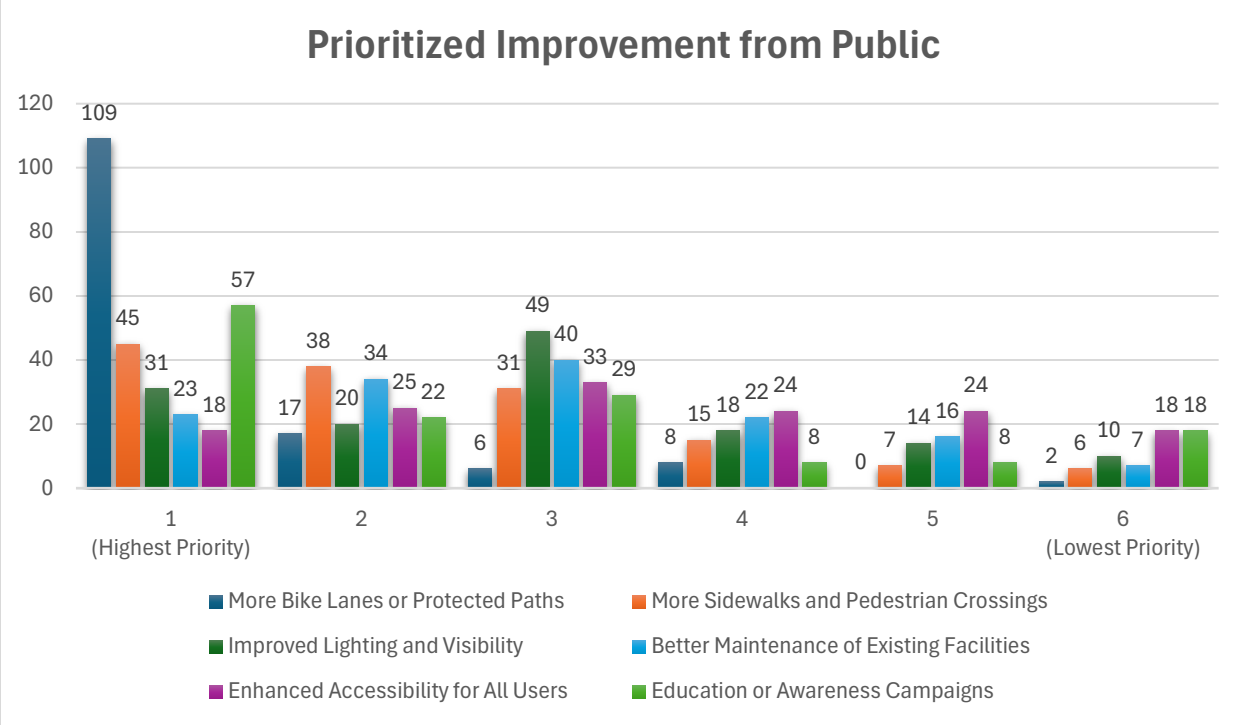


Figure 7: Prioritized Improvements Captured During a Public Survey

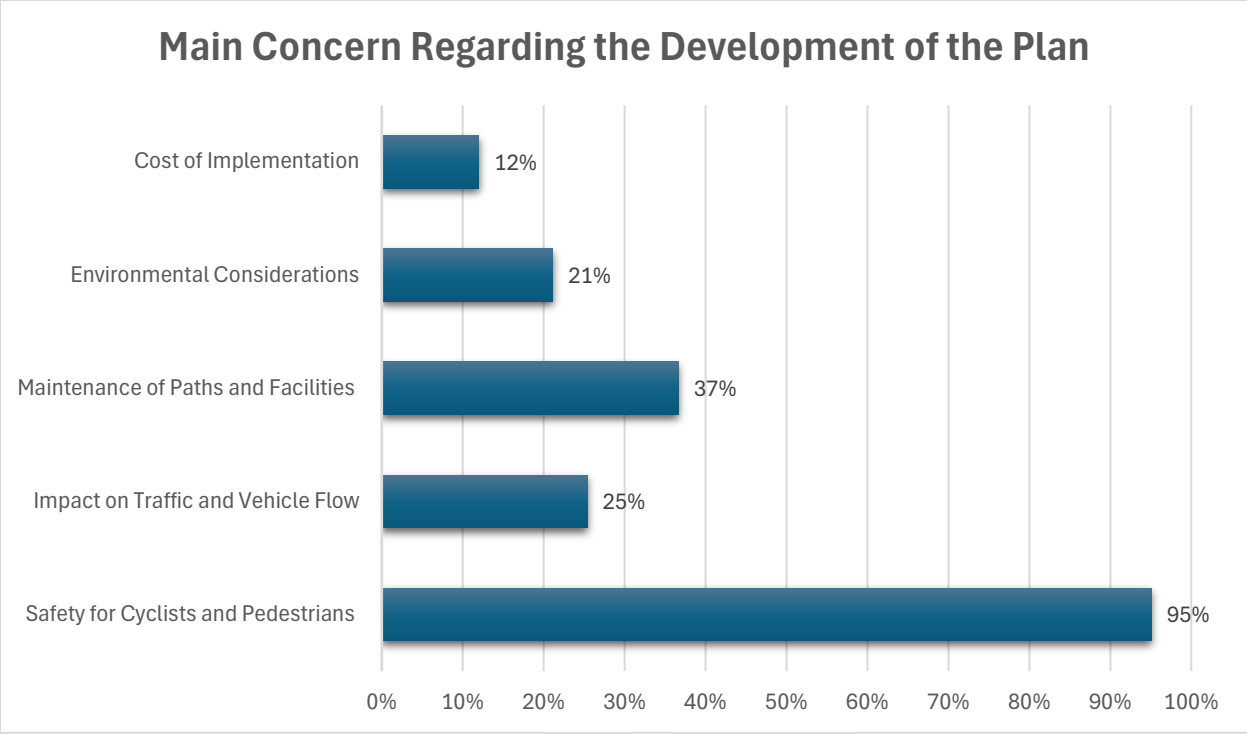


Figure 8: Main Concern for Master Plan Development Captured During a Public Survey

MPO Board and Advisory Committee Meetings

The MPO Board and its three advisory committees, the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC)—were actively involved throughout the Plan's development. These groups provided essential guidance and feedback during regular updates on the Plan's progress. All MPO meetings are open to the public, offering additional opportunities for public input during these sessions. Comments and recommendations from the advisory committees, as well as input from Collier County Transportation Planning, are documented and available for public viewing on the Collier MPO website, where all meeting records are accessible.

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SECTION 4 - VISION, GOALS, AND STRATEGIC OBJECTIVES

A clear vision is essential for guiding the plan's development, providing direction and purpose. It shapes the goals, objectives, and strategies, ensuring they align with the community's needs and priorities. To create this vision, the planning team reviewed the existing Bicycle-Pedestrian Master Plan (BPMP) as a baseline, explored similar local active transportation plans, and incorporated input from the public, MPO board, committees, and stakeholders. This collaborative process resulted in a vision that reflects a comprehensive approach to improving mobility and safety. The following section presents the vision and goals that will guide this plan.

Vision

"To create a safe and connected network of active transportation facilities in Collier County that promotes and encourages the use of bicycle and pedestrian pathways which support business and recreation for community access and well-being."

Safety, as emphasized in the 2019 plan, remains one of the most important areas of concern, with connectivity closely following as a key priority. These two pillars continue to serve as cornerstones for this plan, as public feedback indicated that improvements in these areas are still top priorities. Achieving a safe and well-connected network is essential to encouraging residents to utilize these facilities, providing direct benefits to users and creating broader community advantages. The vision, goals, and objectives outlined in this plan are consistent with priorities set forth in the 2045 Long-Range Transportation Plan (LRTP) and will be incorporated into the 2050 LRTP to ensure long-term alignment and support.

Goals

While considering the goals outlined in the 2019 Bicycle-Pedestrian Master Plan, the goals presented in **Table X** were developed through a comprehensive review of existing resources and a collaborative effort. This process involved examining similar regional active transportation plans and incorporating feedback from BPAC committee members during workshop opportunities. Initial goals and priorities were gathered from their input, and the planning team refined and consolidated these into seven key goals. After further coordination with MPO staff and the BPAC committee, the final goals for this plan are as follows:

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Table 5: Bicycle & Pedestrian Master Plan Goals and Strategies

Goal	Strategy
Safety	Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.
Connectivity	Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.
Economy	Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.
Education	Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement, empowering users with the knowledge to navigate the network confidently and effectively.
Efficiency	Support the design, implementation, and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.
Health	Design pathways that encourage active transportation and support public health initiatives.
Interactive Map	Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

Though there are similar goals in this plan compared to its predecessor, the importance of safety and connectivity still holds a prominent role. However, new strategies have been incorporated to address the needs and challenges of today, such as the inclusion of micromobility options. Additionally, this plan introduces a new goal: the creation of an interactive map. The purpose of this map is to enhance connectivity within the network while providing residents with easy access to valuable resources and information. To ensure its continued relevance, the map will be regularly updated, allowing for ongoing improvements and engagement with the active transportation infrastructure.

Objective and Strategies

1. **Safety -** Promote education and enforcement as the primary strategies, followed by engineering solutions, to enhance safety for cyclists, pedestrians, and micromobility users.

   Objectives:
   - Reduce the number of bicycles, pedestrian, and micromobility-related KSI crashes in high-risk areas.

   Strategies:
   - Prioritize shared use paths and separated bike lanes where feasible and continue improving lower-tier bike-ped facilities through roadway improvement projects.
   - Increase lighting and visibility at intersections and crossings.
   - Conduct safety education campaigns targeting drivers, cyclists, and pedestrians.

2. **Connectivity -** Develop a seamless network that connects key points of interest, ensuring accessibility and ease of use for all modes of transportation.

   Objectives:
   - Create a well-connected network of facilities linking residential areas to schools, parks, businesses, and public transit.

   Strategies:
   - Identify and eliminate gaps in the existing network to improve access to key destinations and enhance last mile connections to transit stops.
   - Establish clear wayfinding signage for all modes of active transportation.
   - Prioritize projects that improve connections between transit-dependent areas, transit stops, and the broader bicycle and pedestrian network.

3. **Economy -** Develop bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options, contributing to economic growth and community vitality.

   Objectives:
   - Enhance economic activity by making bicycle-pedestrian routes accessible to business districts and tourist areas.

   Strategies:

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- Identify routes and select projects that connect cultural landmarks, shopping centers, and downtown areas.
- Collaborate with local businesses and agencies to identify opportunities to implement bicycle- and pedestrian-friendly amenities such as bike racks, seating, shade, and repair stations.
- Collaborate with local agencies to identify projects that improve pedestrian access to employment centers and recreational destinations.

4. **Education –** Promote awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, community engagement, empowering users with the knowledge to navigate the network confidently and effectively.

   Objectives:
   - Reduce crashes and unsafe behaviors involving bicyclists and pedestrians by increasing user knowledge and awareness.

   Strategies:
   - Create simple, easy-to-understand safety materials and distribute them in schools, libraries, community centers, and online.
   - Partner with local organizations to deliver community-based education and outreach activities.
   - Use social media, public signs, and outreach at community events to share safety tips and promote responsible behavior.

5. **Efficiency –** Support the design, implementation and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior, reduce dependence on motor vehicles, and alleviate roadway congestion by promoting walking and biking as preferred modes of transportation.

   Objectives:
   - Encourage active transportation to decrease vehicle use, reduce traffic congestion, and enhance the overall performance of the transportation network.

   Strategies:
   - Identify, prioritize, and promote safe and attractive routes for walking, biking, and micromobility through planning and coordination efforts.
   - Implement initiatives to reduce short car trips by enhancing and promoting alternative transportation options.
   - Promote the importance of maintaining and upkeeping county bicycle and pedestrian facilities to ensure their continued safety, accessibility, and effectiveness.

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6. **Health -** Promote pathways that encourage active transportation and support public health initiatives.

Objectives:

- Increase opportunities for residents to engage in active transportation and improve public health.

Strategies:

- Identify and prioritize projects that foster connected communities, encouraging physical activity through accessible transportation options.
- Focus on closing gaps in pathways that connect recreational areas, healthcare facilities, and schools, providing viable alternative travel options.
- Collaborate with health organizations to highlight the benefits of active transportation.

7. Interactive Map - Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning.

Objectives:

- Provide residents and visitors with an accessible tool to navigate and plan routes on the bicycle-pedestrian network.

Strategies:

- Ensure interactive map layers are systematically maintained and updated to provide accurate, reliable, and current information for all users.
- Incorporate data layers showcasing connectivity to public transit, schools, and key destinations.
- Allow and encourage users to report issues or suggest improvements directly to MPO staff to support a continuously updated and responsive user experience.

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SECTION 5 - ASSESSMENT OF NEEDS

Identification of Network Needs

To develop a comprehensive understanding of the infrastructure gaps and needs within Collier County's bicycle and pedestrian network, a systematic approach was employed. This process focused on identifying deficiencies and opportunities along the county's collector and arterial roads through the following methods:

A thorough review of existing plans, policies, and studies was conducted to ensure alignment with local, regional, and state transportation goals. Key documents reviewed included the current municipal master plans for the City of Naples, Everglades City, and Marco Island, as well as the previous Bicycle and Pedestrian Master Plan. Additionally, the MPO's FY2025-2029 Transportation Improvement Program, along with the Capital Improvement Programs for the cities of Naples, Marco Island, and Everglades City, as well as Collier County's 2023 Annual Updated and Inventory Report and Capital Improvement Element for County Roads & Bridge Facilities, were reviewed to ensure that planned and programmed transportation investments were considered and integrated into the overall planning process. This step provided a foundational understanding of existing priorities, identified planned projects, and ensured consistency with broader transportation objectives. Reviewing the previous master plan helped establish the baseline for the county's bicycle and pedestrian infrastructure and provided a better understanding of past prioritized locations.

An inventory of existing bicycle and pedestrian facilities along collector and arterial roads was completed to establish baseline conditions. This effort documented facility types, such as bike lanes, shared-use paths (SUPs), sidewalks, and paved shoulders. To achieve this, maps of the existing facilities were reviewed and commented on by local agencies, stakeholders, and the community through extensive public outreach. This iterative process ensured a thorough analysis of the existing network and provided a solid starting point for identifying gaps and deficiencies.

Engaging the community was a critical component of identifying needs and gaps. Input was gathered through public surveys, workshops, and stakeholder meetings to understand the concerns, preferences, and priorities of residents, business owners, and advocacy groups. This feedback provided valuable insights into barriers to walking and cycling, areas of high demand, and desired improvements, ensuring that the Master Plan reflects the needs of the community it serves.

To comprehensively identify missing links and deficiencies in the bicycle and pedestrian network, GIS (Geographic Information System) software was used to analyze the county's infrastructure inventory. This process involved mapping existing facilities, including bike lanes, shared-use paths, sidewalks, and paved shoulders, across Collier County's arterial and collector roads.

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A comprehensive analysis was conducted using data overlays to identify gaps in the bicycle-pedestrian network. This included mapping all existing bicycle-pedestrian facilities, as well as programmed facilities that are anticipated for completion and planned future facilities. This approach provides a clear understanding of current infrastructure and upcoming projects, helping to identify areas of deficiency and inform future planning efforts.

By using GIS tools, incorporating input from local agencies, stakeholders, and the community, and factoring in programmed facilities, a comprehensive and data-driven assessment of Collier County's bicycle and pedestrian infrastructure was conducted. This approach identified current deficiencies, highlighted gaps in connectivity, and accounted for planned improvements. The results of the gap analysis and public outreach are summarized below.

Identified Facilities Through Public Outreach

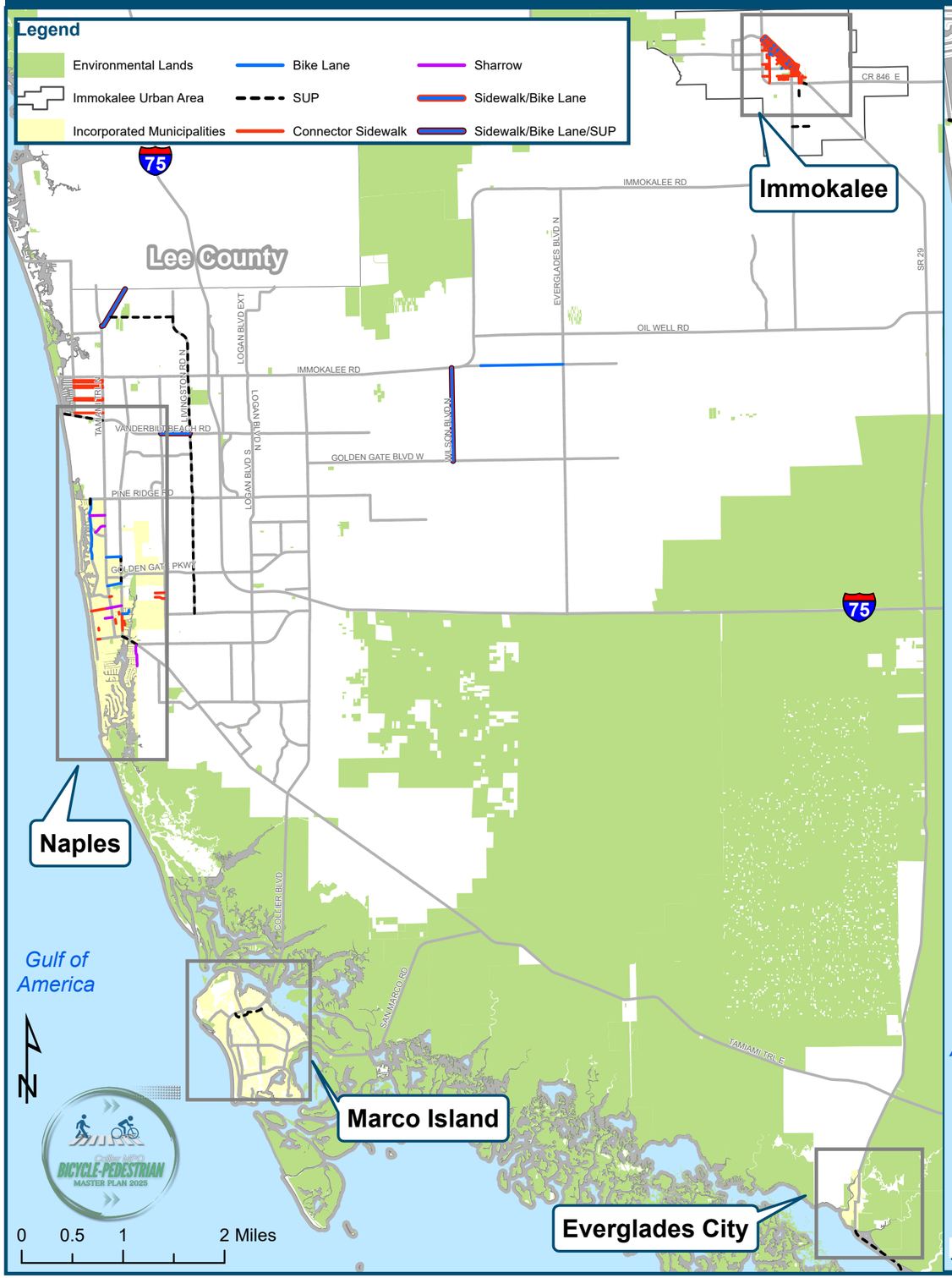
The identification of bicycle and pedestrian needs within the Collier County Bicycle-Pedestrian Master Plan is informed by a combination of public input, data analysis, and an updated gap assessment. The following list reflects locations and corridors frequently noted during public outreach as areas with potential for improved bicycle and pedestrian access, safety, or connectivity. While these locations were identified as important by the public, they do not represent committed projects.

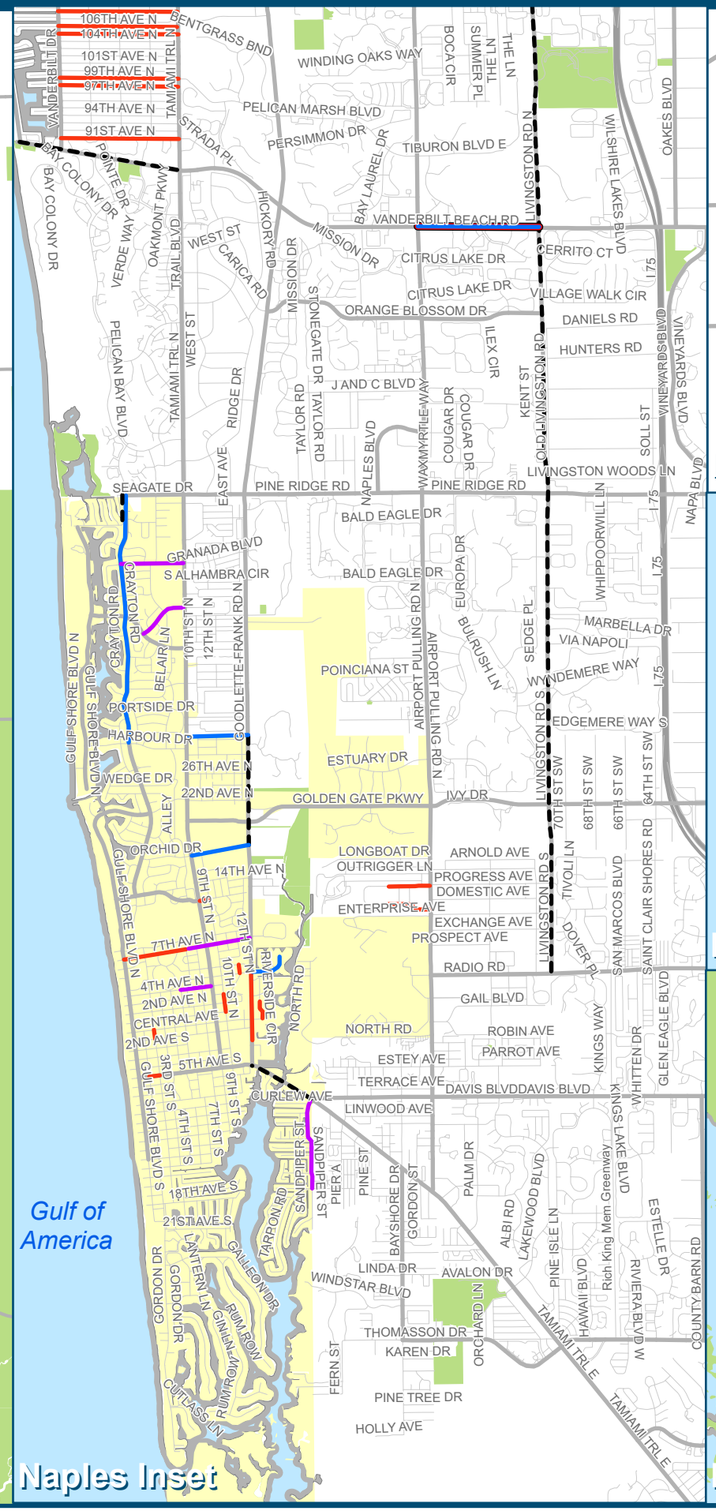
To provide additional context, the accompanying table includes a column with MPO analysis to clarify the status of each location and how it relates to current plans, priorities, and existing infrastructure. These identified needs will be further evaluated using established criteria to determine their alignment with the goals of the Master Plan and their potential for inclusion in the prioritized project list as funding or opportunities become available.

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Exhibit 2: Planned Facilities Inventory

Bicycle & Pedestrian Master Plan





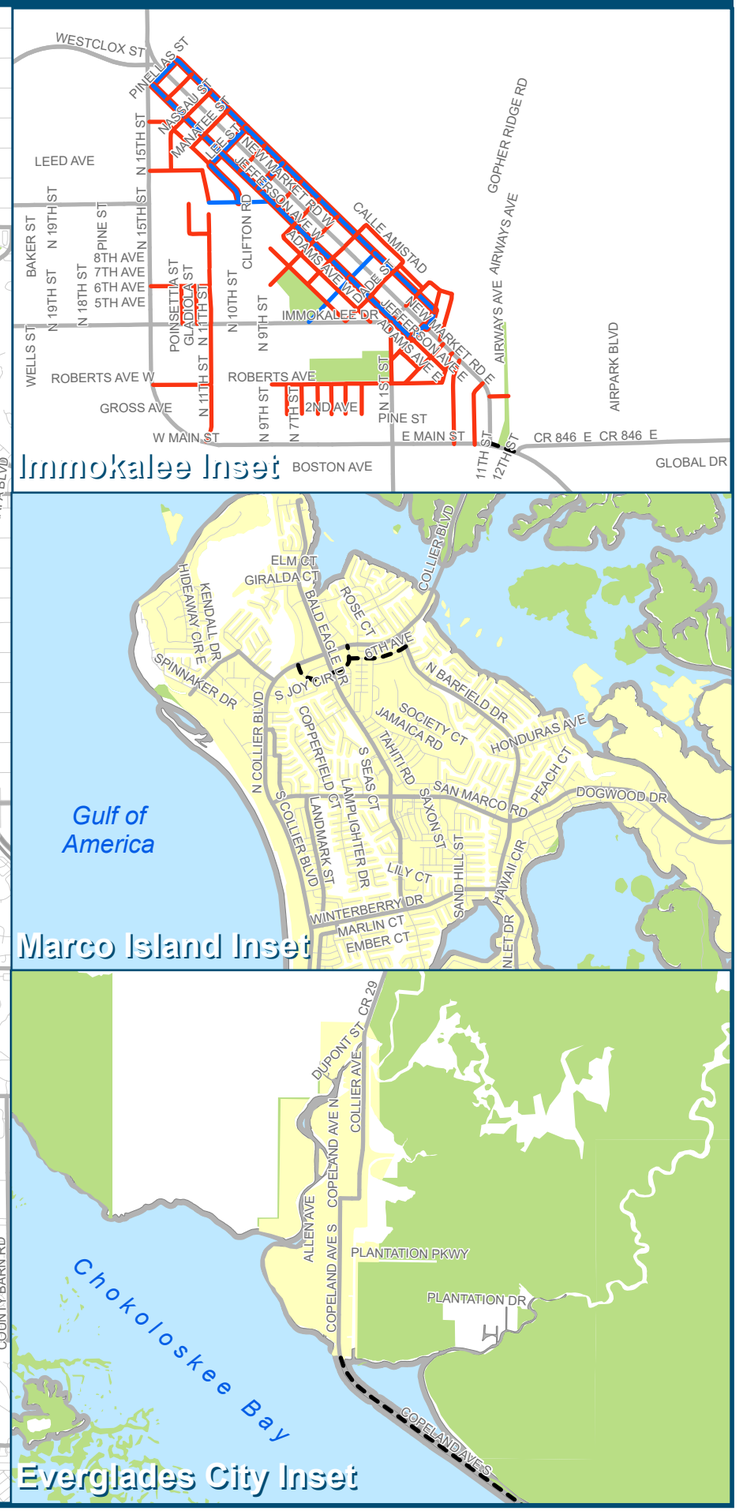


Exhibit 3: Existing + Planned Facilities Inventory

Bicycle & Pedestrian Master Plan

Legend

- Environmental Lands
- Incorporated Municipalities
- Immokalee Urban Area
- Trail Alignment
- SUP
- Connector Sidewalk
- Paved Shoulder
- Bike Lane
- Greenway
- Low Speed/Low Volume
- Sharrow
- Sidewalk/Bike Lane
- Bike Lane/SUP
- Paved Shoulder/SUP
- Sidewalk/Bike Lane/SUP
- Sidewalk/Paved Shoulder

Planned Facilities

- Bike Lane
- SUP
- Connector Sidewalk
- Sharrow
- Sidewalk/Bike Lane
- Sidewalk/Bike Lane/SUP

Lee County

Immokalee

Naples

Marco Island

Everglades City

Gulf of America

0 0.5 1 2 Miles

Immokalee Inset

Marco Island Inset

Naples Inset

Everglades City Inset

Chokoloskee Bay

Exhibit 4: Programmed Facilities FY 19-29

Bicycle & Pedestrian Master Plan

Legend

- Environmental Lands
- Immokalee Urban Area
- Incorporated Municipalities
- Connector Sidewalk
- SUP
- Bike Lane/Sidewalk
- Bike Lane/SUP
- Sidewalk/Paved Shoulder
- Bike Lane/Sidewalk/SUP

Immokalee

Lee County

Naples

Marco Island

Everglades City

Gulf of America

0 0.5 1 2 Miles

Naples Inset

Immokalee Inset

Marco Island Inset

Everglades City Inset

Table 6: Public-Requested Bicycle and Pedestrian Facilities with MPO Responses and Updates

Road	From	To	Distance (mi)	Facility Type	Sourced	MPO Analysis & Response
Pine Ridge Rd	Logan Blvd S	Collier Blvd	1.89	Bike Lane	Public Comment	TRIP/CIGP applications 2025
Goodlette-Frank Rd	Pine Ridge Rd	Orange Blossom Dr	1.52	Bike Lane	Public Comment	Existing facilities, high-cost improvement, consider all options if road widened in future
San Marco Rd	Goodland Dr	US-41	6.57	Bike Lane	Public Comment	Collier to Polk PD&E
SR 29	US-41	New Market Rd E	37.11	Bike Lane	Public Comment	
Vanderbilt Dr	111th Ave N	Woods Edge Pkwy	3.02	Bike Lane	Public Comment	Existing facilities: shoulders and SUP on west side; Will consider all options if the road is widened in the future
Logan Blvd	Immokalee Rd	Lee County Line	3.75	Bike Lane	Public Comment	Existing facilities, high-cost improvement, low priority, will consider all options if the road is widened in the future
Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2.21	Bike Lane	Public Comment	
Santa Barbara Blvd	Coranado Pkwy	Green Blvd	1.13	Bike Lane	Public Comment	TRIP/CIGP applications 2025
Logan Blvd N	Green Blvd	Pine Ridge Rd	0.89	Bike Lane	Public Comment	Existing facilities, high-cost improvement, consider all options if the road is widened in the future

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Livingston Rd	Radio Rd	Pine Ridge Rd	3.99	Bike Lane	Public Comment	Livingston FPL Easement PDE
Oil Well Rd	Everglades Blvd	Oil Well Grade Rd	3.91	Bike Lane	Public Comment	B/P improvements included in County road widening project
S Collier Blvd	San Marco Rd	Swallow Ave	2.32	Bike Lane	Public Comment	Refer to Marco Island Section
Swallow Ave	S Collier Blvd	Collier Ct	0.48	Bike Lane	Public Comment	
Seagrape Dr	Swallow Ave	Cul-de-Sac	0.77	Bike Lane	Public Comment	
Bald Eagle Dr	N Collier Blvd	San Marco Rd	1.32	Bike Lane	Public Comment	
Manatee Rd	Collier Blvd	US-41	1.48	Bike Lane	Public Comment	Included in FDOT project (deferred); & Collier to Polk Trail PDE
Pine Ridge Rd	US-41	Logan Blvd S	5.14	Bike Lane	Public Comment	B/P improvements included in County road widening project.
Vanderbilt Beach Rd	Gulfshore Dr	Vanderbilt Dr	0.35	Bike Lane	Public Comment	Wider SUP in DTWP FY26-30
Collier Blvd	City Gate Blvd	Golden Gate Blvd	1.1	Bike Lane	Public Comment	B/P facilities included in County road widening project
Collier Blvd	Golden Gate Blvd	Green Blvd	1.05	Bike Lane	Public Comment	B/P facilities included in County road widening project
Vanderbilt Dr	Vanderbilt Beach Rd	Bluebill Ave	1.34	Bike Lane	Public Comment	SW on east side in DTWP FY26-30
Green Blvd	Logan Blvd S	Collier Blvd	2	Bike Lane	Public Comment	Consider all options for future road widening
Orange Blossom	Goodlette-Frank Rd N	Airport-Pulling Rd N	1.36	Bike Lane	Public Comment	Cost prohibitive and unlikely to gain public support if addition requires widening road

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Old US-41	US-41	Lee County Line	1.55	Bike Lane, SUP	Public Comment	Included in FDOT PDE & BERT ROW acquisition as part of SUN Trail Network
95th Ave	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	New sidewalks in Naples Park remain controversial; lack broad public support
101st Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
100th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
97th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
96th Ave N	Vanderbilt Dr	US-41	0.99	Sidewalk	Public Comment	
94th Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
93rd Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
92nd Ave N	Vanderbilt Dr	US-41	0.98	Sidewalk	Public Comment	
102nd Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
103rd Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
104th Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	

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107th Ave N	Vanderbilt Dr	US-41	1.02	Sidewalk	Public Comment	
110th Ave N	Vanderbilt Dr	US-41	1	Sidewalk	Public Comment	
US-41	San Marco Rd	Newport Dr	5.68	SUP	Public Comment	B/P safety improvements added to BPMP; MPO policy does not support SUP.
Collier Blvd	Mainsail Dr	Manatee Rd	3.46	SUP	Public Comment	Collier to Polk Trail PD&E
Mercantile Ave	Livingston Rd	Industrial Blvd	0.39	SUP	Public Comment	Shared/low-speed road indicates SUP not needed; SUP is cost-prohibitive, lacks available ROW, and signage installation is a feasible alternative.
Industrial Blvd	Mercantile Ave	Enterprise Ave	0.39	Shared/Low Speed	Public Comment	
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N	0.49	Shared/Low Speed	Public Comment	
Corporate Flight Dr	Airport-Pulling Rd N	End	0.73	SUP	Public Comment	Refer to Naples
SUP along Corporate Flight Drive	Corporate Flight Dr	Gordon River Greenway	0.24	SUP	Public Comment	
North of Wiggins Pass	Tarpon Cove	Gateway Shoppes North	0.16	Sidewalk	Public Comment	The need is clear. But it may not be financially feasible.
Agusta Blvd	Rattlesnake Hammock Rd	Gage Ln	0.04	Sidewalk	Public Comment	

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Identified Facilities Through Gap Analysis

The first grouping of identified facilities in the table below involves collector and arterial roadways—major corridors that connect multiple communities and support higher traffic volumes. This includes regionally identified facilities that serve as key connectors within the broader transportation network.

The second grouping includes residential streets that were identified as potential opportunities for bicycle and pedestrian improvements due to their proximity to schools, parks, and areas with higher reliance on public transportation. These locations offer opportunities to improve access to community destinations and enhance connectivity for pedestrians and bicyclists where implementation may be more feasible.

The third grouping includes segments located near or within a 0.75-mile radius of transit-dependent areas. These gaps were identified by mapping the influence areas around transit-dependent populations and evaluating the proximity of those areas to existing public bus stops. Segments were considered gaps if they lacked any existing bicycle or pedestrian facilities, or if the only facility present was a minimal paved shoulder.

In addition to the identified facilities in the table below for local roads in unincorporated Collier County, the local road needs assessment conducted as part of the 2019 Bicycle and Pedestrian Master Plan remains eligible for consideration and is included in **Appendix C**.

Table 7: Identified Facilities on Collector & Arterial Roadways through Gap Analysis

Road	From	To	Distance (mi)	Facility Type	Sourced
Everglades Blvd N	Oil Well Rd	Immokalee Rd	5	No Bike/Ped Facility	Gap Analysis
Oil Grade Rd	Oil Well Rd	Immokalee Rd	5.6	No Bike/Ped Facility	Gap Analysis
Camp Keais Rd	Oil Well Rd	Pacific Grade Rd	1.5	No Bike/Ped Facility	Gap Analysis
Oil Well Rd	Pacific Grade Rd	SR-29	3.7	No Bike/Ped Facility	Gap Analysis
Everglades Blvd N	14th Ave NE	Golden Gate Blvd E	1.8	No Bike/Ped Facility	Gap Analysis
E Main St	New Market Rd E	Lake Trafford Rd	2.28	No Bike/Ped Facility	CAC Comment

Table 8: Regional Trail Connectivity Identified Facilities by Gap Analysis & Public Comment

Road	From	To	Distance (mi)	Facility Type	Sourced
SUP along Corporate Fight Drive	Corporate Flight Drive	Gordan River Greenway	0.2	SUP	Public Comment & Connects Gordon River/Rich King Greenways
Rich King Greenway Extension FPL easement	North of Radio Rd	Livingston Rd	1.3	SUP	Public Comment & Connects Gordon River/Rich King Greenways
Mercantile Ave	Livingston Rd	Industrial Blvd	0.4	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Industrial Blvd	Mercantile Ave	Enterprise Ave	0.4	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N	0.5	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Corporate Flight Dr	Airport-Pulling Rd	End of paved road	0.7	Shared/Low Speed	Public Comment & Connects Gordon River/Rich King Greenways
Collier Blvd	Mainsail Dr	Manatee Rd	3.5	SUP	Public Comment & Collier to Polk Trail Segment

Bonita Beach Rd	Old US-41	Bonita Beach in Lee County and Barefoot Beach in Collier County	4.1	Sidewalks only	Gap Analysis Gulf Coast Trail
US-41	San Marco Rd	SR/CR-29	52.0	Buffered bike lanes	Gap Analysis
San Marco Rd	Goodland Dr	US-41	6.5	No Bike/Ped Facility	Public Comment & Gap Analysis Collier to Polk Trail
SUP along Corporate Flight Dr	Corporate Flight Dr	River Reach Dr	0.25	SUP	CAC Comment

Table 9: Identified Facilities on Local (residential) Streets Through Gap Analysis

Road	From	To	Distance (mi)	Facility Type	Sourced
Confederate Dr	US-41	McCarty St	0.4	No Bike/Ped Facility	Gap Analysis
Alabama Ave	McCarty St	Warren St	0.1	No Bike/Ped Facility	Gap Analysis
Warren St	Floridian Ave	Alabama Ave	0.3	No Bike/Ped Facility	Gap Analysis
Warren St	Carolina Ave	St Andrews Blvd	0.3	No Bike/Ped Facility	Gap Analysis
McCarty St	Floridian Ave	Carolina Ave	0.4	No Bike/Ped Facility	Gap Analysis
Dixie Dr	Confederate Dr	Carolina Ave	0.5	No Bike/Ped Facility	Gap Analysis

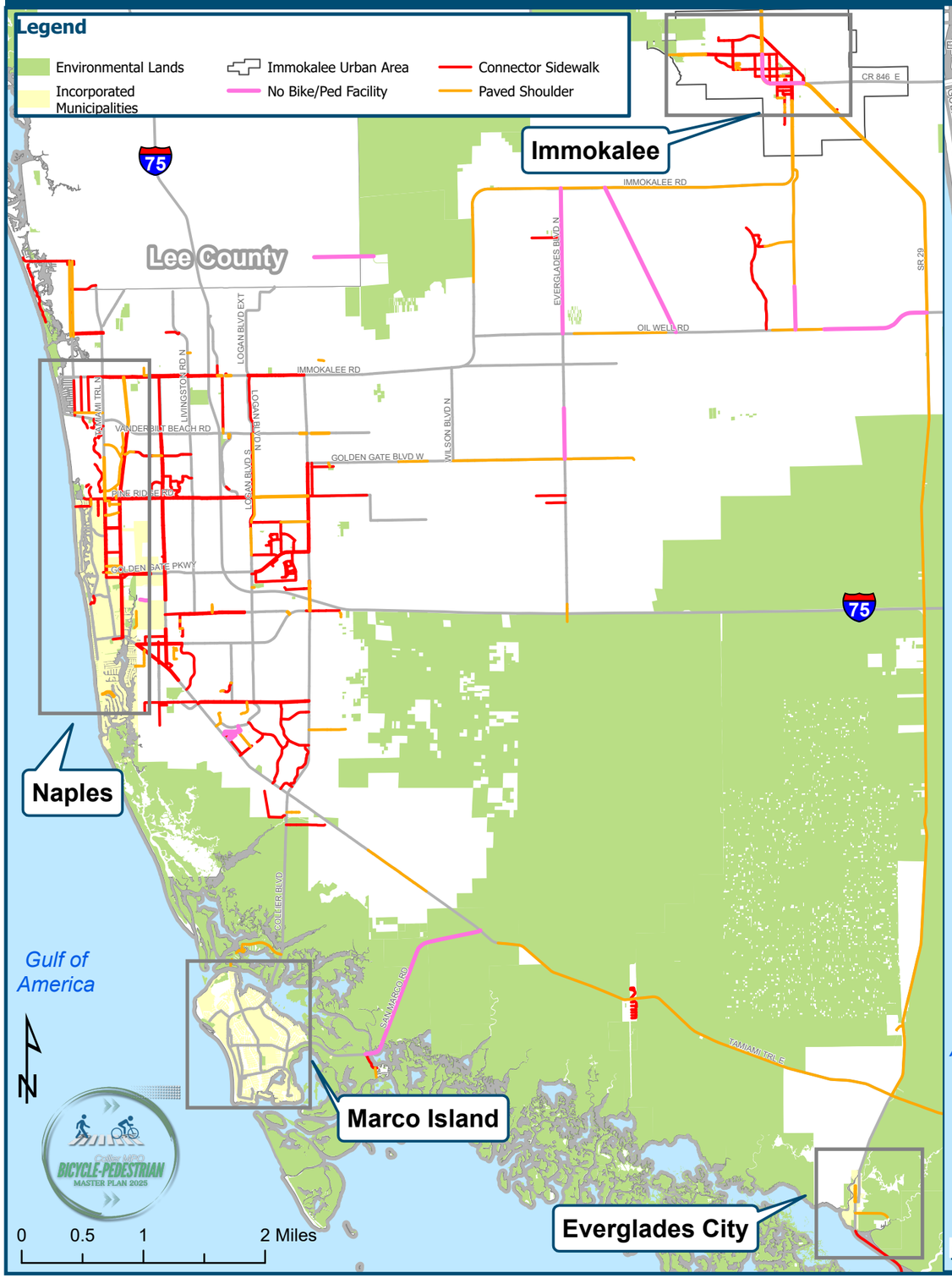
Identified Network Gaps Near Transit-Dependent Areas (0.75-Mile Radius)					
Road	**From**	**To**	**Distance (mi)**	**Facility Type**	**Notes**
Taylor Ter	Lake Trafford Rd	Miraham Dr	0.19	No Bike/Ped Facility	Sidewalk Need
Miraham Dr	Taylor Ter	Miraham Ter	0.36	No Bike/Ped Facility	Sidewalk Need

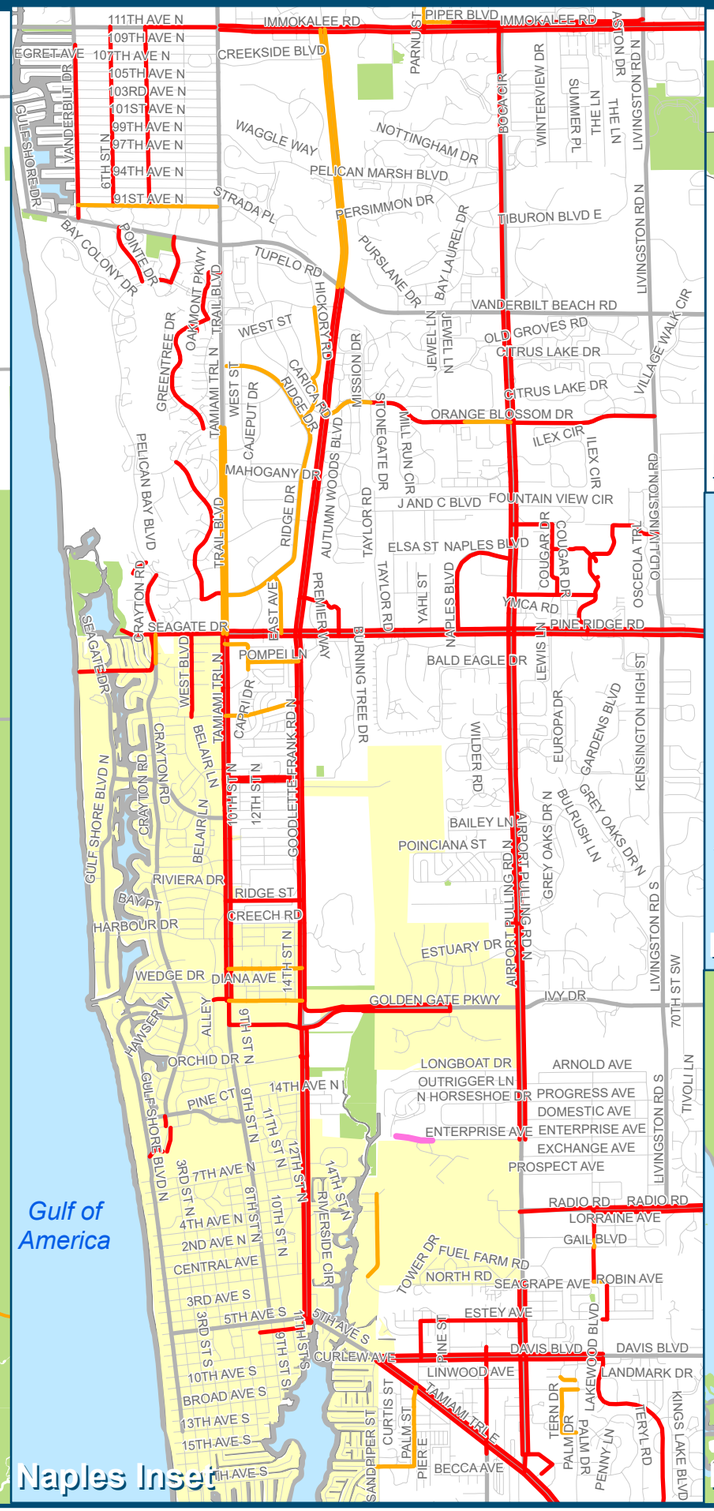
Miraham Ter	Miraham Dr	Lake Trafford Rd	0.19	No Bike/Ped Facility	Sidewalk Need
CR 846	E Main St	Dupree Rd	3.51	No Bike/Ped Facility	Sidewalk Need
S 1st St	Carver Ave	School Rd	0.16	Paved Shoulder Only	Sidewalk Need
S 1st St	School Rd	Bethune Dr	0.25	Paved Shoulder Only	Sidewalk Need
S 1st St	Bethune Dr	Stockade Rd	0.5	Paved Shoulder Only	Sidewalk Need
SR 29	Farm Worker Way	Agriculture Way	0.33	Paved Shoulder Only	Sidewalk Need
Eustis Ave E	S 1st St	School Dr	0.25	No Bike/Ped Facility	Sidewalk Need
Jones St	Eustis Ave E	E Delaware Ave	0.15	No Bike/Ped Facility	Sidewalk Need
Collier Blvd	City Gate Dr	City Gate Blvd N	0.17	Paved Shoulder Only	Sidewalk Need
Santa Barbara Blvd	Coronado Pkwy	Hunter Blvd	0.58	Paved Shoulder Only	Sidewalk Need (East Side)
Pine Ridge Rd	Logan Blvd S	Collier Blvd	1.89	Paved Shoulder Only	Sidewalk or Bike Lane Needed. This segment has transit stops at both ends, but residents along it have no safe way to access them—only a paved shoulder is available.

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Exhibit 5: Existing Network Gap Analysis

Bicycle & Pedestrian Master Plan





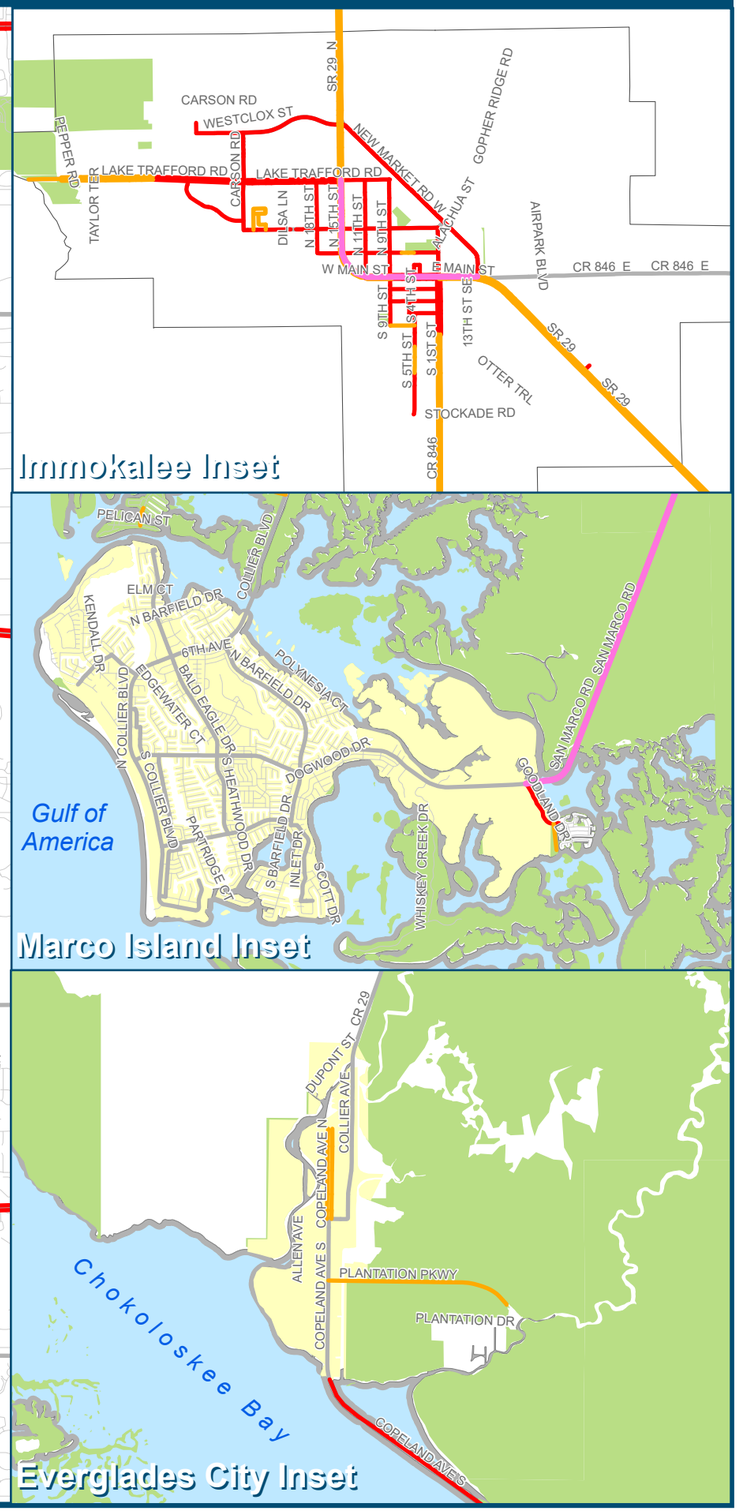


Exhibit 6: Existing Network Gap Analysis With Public Comment

Bicycle & Pedestrian Master Plan

Legend

- Environmental Lands
- Immokalee Urban Area
- Incorporated Municipalities

Public Comment Facility Request
- Bike Lane
- Bike Lane, SUP
- SUP
- Sidewalk
- Shared/Low Speed

Network Facility Gaps
- No Bike/Ped Facility

Immokalee

Lee County

Naples

Marco Island

Everglades City

Gulf of America

0 0.5 1 2 Miles

Naples Inset

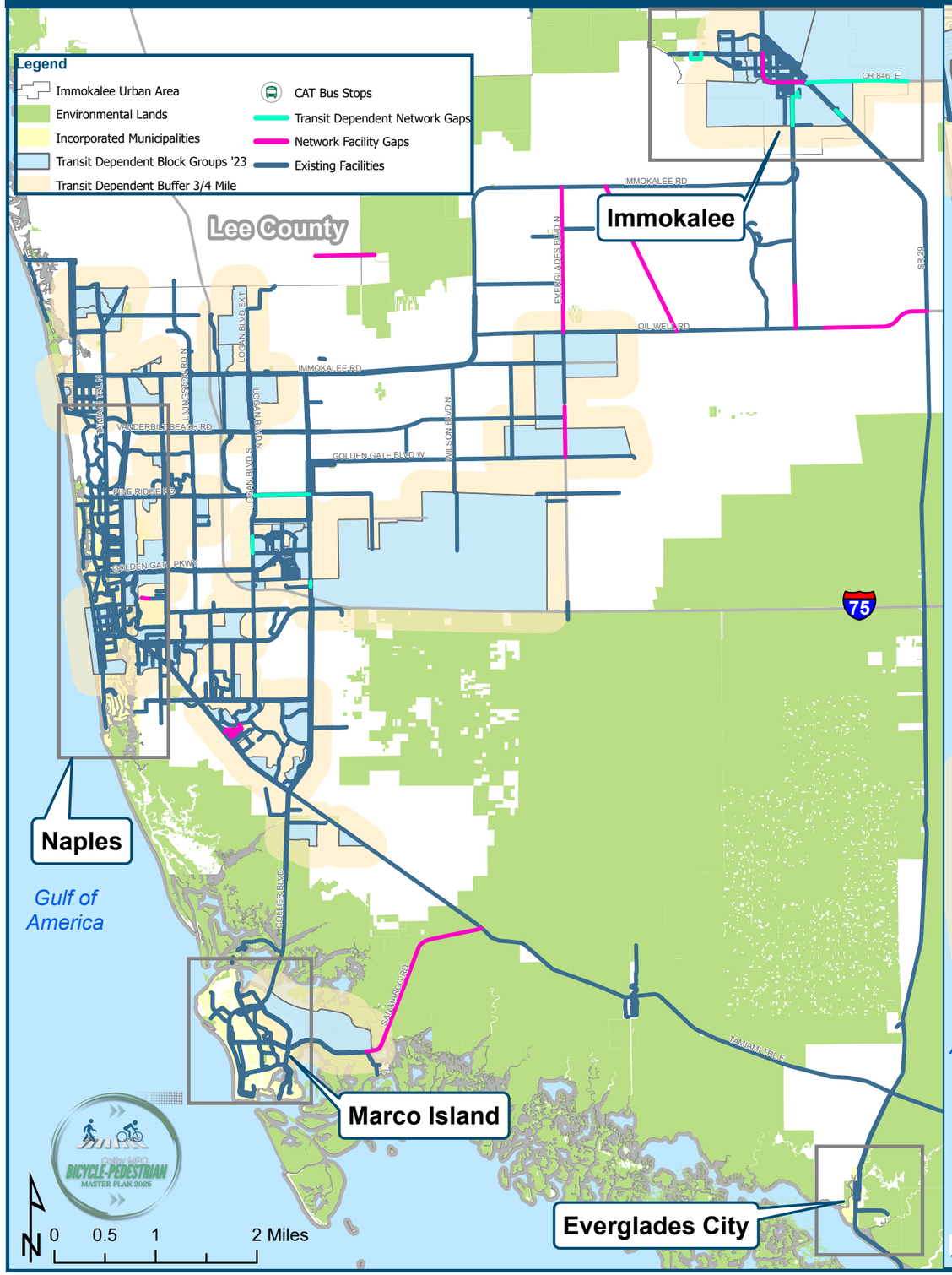
Immokalee Inset

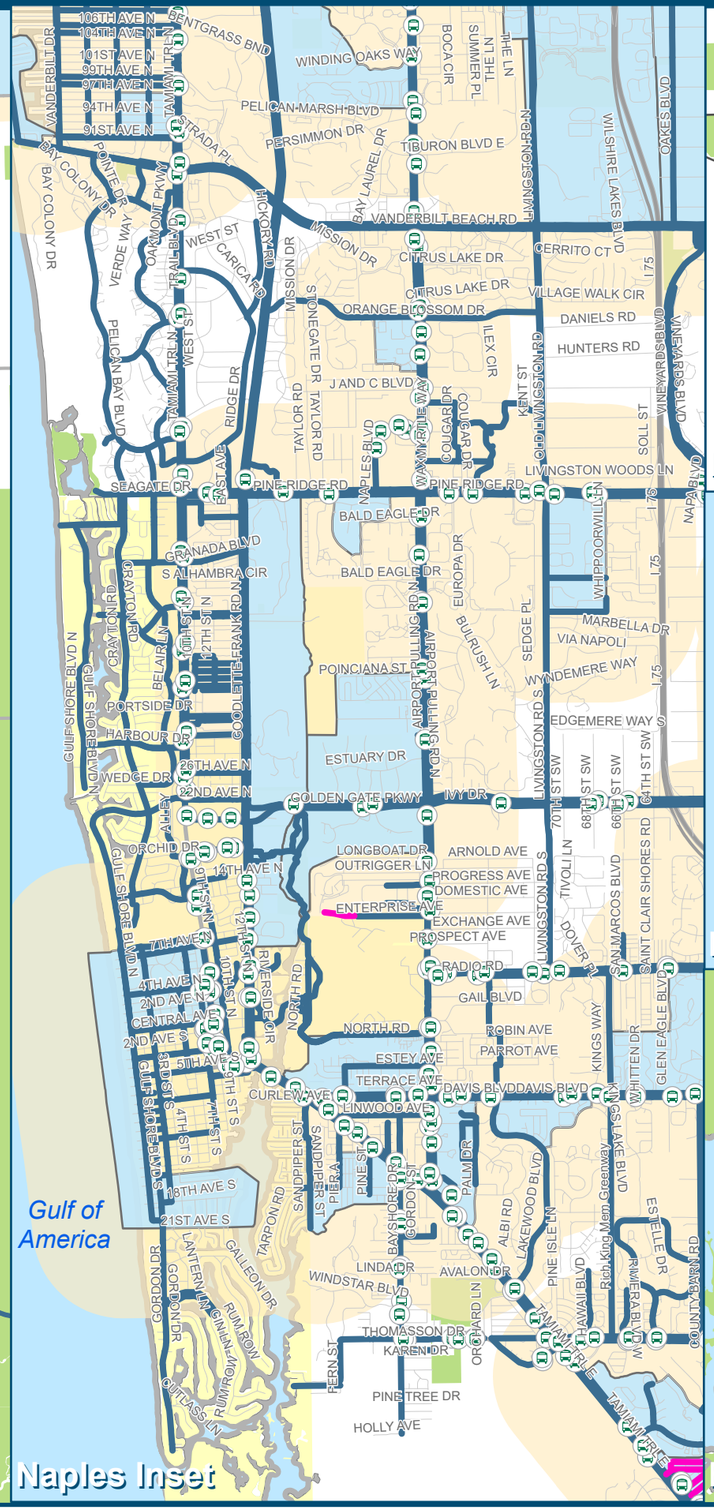
Marco Island Inset

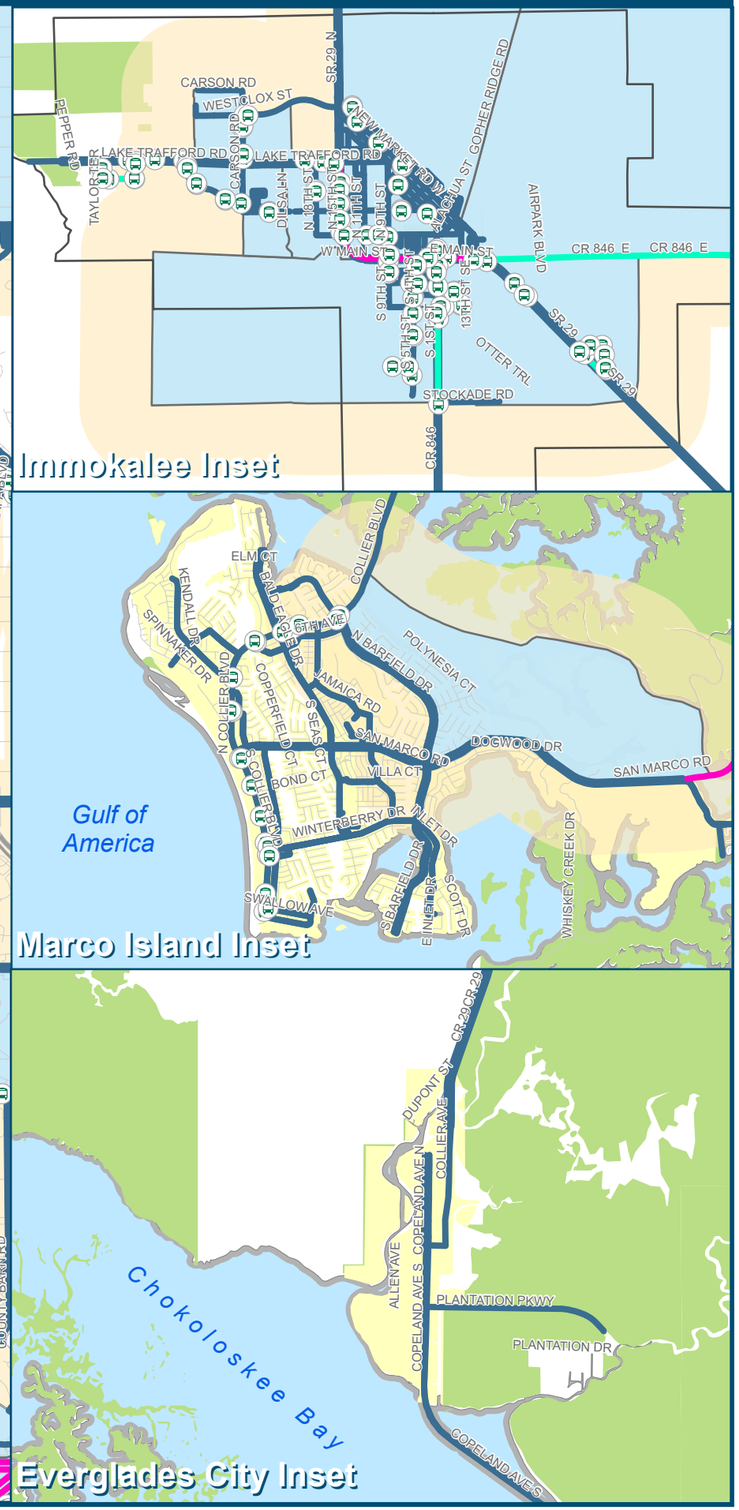
Everglades City Inset

Exhibit 7: Transit Dependent Gap Analysis

Bicycle & Pedestrian Master Plan







Priority Projects

Unincorporated Collier County

Collier county submits projects for the MPO funding identified through various sources: the needs identified in this plan, CRA Master Plans, Walkability Studies, other community master plans, and the Regional SUN Trail Network, all of which are adopted by reference in this plan. These projects focus on closing the remaining gaps in the network, prioritizing key corridors, underserved communities, and locations with safety concerns. By prioritizing these initiatives, Collier County aims to create a more connected, equitable, and sustainable transportation system that accommodates the growing needs of cyclists and pedestrians across the region.

Collier MPO's member governments include the cities of Naples, Marco Island and Everglades City, each with its own master plan outlining prioritized projects to guide future development and infrastructure improvements. Below is an overview of these municipalities and their key initiatives.

City of Naples

The City of Naples' 2022 Master Plan focuses on improving traffic safety and access for bicyclists and pedestrians. It also aims to maintain safe and connected parks and open spaces while supporting the mobility and recreation needs of both residents and visitors. **Figure 9** highlights selected maps of the existing bicycle network; additional details can be found in the City of Naples Master Plan.

Priority Projects for the City of Naples:

- **Closing Network Gaps:** Installing sidewalks, bike lanes, and shared-use paths in priority areas like Downtown Naples, Gulf Shore Blvd N, and Crayton Rd to create a continuous network.
- **Addressing Crash Hotspots:** Improving safety at high-incident locations such as U.S. 41 near 5th Ave S and Goodlette-Frank Rd, and Crayton Rd intersections with high-visibility crosswalks, raised crosswalks, and pedestrian beacons.
- **Enhancing Multi-Use Trails:** Upgrading trails like the Gordon River Greenway and connections to Naples Pier with better lighting, pavement, and access.
- **Bicycle Safety:** Enhancing bike lanes with green boxes, adding bike detection and incorporating bike lanes where feasible
- **Traffic Calming:** Implementing speed humps, raised intersections, and roundabouts to improve neighborhood safety.
- **Connectivity to Schools and Parks:** Improving pedestrian and bicycle access to key locations like Fleischmann Park, Lowdermilk Park, and Naples High School.
- **Intersection Upgrades:** Increasing safety with communication to intersections were deficient. Improving visibility and ADA compliance at intersections

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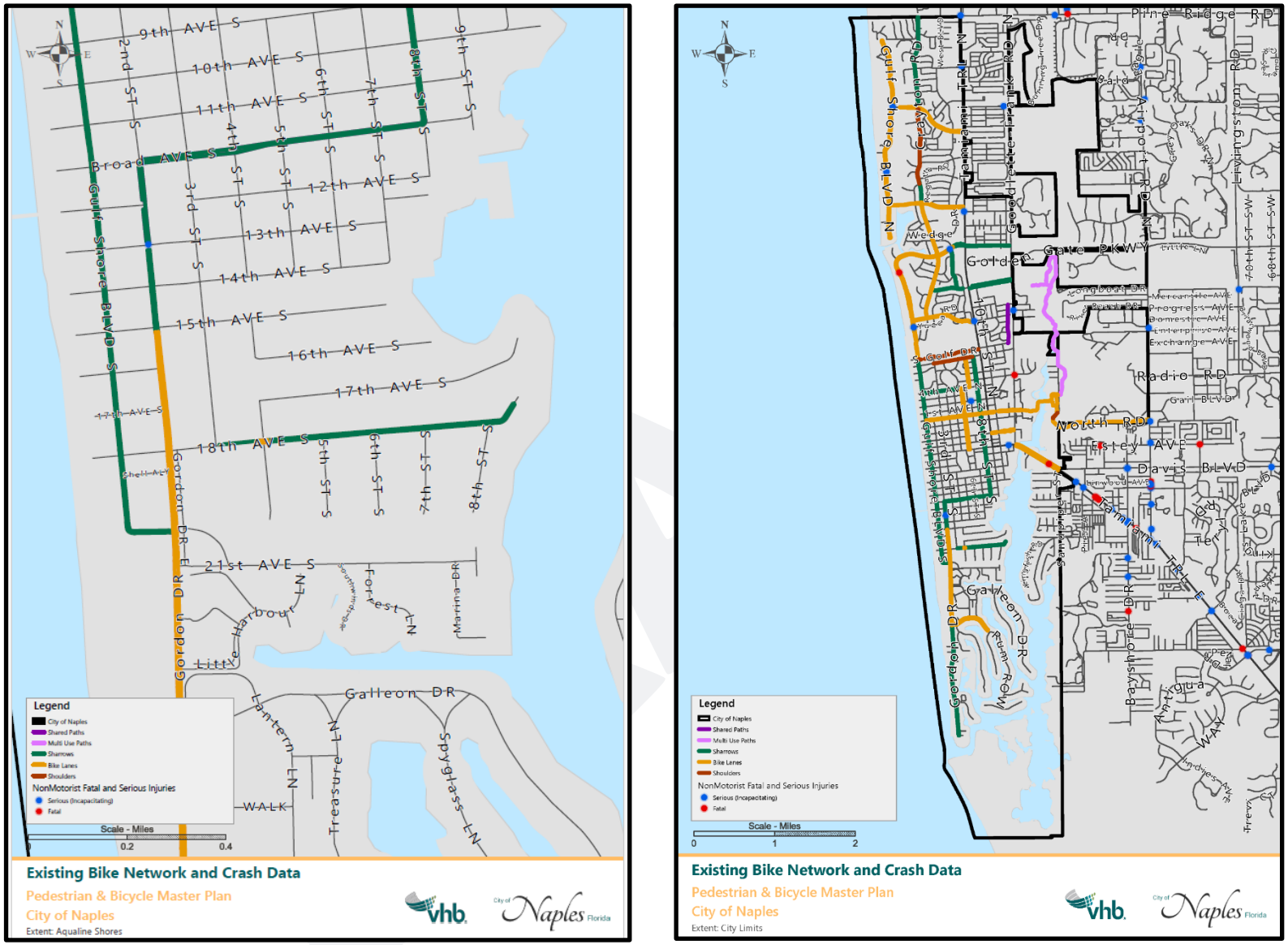


Figure 9: Maps of the Existing Bike Network from the City of Naples Bicycle-Pedestrian Master Plan

City of Marco Island

Marco Island is focused on enhancing its multimodal infrastructure to support a safe, connected, and sustainable network. As shown in **Figure 10**, priority projects have been identified to expand bike lanes, shared use paths, and other key transportation routes. These projects aim to improve connectivity across the island, close existing network gaps, and promote a more accessible environment for pedestrians and cyclists. Below are the key projects that are either funded or in the planning stages, reflecting ongoing efforts to improve transportation infrastructure.

Existing Bike Lanes:

Designated bike lanes currently exist along key corridors including San Marco Road, South Collier Boulevard, and Winterberry Drive. These routes provide critical local and regional connectivity for bicyclists.

Existing Shared Paths:

Shared-use paths are in place on multiple roadways, such as along North Collier Boulevard, providing multimodal access for pedestrians and cyclists and contributing to a safe and connected network.

Planned and Programmed Improvements

Programmed Funded Facilities:

- **Bald Eagle Drive:** Funded for construction in FY 2026/2027, this project will provide new bike lanes, enhancing connectivity between North Collier Boulevard and San Marco Road.
- **Seagrape Drive, Swallow Avenue, and Castaways Street:** These corridors are funded for bike lane installations, scheduled for construction by FY 2025. These improvements will enhance safety and close existing network gaps in southern Marco Island.
- **Sandhill Street (Leland Way to Winterberry Drive):** A shared-use path is programmed and funded for FY 2025, improving multimodal connectivity in the central portion of the island.

Programmed Unfunded Facility:

- **Elkam Circle Loop:** This future priority segment, connected to North Collier Boulevard and North Barfield Drive, remains unprogrammed currently but is recognized as an important extension of the island's multimodal network. It is planned for completion by FY 2030.

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Implementation Timeline

The City of Marco Island continues to implement a phased approach to multimodal infrastructure improvements. Projects are scheduled across FY 2025, FY 2027, and a longer-term target year of FY 2030. The city currently has one shared path project that remains unfunded, while additional programming is on hold until all active projects receive full construction funding. This strategy ensures that available resources are prioritized for the most impactful and near-term improvements.

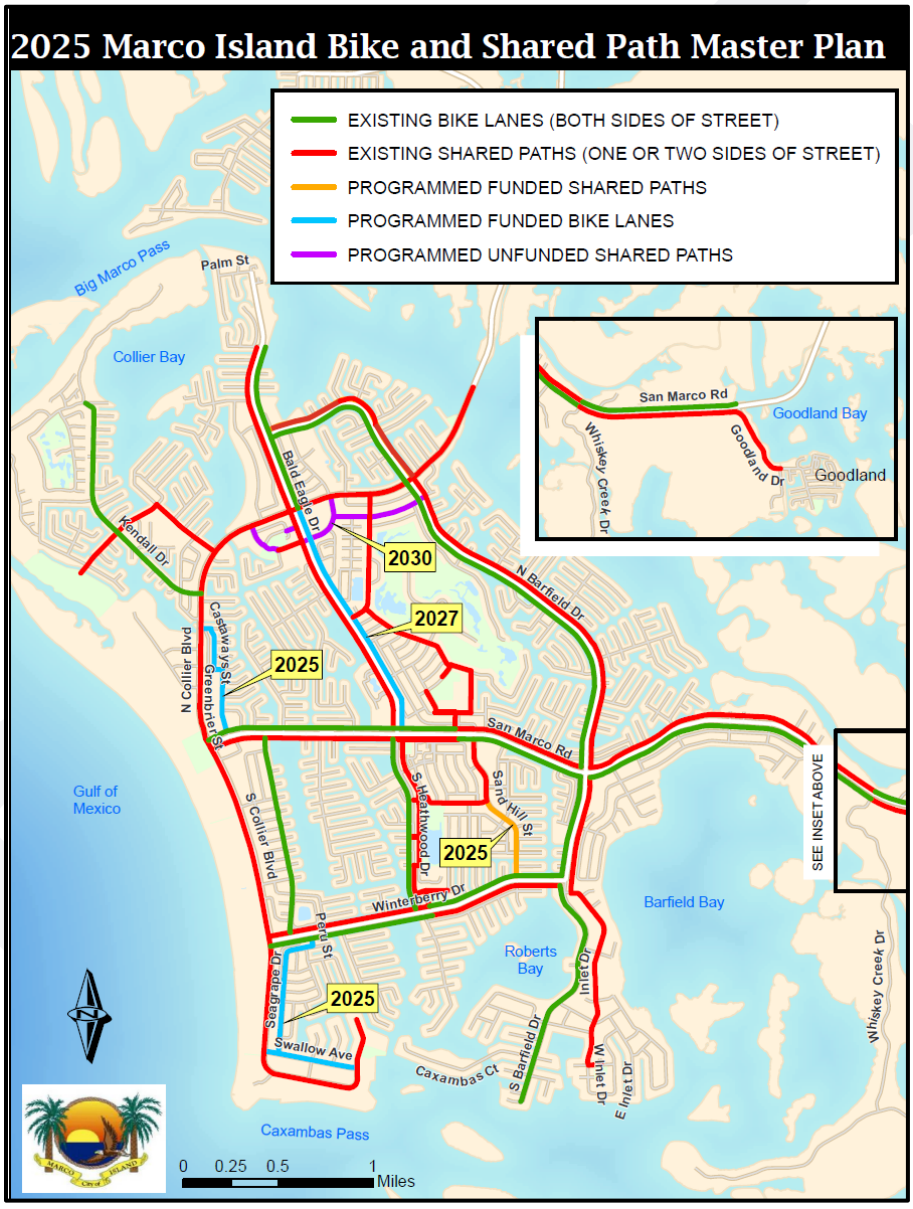


Figure 10: Marco Island Bike and Shared Path Master Plan

Everglades City

Everglades City has made significant strides in enhancing its transportation infrastructure for pedestrians and cyclists, starting with the adoption of its first Bicycle and Pedestrian Master Plan in 2022. A major milestone in the city's efforts came in 2019 when Everglades City was officially recognized as a Florida Trail Town, which further strengthened its commitment to improving non-motorized transportation options. This recognition sparked a more comprehensive effort to create a safe and well-connected network of bike lanes and pedestrian pathways throughout the city.

Priority Projects for Everglades City:

- **Everglades City Bike Lanes and Shared Paths:**
  - Expanding existing bike lanes along key corridors such as Broadway Avenue and Copeland Avenue provide safer routes for cyclists and pedestrians.
  - Development of shared-use paths to connect residential areas to the downtown district, local parks, and other key amenities.
- **Enhanced Safety Measures:**
  - Implementation of traffic calming measures, including improved crosswalks and pedestrian signals, particularly on high-traffic roads like State Road 29, to ensure the safety of vulnerable road users.
- **Connecting to Regional Networks:**
  - Developing connections to regional bicycle and pedestrian facilities, such as linking local routes to the SUN Trail Network, to allow seamless access for cyclists traveling through the area.
- **Everglades City Park Pathway:**
  - A proposed multi-use pathway around McLeod Park promotes walking and cycling while providing a safe and scenic route for local trips and recreational activities.

These efforts reflect Everglades City's ongoing dedication to building a more sustainable and accessible environment for non-motorized users. Through the implementation of its Bicycle-Pedestrian Master Plan and the recognition as a Florida Trail Town, Everglades City has laid the groundwork for future improvements that will enhance both local mobility and regional connectivity.

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SUN Trail (Shared-Use Nonmotorized Trail) Network

The SUN Trail program is a statewide initiative aimed at developing a network of paved, shared-use paths for bicyclists and pedestrians across Florida, as shown in **Figure 11**, which maps the Statewide SUN Trail Network. This program seeks to promote safe, non-motorized transportation options while enhancing recreational opportunities throughout the state. The initiative connects communities, facilitates regional travel, and supports the growth of sustainable transportation networks.

Key Regional Trails Planned in Collier County: Gulf Coast Trail and Collier to Polk Trail

The Gulf Coast Trail and the Collier to Polk Trail are two pivotal components in the development of Collier County's regional bike and pedestrian infrastructure. These trails will not only serve as essential connectors within the local network but also integrate the county into broader statewide and national systems, enhancing mobility, access, and quality of life for all residents and visitors.

The Gulf Coast Trail is a crucial part of Florida's state trail network, extending along the coastline and offering a scenic and safe route for non-motorized users. As it weaves through Collier County, this trail will provide direct access to key destinations, improve connectivity within urban and rural areas, and promote sustainable transportation options. This trail is essential for fostering local tourism, encouraging outdoor recreation, and supporting economic development in the region.

The Collier to Polk Trail represents a transformative project that will connect Collier County with neighboring Polk County, offering a seamless and safe pathway for cyclists and pedestrians. This trail will bridge gaps in regional connectivity, linking communities, parks, and other critical infrastructure. Its completion is vital for encouraging cross-county travel, supporting regional tourism, and strengthening Collier County's position within Florida's statewide trail network.

Figure X Shows the planning status of major segments of the Gulf Coast Trail and the Collier to Polk Trail and demonstrates that the entire regional trail network is undergoing more detailed planning through a combination of SUN Trail funding, County and /or FDOT roadway plans.

Two potential gaps in the regional network have been identified: Bonita Beach Road West, from Old US-41 to Bonita Beach, and US-41 East, from San Marco Rd to SR-29.

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Shared-Use Nonmotorized (SUN) Trail Network
Statewide Map



LEGEND

- SUN Trail Network
- Existing Trail
- Strategic Intermodal System (SIS) Facilities
- Wildlife Corridor
- Water

NOTES

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Additional trail information may be obtained by contacting your local government.

Figure 11: Statewide Map of the SUN Trail Network

Current Stage of Development

Gulf Coast Trail

Segments of the Gulf Coast Trail are currently at various stages of planning. The Lee MPO has submitted an application for discretionary grant funding to support the Bonita-Estero Rail Trail (BERT) acquisition, which is being negotiated by the Trust for Public Lands. Additionally, a PD&E study is underway for the Florida Power and Light (FPL) easement along Livingston Road. The connection between the BERT alignment and the FPL easement on Livingston Road will be facilitated by the Veterans Blvd Extension Project.

Collier to Polk Trail

FDOT is currently in the procurement phase for hiring a consultant to conduct a Project Development and Environment (PD&E) study for the Collier to Polk Trail. The PD&E phase is crucial for determining the final alignment, identifying environmental concerns, identifying priority segments eligible for the SUN Trail funding, right-of-way needs, and developing conceptual designs. The next stage will be preliminary Engineering (PE), detailed design and cost estimates prepared for priority segments, followed by Construction (CST). Funding needs will be identified at each stage and programming will occur through the MPO process, in coordination with FDOT and Collier County.

Importance of These Projects for Collier County

These two trails—the Gulf Coast Trail and the Collier to Polk Trail—provide a regional network of interconnected trails that is fundamental to the success of the Bicycle-Pedestrian Master Plan for Collier County. Having prioritized the development and enhancement of these trails, the Collier MPO is able to improve not only local transportation options but also to foster broader economic growth through increased tourism, outdoor recreation, and enhanced connectivity. Their completion will provide the region with more sustainable and safe travel options, ensuring a future where cycling and walking are central to daily life. These trails represent both a regional and state-wide vision for a more connected, sustainable, and healthy future, benefiting the people of Collier County for years to come.

Prioritization of SUN Trail Segments

The outcome of the PD&E studies for the Collier to Polk Trail and the FPL easement on Livingston Rd will provide guidance for prioritizing future phases of segments on the MPO's SUN Trail alignment. The Bicycle and Pedestrian Advisory Committee will be instrumental in determining priorities based on the evaluation criteria in this plan.

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Exhibit 8: Sun Trail Regional Network

Bicycle & Pedestrian Master Plan

Legend

- Environmental Lands
- Immokalee Urban Area
- Incorporated Municipalities
- Alignment
- Existing
- Programmed
- Greenway

Hendry County

Lee County

Immokalee

Collier to Polk Trail

Naples

Gulf Coast Trail

Marco Island

Everglades City

Gulf of America

0 0.5 1 2 Miles

Collier MPO BICYCLE-PEDESTRIAN MASTER PLAN 2025

Naples Inset

Immokalee Inset

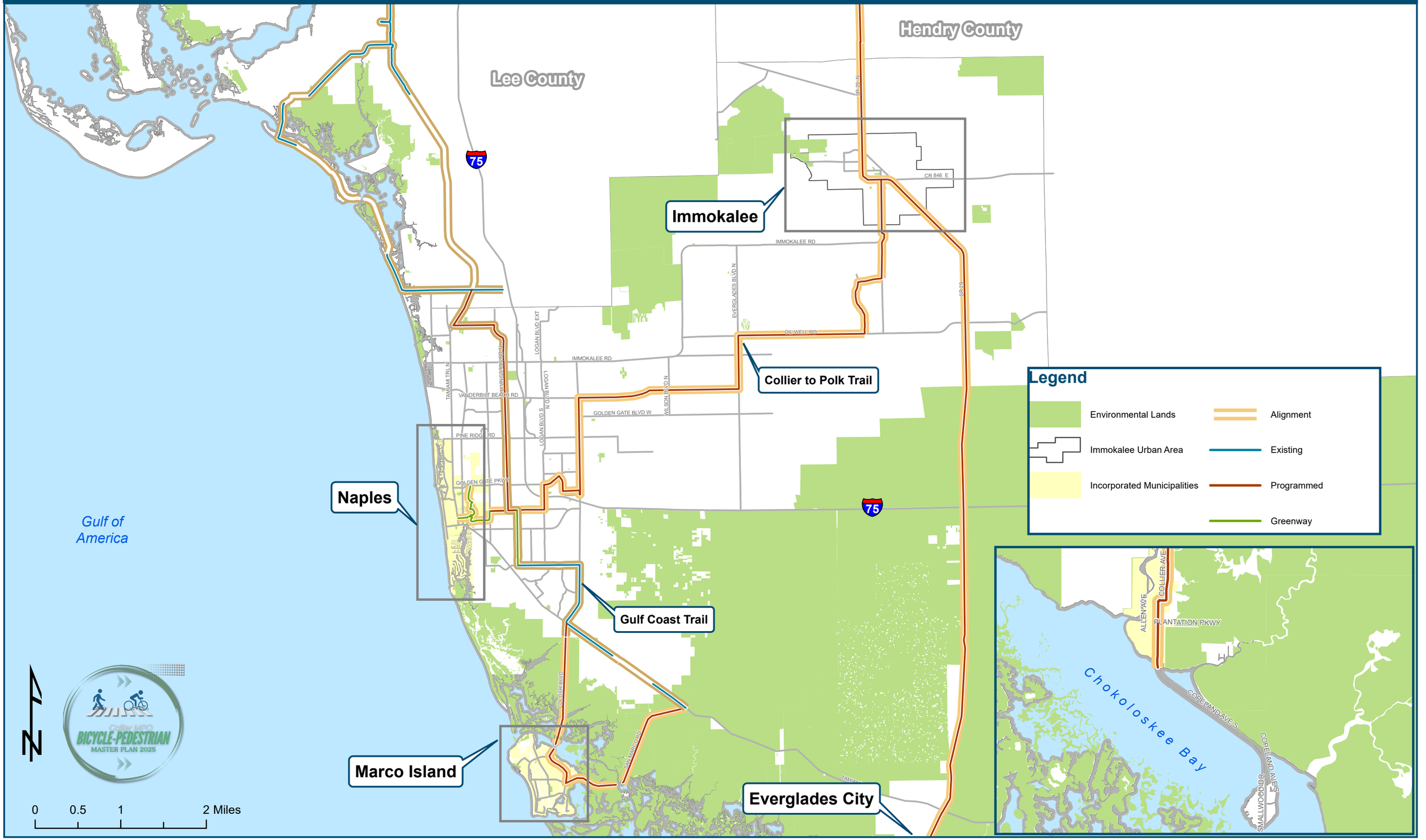
Marco Island Inset

Everglades City Inset

Chokoloskee Bay

Exhibit 9: Sun Trail Regional Network

Bicycle & Pedestrian Master Plan



Priority SUN Trail Projects in Adjoining Counties

With the **Gulf Coast Trail** and **Collier to Polk Trail** enhancing regional connectivity within Collier County, several other upcoming projects in the surrounding counties are also programmed to improve Florida's statewide trail network. These projects will contribute to broader regional and state connectivity, helping to integrate Collier County's trails with the larger SUN Trail System. Below are a few other key upcoming projects in the surrounding counties:

Florida Gulf Coast Trail
Segment: John Yarborough Linear Park & Bridge (South of Colonial Blvd to Hanson St)
FM #: 4475151
Cost: $6.25M | Phase: Construction | Year: 2025

Collier to Polk Trail
Segment: Fort Fraser Trail Overpass at SR-60
FM #: 4406031
Cost: $3.90M | Phase: Construction | Year: 2025

Coast to Coast Trail (C2C)
Segment: Orange County Gap Segment 2 (Hiawassee Rd to North of SR-414)
FM #: 4364331
Cost: $8.65M | Phase: Construction | Year: 2025

Space Coast Trail
Segment: Merritt Island NWR to Kennedy Pkwy
FM #: 4370932
Cost: $7.54M | Phase: Construction | Year: 2025

East Coast Greenway
Segment: SR-A1A (Marineland to Fort Matanzas Inlet)
FM #: 4470641
Cost: $12.60M | Phase: Construction | Year: 2027

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Collier to Polk Regional Trail Corridor Status

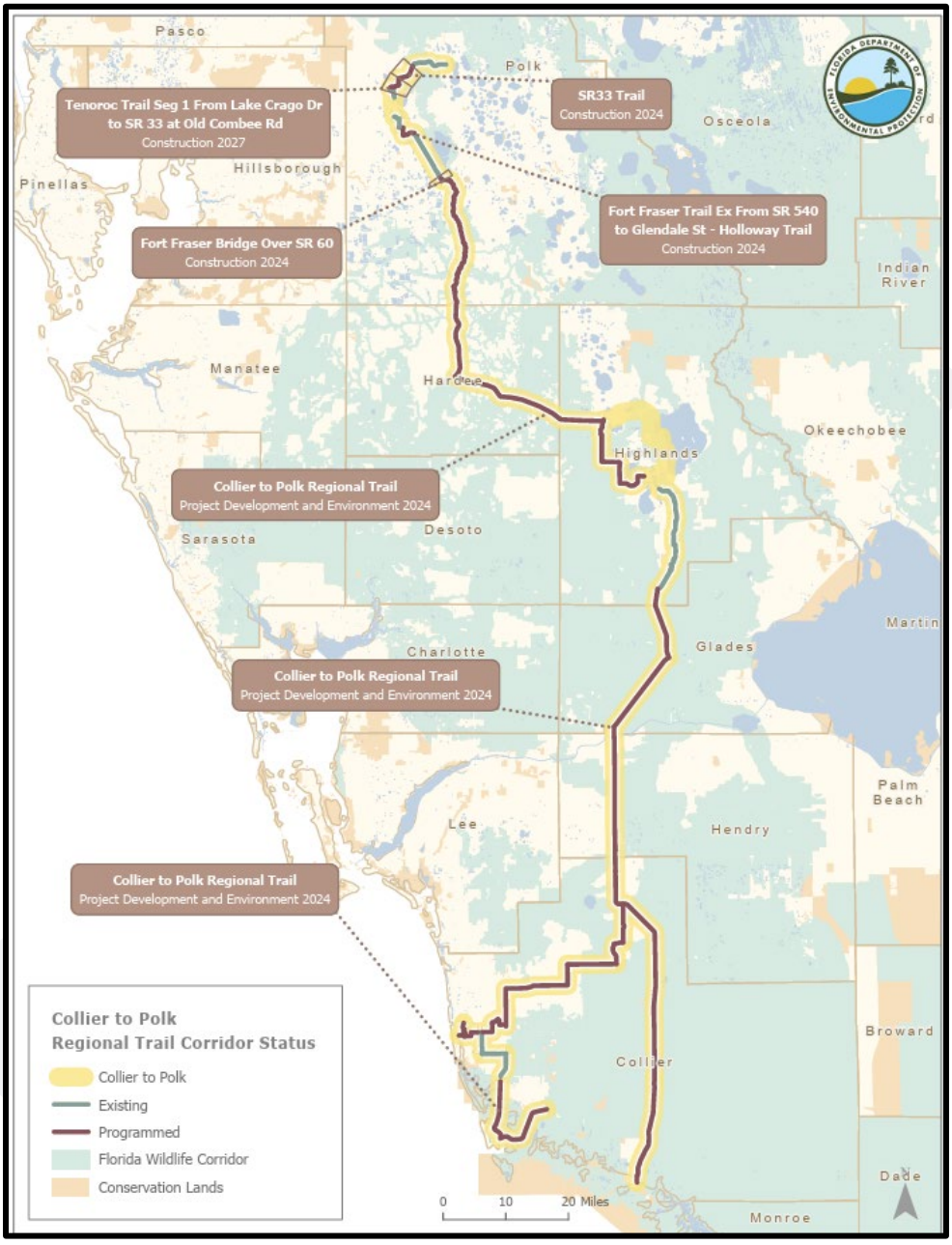


Figure 12: Collier to Polk Regional Trail Corridor Status, Source Florida Department Environmental Protection

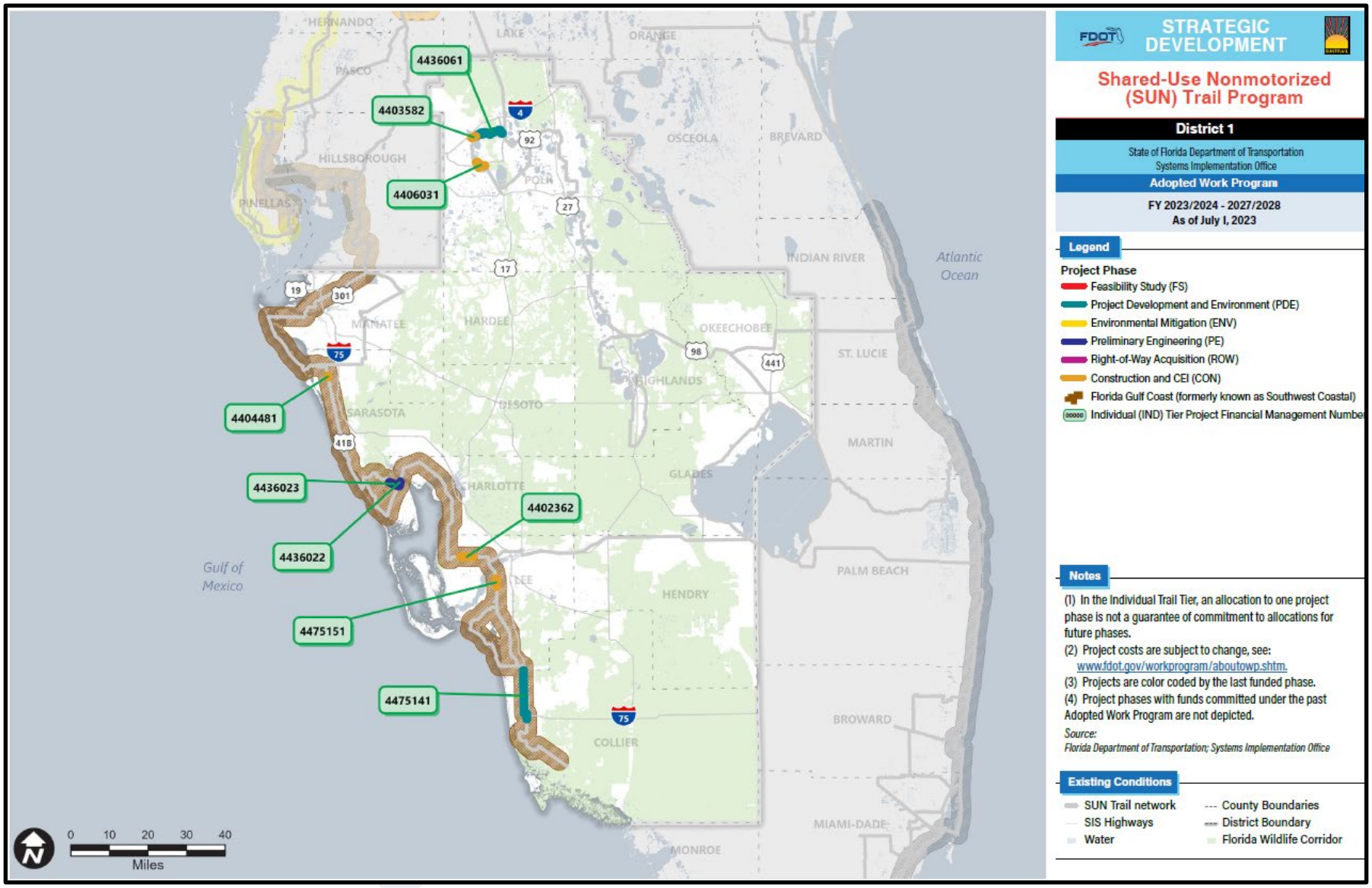


Figure 13: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4475141

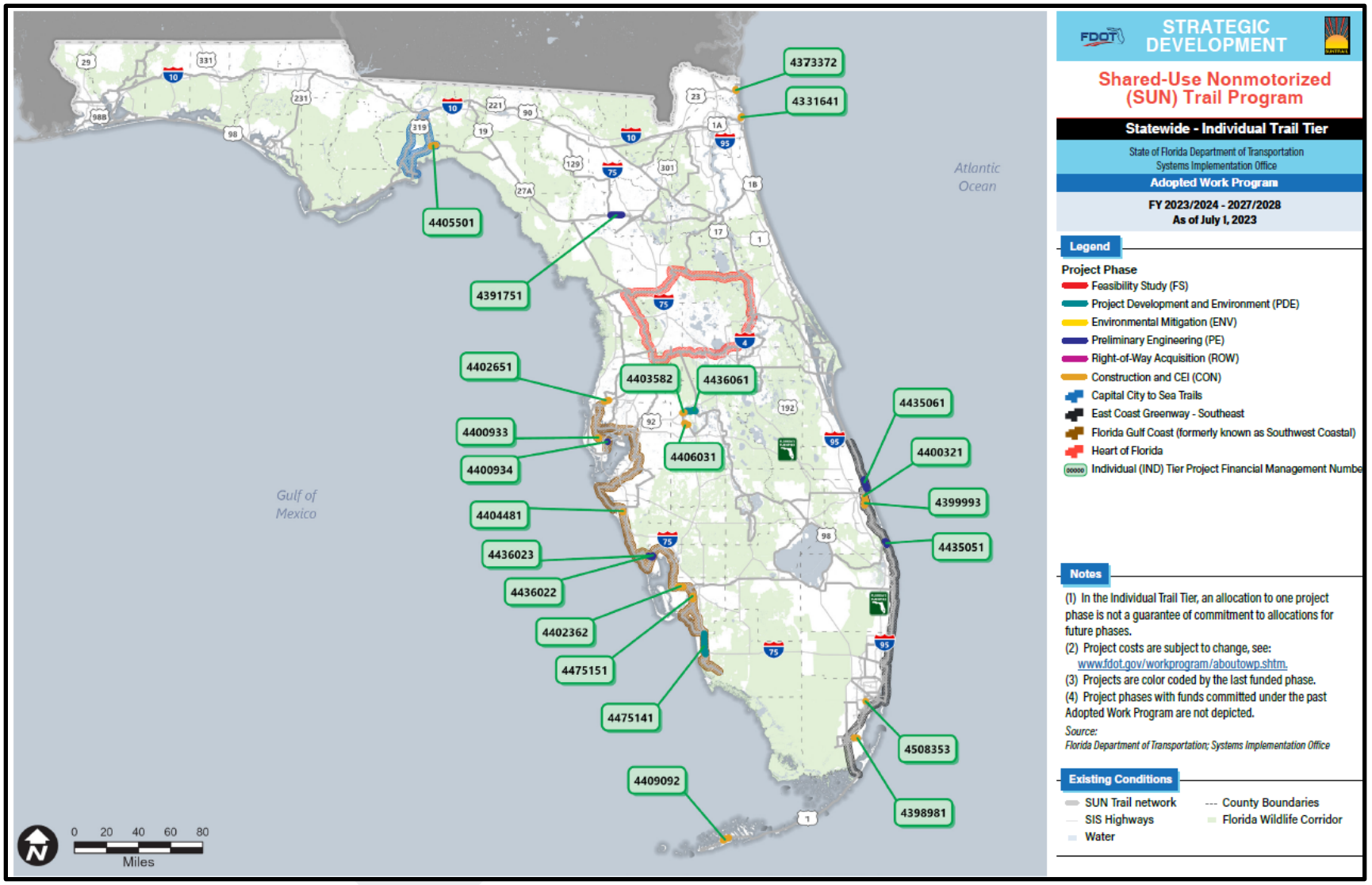


Figure 14: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4406031

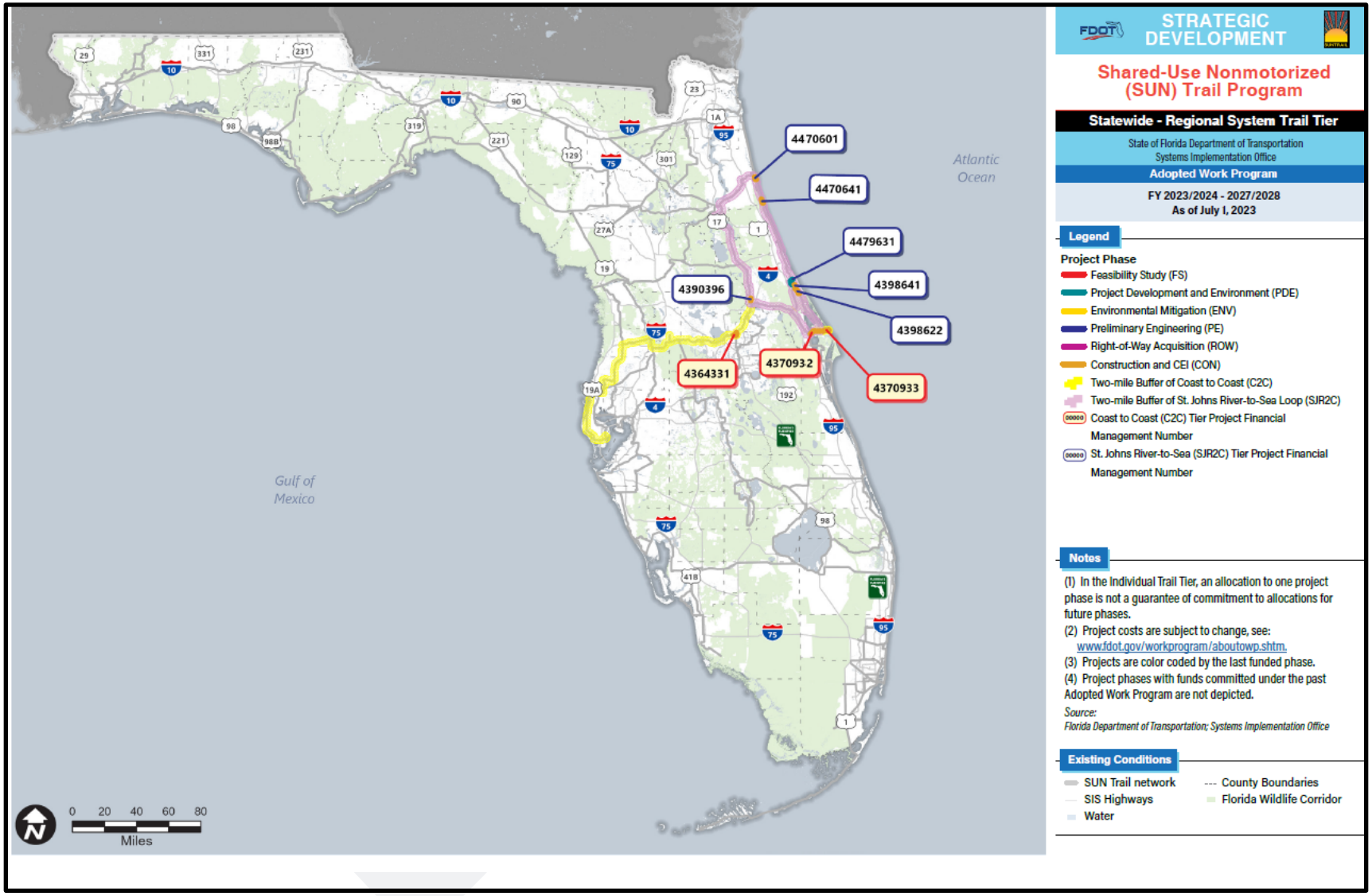


Figure 15: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4364331, 4370932 & 4470641

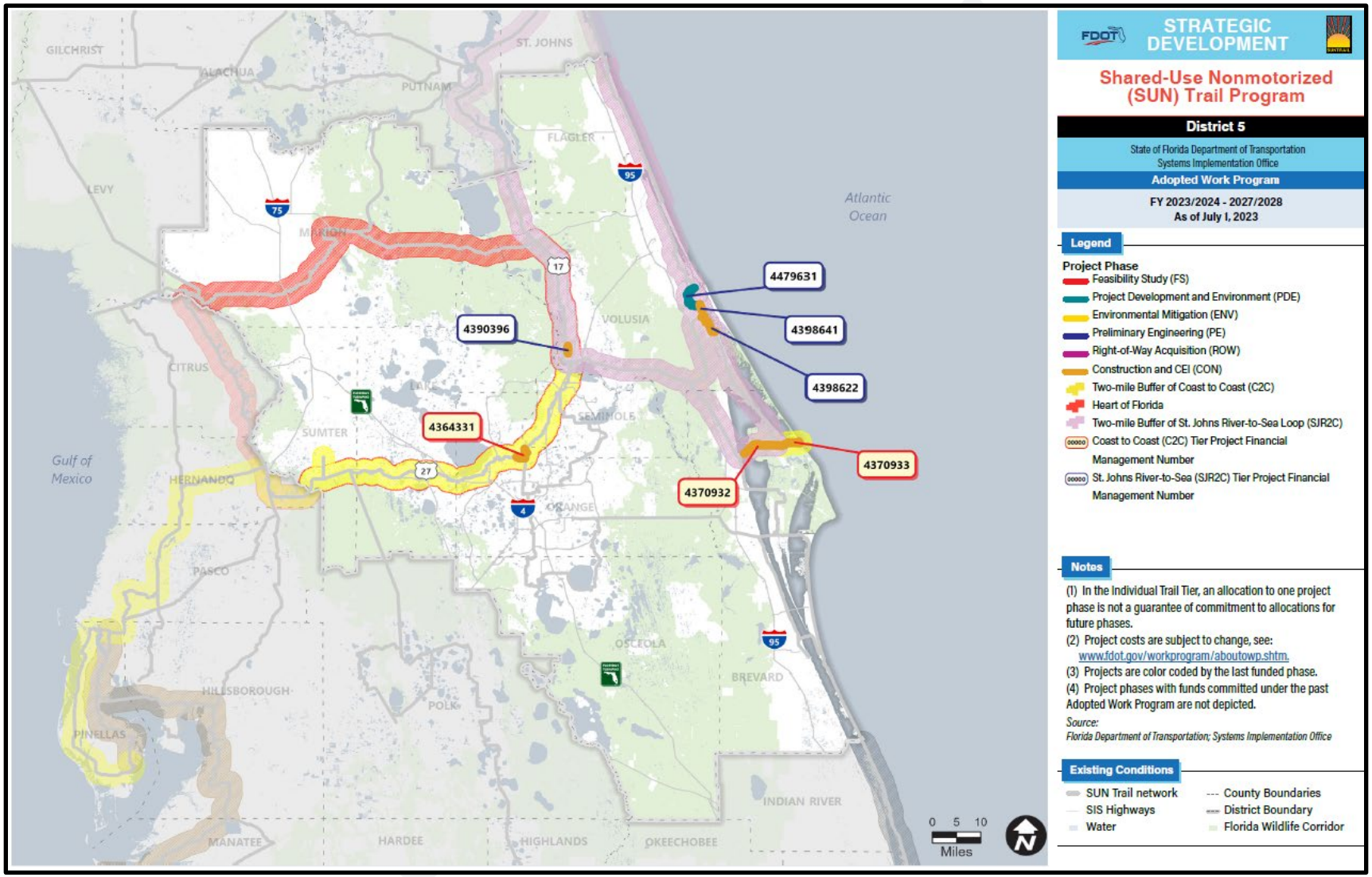


Figure 16: FDOT SUN Trail Adopted Work Plan as of July 2023 - FM# 4364331

SECTION 6 - DESIGN GUIDELINES FOR BICYCLE AND PEDESTRIAN FACILITIES

The Collier MPO Bicycle-Pedestrian Master Plan emphasizes designing transportation infrastructure that meets the needs of all ages and abilities. Section 6, Design Guidelines for Bicycle and Pedestrian Facilities, provides a framework for creating inclusive, safe, and functional environments that enhance mobility for everyone, from children and seniors to individuals with disabilities. These guidelines integrate universal design principles, ADA compliance, and best practices from national and state standards to ensure equitable access and improve the overall user experience.

By aligning with resources like the American Association of Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and the Florida Department of Transportation (FDOT) design manuals (FDM), the Master Plan promotes innovative solutions such as low-stress bike lanes, shared use paths (SUPs), and accessible pedestrian crossings. These design elements aim to foster safety, comfort, and connectivity while supporting active transportation and community well-being. Through thoughtful planning and implementation, Collier County is advancing its vision of an inclusive, multimodal transportation network that prioritizes the needs of all users.

Designing for All Ages and Abilities

The 2025 Collier MPO Bicycle and Pedestrian Master Plan emphasizes the creation of inclusive transportation networks that are accessible to individuals of all ages and abilities. This commitment to accessibility is grounded in universal design principles and the requirements of the Americans with Disabilities Act (ADA). Designing for all users is not only about meeting legal standards but also about enhancing mobility for everyone, including people with disabilities, children, seniors, and individuals with other mobility challenges.

To support this inclusive vision, a key goal of the Master Plan is to design facilities that ensure safe and comfortable travel for children, seniors, and individuals with disabilities, as well as the general population. Infrastructure should incorporate elements such as shorter crossing distances at intersections, lower speed limits, and safe crossing options such as pedestrian hybrid beacons. These features reduce potential hazards and promote a safer and more accessible environment for all users.

ADA compliance remains a cornerstone of the design guidelines in the Master Plan. ADA compliant pedestrian pathways should feature continuous routes with smooth, unobstructed surfaces to accommodate wheelchairs, strollers, and walkers. Additionally, detectable warnings like textured paving and audible signals at crossings provide necessary information for individuals with visual or hearing impairments, ensuring safety in high-traffic areas.

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Facilities for bicycles must also adhere to accessibility standards. For example, bike lanes should be free from obstacles, have clear markings, and be wide enough to accommodate various types of bicycles and mobility devices. For shared use paths, the Master Plan calls for a minimum width that allows for both cyclists and pedestrians to coexist comfortably, with extra attention paid to maintaining proper segregation where appropriate, so that users can safely navigate the path without conflicts.

FDOT Guidelines

The Florida Department of Transportation (FDOT) plays a pivotal role in shaping the design and implementation of bicycle and pedestrian facilities throughout the state. By adhering to FDOT's standards and initiatives, Collier County ensures that its infrastructure aligns with statewide priorities for safety, accessibility, and connectivity. FDOT's guidelines emphasize creating a multimodal transportation network that accommodates a diverse range of users while fostering sustainable growth and mobility options.

FDOT's current initiatives, such as the Complete Streets Implementation Plan, Context Classification Guide, and the Statewide Pedestrian and Bicycle Strategic Safety Plan, reinforce the commitment to safe, equitable, and context-sensitive design. These initiatives prioritize reducing pedestrian and cyclist injuries and fatalities while enhancing comfort and convenience for all users. By incorporating these principles, the Collier MPO Bicycle-Pedestrian Master Plan supports the state's vision of zero roadway fatalities through the Target Zero strategy.

Key Design Manuals

The following FDOT design manuals and resources provide the foundation for the guidelines in this plan:

- **FDOT Design Manual (FDM):** The FDM outlines comprehensive criteria for roadway and non-motorized facilities, focusing on accessibility, safety, and user experience.
- **Manual on Uniform Traffic Control Devices (MUTCD):** Used for designing pedestrian crossings, signals, and signage, ensuring national consistency.
- **Florida Greenbook:** Guides local agency designs for bicycle and pedestrian facilities, tailored to Florida-specific contexts.
- **FDOT Context Classification Guide:** Helps identify appropriate facility types based on land use, traffic volume, and user needs.
- **Florida Bicycle and Pedestrian Partnership Council Guidelines:** Provides strategic recommendations for creating connected, multimodal systems across the state.

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FDOT Context Classification System

Context Classification	Description	Typical Speed Limit (mph)	Recommended Bicycle Facilities	Recommended Pedestrian Facilities
C1 (Natural)	Undeveloped areas like parks or forests	35–45	Shared-use paths to minimize environmental impact	Limited pedestrian infrastructure, with natural trail paths
C2 (Rural)	Areas with farmland or sparse development	45–55	Paved shoulders, shared-use paths alongside roadways	Sidewalks in areas with public facilities or clusters of activity
C2T (Rural Town)	Small, walkable towns with compact layouts	25–35	Bike lanes or shared-use paths connecting key town destinations	Sidewalks, mid-block crossings, and enhanced lighting
C3R (Suburban Residential)	Low-density residential neighborhoods	25–35	Bike lanes, shared-use paths for neighborhood connectivity	Continuous sidewalks, ADA-compliant crossings, pedestrian signals
C3C (Suburban Commercial)	Suburban areas with commercial hubs	35–45	Buffered bike lanes, shared-use paths for safer access to shopping	Sidewalks, crosswalks with signals, and refuge islands
C4 (Urban General)	Moderately dense areas with mixed-use development	25–40	Buffered or separated bike lanes for high-volume traffic areas	Wider sidewalks, pedestrian hybrid beacons, and mid-block crossings
C5 (Urban Center)	Dense areas with a mix of retail, offices, and housing	20–30	Separated bike lanes, bike parking, and green-painted bike lanes	Wide sidewalks, high-visibility crosswalks, and pedestrian plazas
C6 (Urban Core)	Highly urbanized downtown areas	20–25	Protected bike lanes, bike boxes, and bike-share stations	Enhanced pedestrian infrastructure, including walkable plazas and overpasses

The Florida Department of Transportation (FDOT) Context Classification System is an essential framework used to guide the design of transportation facilities that align with their surrounding environments. By

identifying the "context" of a roadway or area, planners and engineers can develop infrastructure that balances mobility, safety, and community needs, creating a transportation network that is functional, inclusive, and context sensitive.

Current FDOT Initiatives Related to Bicycle and Pedestrian Design

1. **Complete Streets Implementation**
   FDOT's Complete Streets initiative aims to design streets that provide safe, accessible, and comfortable travel for all users, including pedestrians, bicyclists, motorists, and transit riders. This approach ensures that roads are context-sensitive and adaptable to their surrounding environment, balancing transportation needs with community development.

2. **Safe Routes to School (SRTS)**
   This initiative promotes safer infrastructure for children traveling to and from school by walking or biking. Integrating SRTS principles into the MPO's planning enhances safety and encourages active transportation among younger populations.

3. **Target Zero and Strategic Safety Plan**
   Target Zero prioritizes reducing traffic fatalities and serious injuries, particularly for vulnerable road users like pedestrians and cyclists. The FDOT Bicycle and Pedestrian Strategic Safety Plan outlines actionable strategies, such as intersection redesigns and speed management, which directly influence the guidelines in this plan.

4. **Florida SUN Trail Network**
   FDOT is investing in the Shared-Use Nonmotorized (SUN) Trail Network, a statewide system of paved trails that connect communities. This initiative emphasizes the importance of regional connectivity and highlights the need for well-designed off-road facilities like shared-use paths.

Integration of FDOT Guidelines into Collier MPO Plans

Collier MPO's Bicycle-Pedestrian Master Plan leverages FDOT's guidelines and initiatives to ensure that local projects meet state and national standards while addressing unique regional needs. For example, the inclusion of context-sensitive solutions ensures that facility designs align with surrounding land use, while high-visibility bike lanes and pedestrian hybrid beacons address critical safety concerns identified in FDOT's safety initiatives.

By aligning with FDOT's comprehensive framework, the Collier MPO can deliver a transportation network that reflects the best practices in safety, accessibility, and sustainability. This partnership not only ensures

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consistent design but also positions Collier County as a leader in creating walkable and bikeable communities in Florida.

Illustrated Guide to Bicycle and Pedestrian Facilities

On-Road Bicycle Facilities



Paved Shoulders

Dedicated paved areas adjacent to the travel lanes, typically 4–8 feet wide, intended to enhance safety for cyclists and pedestrians in rural and suburban settings. They provide separation from vehicles without marked bike lanes.

Audible Pavement Markings



Rumble strips or textured markings are applied along roadway edges or shoulders to produce tactile and audible feedback when crossed. While these markings serve as an important safety feature for vehicular traffic—alerting drivers when they drift toward the shoulder—they can negatively impact cyclists. The rumble strips may pose a tripping hazard and create discomfort for cyclists using the shoulder. When seeking opportunities to improve bicycle facilities, alternative improvements should be considered, such as dedicated bike lanes, if right-of-way allows.

Bike Lanes



Bicycle lanes are exclusive spaces for cyclists, marked with striping and pavement symbols, and typically range from 4 to 7 feet wide. These lanes provide a safe, designated area for cyclists, reducing conflicts with vehicles. For newly constructed roads, the standard is a 7-foot-wide bike lane with a double 6-inch white edge line for safety. On existing roads where curbs cannot be moved, the lane width depends on available pavement, with the preferred options being:

1. 7-foot buffered bike lane
2. 6-foot buffered bike lane
3. 5-foot bike lane
4. 4-foot bike lane

Buffered Bike Lanes

Bike lanes are enhanced with a marked buffer zone (1–3 feet wide) to separate cyclists from moving vehicles or parked cars, improving safety and comfort.



Separated Bike Lanes

Physically protected lanes for bicyclists, using barriers, raised curbs, or parked vehicles to provide complete separation from motorized traffic. These are ideal for high-speed or high-volume roadways.



High-Visibility Bike Lanes

Bike lanes are accommodated with bright, durable pavement markings (e.g., green) to increase awareness and visibility for motorists and cyclists at potential conflict points, such as intersections or driveways.



Advisory Bike Lanes

Dashed-edge bike lanes are used on narrow, low-volume roads where vehicles and bicycles share space. Drivers may encroach into the lanes when cyclists are not present but must yield to bicycles.



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Advisory Shoulders

Shared, visually marked areas on road edges where pedestrians and cyclists travel. Vehicles may encroach but must yield, typically on roads without curbs.



Two-Stage Queue Boxes

Designated waiting areas at signalized intersections for bicyclists making multi-leg or left turns. These boxes improve turning safety and reduce conflicts by keeping cyclists visible to drivers.



<u>Off-Road Bicycle & Shared Use Facilities on Independent Rights-of-Way</u>

Shared Use Paths (including Side Paths)

Shared use paths, including side paths, are paved pathways for cyclists and pedestrians, typically 8 to 14 feet wide. They can run independently of roadways or parallel to them, separated by buffers like landscaping, curbs, or fencing for safety. Wider than sidewalks, they accommodate higher-speed users like cyclists while supporting pedestrians. Shared use paths are ideal for recreation and commuting, especially where on-road bike facilities aren't feasible due to limited space or high-speed traffic.



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Pedestrian Crossings on Major Roadways

Pedestrian Hybrid Beacon (PHB)

A pedestrian-activated traffic control device featuring flashing yellow lights, steady red signals, and a walk indication. PHBs stop vehicular traffic on high-speed or high-volume roads, providing a controlled crossing for pedestrians.



Rectangular Rapid Flashing Beacon (RRFB)

Flashing lights activated by pedestrians at unsignalized crossings. These beacons increase driver awareness and compliance at mid-block or high-speed crossings without requiring a traffic signal.



Mid-Block Crosswalks

Marked crossings positioned between intersections to provide safe pedestrian access on long road segments. These crossings may include signals, lighting, or raised platforms to improve visibility and safety.



Overpasses and Underpasses

Grade-separated crossings allow pedestrians and cyclists to cross major roadways or obstacles without conflicting with vehicle traffic. Overpasses are elevated bridges, while underpasses are tunnels beneath the road.



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Wayfinding

A coordinated system of signage and markings designed to guide cyclists and pedestrians through a network. Wayfinding elements indicate destinations, distances, and connections to promote ease of navigation and route selection. This technical framework aligns with national and local design standards, ensuring that infrastructure is safe, accessible, and supportive of diverse transportation needs.



Illustrative Cross Sections

The guide below illustrates recommended bicycle and pedestrian facilities for Collier County roadways with speed limits of 40 mph or higher. These typical sections emphasize design features aimed at improving safety and accessibility, contributing to a more connected and user-friendly non-motorized network.

Two-Lane Rural Section

At a minimum, paved shoulders can be provided. Ideally, bike lanes should be implemented, with options for added safety features such as audible pavement markings or buffer zones utilizing various protective elements.

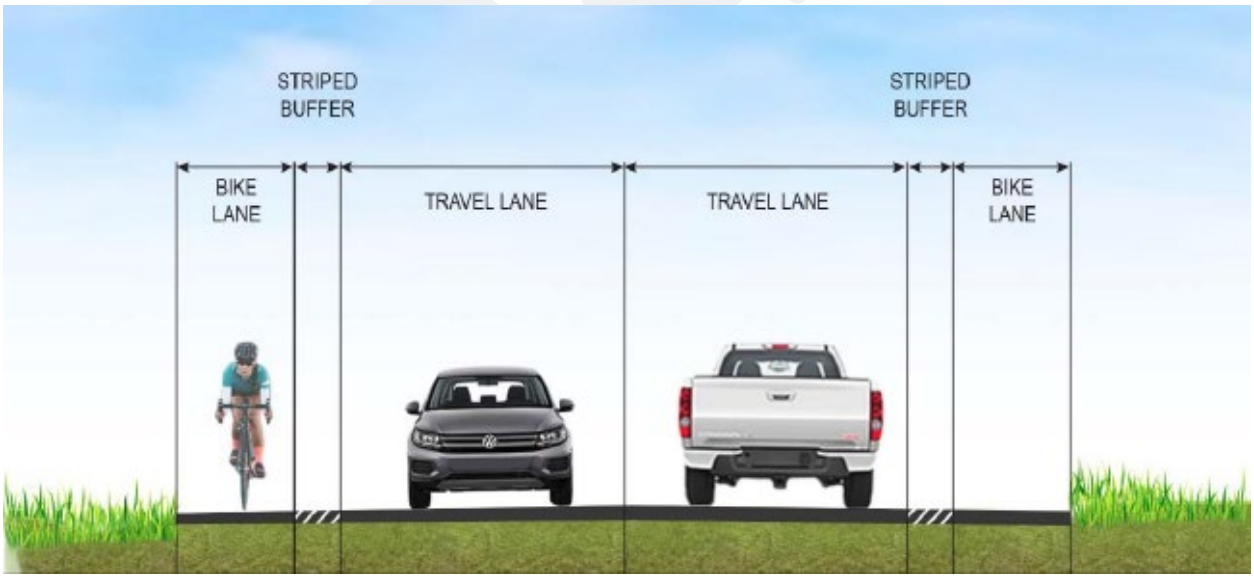


Figure 17: Two-Lane Rural Section Featuring Bike Lanes

Multi-Lane Urban Section

At a minimum, sidewalks should be included, with the preferred option being shared-use paths and protected bike lanes on both sides of the roadway.

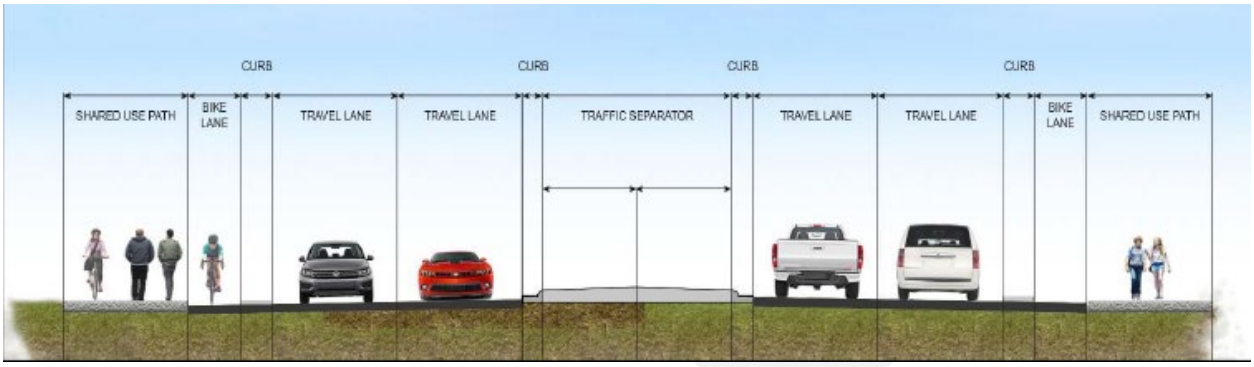


Figure 18: Urban Section with Shared-Use Path and Bike Lanes

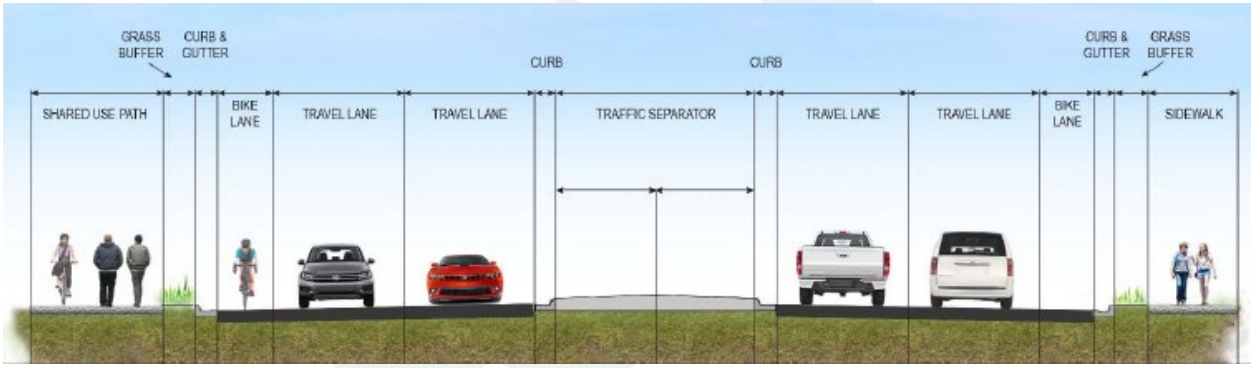


Figure 19: Urban Section with Shared-Use Path, Sidewalk, and Bike Lanes on Both Sides

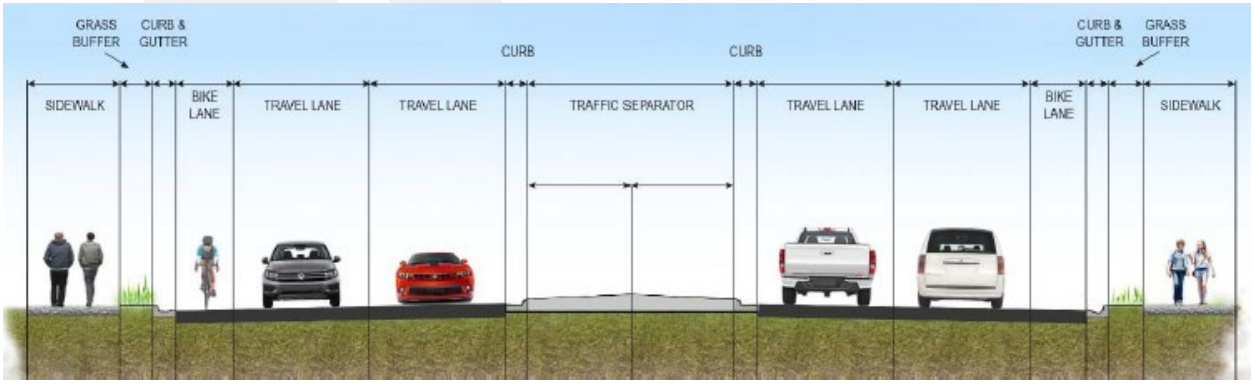


Figure 20: Sidewalks and Bike Lanes on Each Side

SECTION 7 - POLICIES AND IMPLEMENTATION STRATEGIES

The Collier MPO Bicycle-Pedestrian Master Plan is built on the foundation of sound policies and actionable strategies that guide planning, funding, and implementation efforts. While the MPO does not directly construct or implement projects, it plays a pivotal role as a forum for collaboration, coordination, and prioritization. Section 7 defines the MPO's responsibilities in policy development, planning, design standards, and funding strategies, ensuring alignment across all jurisdictions and stakeholders involved in enhancing active transportation for Collier County.

The MPO's Role in Policy Development

The MPO's primary responsibility is to act as a convener, bringing together municipalities, state agencies, and community stakeholders to collaboratively shape policies that support a safe, connected, and equitable transportation network. Rather than building projects, the MPO provides the structure for shared decision-making and creates a unified vision for bicycle and pedestrian infrastructure throughout the region.

The MPO's leadership fosters collaboration by ensuring that policy development reflects regional priorities, such as improving safety, reducing traffic-related fatalities, and promoting sustainable transportation options. Through public workshops, stakeholder engagement, and inter-agency coordination, the MPO establishes the groundwork for projects that align with state and federal goals, such as Target Zero and Complete Streets principles. This collaborative approach creates a cohesive policy framework that guides individual jurisdictions in their implementation efforts.

MPO Planning Guidelines

The MPO supports and aligns its planning efforts with established policies and guidelines from FDOT, including the Complete Streets Policy, Target Zero, and the Context Classification system. These policies emphasize the creation of safe, accessible, and context-sensitive transportation networks that accommodate all users, regardless of mode, ability, or age. By integrating these principles into its planning process, the MPO ensures consistency with state goals while tailoring solutions to the unique needs of Collier County.

As part of its planning approach, the MPO supports member entities and FDOT by funding projects that incorporate bicycle lane improvements during routine activities such as resurfacing, reconstruction, and maintenance of existing corridors. Proactively addressing bicycle infrastructure as part of these standard processes helps to enhance safety, reduce costs, and maximize the efficiency of investments.

The MPO also supports projects and locally adopted policies that close existing gaps in the bicycle and pedestrian network. By prioritizing connectivity, especially in areas where infrastructure is incomplete, the region can progress toward achieving a fully integrated and well-connected network. This policy not only

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addresses immediate needs but also ensures that future growth supports regional mobility and accessibility goals.

These guidelines reflect the MPO's commitment to fostering a collaborative planning environment that supports safe, equitable, and sustainable transportation for all.

MPO Design Guidelines

The MPO supports projects proposed by member entities that apply locally adopted design guidelines, the FDM, or apply the design guidelines outlined in Section 6 of this Plan, which emphasizes creating safe and accessible bicycle and pedestrian facilities for all ages and abilities

The MPO recognizes that designing infrastructure requires consideration of varying contexts, including urbanized areas, rural areas, and transitional zones experiencing growth. Each context presents unique challenges and opportunities that should be addressed through tailored design approaches:

- **Urbanized Areas:**
  These regions require robust infrastructure due to higher population densities and traffic volumes. This includes features like protected bike lanes, wider sidewalks, and enhanced pedestrian crossings. The MPO recommends prioritizing separated facilities, which are on-road spaces for cyclists and pedestrians that are physically separated from vehicle traffic using features such as curbs and barriers. This ensures safer and more usable spaces for non-motorized users.

- **Rural Areas:**
  In less dense regions, shared-use paths, paved shoulders, and other low-impact facilities are often more practical. These designs should focus on maintaining connectivity while respecting the rural character and minimizing environmental disruption.

- **Transitional Zones:**
  Areas in transition between rural and urban characteristics require flexible, forward-thinking designs that can evolve alongside development. Infrastructure in these areas should accommodate existing needs while anticipating future growth and higher usage demands.

The MPO encourages member entities to adopt a phased approach to implementing bicycle and pedestrian infrastructure. Phased planning and construction allow communities to address immediate needs while laying the groundwork for future enhancements. This strategy is particularly beneficial for managing costs and minimizing disruptions as infrastructure evolves over time.

Furthermore, the MPO supports member entities planning for and securing sufficient right-of-way (ROW) to accommodate these facilities. Adequate ROW planning ensures that future development can integrate

high-quality bicycle and pedestrian infrastructure without compromising safety or accessibility. Anticipating growth and reserving space for future expansions aligns with the MPO's vision for a regionally connected, multimodal network.

For high-risk corridors, the MPO emphasizes the importance of integrating key safety measures into design efforts, including:

1. Limiting Unsignalized Right Turns: Reducing opportunities of conflict points between vehicles and vulnerable road users.

2. Posted speeds of 35 mph or less: Increased safety and create a more comfortable environment for cyclists and pedestrians.

By aligning infrastructure design with regional goals and considering the unique characteristics of urban, rural, and transitional areas, member entities can create a cohesive and adaptable transportation network that meets the needs of current and future users.

Funding Prioritization

The MPO Board plays a key role in setting policies for the allocation of Surface Transportation-Urban (SU) funds. In previous years, the MPO's policy as outlined in the LRTP, distributed SU funds across three primary project categories: congestion management, new bridge construction, and bicycle and pedestrian infrastructure. MPO staff issued a Call for Projects based on the Board's allocation policy, which operated on a five-year rotation among these categories. Pending MPO Board approval the (draft) 2050 LRTP may loosen restrictions on SU funds to make them available for road capacity projects that include bicycle and pedestrian facilities. The MPO will issue Calls for Projects on an as needed basis as the current backlog of projects in design are programmed for construction.

The MPO will provide guidance so that member entities are able to submit bicycle and pedestrian infrastructure projects that align with the current, adopted Bicycle and Pedestrian Master Plan. This Plan, which is incorporated by reference into the Long-Range Transportation Plan (LRTP), serves as a roadmap for the MPO's ongoing investment in cycling and pedestrian infrastructure. Projects may span local, collector, and arterial roads, regional trail connections, Bicycle and Pedestrian Safety Audits (RSAs), and special studies.

The Network Needs analysis in Section 5 outlines the MPO's priorities for funding projects, with an emphasis on safety, equity, and connectivity. The MPO prioritizes projects based on these criteria and ensures they support the larger goal of a more integrated and connected transportation network. In addition to the current Bicycle and Pedestrian Master Plan, projects from adopted Community Walkability Studies and the Bicycle and Pedestrian Master Plans of the cities of Marco Island, Naples, and Everglades City, as

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well as the County's Community Redevelopment Areas (CRAs), are considered eligible for funding. All these plans are referenced in the MPO's funding decisions to create a cohesive and regionally connected system.

MPO staff will also coordinate with FDOT and local entities to implement recommendations from Bicycle and Pedestrian Safety Audits (RSAs) that have been specifically endorsed by the MPO Board. This ensures that safety improvements are prioritized and executed effectively, addressing concerns identified through the RSA process and working toward a safer transportation network for all users.

Evaluation and Assessment Criteria

The evaluation criteria in this Plan have been carefully developed with significant input from the Bicycle-Pedestrian Advisory Committee (BPAC), MPO, and technical staff. These criteria serve as a vital tool for prioritizing and ranking proposed improvements across the region, fostering discussion and providing a structured framework for selecting projects that best meet the region's goals. This updated evaluation system represents an ongoing commitment to safety, connectivity, and equity for all community members.

A key update in the 2025 plan is the introduction of two distinct scoring systems, one for local projects and another for regional projects. This differentiation acknowledges the unique nature of projects within urban areas compared to those that are part of broader regional networks, such as the SUN Trail. Both scoring systems include weighted factors, reflecting the priorities and needs identified through stakeholder input. These weightings ensure that critical elements such as safety and equity receive the appropriate emphasis in the final ranking process.

MPO Call for Projects Process

MPO staff will issue Call for Projects on an as-needed basis, following the MPO's adopted TMA SU "Box" allocation/programming policy. The MPO Board retains full discretion to modify this policy in accordance with the MPO Bylaws and the Public Participation Plan.

Member entities are encouraged to submit projects that align with the Network Needs analysis (Section 5) and other relevant local plans incorporated by reference in this document. Each member entity may submit up to one project per jurisdictional area represented by voting membership on the Board. MPO staff may submit one project of regional significance. This results in a total of 10 projects for each Call for Projects. The allocation of projects is as follows:

- 5 projects within the unincorporated County
- 2 projects within the City of Naples
- 1 project in the City of Marco Island
- 1 project in the City of Everglades City (including Chokoloskee and Plantation Island)
- 1 project submitted by MPO staff

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Eligibility Criteria and Preliminary Assessment

MPO staff will first review each project submission to determine eligibility. Incomplete or improperly submitted projects will not be considered for funding. The following criteria must be met:

Timeliness: The submitting agency must confirm that the project can be designed and constructed within the chosen funding cycle.

Constructability: The project must be well-defined, with confirmed right-of-way, and include a complete and accurate cost estimate.

Funding Availability: The submitting agency must demonstrate that sufficient funding is available to cover both the project's costs and any necessary matching funds.

Project Rating and Ranking

The BPAC will conduct the initial rating and ranking of projects using the following criteria.

Local Projects Evaluation Criteria

This plan includes a dedicated evaluation framework for local projects, focusing on community-scale improvements that enhance mobility and accessibility. Local projects typically address infrastructure needs within neighborhoods, cities, or towns, such as sidewalks, bike lanes, intersection enhancements, and connections to schools, parks, or local transit hubs.

This evaluation process prioritizes projects that improve safety, promote connectivity, and provide equitable access for all residents. Below is an overview of the criteria, along with their weights and scoring, followed by a detailed explanation of the scoring system used to rank proposed projects.



Descriptions and Associated Weights

Criteria	Weight (%)	Description
Safety	35	Evaluates the project's potential to enhance safety for all users. This includes the analysis of high-risk areas using crash data and fatality statistics, the implementation of Safe Routes to Schools, the incorporation of targeted safety improvements, the adoption of a Safe System Approach, and the inclusion of public education initiatives aimed at promoting safe behaviors.
Multimodal and Regional Connections	20	Assesses the project's integration with other modes of transportation (e.g., transit, biking, walking) and its ability to enhance regional connectivity. Projects that create seamless links between different transportation modes, improve regional mobility, and demonstrate a commitment to eliminating barriers and enhancing ADA accessibility to promote inclusivity for all individuals and abilities will score higher.
Cost	20	Evaluates the financial feasibility of the project, including both initial construction costs, long-term maintenance expenses, and the cost per capita. Projects that demonstrate cost-effectiveness, efficient use of available funds, and provide a reasonable cost per person impacted will score higher.
Education	10	Evaluates the efforts to educate and engage the community regarding bicycle and pedestrian safety, benefits, and infrastructure. Projects that incorporate educational programs, workshops, outreach efforts, or materials promoting safe and sustainable transportation practices will be considered. Consideration will also be given to initiatives that partner with local schools, organizations, and other stakeholders to raise awareness and foster a culture of safety
Public Involvement and Support	5	Evaluates the level of community engagement and support for the project. Projects with strong public involvement, transparent processes, and demonstrated community backing will receive higher scores.
Micromobility	5	Evaluates the project's support for micromobility options such as electric scooters, e-bikes, and other small, lightweight, and low-speed personal transportation devices designed for use on bike lanes or multi-use paths. Projects that integrate infrastructure, connections, and policies to encourage safe, sustainable, and space-efficient micromobility use will score higher.

Economic Development	5	Assesses the project's potential to stimulate economic growth, revitalize communities, and attract tourism. Projects that demonstrate clear economic benefits and support local revitalization efforts will score higher.

Scoring System

Cost

Note: *Subsurface utilities should not compose more than 25% of the cost of the proposed improvement.*

- Proposed Costs are 25% above budget; cost per capita is over $500 – 1 Point
- Proposed Costs are 10-25% above budget; cost per capita is $300-$500 – 2 Points
- Proposed Costs are within budget; cost per capita is $150-$300 – 3 Points
- Proposed Costs are 10% under budget; cost per capita is $75-$150 – 5 Points

Education

- Proposed improvement includes no formal education component or only minimal effort (e.g., sign or brochure) with no community engagement or partnerships – **1 Point**
- Proposed improvement incorporates a defined educational activity (e.g., workshop, campaign, or materials) and some level of community or stakeholder engagement, such as outreach to schools or local groups – **3 Points**
- Proposed improvement features a comprehensive and sustained education strategy with multiple outreach methods and strong partnerships with schools, organizations, or agencies to promote lasting culture of bicycle and pedestrian safety – **5 Points**

Multimodal and Regional Connections

- Proposed improvement does not address any connectivity needs identified by public input– **1 Point**
- Proposed improvement fills a need in an area lacking connectivity based on public input and addresses some prioritized infrastructure gaps – **3 Points**
- Proposed improvement completely fills a prioritized infrastructure gap identified in this plan, significantly enhancing connectivity – **5 Points**

Public Involvement and Support

- Proposed improvement has not been presented or discussed with the public in a formal setting – **1 Point**

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- Proposed improvement has shown moderate community engagement and has been discussed in a formal setting through committee and public meetings – **3 Points**
- Proposed improvement has strong public support and has been identified as a priority in this plan – **5 Points**

Safety

- Proposed improvement addresses a safety concern that has been raised by the public but lacks detailed analysis – **1 Point**
- Proposed improvement addresses a less severe safety concern without a safety audit to measure the effectiveness of the improvement – **2 Points**
- Proposed improvement addresses a serious safety concern, supported by statistical and crash data – **3 Points**
- Proposed improvement addresses safety concerns involving accidents with serious to fatal outcomes and is backed by statistical data along with a safety audit to measure effectiveness – **5 Points**
- **Bonus:** Proposed improvement is located on a street segment or intersection identified in the High Injury Network (HIN) from the Collier MPO Comprehensive Safety Action Plan, as described in Section 2, Crash Analysis and Safety Focus, of this Bicycle and Pedestrian Master Plan – **6 Points**

Micromobility

- Proposed improvements provide no support for micromobility options or related policies – **1 Point**
- Proposed improvement fully supports micromobility by integrating relevant infrastructure and policies – **5 Points**

Economic Development, Revitalization, Tourism

- The proposed improvements address a local need but will have minimal impact on tourism or the overall appearance of the area – **1 Point**
- The proposed improvements are in an area with moderate tourist traffic, offering some benefit but with less impact on tourism – **3 Points**
- The proposed improvements focus on key infrastructure in high traffic tourism areas, enhancing the visual appeal and visitor experience. Beautification efforts, particularly those that increase shade along shared use paths, may also be included if initiated and funded by local governments – **5 Points**

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Prioritization and Ranking

1. Scoring – Each Proposed project will be scored against the above criteria using the scoring matrix. The scores will then be multiplied by the assigned weights to calculate the total score for each project.

2. Ranking – Proposed projects will be ranked based on their total score, with the highest-scoring project receiving the highest priority.

3. Review and Adjustment – The BPAC may consider extenuating factors when reviewing the initial ranking and distribution arrived at through the scoring system and make adjustments supported by the goals of the BPMP.

4. Final Order – The final list of projects will reflect both the scoring and equitable distribution across the County. Projects will be ordered within each municipality based on their score, and the overall prioritization system will be designed to maximize impact and benefit for all residents of Collier County. The BPAC's priority recommendations will be reviewed by the Citizens and Technical Advisory Committees and presented to the MPO Board. The Board has final approval authority and may make changes accordingly.

Regional Projects Evaluation Criteria

This plan introduces a new and distinct evaluation framework for regional projects, tailored specifically for proposed improvements to the SUN Trail network or other significant regional connections. Unlike the previous plan, this approach provides a separate evaluation system to address the unique scope and impact of regional projects. These projects focus on enhancing long-distance mobility, closing critical gaps in the trail network, and connecting communities, key destinations, and transportation systems across the region.

The evaluation process prioritizes projects that improve safety, regional connectivity, and accessibility while supporting broader goals such as economic development and equity. Below is an overview of the criteria, along with their weights and scoring, followed by a detailed explanation of the scoring system used to rank proposed projects.

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Descriptions and Associated Weights

Criteria	Weight (%)	Description
Safety	35	Evaluates the project's potential to enhance trail user safety by reducing conflicts with vehicles, addressing high-risk areas for bicycle and pedestrian injuries, and correcting existing safety deficiencies along the trail.
Cost	25	Assesses the cost-effectiveness of the project by considering the expenses for the PD&E (Project Development and Environment) Study, planning, initial construction, and long-term maintenance. Additionally, the evaluation includes the cost in relation to the population benefiting from the proposed improvement, particularly those residing within approximately 5 miles of the trail corridor.
Connectivity	20	Evaluates how effectively the project links to existing trails, transportation networks, or key destinations, and whether it creates a new connection between areas or populations that were previously disconnected.
Feasibility	10	Evaluates the practicality of the regional trail project by looking at technical, financial, and logistical factors. It considers whether the project can be built given the terrain and existing infrastructure, if the estimated budget is realistic, and whether it can be completed within an achievable timeline. It also assesses the likelihood of obtaining necessary permits and approvals from local agencies and stakeholders
Economic Development	5	Analyzes the potential for the project to promote local economic growth, including tourism and business opportunities.
Project Phase	5	Prioritize projects that are construction-ready, with all necessary documents and plans approved and slated for construction. Projects in advanced phases will be ranked higher, especially when funding is limited, compared to projects that are still in the planning or pre-construction stages.

Scoring System

For a proposed regional project to be considered for scoring, it must meet specific eligibility requirements. These criteria ensure that projects align with the goals and standards of the SUN Trail program. Eligible projects must:

1. **Meet Design Criteria:** Ensure the proposed trail complies with current standards, including being a separate, paved, two-lane, non-motorized path.
2. **Identify a Maintaining Agency:** Demonstrate the capacity and commitment of the agency responsible to manage the ongoing maintenance and operation of the proposed improvements.

Note: *The final determination of project eligibility for SUN Trail funding is made by FDOT.*

Projects meeting the above requirements will proceed to evaluation against the scoring criteria.

Safety

- Proposed Improvement address a safety concern that has been identified and raised by the public but lacks detailed analysis – **1 Point**
- Proposed Improvement address a less severe safety concern without a safety audit measuring the potential effectiveness of the improvement – **3 Points**
- Proposed Improvement addresses a serious concern, supported by statistical and crash data showing the proposed improvements need along with a safety audit showing the success of the implementation of the improvement – **5 Points**

Cost

Note: *Subsurface utilities should not compose more than 25% of the cost of the proposed improvement.*

- Proposed improvement costs exceed $1 million, or the population benefiting is fewer than 500 people within 5 miles of the trail corridor – **1 Point**
- Proposed improvement costs between $500,000 and $1 million, or the population benefiting is between 500 and 1,000 people within 5 miles of the trail corridor – **3 Points**
- Proposed improvement costs less than $500,000, or the population benefiting more than 1,000 people within 5 miles of the trail corridor – **5 Points**

Connectivity

- Proposed improvement provides improvements and adds to the overall trail alignment but does not close any gaps and or provides linkage to areas that have been previously disconnected – **1 Point**

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- Proposed improvement adds to the overall trail alignment and provides connection to existing trails – **3 Points**
- Proposed improvement adds to the overall trail alignment and provides connection to existing trails and completes a gap to connect a population that were once recently disconnected – **5 Points**

Feasibility

- Proposed improvement has major technical challenges (e.g., difficult terrain or significant infrastructure conflicts), an unrealistic or unverified budget (±50% or more of similar projects), lacks defined timeline, and/or faces uncertain or unlikely permitting and approval pathways – **1 Point**
- Proposed improvement has some technical or logistical constraints (e.g., utility conflicts, constrained right-of-way), a budget estimate within ±25% of similar projects, an achievable 3–5-year timeline, and moderately complex but likely permitting requirements – **3 Points**
- Proposed improvement has minimal physical or regulatory obstacles, a realistic and well-documented budget (within ±15% of similar projects), a clear timeline for completion within 1–3 years, and high confidence in timely permitting and agency approvals – **5 Points**

Economic Development

- Proposed improvements have limited or no potential to promote local growth, with little to no impact on tourism or business opportunities. Projected local revenue is less than $100,000 annually – **1 Point**
- Proposed improvements are expected to moderately contribute to local economic growth, attracting some tourism or business activity. Projected increase in local revenue is expected to be between $100,000 and $500,000 annually – **3 Points**
- Proposed improvements are expected to boost local economic growth by attracting tourism or business, with projected annual revenue increases over $500,000. Enhancements may include shade-focused beautification or recreational amenities along shared use paths, if led and funded by local governments. – **5 Points**

Project Phase

- The proposed improvement is currently in the planning stage and awaiting approval from the necessary authorities to move forward to the construction phase – **1 Point**
- The proposed improvement has completed all required planning and design phases, obtained all approvals and permitted, and is ready for construction – **5 Points**

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Prioritization and Ranking

1. Ranking – Projects are ranked in descending order, with the highest total scores given priority as they offer the greatest overall value based on the selected criteria. The top-ranked project should be prioritized first, as it has shown the most significant impact across key areas, ensuring that resources are allocated to the most beneficial projects for the community. Flexibility is important, as changes in funding, community needs, or other factors may require adjustments to priorities. Regular reviews will help ensure that the SUN Trail Network continues to meet its goals effectively

2. Review and Adjustment – The BPAC may consider extenuating factors when reviewing the initial ranking and distribution arrived through the scoring system and make adjustments supported by the goals of the BPMP.

3. Final Order – The final list of projects will reflect both the scoring and equitable distribution across the County. Projects will be ordered within each municipality based on their score, and the overall prioritization system will be designed to maximize impact and benefit for all residents of Collier County. The BPAC's priority recommendations will be reviewed by the Citizens and Technical Advisory Committees and presented to the MPO Board. The Board has final approval authority and may make changes accordingly.

Additional Funding Sources and Technical Support at the Federal, State, and Local Levels

The projects identified in this plan are located throughout unincorporated Collier County and its member entities—Naples, Marco Island, and Everglades City. These projects range from local collector, and arterial roads to greenway connections, Road Safety Audits (RSAs), and specialized studies. However, the need for bicycle and pedestrian improvements far exceeds available funding. This section outlines additional funding sources and strategies that can help bridge the funding gap and fully implement this plan.

While federal, state, and local funds play a central role in project funding, the potential for partnerships with other agencies can also provide additional financial support. Bicycle and pedestrian improvements may be incorporated into broader roadway construction projects or funded independently. MPO member entities also have jurisdictional authority over land use and zoning and can collaborate with developers to address gaps in bicycle and pedestrian infrastructure as new homes, communities, and commercial areas are built. Additionally, member entities can submit projects for funding through state and federal grant programs, such as Safe Routes to School (SRTS) and National Highway Traffic Safety Administration (NHTSA) funding, and have their own plans, policies, and funding sources to address project priorities.

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Federal Programs

1. **Surface Transportation Block Grant Program (STBG)**
   A percentage of a state's STBG apportionment (after set-asides) is obligated to areas based on their relative share of the state's population. Urbanized areas, such as the Collier MPO, which has a population over 200,000, receive a designated amount of SU funds each year for programming projects eligible for STBG funding. The MPO Board prioritizes these projects for programming during the new 5th year of the Transportation Improvement Program (TIP), with FDOT covering the required 20% local match.

   STBG projects cannot be located on local (residential) roads or rural minor collectors, except for recreational trails, pedestrian and bicycle projects, and Safe Routes to School (SRTS) projects. SRTS projects require a 50% local match.

2. **Highway Safety Improvement Program (HSIP)**
   HSIP funds are allocated by FDOT on a statewide basis and can be used for pedestrian and bicycle safety improvements, subject to meeting FDOT's criteria and statewide prioritization. Projects funded by HSIP focus on improving highway safety using a data-driven approach and must be in line with the state's Strategic Highway Safety Plan. Eligible HSIP projects include pedestrian hybrid beacons, roadway improvements to separate pedestrians and motor vehicles (such as medians or pedestrian islands), and Road Safety Audits (RSAs), including Bicycle and Pedestrian Safety Audits.

3. **Recreational Trails Program (RTP)**
   RTP is a federally funded competitive grant program that provides financial assistance for the development of recreational trails, trailheads, and related facilities. Managed by the Florida Department of Environmental Protection (DEP) Office of Greenways and Trails, the RTP supports projects that enhance public access to trails for both motorized and non-motorized activities. The most recent Call for Projects (Fiscal Year 2018) identified funding availability up to $200,000 for non-motorized projects and up to $500,000 for motorized projects. For more information on the program, visit Florida DEP RTP.

4. **Federal Transit Administration (FTA) Funds**
   A variety of FTA funding is available to support the design, construction, and maintenance of pedestrian and bicycle projects that enhance or are related to public transportation facilities. Eligible projects include improvements for pedestrian access to public transportation facilities, such as walkways, bicycle storage, and infrastructure for transporting bicycles on public transportation vehicles.

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5. **National Highway Traffic Safety Administration (NHTSA) Funds**
   NHTSA provides funding to state DOTs for programs and activities aimed at improving traffic safety and reducing crashes, serious injuries, and fatalities. NHTSA funds are apportioned annually based on population and road miles, with occasional additional funding for specific program areas if there is documented evidence of need. These funds can be used for various safety programs, including pedestrian and bicycle safety, and are awarded by FDOT as sub-grants to traffic safety partners.

Emphasis areas under the pedestrian and bicycle safety program include:

- Increasing awareness of safety issues and compliance with traffic laws
- Developing a systematic approach to identify locations and behaviors prone to bicycle and pedestrian crashes
- Creating urban and rural environments that support and encourage safe walking and biking

State and Local Funding

In addition to federal funding programs, MPO member entities have access to state and local funds. Collier County, for example, often funds bicycle and pedestrian infrastructure improvements on County-owned roads using local funds. MPO member entities can also leverage their own local policies, funding sources, and partnerships to address project priorities that may not be eligible for MPO funding.

Local transportation improvements incorporating bicycle and pedestrian facilities can often be funded through local impact fees, transportation surtaxes, and general funds, which provide additional resources for enhancing mobility and connectivity within communities.

Opportunities for Collaboration and Technical Assistance

MPO member entities are encouraged to collaborate with developers to address infrastructure gaps and enhance connections as new developments are constructed. These collaborations can provide opportunities for funding bicycle and pedestrian improvements through public-private partnerships. Additionally, technical assistance is available from federal and state programs, supporting project development, grant applications, and compliance with design and safety standards.

Supporting National, State, and Local Legislative Initiatives

Efforts to combat aggressive driving and speeding include:

- Enforcing speeding and aggressive driving laws by focusing on high-risk locations

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- Incorporating technology and other innovations at high-risk locations
- Evaluating hotspots and implementing appropriate engineering countermeasures to control speed and reduce aggressive driving

Technical Assistance

The Florida Department of Transportation (FDOT) Pedestrian and Bicycle Safety Program (PBSSP), updated in October 2021, is part of Florida's comprehensive five-year strategy to reduce serious or fatal traffic crashes involving pedestrians and cyclists. This plan uses goal-oriented decision-making, data-driven investments, and strategic resource allocation to improve safety. The PBSSP aligns with the Florida Transportation Plan, Florida's Strategic Highway Safety Plan, and Florida's Highway Safety Improvement Program. Additionally, the Alert Today Florida campaign, which is a part of this initiative, raises public awareness about pedestrian and bicycle safety through education and outreach. For more information, visit the FDOT Pedestrian and Bicycle Safety Program.[17]

Shared-Use Non-motorized (SUN) Trail Network

Managed by the Florida DEP Office of Greenways and Trails, the SUN Trail program funds non-motorized, paved, shared use trails that are part of the Florida Greenways and Trails System. The Southwest Coast Connector Trail alignment is eligible to receive SUN Trail funds if local entities agree to assume maintenance responsibilities. For more information about the program and eligibility, visit the SUN Trail Program[18].

USDOT BUILD Grant Program

The Better Utilizing Investments to Leverage Development Grant Program, formerly known as the RAISE and TIGER programs, provides funding for multi modal, multi-jurisdictional transportation projects that are difficult to support through traditional Department of Transportation programs. With nearly 14.3 billion dollars dedicated to fifteen rounds of National Infrastructure Investments, BUILD focuses on projects with significant local or regional impacts. Funding is available to a wide range of public entities including municipalities, counties, port authorities, tribal governments, and metropolitan planning organizations, enabling direct collaboration with those who own and maintain transportation infrastructure. For more details and application guidance, visit the USDOT BUILD Grant Program[20].

[17] https://www.fdot.gov/Safety/programs/pedestrian-and-bicycle-safety
[18] www.floridasuntrail.com
[20] https://www.transportation.gov/BUILDgrants

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Plan Monitoring and Reporting

The 2025 Collier MPO Bicycle-Pedestrian Master Plan (BPMP) is a dynamic document that represents the shared vision of the MPO, stakeholders, and the community, supported by thorough analysis conducted during its development. However, adopting the Plan is only the first step in building a comprehensive and effective active transportation network. Success lies in the ongoing collaboration, implementation, and assessment of its performance.

Regular monitoring and reporting on performance measures and targets are essential to evaluate the Plan's effectiveness and identify areas for improvement. These performance metrics will be integrated into the MPO Director's Annual Report to the MPO Board and shared with the Bicycle and Pedestrian Advisory Committee. This report will also outline programmed projects addressing gaps and safety concerns identified in studies such as safety audits, Walkable Community reports, and Bicycle-Pedestrian Safety Audits, as mandated by the MPO Congestion Management Process (CMP).

Safety Performance

Safety is a top priority and aligns with the national goals outlined in the FAST Act. The MPO is committed to Target Zero, aiming to eliminate non-motorized fatalities and serious injuries. In support of this commitment, the MPO adopted the FDOT safety performance targets, including interim goals to track progress.

The MPO Director's Annual Report tracks non-motorized fatalities and serious injuries annually, analyzing trends over a five-year period. However, it is essential to interpret these trends in context:

- The earliest impact of prioritized projects may only materialize six years after programming due to the multi-phase nature of project development.
- Phases, including design, environmental clearances, right-of-way acquisition, and construction, often span several years, meaning project completion can take up to nine years.
- Safety improvements may be diluted if projects are geographically dispersed or fail to directly address critical safety issues.

The Annual Report will continue to monitor progress toward Target Zero and interim performance targets, providing insights into the Plan's impact on safety outcomes.

Network Expansion Performance

Expanding the active transportation network is key to achieving the Plan's goals. The MPO tracks the following metrics, as established in the 2022 CMP, to measure network growth:

- Centerline miles of paved shoulders and bike lanes
- Linear miles of Shared Use Paths (adjacent to roadways and within greenways)
- Connector sidewalks on arterial roads, defined as facilities bridging gaps in the cycling network

These metrics are updated using tools such as satellite imagery and GIS (Geographic Information Systems). Member entities are encouraged to inventory and report on local sidewalk networks as part of their asset management programs, leveraging GIS for accuracy and efficiency.

BPMP Priority Project Implementation Performance

The MPO Director's Annual Report will include updates on BPMP priority projects progressing through key development stages, such as:

- Inclusion in the MPO Project Priority Listing for SU box funding, RTAP funding, or other grants
- Programming in the MPO TIP/FDOT STIP for design and construction
- Funding allocations in local CIPs or other planning mechanisms
- Successful award of external grant funding

These updates provide transparency and accountability, showcasing the Plan's progress toward implementation.

Agency Distribution

To ensure equitable distribution of resources and benefits across the County, MPO Staff will track and report to the BPAC and the MPO Board on the distribution over a five- and ten-year period.

Plan Updates and Amendments

The BPMP will be updated every five years to align with the MPO's Long-Range Transportation Plan (LRTP) cycle. The Plan may also be amended as needed:

- **Major amendments**: Proposed by MPO staff or member entities to address unforeseen opportunities or challenges, such as new funding sources or priority changes. These require MPO Board approval and adhere to the adopted Public Participation Plan.
- **Minor revisions**: Include typographical corrections, mapping updates, or data adjustments. These changes will be documented with track changes and shared with the MPO Board, advisory committees, and email listserv(s) for review, per the Public Participation Plan.

The monitoring, evaluation, and adaptability of the BPMP ensures it remains a relevant and effective tool for improving active transportation in Collier County.

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COLLIER
Metropolitan Planning Organization

2025

COLLIER MPO BICYCLE PEDESTRIAN MASTER PLAN



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Collier MPO
BICYCLE-PEDESTRIAN
MASTER PLAN 2025

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7E

Comprehensive Safety Action Plan (CSAP) – Review and Comment on Final Draft

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OBJECTIVE: For the Committee to review and comment on the CSAP final draft.

CONSIDERATIONS: TY Lin has prepared a PowerPoint presentation on the final draft of the CSAP included as **Attachment 1**. The final draft for Committee review and comment in a printable version is included as **Attachment 2**. The plan is available to be viewed in its original 11" x 17" format on the MPO website at: https://www.colliermpo.org/other-programs-documents/traffic-safety/.

Collier County Transportation Planning staff are currently in the process of reviewing and providing comments. MPO staff will provide an update on anticipated changes to the draft CSAP following the consultant's presentation.

Next Steps:

Meeting Date	Meeting Body	Member action or presentation (where member action may not be required)
9/12/25	MPO Board	Review and comment
9/16/25	Bicycle and Pedestrian Advisory Committee (BPAC)	Endorsement
9/17/25	Congestion Management Committee (CMC)	Presentation to committee
9/22/25	Technical and Citizens Advisory Committees (TAC & CAC)	Endorsement
10/10/25	MPO Board	Adoption

STAFF RECOMMENDATION: Provided for Committee review and comment.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1) TY Lin Presentation
2) CSAP final draft printable version (8 ½" x 11")



CAC Meeting

7E Attachment 1
TAC/CAC 8/25/25

Collier Metropolitan Planning Organization (MPO)
Safe Streets and Roads for All (SS4A)
Comprehensive Safety Action Plan (SAP)

August 25, 2025

Contract No. 18-7432 MP

SAFETY ACTION PLAN

AGENDA

1. **Introduction**
2. **Plan Overview**
3. **Draft Action Plan Recommendations**
   a. Guiding Goals
   b. Implementation Actions
   c. Countermeasure Toolkit
   d. Prioritizing Safety Projects
   e. Designing Safer Roadways
   f. Progress and Transparency
4. **Next Steps**
5. **Questions & Answers**



Purpose & Benefits of an SAP

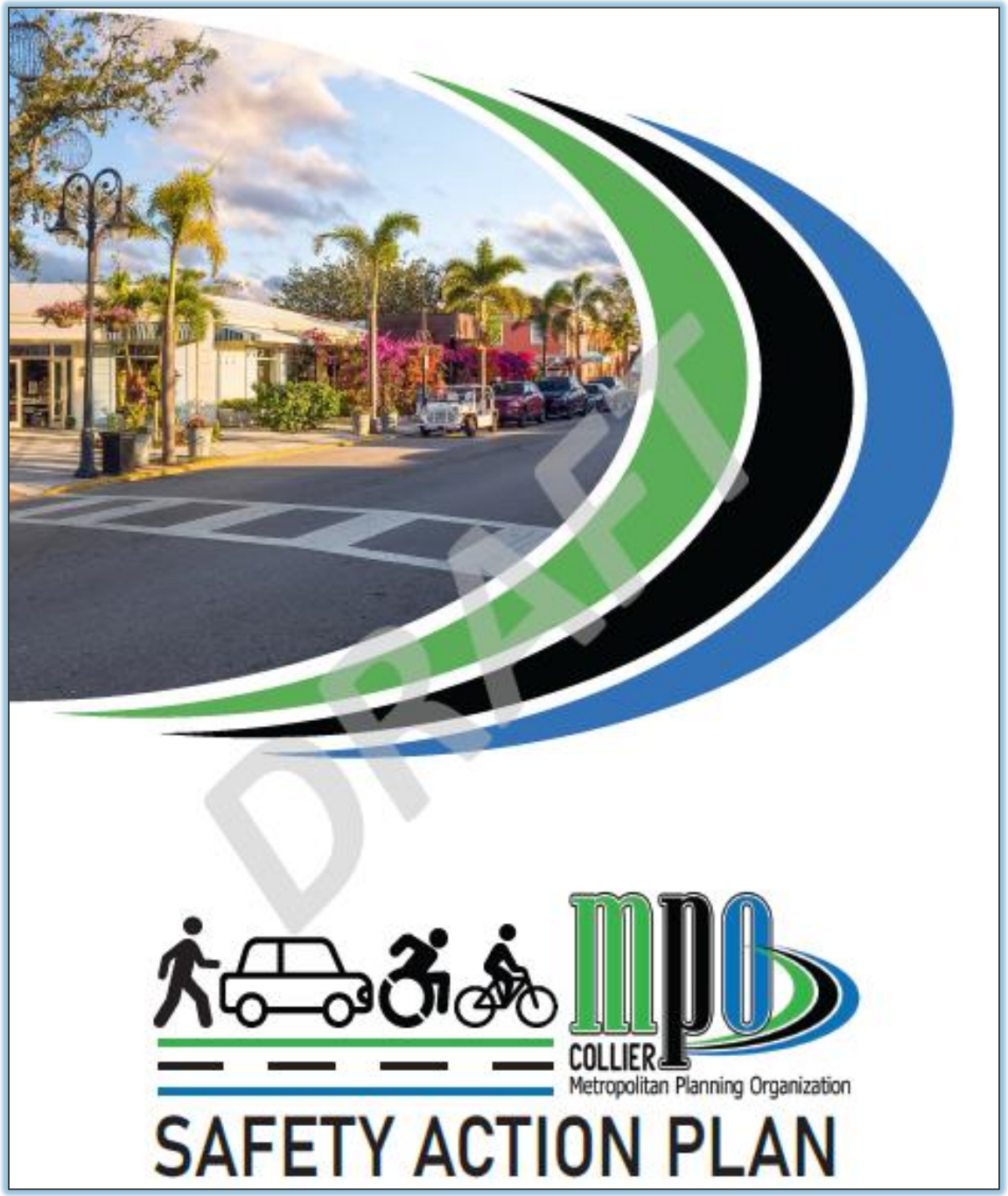
Purpose

- Establish a framework for implementing strategies to eliminate serious and fatal injuries for all roadway users.
- Supports revision and adoption of policies and procedures
- Guides decision making and funding allocation.

Benefits

- Allows agencies and organizations to take a **proactive approach** to understanding and addressing safety concerns.
- **Improve relationships** with the public and other key stakeholders.
- **Increase multi-disciplinary collaboration** to reduce traffic-related fatalities and injuries.
- Identifies safety needs and includes strategies and a list of prioritized projects to pursue to better leverage existing and future **funding.**

SAFETY ACTION PLAN



Overview: Table of Contents

Introduction

- How to Use this Plan
- Vision Zero and The Safe System Approach

Developing This Action Plan

- Steering Committee
- MPO Board, Advisory Committees, and Tribal Nations
- Public Outreach
- Assessment of Current Policies & Practices

Engagement and Collaboration Results

- Perceptions of Traffic Safety in Collier County
- Most Frequently Noted Concerns
- Locations of Concern
- Supported Interventions

Safety Analysis

- Fatal and Severe Crash Trends
- Fatal and Severe Crash Characteristics
- Contributing Factors
- Traffic Crashes & Underserved Communities in Collier County

High Injury Network

- Analysis Approach
- All-Modes High-Injury Network
- Bicycle and Pedestrian High-Injury Network

Action Plan

- Guiding Goals
- Implementation Actions
- Countermeasure Toolkit
- Prioritizing Safety Projects
- Designing Safer Roadways

Progress and Transparency

- Performance Measures and Reporting

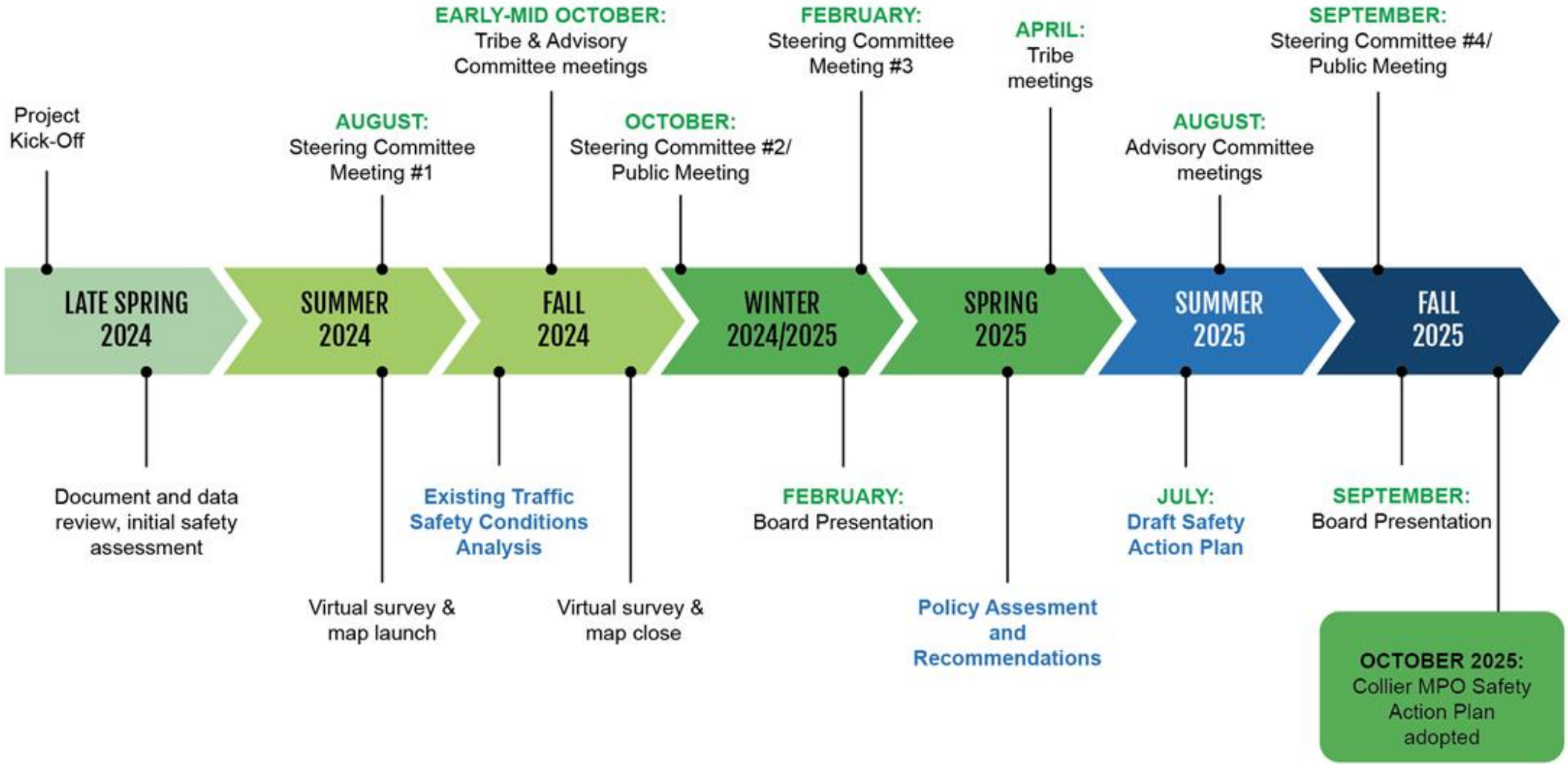
Developing This Action Plan

This plan will represent the results of ongoing collaboration.

- Steering Committee
  - Four meetings held with representatives from various agencies to guide plan development
- MPO Board, Advisory Committee, and Tribal Nations
  - Two touch points with Advisory Committees and Tribal Nations (Miccosukee and Seminole)
- Public Outreach
  - Online survey, interactive map, and two online workshops
- Assessment of Current Policies & Practices
  - Peer scan, existing plan review, stakeholder interviews and Steering Committee policy survey



Timeline

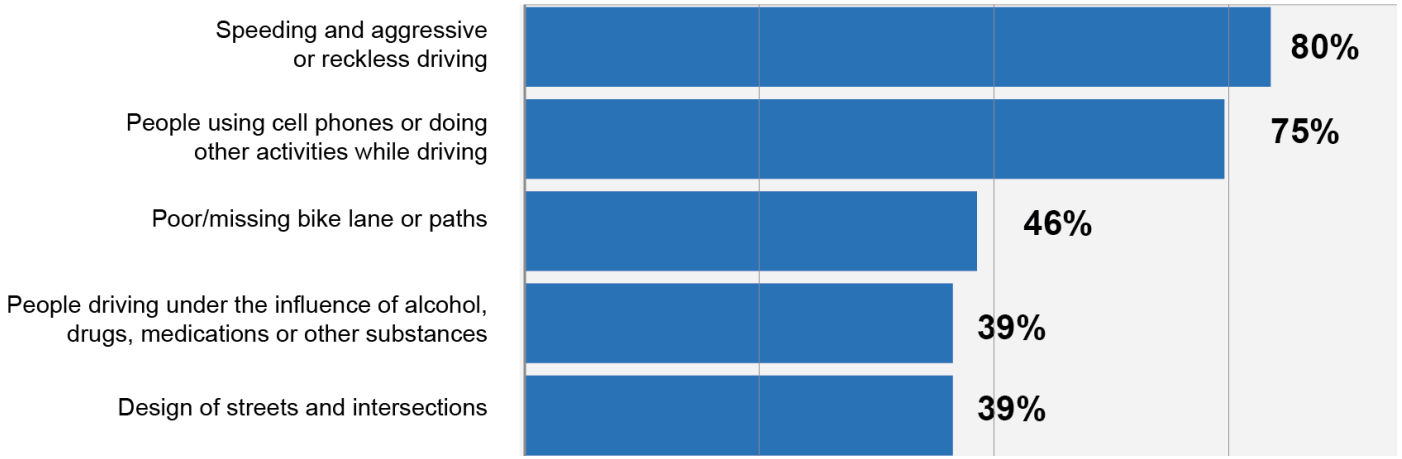


Anticipated adoption

Engagement and Collaboration

The feedback from the stakeholder meetings and public outreach highlighted several recurring themes that informed the goals and recommendations included in this Plan.

Top Five Roadway Safety Concerns



Top Five Preferred Traffic Safety Measures

1. Increasing safety enforcement
2. Providing better bicycle facilities including wider bicycle lanes and separated bike paths
3. Making major roads safer for pedestrians
4. Improving rural roads
5. Improving roadway lighting

These supported measures echoed feedback heard in both Steering Committee, the virtual public workshop, and Advisory Committee discussions.

All-Modes High Injury Network

The All-Modes HIN captures a substantial portion of all KSI crashes within Collier County in just a small portion of roadways and intersections.

The HIN includes:

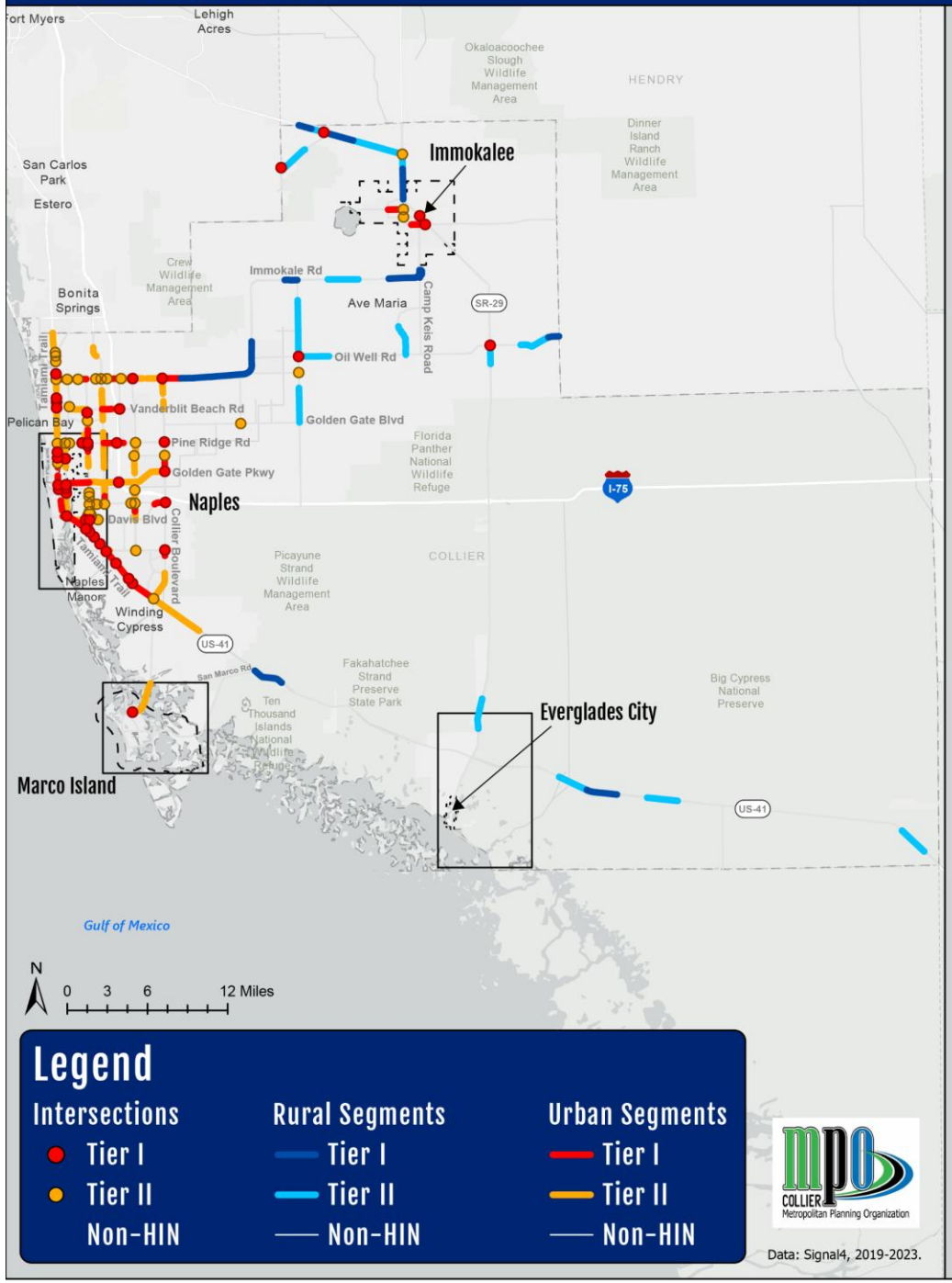
- 463 KSI crashes
- 56 miles of urban roadways
- 49.1 miles of rural roadways
- 80 intersections,
  equating to (4.5 miles of roadway)

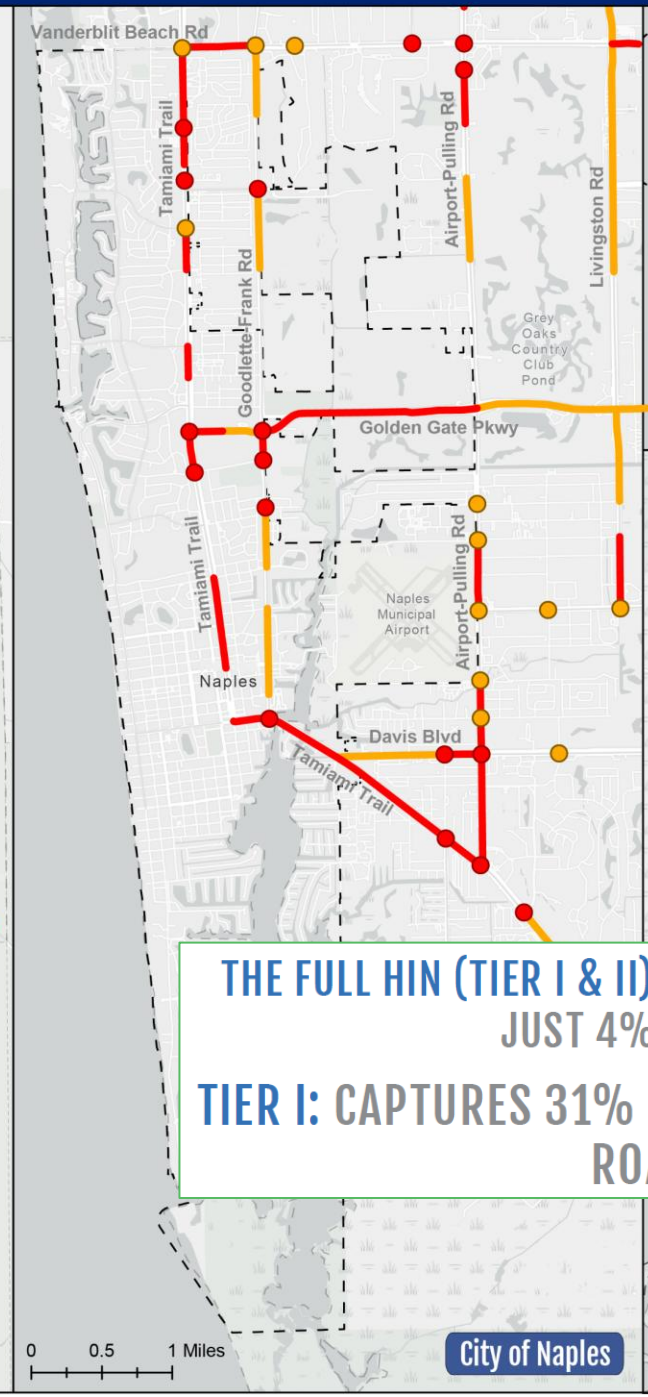
The HIN provides a prioritized list of locations where to focus safety improvements.

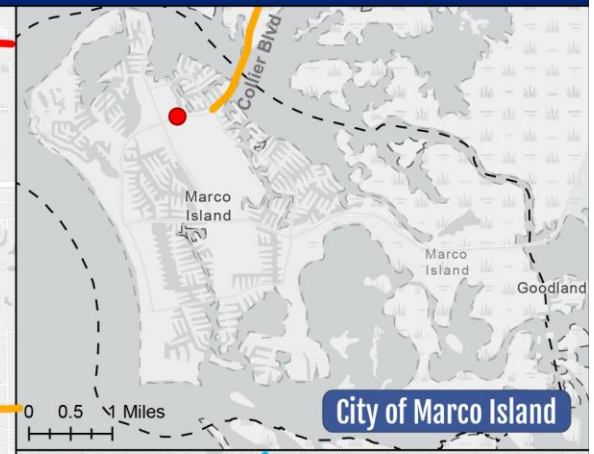
Top 10* Locations: Intersections

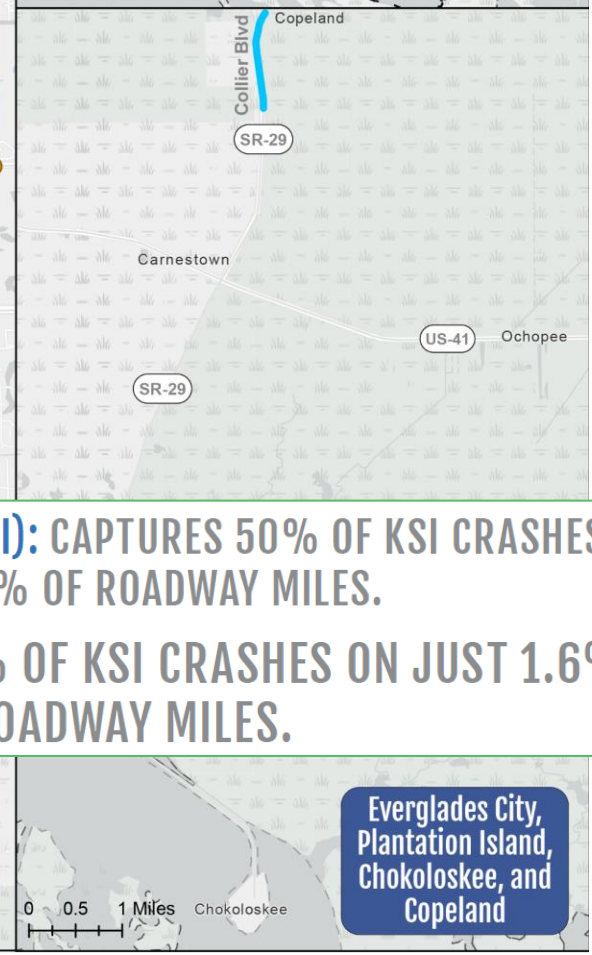
RANK	LOCATION	PLANNING COMMUNITY	KSI CRASHES
1	Oil Well Rd & FL-29	*Royal Fakapalm*	*7*
2	Golden Gate Pkwy & Collier Blvd	*Golden Gate*	*3*
3	Neapolitan Way & Tamiami Trl	*City of Naples*	*4*
4	Airport Rd & Pine Ridge Crossing	*Central Naples*	*4*
5	FL-82 & Corkscrew Rd	*Corkscrew*	*4*
6	Tamiami Trl & Goodlette-Frank Rd	*City of Naples*	*4*
7	Tamiami Trl & Airport Rd	*East Naples*	*4*
8	Golden Gate Pkwy & Goodlette-Frank Rd	*City of Naples*	*4*
9	Davis Blvd & Airport Rd	*East Naples*	*4*
10	Davis Blvd & Collier Blvd	*Royal Fakapalm*	*3*

**For full lists of Tier I locations, please see SAP Appendix B: Existing Conditions & Safety Analysis Memorandum*









THE FULL HIN (TIER I & II): CAPTURES 50% OF KSI CRASHES ON JUST 4% OF ROADWAY MILES.

TIER I: CAPTURES 31% OF KSI CRASHES ON JUST 1.6% OF ROADWAY MILES.

Action Plan: Guiding Goals

Collier MPO is committed to reducing serious injuries and fatalities by 25% by 2050.

To achieve this, the SAP outlines 6 guiding goals. These goals were developed in alignment with the Safe System approach and informed by public and stakeholder engagement.

1. **Promote a culture of safety among the public and within agencies** to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

2. **Design safe streets for everyone** with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

3. **Collaborate to integrate safety into multi-jurisdictional policies** and processes, reducing severe crash risks.

4. **Expand safe mobility options** by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.

5. **Enhance data sharing and transparency** throughout the county and among the member entities.

6. **Increase and expand implementation pathways**, including funding support.

Action Plan: Implementation Actions

MPO has developed

17 strategies and **41 actions**

to implement to achieve these goals.

"Time to implement"

Short (<1year)
Medium (1-3 year)
Long (>3years)

"Cost to implement"

$ - low cost
$$ - medium cost
$$$ - high cost

"Leader"

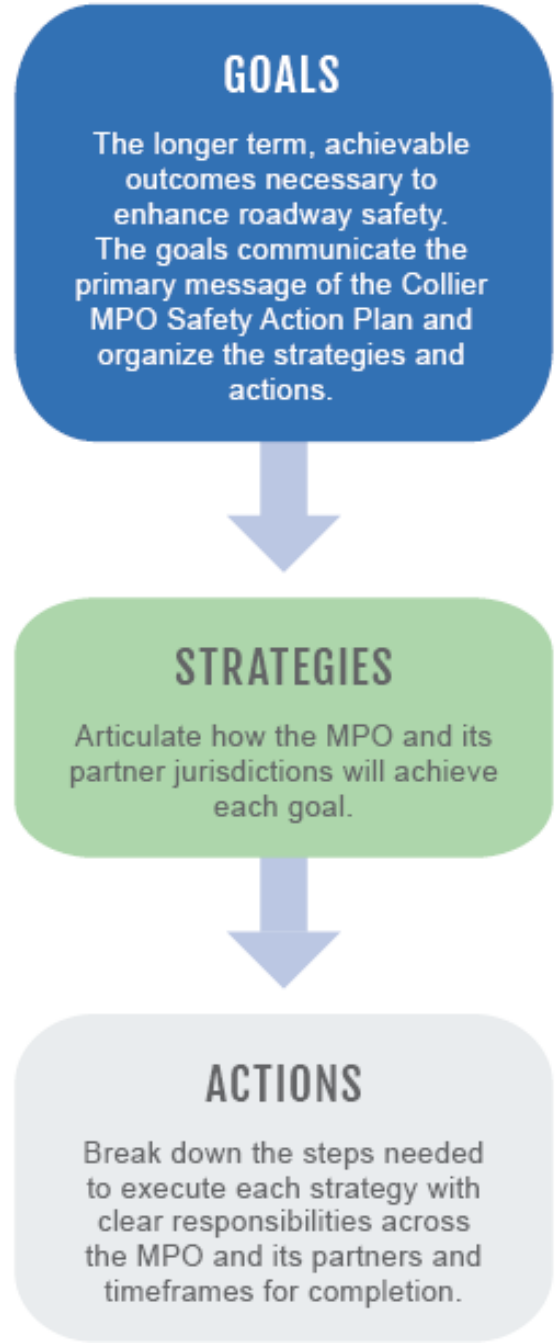
Party responsible for implementation

"Contributor"

Party responsible for supporting role

"Performance Metric"

Suggested achievable demonstration that action is being implemented



1 Promote a culture of safety among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

Strategy 1.1. Conduct county-wide outreach and education around traffic safety best practices

Action	Time to Implement	Leader	Contributor	Performance Metric
1.1.1. *Hold regional and local community engagement events tied to the implementation of traffic safety investments that help residents understand new elements of the system and foster a shared vision of traffic safety in Collier County*	*Short*	*Collier & Lee MPOs*	*Local Governments, Police/Fire/EMS, Community Traffic Safety Team (CTST), Naples Pathways Coalition (NPC)*	*Number of events held annually*
1.1.2. *Partner with local community organizations and schools to host traffic safety events to educate the demographic groups disproportionately impacted, Children, and those aged 20-30 using shared materials (see Action 3.1.3)*	*Medium*	*Local Governments & Police Departments, Collier County Public Schools (CCPS) Universities, CTST, NPC*	*Collier MPO*	*Number of events held annually; groups targeted*
1.1.3. *Release targeted educational campaigns during winter and spring to increase awareness of increased roadway activity*	*Short*	*Local Governments & Police Departments, Collier County Public Schools (CCPS) Universities, CTST, NPC*	*Collier MPO*	*Number of events held annually; groups targeted*

1 Promote a culture of safety among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

Strategy 1.5. Increase awareness about e-bikes and their safe operation through targeted outreach

Action	Time to Implement	Leader	Contributor	Performance Metric
1.5.1. *Conduct a public awareness campaign on safe e-bicycle operation and sharing the roadway*	*Medium*	*Local Governments, Police/Fire/EMS*	*Collier MPO, NPC, CTST*	*Number of media releases, hits*
1.5.2. *Offer training courses and resources for safe e-bicycle use, including how to operate e-bikes, understanding roadway regulations, and safe operation*	*Medium*	*Local Governments & Police Departments*	*Collier MPO*	*Number of trainings held*

2 Design Safe Streets for Everyone with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

Strategy: 2.1. Prioritize funding for safety improvements along the High Injury Network (HIN)

Action	Time to Implement	Leader	Contributor	Performance Metric
2.1.1. *Prioritize the HIN for TIP selections, to fund safety countermeasures on corridors identified in the Safety Action Plan*	*Medium*	*Collier MPO and Local Governments*	*FDOT*	*Updated TIP Prioritization*
2.1.3. *Coordinate with FDOT to ensure investments at high-crash intersections and corridors under the state's jurisdiction*	*Long*	*Collier MPO*	*FDOT*	*Share of TIP dedicated to HIN intersections*

2 Design Safe Streets for Everyone with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

Strategy: 2.4. Ensure all road users are prioritized in the planning of transportation infrastructure

Action	Time to Implement	Leader	Contributor	Performance Metric
2.4.2. *Separate bicyclists from pedestrians and vehicles through design strategies such as shared-use paths and separated bike lanes, as recommended in the Bicycle-Pedestrian Master Plan*	*Medium*	*Local Governments*	*Collier MPO*	*Updated transit and bike/ped facilities inventory (five-year cycle)*

3 Collaborate to integrate safety into multi- jurisdictional policies and processes, reducing severe crash risks.

Strategy: 3.2. Collaborate on funding opportunities that enhance Vision Zero goals

Action	Time to Implement	Leader	Contributor	Performance Metric
***3.2.1**. Identify funding opportunities for regional or multi-jurisdictional safety improvement projects*	*Medium*	*Collier MPO*	*Local Governments, FDOT*	*Amount of funding dedicated to regional safety improvement projects*
***3.2.2.** Coordinate a grant strategy across local governments to maximize opportunities to win funding that would impact region-wide safety goals*	*Medium*	*Collier MPO*	*Local Governments*	*Number of grant opportunities pursued*

4 Expand Safe Mobility Options by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.

Strategy: 4.1. Protect and connect active transportation users through dedicated infrastructure

Action	Time to Implement	Leader	Contributor	Performance Metric
***4.1.1**. Consistent with the BPMP, prioritize recommendations from locally adopted plans and studies that focus on investments in transit, bicycle, and pedestrian connectivity near community destinations such as schools and parks*	*Medium*	*Local Governments*	*Collier MPO, FDOT*	*Track MPO Board priority projects for bicycle, pedestrian, and transit connectivity*

5 Enhance data sharing and transparency throughout the County and among the member entities.

Strategy: 5.1. Enhance data sharing and transparency throughout the County and among the member entities

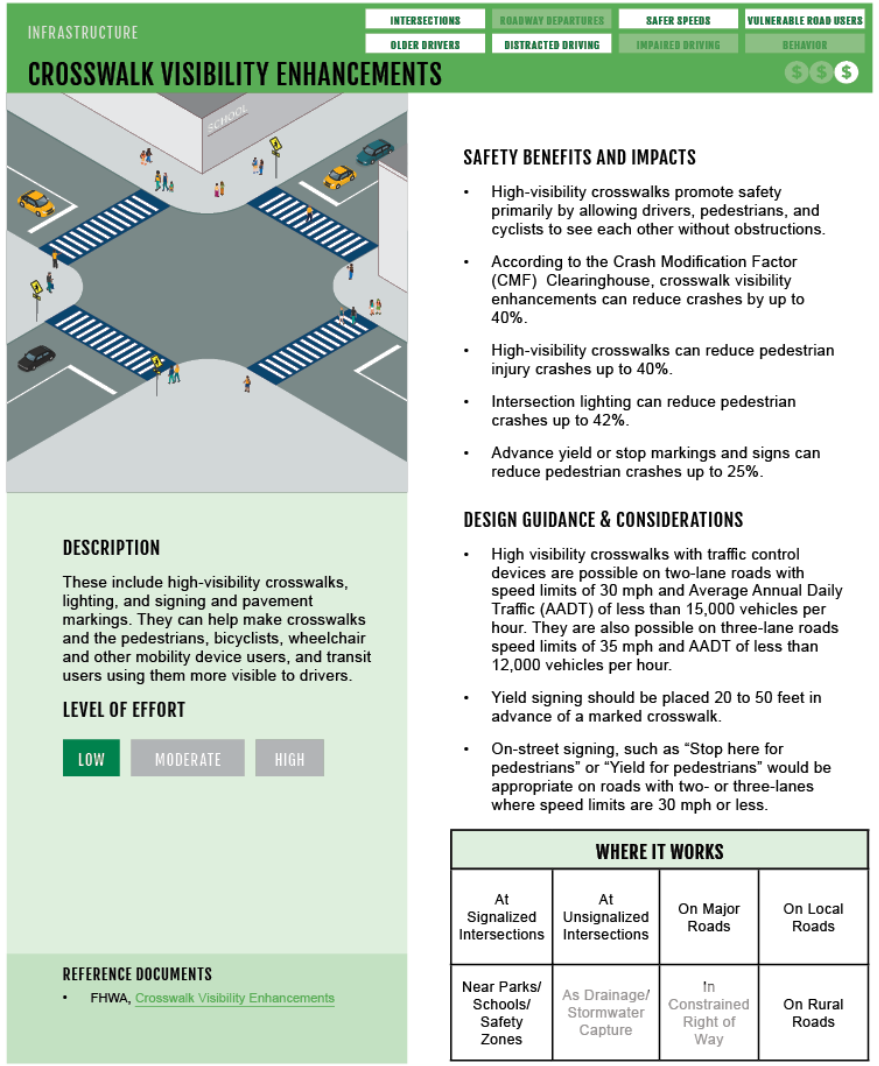
Action	Time to Implement	Leader	Contributor	Performance Metric
***5.1.1**. Expand safety components of the MPO's Annual Report to track progress on traffic safety goals, crash statistics, and outreach initiatives in the CSAP*	*Short*	*Collier MPO*	*Local Governments / FDOT*	*Annual report*
***5.1.3.** Pilot the use of new technologies to collect and analyze traffic safety data, such as near-miss detection and AI; and share the results of the pilots across the MPO*	*Medium*	*Local Governments*	*Collier MPO / FDOT*	*Number of pilot technologies evaluated & implemented*

6 Increase and expand implementation pathways, including funding support.

Strategy: 6.2. Support regional and local project readiness to move projects forward

Action	Time to Implement	Leader	Contributor	Performance Metric
6.2.2. *Use the crash data and systemic risk analysis from this Safety Action Plan to guide long-term investments in the TIP*	*Short*	*Collier MPO*	*Local Governments*	*Share of funding dedicated to safety-focused projects*

Action Plan: Countermeasure Toolkit



INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

CROSSWALK VISIBILITY ENHANCEMENTS

$ $ $

DESCRIPTION

These include high-visibility crosswalks, lighting, and signing and pavement markings. They can help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

REFERENCE DOCUMENTS

- FHWA, Crosswalk Visibility Enhancements

SAFETY BENEFITS AND IMPACTS

- High-visibility crosswalks promote safety primarily by allowing drivers, pedestrians, and cyclists to see each other without obstructions.
- According to the Crash Modification Factor (CMF) Clearinghouse, crosswalk visibility enhancements can reduce crashes by up to 40%.
- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%.
- Intersection lighting can reduce pedestrian crashes up to 42%.
- Advance yield or stop markings and signs can reduce pedestrian crashes up to 25%.

DESIGN GUIDANCE & CONSIDERATIONS

- High visibility crosswalks with traffic control devices are possible on two-lane roads with speed limits of 30 mph and Average Annual Daily Traffic (AADT) of less than 15,000 vehicles per hour. They are also possible on three-lane roads speed limits of 35 mph and AADT of less than 12,000 vehicles per hour.
- Yield signing should be placed 20 to 50 feet in advance of a marked crosswalk.
- On-street signing, such as "Stop here for pedestrians" or "Yield for pedestrians" would be appropriate on roads with two- or three-lanes where speed limits are 30 mph or less.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

- The SAP includes a toolkit of safety countermeasures that can be applied along the High-Injury Network
- The toolkit is intended to be a resource for the MPO and its partner local governments as they develop projects to address safety challenges
- Not an exhaustive list

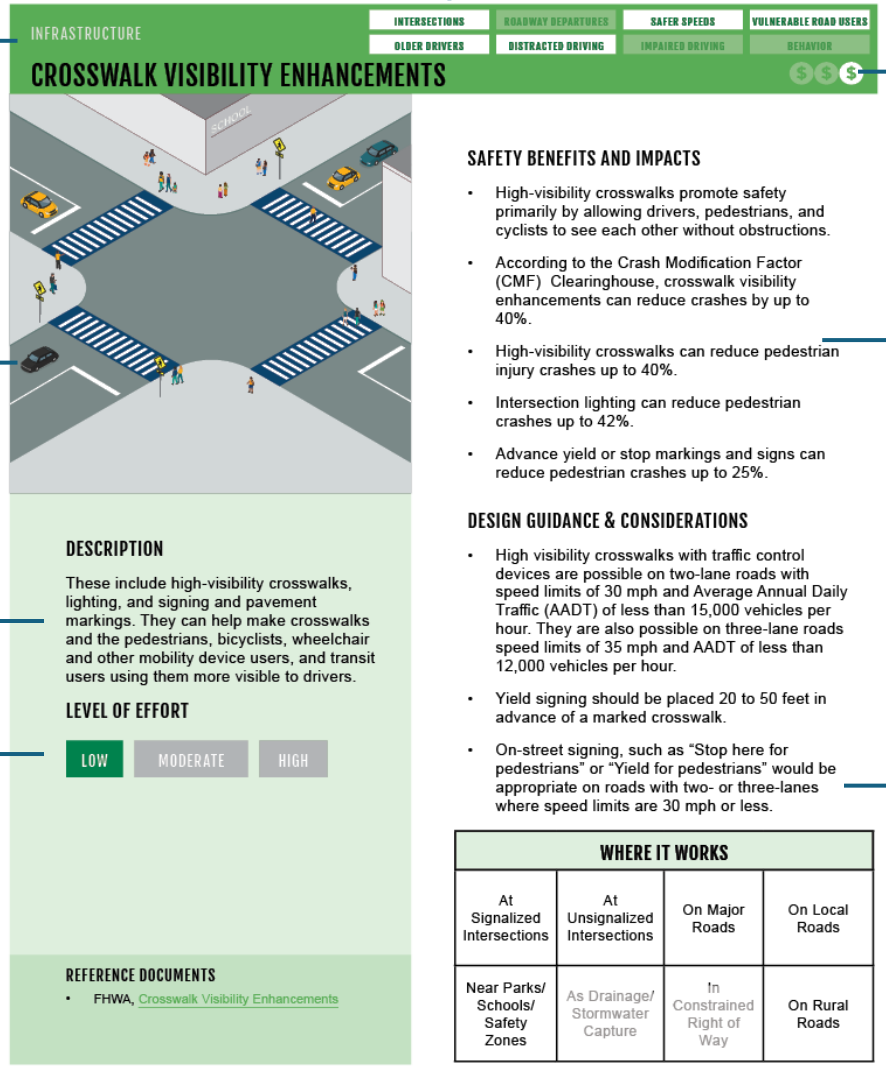
Action Plan: Countermeasure Toolkit

Countermeasure: Indicates the type of intervention and name of the countermeasure.

Illustration: A visual representation of the countermeasure. Some colors are used to emphasize the tool, and do not represent real-world color conditions.

Description: A brief summary outlining the countermeasure and its intended outcome.

Level of Effort The estimated effort required to implement the countermeasure:
Low – Quick to implement with minimal planning and little disruption to traffic or roadways.
Medium – Requires more coordination and resources, often involving layout changes, minor utility work, policy adjustments, or temporary lane closures.
High – Involves significant road network changes, extensive planning, engineering, and possible utility relocations, with major traffic disruptions.



Emphasis Area: Identifies the situations or safety issue where the countermeasure is most effective.

Cost Estimate
The estimated budget required to implement the countermeasure.
$ – Can be implemented through striping, signage, traffic signalization changes, or minor pavement work.
$$ – May involve pavement and curb adjustments, as well as minor drainage or utility modifications.
$$$ – Requires major roadway reconstruction, potentially including utility relocations or installations, traffic signal upgrades, and significant drainage improvements.

Safety Benefits and Impacts
Provides a summary of how the countermeasure enhances safety for road users, drawing on information from supporting resources. As applicable, this section describes the expected impact on travel behavior, including potential reductions in crashes, vehicle speeds, and traffic volumes.

Design Guidance & Consideration
As applicable, outlines the typical dimensions for each countermeasure. While these guidelines offer a general reference, they may not cover all scenarios, so engineering judgment should be applied during design and implementation.

Action Plan: Prioritizing Safety Projects

The MPO will support traffic safety projects through various means:

1. **Discretionary Grants**
    1. MPO will provide letter of support for projects consistent with the SAP

2. **MPO Call for Projects Process – State and Federal Programmatic Funds**
    1. Member governments can submit projects to the MPO for state and federal funds
    2. MPO staff will conduct a preliminary review for timeliness, constructability, and funding availability
    3. Technical staff on the SAP Steering Committee will review, rate and rank projects based on the evaluation criteria and scoring system developed by the MPO for the Call for Projects

CRITERIA	POINTS
Tier I HIN – project addresses specific location identified on the Tier I HIN	*10 points*
Tier II HIN – project addresses specific location identified on the Tier II HIN	*5 points*
High Crash Segment or Intersection: Top 10 list (Intersection, Urban, or Rural)	*5 points*
Includes elements from the Implementation Actions matrix, Countermeasure Toolkit, FHWA Proven Safety Countermeasures, or complete streets design	*10 points*
Project meets multiple Action Plan strategies	*5 points*
Project is referenced in multiple MPO or local agency Plans	*5 points*
Local funds are contributed towards meeting project costs	*10 points*
Bonus points determined by committee consensus	*10 points*
	60 max.

Action Plan: Designing Safer Roads

- SAP highlights five High-Injury Network (HIN) segments and one intersection
- Includes crash data, types, and contributing factors
- Provides high-level recommendations for future project development
- Member governments can build on these for discretionary grants or MPO funding opportunities

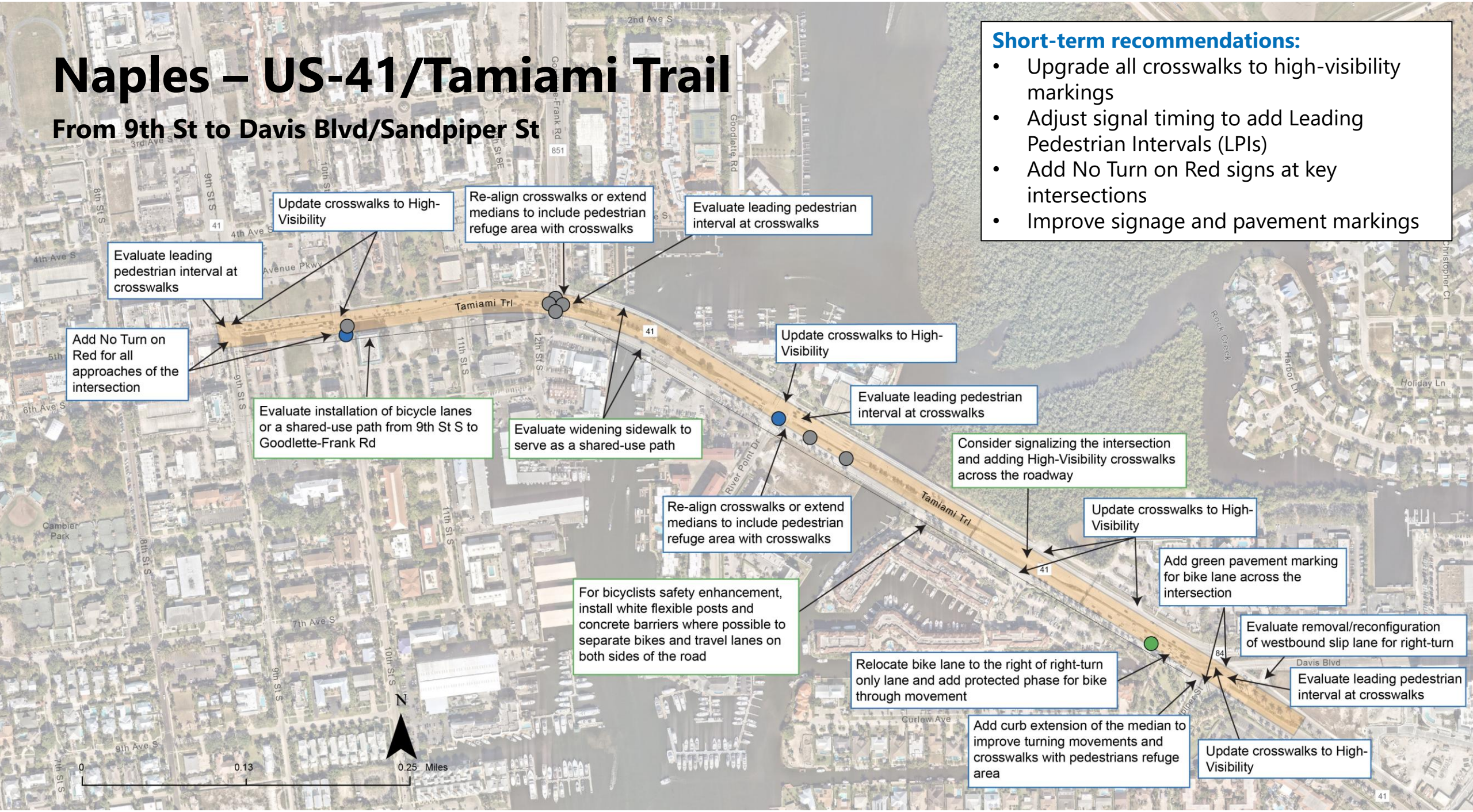
- **Main Street (9th Street to New Market Road)** – *Immokalee*
- **Immokalee Road (US 41 to Airport Road)** – *Naples*
- **Golden Gate Parkway (US 41 to Vinland Drive)** – *Naples*
- **US 41 (9th Street to Davis Boulevard)** – *Naples*
- **Airport Road (Davis Boulevard to US 41)** – *Naples*
- **N Collier Boulevard and E Elkham Circle** – *Marco Island*

Naples – US-41/Tamiami Trail

From 9th St to Davis Blvd/Sandpiper St

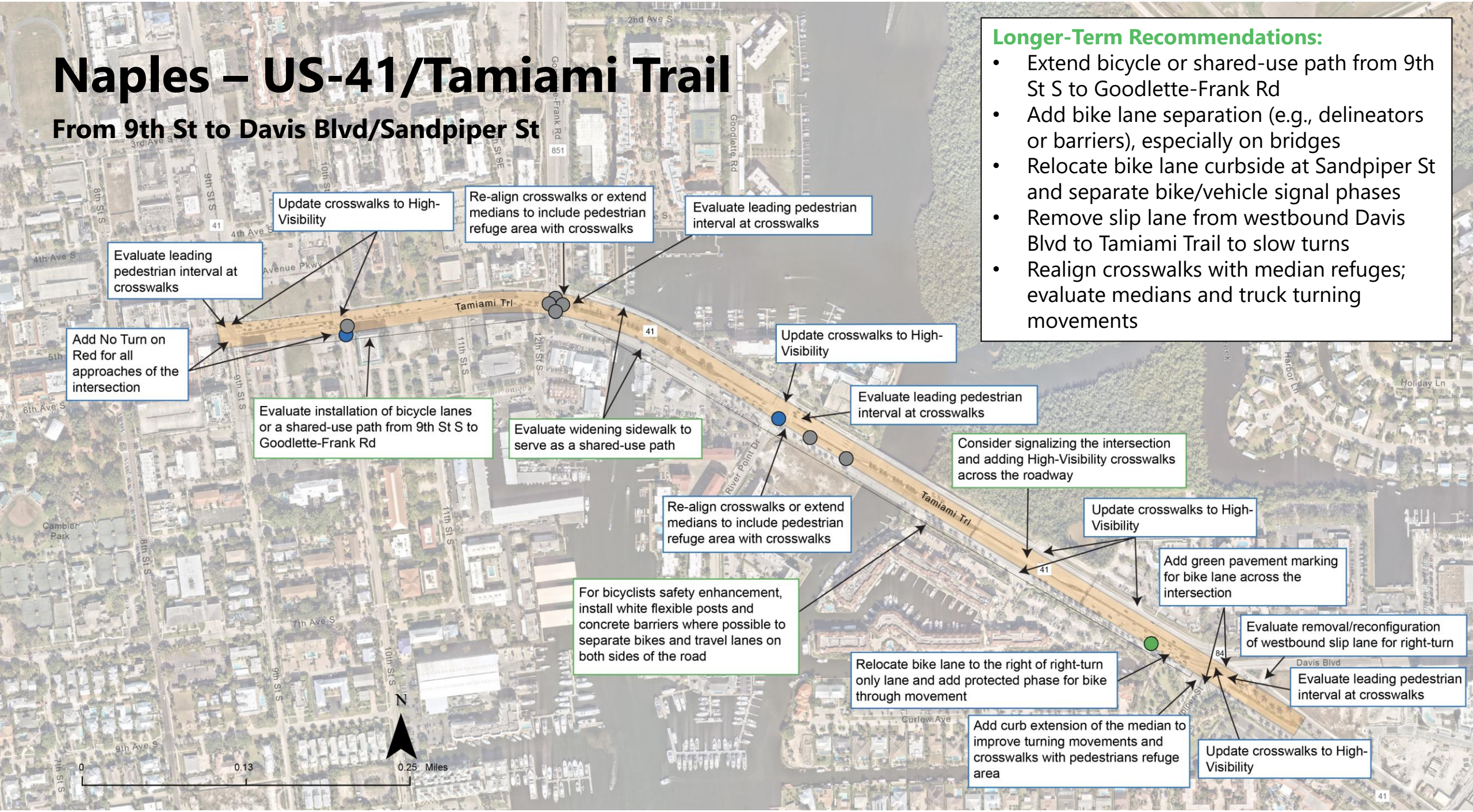
Short-term recommendations:

- Upgrade all crosswalks to high-visibility markings
- Adjust signal timing to add Leading Pedestrian Intervals (LPIs)
- Add No Turn on Red signs at key intersections
- Improve signage and pavement markings



Naples – US-41/Tamiami Trail

From 9th St to Davis Blvd/Sandpiper St



Longer-Term Recommendations:

- Extend bicycle or shared-use path from 9th St S to Goodlette-Frank Rd
- Add bike lane separation (e.g., delineators or barriers), especially on bridges
- Relocate bike lane curbside at Sandpiper St and separate bike/vehicle signal phases
- Remove slip lane from westbound Davis Blvd to Tamiami Trail to slow turns
- Realign crosswalks with median refuges; evaluate medians and truck turning movements

Progress and Transparency

- **To measure progress, Collier MPO will track the key performance indicators.**
- Implementation Actions and associated performance measures will be evaluated annually
- Progress will be reported through an expanded MPO Annual Report
- Additional monitoring conducted through continued involvement of Steering Committee members and active participation in the Collier County Community Traffic Safety (CTST)

METRIC	DESIRED TREND	GOAL
Number of fatalities	*Declining*	25% reduction in the number of serious injuries and fatalities from crashes by 2050
Rate of fatalities per 100 million vehicle miles traveled (VMT)	*Declining*	
Number of serious injuries	*Declining*	
Rate of serious injuries per 100 million VMT	*Declining*	
Number of non-motorized fatalities and serious injuries	*Declining*	

Collier MPO Bicycle & Pedestrian Master Plan (BPMP)

Integrating the Safety Action Plan into the BPMP

One of the BPMP's goals is **safety**

Analysis

1. The BPMP safety analysis builds on the comprehensive Safety Action Plan (SAP)
2. The BPMP uses the High-Injury Network (HIN) to guide where bicycle and pedestrian safety improvements could be prioritized

Project Prioritization and Eligibility Criteria

Assigns higher points for proposed improvement located on identified HIN from SAP

Bicycle & Pedestrian Master Plan Strategies

- Prioritize shared use paths and separated bike lanes where feasible and continue improving lower-tier bike-ped facilities through roadway improvement projects.
- Increase lighting and visibility at intersections and crossings.
- Conduct safety education campaigns targeting drivers, cyclists, and pedestrians.

Next Steps

- MPO Board: Friday, 9/12
  - Review of Draft Safety Action Plan
- Committees again in September
  - Endorsement
- MPO Board: Friday, 10/10
  - Adoption of final Safety Action Plan



Q & A



Any questions?

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COLLIER
Metropolitan Planning Organization

SAFETY ACTION PLAN

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ACKNOWLEDGEMENTS

COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD

Commissioner Dan Kowal, *District 4, Chair*

Council Member Tony Pernas, *Everglades City, Vice Chair*

Commissioner Burt L. Saunders, *District 3*

Commissioner Chris Hall, *District 2*

Commissioner Rick LoCastro, *District 1*

Commissioner William L. McDaniel, Jr., *District 5*

Council Member Linda Penniman, *City of Naples*

Council Member Berne Barton, *City of Naples*

Council Member Bonita Schwan, *City of Marco Island*

Secretary Jamie Driggers, P.E., *FDOT District 1*

Secretary L. K. Nandam, *FDOT District 1 (former)*

COLLIER MPO PROJECT STAFF

Anne McLaughlin, *Executive Director*

Sean Kingston, *Project Manager*

The Collier MPO Safety Action Plan (SAP) is funded in part through the U.S. Department of Transportation Safe Streets and Roads for All (SS4A) grant program. The content of this report does not necessarily represent the official views or policies of the U.S. Department of Transportation.

The development of the SAP was made possible through the leadership of the Collier Metropolitan Planning Organization (MPO) Board, the support of MPO staff and advisory committees, the guidance of the SAP Steering Committee, and the valuable input of community members who helped shape the Plan.

SAFETY ACTION PLAN STEERING COMMITTEE

Emran Rahaman, *Seminole Tribe*

Alison Bickett, *City of Naples Traffic Engineering, Technical Advisory Committee Vice Chair, Congestion Management Committee*

Anthony Matonti, *Bicycle and Pedestrian Advisory Committee Chair*

Christie Betancourt, *Immokalee Community Redevelopment Agency, Program Manager*

Dan Hall, *Collier County Transportation Management Services Division, Traffic Operations and Safety*

Captain David Ennis, *Marco Island Police Department*

John Dunnuck, *Collier County Community Redevelopment Agency, Division Director*

John Lambcke, *Collier County Public Schools, Director of Transportation*

John McNamara, *Concerned Citizen*

Justin Martin, *Marco Island Public Works Director*

Kevin Donaldson (alt. Joseph DeBono), *Miccosukee Tribe*

Kyle Kemmish (alt. Amara DeCicco), *FDOT District 1, Safety Work Program Team*

Lorraine Lantz (alt. Kathy Eastley), *Collier County Transportation Management Services Division, Technical Advisory Committee Chair*

Michelle Avola-Brown, *Naples Pathways Coalition Executive Director, Community Traffic Safety Team Chair*

Monica Ramos, *Concerned Citizen*

Neal Gelfand, *Citizens Advisory Committee Vice Chair*

Reggie Wilson (alt. Katherine Metscher), *Florida Department of Health*

Sergeant Anna Horowitz, *Collier County Sheriff's Office, Traffic Safety*

Sergeant Greg Sheridan, *City of Naples Police Department, Traffic Safety*

Tami Scott, *Bayshore Community Redevelopment Agency, Program Manager*

Tony Camps, *Collier County Emergency Management Services*

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BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Anthony Matonti, *Chair*
Michelle Sproviero, *Vice Chair*
Alan Musico
David Costello
David Sutton
Dayna Fendrick
Joe Bonness
Kevin Dohm
Patty Huff
Robert Phelan
Robert Vigorito
Victoria Holmes

CITIZENS ADVISORY COMMITTEE

Karen Homiak, *Chair*
Fred Sasser, *Vice Chair*
Becky Irwin
Dennis DiDonna
Harry Henkel
Josh Rincon
Kevin Dohm
Michelle Arnold
Misty Phillips
Neal Gelfand

TECHNICAL ADVISORY COMMITTEE

Alison Bickett, *Chair*
Don Scott, *Vice Chair*
Bert Miller
Bryant Garrett
Daniel James Smith, AICP
Dave Rivera
John Lambcke
Justin Martin
Katherine Eastley
Omar De Leon
Ute Vandersluis

CONSULTANTS

Stacey Meekins, *TYLin, Principal in Charge*
Michael Alvino, *TYLin, Project Manager*
Kelly McGuinness, AICP, *TYLin, Transportation Planner*

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Plan Prepared by: TYLin

A LETTER FROM LEADERSHIP



An open letter to Collier County residents and visitors:

As a former Collier County Sheriff, traffic safety is an ongoing concern of mine. I am well acquainted with the tremendous suffering that traffic collisions cause victims and their families, and the cost to society at large.

We must do everything in our power to eliminate serious injuries and fatalities resulting from traffic crashes. We are making progress. The Board of County Commissioners voted unanimously in April 2025 to approve amendments to the Pedestrian Safety Ordinance in response to the significant rise in e-bike usage. The amended ordinance enhances public safety by establishing clear, consistent guidelines for cyclists, pedestrians and motorists.

The Safety Action Plan further expands the effort to improve traffic safety through public education and outreach, constructing bicycle and pedestrian facilities where they are most needed and designing safe streets for all users.

Personal responsibility is essential. I encourage everyone to join me in taking the Commitment to Zero Pledge:

"I recognize that crashes are preventable, and my choices matter to my life and the lives of others. I pledge to make safety a priority, to focus on driving, to slow down, be aware of my surroundings, walk, ride, or roll in a safe and predictable manner, and to set an example for those around me."

Sincerely,

Commissioner Dan Kowal, *Collier MPO Chair*

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MPO RESOLUTION #2025-XX
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION APPROVING THE COMPREHENSIVE SAFETY ACTION PLAN

WHEREAS, the Collier Metropolitan Planning Organization received funding through the Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Discretionary Grant Program to develop a Safety Action Plan; and

WHEREAS, in accordance with the requirements of the SS4A grant program, the Safety Action Plan must include an MPO Resolution committing to eventual goal of zero roadway fatalities and serious injuries achieved through an ambitious percentage reduction of fatalities and serious injuries by a specific date; and

WHEREAS, traffic crashes are a serious threat to the health and safety of residents and visitors to Collier County; and

WHEREAS, the Collier MPO has consistently adopted the Florida Department of Transportation's (FDOT) Vision Zero performance targets on an annual basis; and

WHEREAS, the Safety Action Plan establishes an ambitious goal of reducing fatalities and serious injuries by 25% by 2050 to serve as a call to action.

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

1. The Safety Action Plan is hereby approved.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Safety Action Plan.

This Resolution was PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 10th day of October 2025.

Attest:

By: _____
Anne McLaughlin
MPO Executive Director

COLLIER METROPOLITAN
PLANNNING ORGANIZATION

By: _____
Commissioner Dan Kowal
Collier MPO Chair

Approved as to form and legality:

_____
Scott R. Teach, Deputy County Attorney

This resolution is included as a draft and will be replaced with the formal resolution upon adoption of the Safety Action Plan.

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GLOSSARY OF KEY TERMS

Areas of Persistent Poverty (APP) – defined by the U.S. Department of Transportation (USDOT) as geographic areas that have experienced long-term economic distress. This designation includes any census tract with a poverty rate of at least 20 percent as measured by the 2014 – 2018 5-year data series available from the American Community Survey of the Bureau of the Census.

Action – actionable, specific, measurable, time-bound commitments by Collier MPO and it's partners to achieve zero traffic fatalities or severe injuries.

American Community Survey (ACS) – an ongoing survey of approximately 3.5 million households conducted by the US Census Bureau. The ACS provides information about the nation's population, housing and workforce, and helps inform how federal funds are distributed.

Bicycle & Pedestrian Master Plan (BPMP) – a comprehensive guiding document for that prioritizes the development of a safe and interconnected bicycle and pedestrian network within Collier County.

Census Tract – small, statistical subdivision of a county containing 1,200 - 8,000 people. Boundaries to Census Tracts may be updated every 10 years.

Congestion Management Process (CMP) – a data-driven, 8-step process designed to improve transportation system performance by reducing traffic congestion in Collier County. It's a federally mandated process for MPOs with populations over 200,000, like Collier, and is integrated into the overall transportation planning process. The CMP identifies congestion hotspots, analyzes solutions, and prioritizes projects for funding to mitigate congestion.

Countermeasure – a strategy or tool effective in reducing roadway fatalities and serious injuries.

FDOT – Florida Department of Transportation.

Fatal Crash – a crash where one or more person is killed.

High Injury Network (HIN) – a collection of streets where a disproportionate number of severe and fatal crashes occur. The HIN is used to prioritize safety interventions and focus efforts on areas with higher rates of fatality or injury.

KSI Crash – a crash resulting in a fatality (killed) or serious injury.

Long Range Transportation Plan (LRTP) – a strategic document that identifies transportation priorities and investment needs over a 20-year planning horizon. It is federally required for MPOs and must be updated every five years to remain eligible for federal transportation funding. For the Collier MPO, the LRTP serves as the guiding framework for the future of the regional transportation network, including the cities of Naples, Marco Island, and Everglades City, and informs project selection and prioritization in the Transportation Improvement Program (TIP).

Metropolitan Planning Organizations (MPOs) – the regional planning agencies responsible for coordinating transportation planning and decision-making in urbanized areas with populations of 50,000 or more in the United States.

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Safe System Approach – US DOT's guiding paradigm to address roadway safety based on 5 elements: 1. Safer People; 2. Safer Roads; 3. Safer Vehicles; 4. Safer Speeds; 5. Post-Crash Care.

Serious Injury Crash – a crash that results in an incapacitating injury, which includes any non-fatal injury that prevents the person from walking, driving, or resuming their normal activities before the crash. This includes severe lacerations, broken or distorted limbs, skull/chest/abdomen injuries, unconsciousness at the scene, and similar serious conditions.

Severe Crash – a general term encompassing both fatal and serious injury crashes.

Systemic Safety – an approach to safety involving widely implementing improvements based on high risk roadway features correlated with specific severe crash types.

Transportation Improvement Program (TIP) – a five-year, fiscally constrained, multi-modal program of transportation projects within the Collier MPO Planning Area that will receive federal and/or state funding. 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.

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EXECUTIVE SUMMARY

By identifying risks, setting clear goals, and outlining concrete steps to improve roadway safety, the Collier MPO Safety Action Plan provides a roadmap to reduce serious and fatal traffic injuries by at least 25 percent by 2050.

Between 2019 and 2023, 929 severe crashes on Collier County non-interstate roadways killed 184 people and seriously injured 986 more. Like many regions across the country, we view these losses as tragic, unacceptable, and preventable. To address this challenge, the MPO is applying proven strategies used by peers nationwide and internationally, including the Safe System approach and proven safety countermeasures, to create safer, calmer roadways for all residents and visitors.

The **Safety Action Plan** is based on a comprehensive countywide crash analysis and shaped through collaboration with the Safety Action Plan Steering Committee, MPO advisory committees, tribal representatives from the Miccosukee and Seminole tribes, and input from the public.

It identifies the people most affected by severe crashes, the behaviors and roadway conditions that contribute to deaths and serious injuries, and the locations that make up the **High Injury Network** where improvements can be prioritized.

Supporting this effort is the **Countermeasures Toolkit**, which describes effective safety strategies available to local governments in Collier County. While not exhaustive, it highlights proven tools that can be implemented to improve safety, particularly along the High Injury Network.

The core of the Safety Action Plan consists of **six goals**, supported by 17 strategies and 41 implementation actions. As the MPO and its partners put these strategies into action, they will track progress, evaluate safety impacts, and adjust efforts to maximize results and save lives.

By working together, Collier MPO and its partner municipalities can transform Collier County's streets into places where everyone can travel safely without fear of injury or loss of life. **The six goals and their corresponding strategies are:**

1 Promote a culture of safety among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

- Conduct county-wide outreach and education around traffic safety best practices
- Strengthen the capacity of law enforcement to strategically enforce roadway regulations and efficiently allocate resources to better protect vulnerable road users
- Improve safety in parking lots through targeted outreach
- Improve the safety of motorcycle travel through targeted outreach
- Increase awareness about e-bikes and their safe operation through targeted outreach

2 Design safe streets for everyone with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

- Prioritize funding for safety improvements along the High Injury Network (HIN)
- Develop and fund projects that implement a toolkit of proven safety countermeasures that can be implemented through roadway projects focused on contributing factors to fatal and serious injury crashes, including speeding and roadway departure
- Develop complete networks for all modes that prioritize connectivity
- Ensure all road users are prioritized in the planning of transportation infrastructure
- Prioritize infrastructure investments that increase the safety of school children, for all modes of travel

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3 Collaborate to integrate safety into multi-jurisdictional policies

and processes, reducing severe crash risks.

- Bolster the capacity of member entities to conduct traffic safety initiatives and programs
- Collaborate on funding opportunities that enhance Vision Zero goals

4 Expand safe mobility options by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.

- Protect and connect active transportation users through dedicated infrastructure
- Consistent with MPO's Bicycle and Pedestrian Master Plan and Congestion Management Plan, prioritize projects for safety funding that improve safety and accessibility for pedestrian and bicyclists

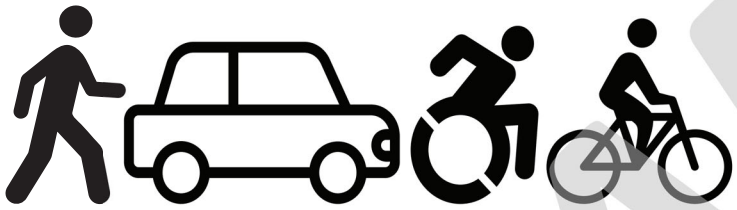
5 Enhance data sharing and transparency throughout the county and among the member entities.

- Establish the routine sharing of information to raise awareness of traffic safety initiatives and progress across the region

6 Increase and expand implementation pathways, including funding support.

- Pursue federal and state funding sources for traffic safety
- Support regional and local project readiness to move projects forward

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INTRODUCTION

HOW TO USE THIS PLAN
GUIDING VISION
& OVERVIEW OF THE SAFE SYSTEM APPROACH

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One life lost is too many.

Everyone in Collier County deserves safe streets, whether they walk, bike, take public transit, or drive and regardless of who they are or where they live. Yet between 2019 and 2023, 184 people lost their lives in traffic crashes within the county. Nearly a quarter of those people (23%, or 42) were vulnerable road users—cyclists and pedestrians—despite making up a much smaller share of overall travelers. This alarming trend highlights a troubling rise in roadway fatalities. The Collier Metropolitan Planning Organization (MPO) and its State and municipal partners no longer accept traffic fatalities and injuries as the status quo.

Traffic crashes are not unavoidable "accidents"—they are preventable incidents that demand a comprehensive response. Recognizing this, the Collier MPO has committed to eliminating traffic deaths and serious injuries. The Florida Department of Transportation (FDOT) has committed to achieving zero traffic fatalities or severe injuries across Florida's roadways with the statewide *Target Zero* initiative. Consistent with this goal, the Collier MPO adopted FDOT's safety performance targets beginning in February 2018 and has continued to do so on an annual basis.

These efforts align Collier MPO with the Federal Highway Administration's (FHWA) Zero Deaths Vision, the Florida Department of Transportation's (FDOT) Strategic Highway Safety Plan (SHSP), and Target Zero.

To achieve this vision, this **Comprehensive Safety Action Plan** provides a clear, data-driven roadmap for making Collier County's roads safer. Throughout this process, the MPO has engaged with community members and stakeholders to understand the challenges they face and the opportunities they support for safer streets.

Collier MPO is committed to reducing serious injuries and fatalities by 25 percent by 2050. By working together, Collier MPO and its partner municipalities can transform Collier County's streets into places where everyone can travel safely without fear of injury or loss of life.

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Goodland Bridge, Marco Island

HOW TO USE THIS PLAN

The Safety Action Plan serves as a strategic roadmap for reducing traffic deaths and serious injuries by identifying risks, setting clear goals, and outlining actionable steps to improve roadway safety.

As a practical tool, this Safety Action Plan:

- **Serves as a Blueprint for Safety Investments** – Identifies high-risk areas and guides infrastructure improvements. This can aid the MPO in prioritizing projects in both the Long Range Transportation Plan (LRTP) and ultimately the Transportation Improvement Program (TIP).
- **Aids in Securing Grant Funding and Resources** – Strengthens grant applications and justifies safety investments for both the MPO its local jurisdictions. The MPO can use the Safety Action Plan's findings to justify funding requests and to program projects into the TIP.
- **Guides Policy and Program Development** – Supports enforcement, education, data collection, and traffic engineering countermeasures that specifically address critical traffic safety issues within the area.
- **Fosters Collaboration Across Agencies** – Aligns efforts across agencies and defines responsibilities for the activities detailed in the Plan.
- **Acts as a Communication and Advocacy Tool** – Educates stakeholders and builds public support towards traffic safety projects and initiatives.
- **Establishes a Framework for Accountability** – Sets measurable goals and performance metrics to track progress towards achieving better traffic safety outcomes in the region.



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VISION ZERO AND THE SAFE SYSTEM APPROACH

Zero is the Goal. A Safe System is how we get there. The MPO acknowledges that even one death on our transportation system is unacceptable, and that safe mobility must be assured for all road users. This idea is sometimes called "Vision Zero," first adopted in Sweden and spread around the world. Collier MPO is honored to join the cities, counties, and planning organizations that have adopted this goal.

For achieving zero traffic deaths, this Plan applies the Safe System approach, a framework developed by the Federal Highway Administration (FHWA). This approach is based on two fundamental principles: humans make mistakes, and the human body has a limited ability to withstand crash impacts. In a Safe System, those mistakes should never result in death or serious injury.

The Six Principles of the Safe System Approach

1. **Deaths and serious injuries are unacceptable –** Safety must be the top priority.
2. **Humans make mistakes –** Roads should be designed to accommodate inevitable errors.
3. **Humans are vulnerable –** Roadway design and policies must account for the physical limits of the human body
4. **Responsibility is shared –** Governments, transportation agencies, drivers, and all road users play a role in safety.
5. **Safety is proactive –** Preventative measures should be taken before crashes occur.
6. **Redundancy is crucial –** Multiple layers of protection should exist to prevent serious crashes.

A comprehensive approach addresses every factor contributing to crash risk. The five key elements of a Safe System work together to create multiple layers of protection and a shared responsibility for traffic safety:

1. **Safe Road Users:** Encouraging responsible behavior for all travelers.
2. **Safe Vehicles:** Promoting technologies and designs that enhance safety.
3. **Safe Speeds:** Managing speeds and road design to reduce crash severity.
4. **Safe Roads:** Designing infrastructure that minimizes risk and protects all users.
5. **Post Crash Care:** Ensuring rapid and effective emergency response to save lives.



Source: USDOT

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GUIDING VISION FOR THIS PLAN

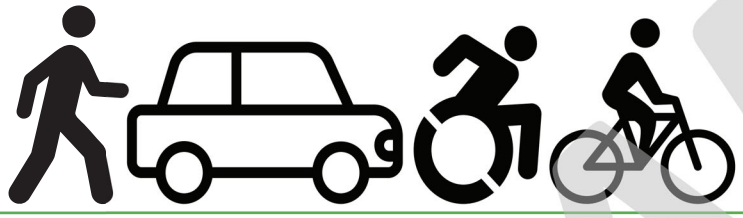
The Safe System approach for Collier MPO is guided by six core goals that were determined via Steering Committee collaboration, public input, and MPO leadership guidance:

1. **Promote a Culture of Safety** among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.
2. **Design Safe Streets for Everyone** with improvements that reduce speeds and mitigate risky driving and support complete streets/multimodal design.
3. **Collaborate to *Integrate Vision Zero*** into multi-jurisdictional policies and processes, reducing severe crash risks.
4. **Expand Safe Mobility Options** by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.
5. **Enhance Data Sharing and Transparency** throughout the County and among the member entities.
6. **Increase and expand implementation pathways**, including funding support.



City of Naples

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DEVELOPING THIS ACTION PLAN

STEERING COMMITTEE
MPO BOARD, ADVISORY COMMITTTEES, AND TRIBAL NATIONS
& PUBLIC OUTREACH

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This plan represents the results of ongoing collaboration. Collier MPO was awarded a Fiscal Year 2022 Action Plan Grant Award via the U.S. Department of Transportation Safe Streets and Roads for All (SS4A) program and funded through the Bipartisan Infrastructure Law to develop this Comprehensive Safety Action Plan. Plan development began in late spring of 2024 with the establishment of the Safety Action Plan Steering Committee, initial crash data collection and analysis, and consultation with the MPO's Advisory Committees. Coordination with tribal nations and public outreach efforts were conducted to better understand the traffic safety experiences of those living in Collier County today. Stakeholders were engaged throughout the process to better understand the daily traffic safety concerns and opportunities that could not be understood through crash data analysis alone. Their insights helped shape this Safety Action Plan.

STEERING COMMITTEE

The Collier MPO Safety Action Plan Steering Committee is comprised of a wide range of perspectives, including representatives from FDOT, local governments and tribes, law enforcement, advisory groups, emergency responders, and community members engaged in or affected by traffic crashes.

Four Steering Committee Workshops took place during the development of the Action Plan. Participants analyzed crash data, identified community challenges and needs, and brainstormed strategies to address them. In addition, Steering Committee members reviewed all draft materials and provided feedback.

Steering Committee Member Affiliations:

- Florida Department of Transportation District 1
- Florida Department of Health
- Collier County Traffic Operations
- Collier County Transportation Management Services
- Collier County Emergency Management Services
- Collier County Sheriff's Office
- Collier County Public Schools
- Collier MPO Bicycle and Pedestrian Advisory Committee (BPAC)
- Collier MPO Citizens Advisory Committee (CAC)
- Collier County Congestion Management Committee (CMC)
- Collier County Community Traffic Safety Team (CTST)
- Collier County Community Redevelopment Agency
- Immokalee Community Redevelopment Agency
- Bayshore Gateway Triangle Community Redevelopment Agency
- City of Naples
- City of Marco Island
- Miccosukee Tribe
- Seminole Tribe
- Local Police Departments (City of Naples, City of Marco Island)
- Naples Pathway Coalition
- At Large Citizens

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MPO BOARD, ADVISORY COMMITTEES, AND TRIBAL NATIONS

Over the course of Plan development, the MPO met twice with three of the five Committees established to advise the MPO Board. Committee members are either citizen volunteers, jurisdictional staff, or agency representatives. The Plan in its development was also brought before the MPO Board twice. Further, consistent with the MPO's Public Participation Plan's Government-to-Government communications policy, four meetings (two with each tribe) were held with Seminole Tribe of Florida and Miccosukee Tribe representatives, one of which was held at the Seminole Tribe of Florida's Immokalee Reservation to present the Plan and solicit feedback, ensuring their unique perspectives and concerns were addressed.

These meetings were held at strategic times for Plan development, to facilitate feedback on the roadway safety conditions assessment and again to provide feedback on the Plan's recommended actions.

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Big Cypress Reserve

PUBLIC OUTREACH

Members of the public were invited and encouraged to participate in the development of the plan through an online survey and map and online workshops to provide input on their experiences with traffic safety, review the data, and provide direction on the goals of the plan.

ONLINE SURVEY AND INTERACTIVE MAP

On August 16, 2024, a survey and interactive map were sent out to capture the public's input on how to minimize roadway fatalities and make Collier County road systems safer for residents, workers, and visitors. Links to the survey and interactive map were posted on the Collier MPO website, sent out to the MPO's advisory committees and shared several times via the MPO's monthly newsletter. The survey gathered input on participants' travel habits, experiences with transportation safety, perceived risks, areas of concern, and preferred interventions. Additionally, the map tool invited participants to identify specific locations in the County where they felt unsafe. The platforms accepted new replies until November 30, 2024. The survey was published in both English and Spanish, and a total of 322 survey responses were received. The map tool received 34 pins identifying problem areas, and specific locations of concern were also included as part of the survey responses. In addition, constituent comments related to roadway safety for either this Action Plan or the Bicyclist and Pedestrian Master Plan, in concurrent development, were collected and reviewed.

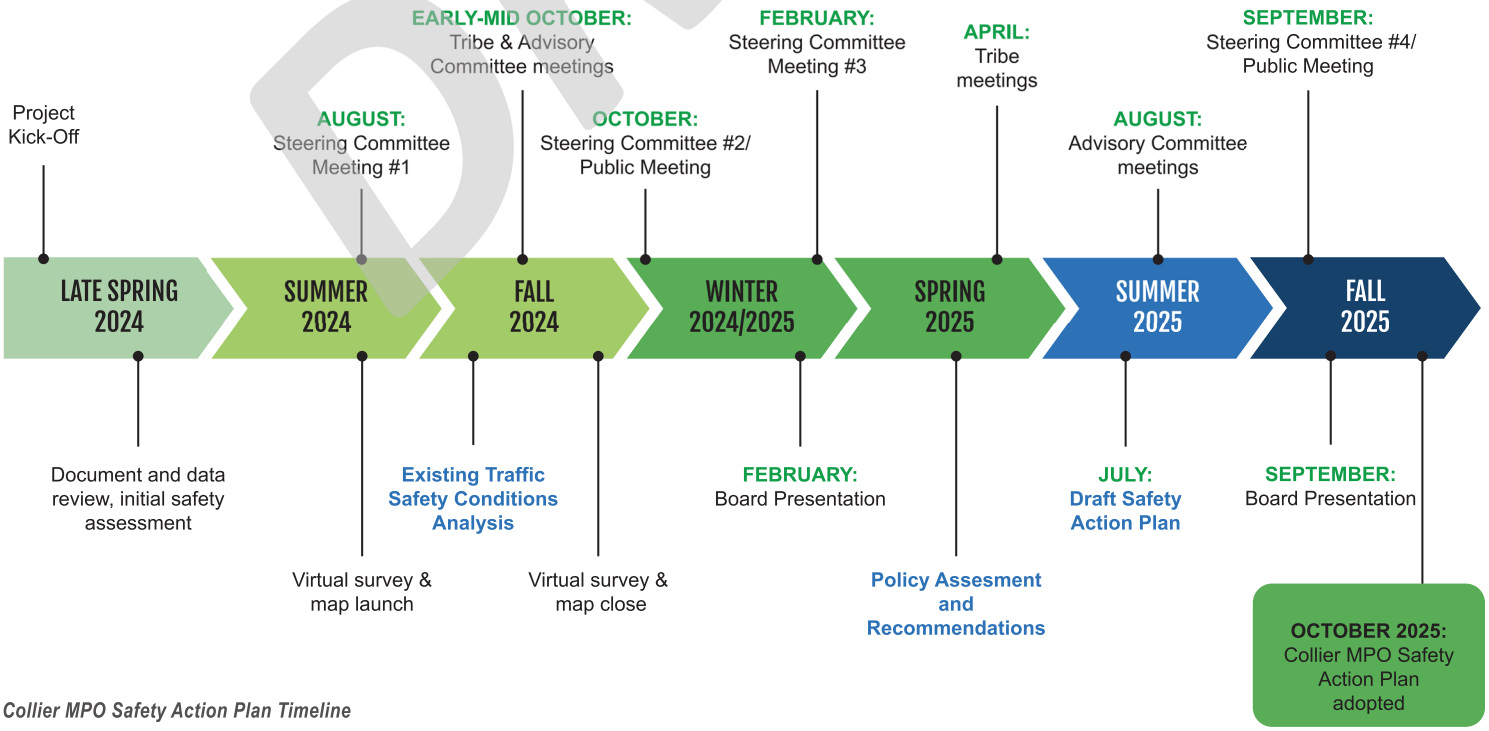
ONLINE WORKSHOPS

To ensure accessibility, two online open-house workshops were held after standard work hours during the Plan's development. These meetings coincided with the Steering Committee meetings 2 & 4, and invited both members of the public at large and the Steering Committee to engage in collaborative discussion.

Workshop Details

Workshop One: Conducted early in the plan development process in October 2024, the meeting included a presentation on the project purpose and summarized key points from the existing conditions safety data analysis. In an interactive platform, participants reviewed crash data, discussed traffic safety concerns, and brainstormed potential interventions and strategies. The meeting had 22 participants.

Workshop Two: Held in September 2025, the meeting presented an overview of the draft Safety Action Plan to the Steering Committee and the public, with the purpose of soliciting feedback on the plan's recommendations.



Collier MPO Safety Action Plan Timeline

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ASSESSMENT OF CURRENT POLICIES & PRACTICES

Policy and process change constitute one of eight action plan components required by the U.S. Department of Transportation's (USDOT) SS4A program. Aligning policies and processes with the Safe System approach and operationalizing the Safe System principles within standards, guidance, and plans are critical steps that the MPO can take to eliminate severe crashes.

The policy and process recommendations were comprised of four inputs, which included looking at existing Collier MPO plans and policies, surveying the Steering Committee, conducting deep dive interviews with key stakeholders, and reviewing peer Safety Action Plans and Vision Zero Initiatives in the state of Florida to identify common plan and best-practice policy recommendations across the state. Key takeaways are highlighted in this Plan, and a complete policy and process review is included in **Appendix C: Countermeasure and Policy Recommendations Memorandum.**



Policy and Process Recomendation Inputs

PEER SCAN

The Collier MPO reviewed relevant Vision Zero and SS4A Safety Action Plans from comparable Florida jurisdictions, including other MPOs, cities, and counties. The following jurisdictions' Safety Action Plans were reviewed: City of Gainesville, MetroPlan Orlando, Forward Pinellas, Sarasota County, City of Tampa, City of Orlando, and City of Deerfield. The peer review scan found that these agencies have developed a broad array of policies and processes to reduce fatal and severe crashes, generally focused on items that can be grouped across six focus areas: education and culture, design and engineering, data collection and management, engagement and public outreach, funding, and equity and inclusion.

- Within **education and culture**, jurisdictions are raising awareness of traffic safety issues, training fleet drivers in safe operations, collaborating with schools and public agencies to educate the general public about traffic safety, and promoting a culture of safety among municipal staff.
- **Design and engineering** strategies across the peers emphasize Safe System design, speed management, and expanding multimodal networks.
- In **data collection and management**, agencies are improving crash data accuracy and analysis by partnering with law enforcement and health departments. They are also using technology to better understand crash factors.
- **Engagement and public outreach** efforts involve establishing working groups, task forces, and interactive platforms to inform and involve the public.
- **Funding strategies** focus on aligning resources with safety goals by reprioritizing investments to focus on safety, supporting federal grant applications to fund safety projects, and exploring new revenue streams.
- **Geographic distribution of benefits** is being addressed through efforts to prioritize underserved communities, study crash impacts on vulnerable groups, and ensure safety improvements are implemented across the region.

Within these overall focus areas, all of the plans included a strategy on design and engineering changes that targeted high-crash locations and vulnerable roadway users and educational campaigns that seek to raise awareness of roadway safety across all user groups.

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EXISTING PLAN REVIEW

A review of existing plans within the Collier MPO, including the Local Road Safety Plan (LRSP), the 2045 Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), Congestion Management Process (CMP), and the 2019 Bicycle and Pedestrian Master Plan (BPMP), identified how traffic safety goals and objectives have been considered in previous efforts. Common safety goals in these plans include:

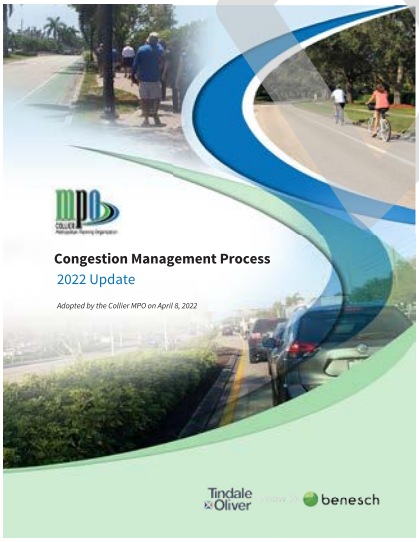
- Increased safety of the transportation system for motorized and non-motorized users;
- Safe, connected, efficient, and convenient mobility options including transit;
- Improved accessibility for people walking and biking through investments in infrastructure;
- Equitable community input and inclusive transportation network outcomes.

The Safety Action Plan is grounded in this context and builds upon existing work.

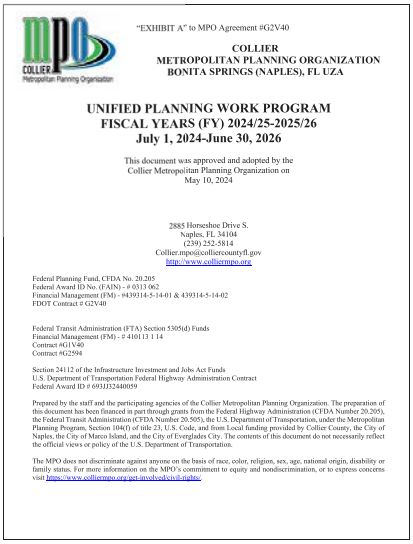












Previous Plans and Programs that inform the Safety Action Plan

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STEERING COMMITTEE SURVEY

The Collier MPO distributed a survey to the Steering Committee in order assess the policies and processes impacting the delivery of traffic safety projects. The survey results revealed key barriers, opportunities, and gaps in efforts to improve street safety. A major barrier cited was the lack of resources, including funding and staffing, for enforcement and data collection which hampers traffic calming initiatives. Many agencies also reported rising crash rates post-2020, consistent with the data analyzed in this Plan. Opportunities were also mentioned in survey responses including the widespread usage of tools like Florida's Signal Four Analytics for crash data monitoring, an interest in policy reform such as automated traffic enforcement, and effective collaboration with tribal and community partners. Gaps persist in the form of policies around automated enforcement and multimodal infrastructure, lack of legislative support for change in general, confusion over enforcement (particularly with emerging modes like e-bikes), and a lack of clarity around Vision Zero goals in some jurisdictions, highlighting a need for clear direction.

2025 E-Bike Ordinance

On April 22, 2025, while this Safety Action Plan was in development, the Collier County Board of Commissioners adopted a new ordinance regulating e-bike use. The ordinance specifies that:

- E-bikes of any class must not exceed 15 mph when operated on sidewalks.
- Individuals under 16 are prohibited from riding Class 3 e-bikes.
- All e-bike classes are permitted on sidewalks; however, riders over 16 using a Class 3 e-bike must use bike lanes when available and are not allowed on sidewalks. They must also adhere to the 15 mph speed limit.

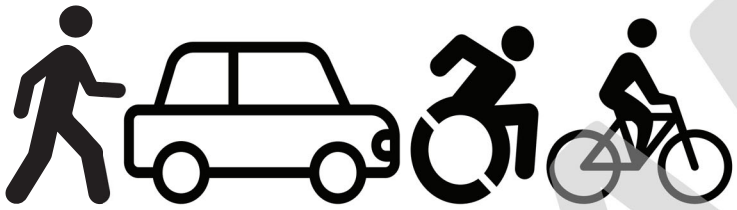
STAKEHOLDER INTERVIEWS

Interviews were conducted with key staff at the MPO and the MPO's member entities. The interview and survey questions sought further information regarding existing policies within the MPO area and suggested areas of improvement from the informed perspective of staff and key stakeholders. The intention of this review was to fully understand current policies and roadway safety practices within the MPO.

The interviews highlighted several key barriers, opportunities, and gaps affecting safety efforts. Barriers included limited funding, especially in smaller or seasonal communities like Marco Island, as well as staffing shortages that hinder education, enforcement, and emergency response. E-bike usage emerged as a major concern, with unclear and conflicting understanding of regulations creating enforcement challenges. In terms of opportunities, stakeholders expressed strong interest in expanding driver education programs, especially through school partnerships and social media, and scaling up promising outreach programs. Data-driven improvements and infrastructure upgrades, such as the installation of Rectangular Rapid Flashing Beacons (RRFBs), redesigned intersections, and exploring advanced technologies such as signal synchronization and ITS were also noted. However, gaps remain in adult-focused safety education, near-miss and crash data collection, regulatory clarity for emerging transportation modes, and emergency response coordination, particularly in areas that are lacking trauma centers.



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ENGAGEMENT AND COLLABORATION RESULTS

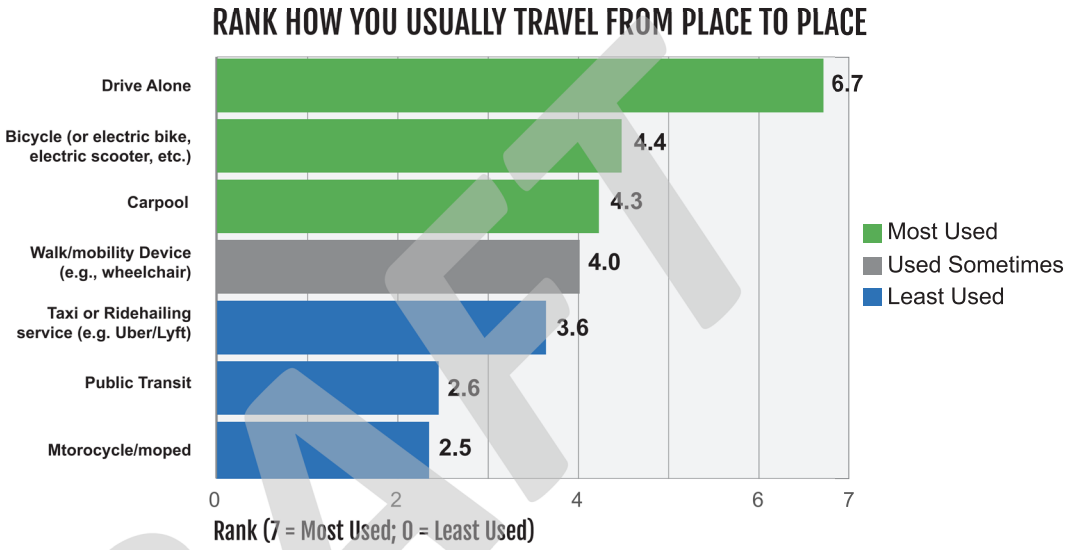
PUBLIC AND STAKEHOLDER FEEDBACK

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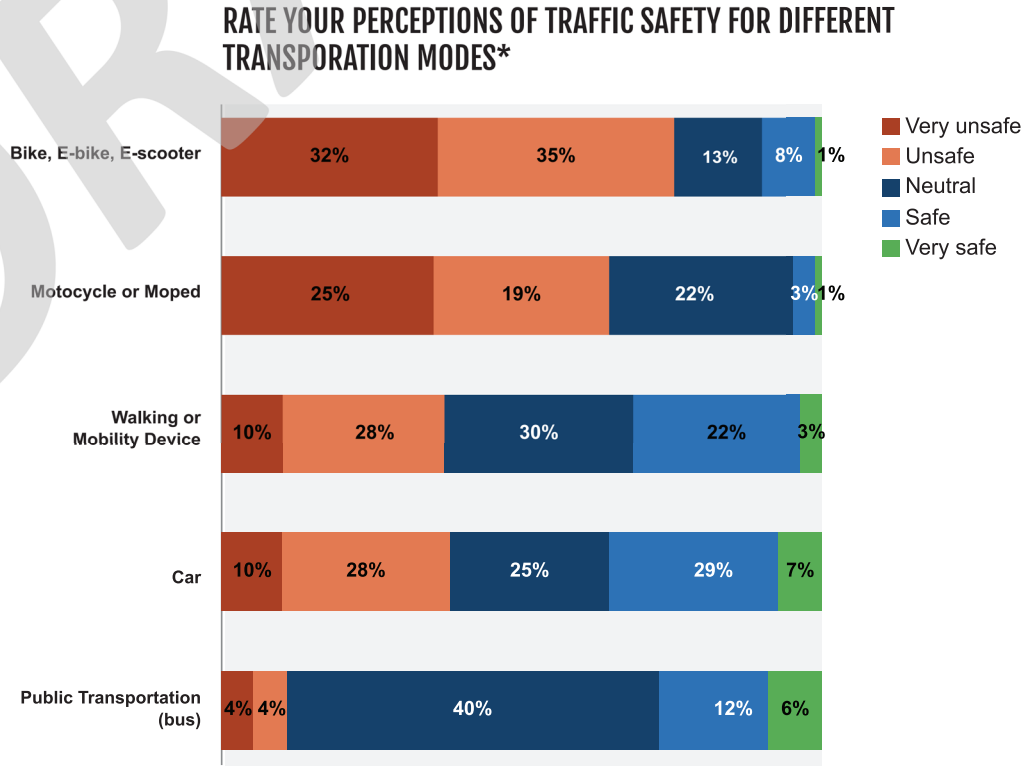
The feedback from the stakeholder meetings and public outreach highlighted several recurring themes that informed the goals and recommendations included in this Plan. The complete public survey, responses, and other feedback, are included in **Appendix A: Engagement Summary**.

PERCEPTIONS OF TRAFFIC SAFETY IN COLLIER COUNTY

Many residents of Collier County prefer driving alone to any other mode of transportation. The modes of transportation that are least utilized in Collier County among survey respondents are public transportation and motorcycles or mopeds.



When asked how safe they feel when using different modes of transportation in Collier County, rating the modes on a scale of "Very Safe" to being "Very Unsafe," survey respondents felt most unsafe using bicycles, e-bikes, and e-scooters as modes of transportation.



*Percentages do not sum to 100% due to non-replies

Source: Collier MPO Safety Action Plan Survey

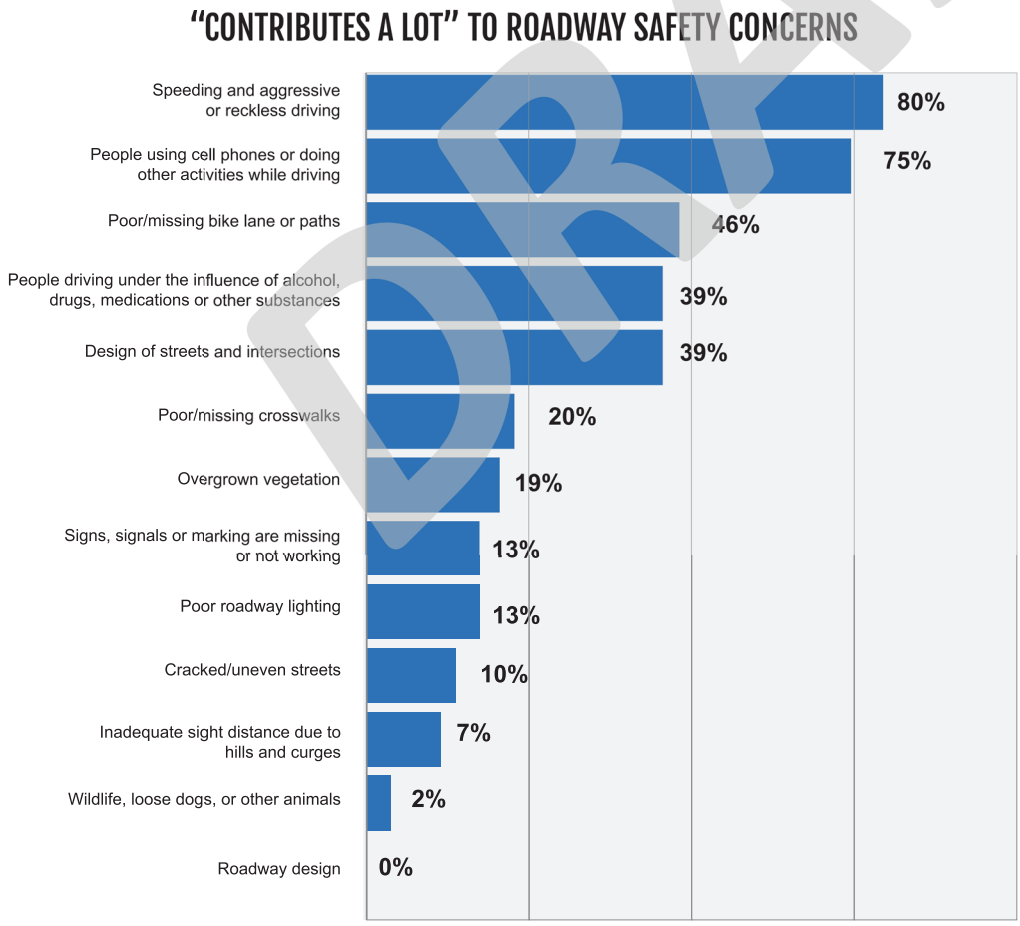
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MOST FREQUENTLY NOTED CONCERNS

Respondents shared their safety concerns, experiences, and insights related to how challenges and opportunities getting around Collier County. The most frequently noted concerns and ideas included:

- **Travel Changes Due to Safety Concerns:** Residents often change routes or travel times to avoid heavy traffic, reckless driving, and unsafe conditions—especially on Immokalee Road, Collier Boulevard, and Tamiami Trail. Cyclists and pedestrians avoid streets lacking sidewalks or bike lanes, citing aggressive and distracted drivers.
- **Pedestrian and Cyclist Safety:** Roads like Rattlesnake Hammock Road, Collier Boulevard, and Pine Ridge Road lack safe facilities for non-drivers. Right-turn lanes and ignored pedestrian priority in crosswalks increase risk. Poor lighting and limited crossings make parts of Tamiami Trail particularly dangerous.
- **Road Design Issues:** Faded signs and unsafe intersections, such as Collier Boulevard at Bald Eagle Boulevard, highlight the need for infrastructure upgrades.
- **Driver Behavior and Enforcement:** Speeding, red-light running, texting while driving, and aggressive behavior are common, especially on Collier Boulevard, I-75, and Tamiami Trail. Residents support stronger enforcement and more police presence.
- **Traffic Flow and Congestion:** Key intersections like Collier Boulevard at 25th Avenue Southwest and Golden Gate Parkway suffer from backups, short turn lanes, and poorly managed merges, especially during peak hours.

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Source: Collier MPO Safety Action Plan Survey

"THIS PLAN NEEDS TO CONSIDER SAFETY RELATED TO NEW POPULATION GROWTH AND DEVELOPMENT."

Any changes to roadways in the Everglades should consider efforts to *improve the hydrology of the Everglades*

LOWER ALL SPEED LIMITS BY 5 MPH and install automated enforcement.

"Give peds and bikes more space, make cell phone use illegal while driving, lower all speed limits by 5mph to 10mph, enforce traffic law."

"...Law enforcement [should] be visible and enforce the laws.. People know they can get away with it because law enforcement will do nothing."

Less flashing yellow lights for left hand turns at intersections where the distance is too great (like Airport Rd and Corporate Flight Drive.)

"Properly designed roadways that accommodate a bike lane of travel."

"Better bike lanes and crosswalks. More signage."

"Enforce left lane laws regarding to keep right except for passing."

HANDS FREE DRIVING, STOP DISTRACTIONS.

Electric bikes should not be allowed on sidewalks, too dangerous for walkers

"Something to be done about red light runners and more driver education (ex who has right of way, etc). Also, bikes need to be more respectful of driving vehicles."

"BUSHES AT LEFT HAND CROSS LANES NEED TO BE MOVED BACK or removed to allow for better visibility of oncoming traffic."

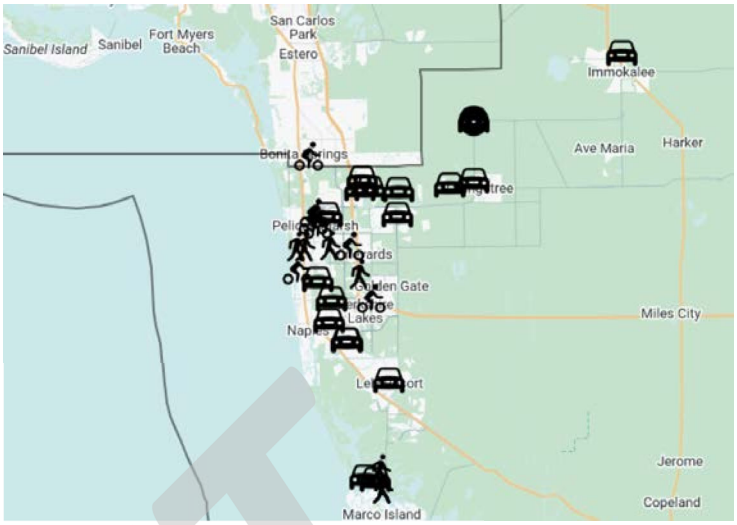
Source: Collier MPO Safety Action Plan Survey

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LOCATIONS OF CONCERN

Through the survey, interactive map, and stakeholder meetings, Collier MPO identified key roads of concern across the County. Some of the roadways most frequently cited include:

- **Immokalee Road:** Immokalee Road consistently emerges as one of the most problematic roads. Issues include speeding, aggressive driving, lane weaving, and running red lights. Intersections such as Immokalee Road and Logan Boulevard, Collier Boulevard, and Wilson Boulevard are considered particularly hazardous.
- **US Route 41 / Tamiami Trail:** US Route 41 / Tamiami Trail is seen as dangerous and congested, with frequent speeding, red-light running, and aggressive driving. Many avoid it during peak hours. Pedestrians feel unsafe crossing wide intersections, while cyclists cite a lack of protected lanes, narrow shoulders, and roadside debris—especially on the East Trail. Respondents also raise concerns about unsafe turns, distracted driving, and weak enforcement, calling for safer crossings, better bike infrastructure, and stronger traffic monitoring.
- **Collier Boulevard:** Collier Boulevard is seen as unsafe and congested, with many often avoiding it due to speeding, red-light running, and aggressive driving. Bicyclists and pedestrians cite poor infrastructure and lack of protection. Many call for better enforcement, safer bike lanes, and improved road maintenance.
- **Pine Ridge Road:** Pine Ridge Road is viewed as one of the most stressful roads in the area, with many citing frequent speeding, aggressive driving, and distracted drivers. Many avoid it entirely, noting unsafe conditions created by large trucks, high speeds, and difficult turns across multiple lanes. Calls for stronger enforcement, more visible law enforcement, and improved bike infrastructure—such as protected and wider bike lanes—were common. Overall, Pine Ridge is seen as congested, chaotic, and in need of safety upgrades.
- **Golden Gate Parkway:** Concerns include frequent red-light running, speeding, particularly by large trucks, and unsafe turning movements. Residents request improved bike and pedestrian infrastructure, including protected lanes and crossings, and some suggest an overpass to connect parks and greenways for safer access.



Collier County residents were invited to identify areas of concern using an interactive map (above). Additional input from survey comments, emails, and public meetings helped highlight specific roads and locations with traffic safety issues.



US Route 41 / Tamiami Trail



Golden Gate Parkway

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SUPPORTED INTERVENTIONS

During the Plan development process, the Collier MPO surveyed residents and engaged stakeholders to identify preferred traffic safety interventions. Many respondents strongly support stricter enforcement—especially against speeding, red-light running, and distracted driving—along with increased use of technology like red-light cameras and higher fines. They also prioritize safer infrastructure, including separated bike lanes, wider sidewalks, visible crosswalks, and pedestrian-friendly signals. Other suggestions include lower speed limits in key areas, improved rural roads, better signage, and expanded transit options. Public education, stronger penalties, and more police presence were also seen as critical.

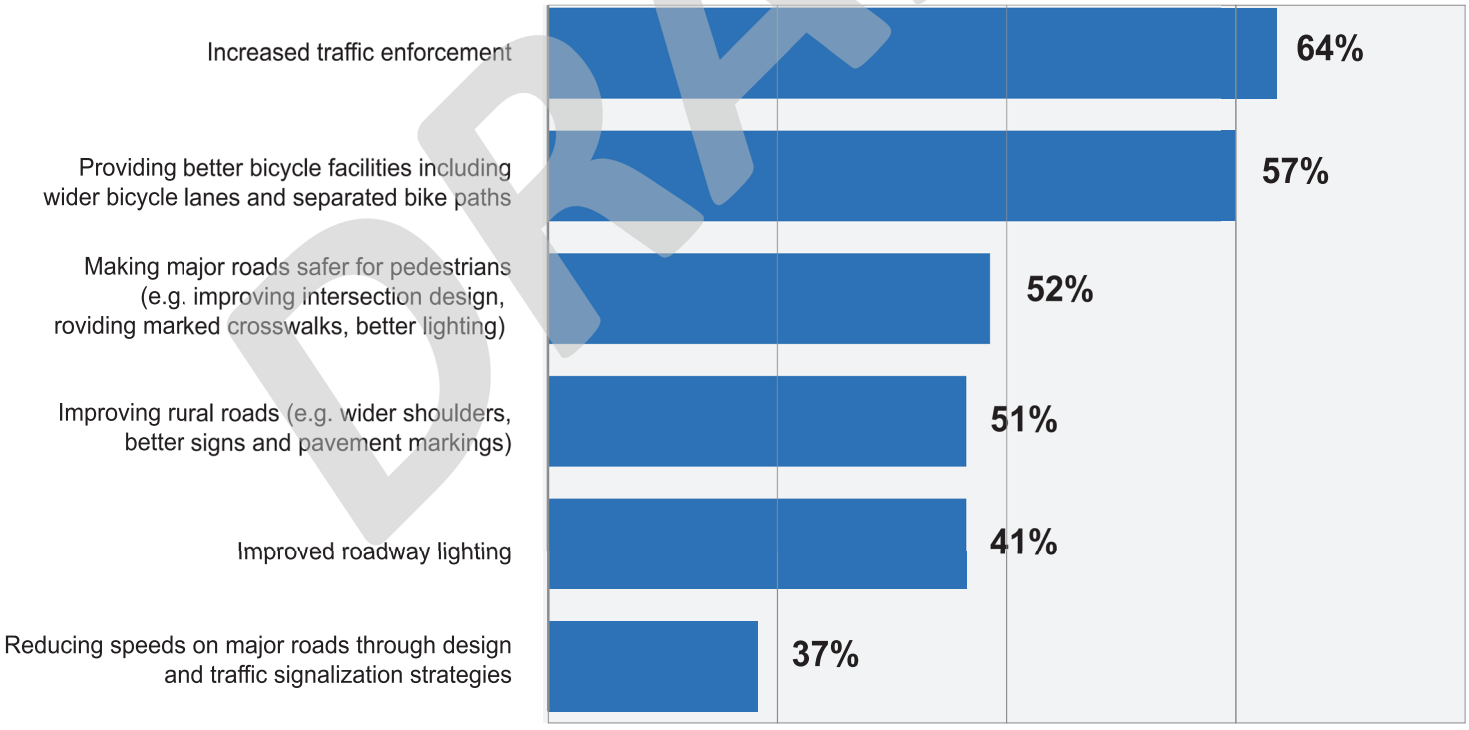
Top Five Preferred Traffic Safety Measures

1. Increasing safety enforcement
2. Providing better bicycle facilities including wider bicycle lanes and separated bike paths
3. Making major roads safer for pedestrians
4. Improving rural roads
5. Improving roadway lighting

These supported measures echoed feedback heard in both Steering Committee, the virtual public workshop, and Advisory Committee discussions.

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"VERY SUPPORTIVE" OF INTERVENTION FOR INCREASING TRAFFIC SAFETY



Source: Collier MPO Safety Action Plan Survey

"I used to feel safe on Livingston [Road] but not anymore!"

"Immokalee Road needs more bike lanes west of 75"

"Collier Blvd northbound separate bike path has been in disrepair and is not user friendly (have to cross at intersections or dismount the bike many times)"

"THERE ARE TOO MANY CARS NOW- these roads need to be 45 max with speeders shown no leniency.

WE WITNESS AGGRESSIVE AND UNSAFE DRIVING DAILY [on Immokalee Road]."

"Livingston Rd speeds are too fast! The problem is the infrastructure has become inadequate for the increasing volume of vehicles."

"I'VE BEEN TAKING VANDERBILT BECAUSE I AM FEARFUL OF IMMOKALEE ROAD."

"From a blind resident's perspective: walking in Naples feels unsafe. Sidewalks end abruptly, crossings are too short, and right-on-red turns make crossing unsafe—sometimes Uber is the only safe option."

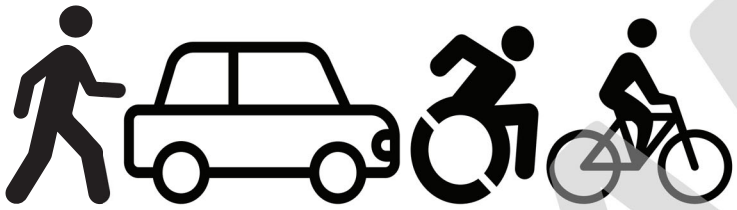
"Drivers do not stop or even notice peds/bikes [at Pine Ridge Road & Goodlette Frank Road]. Many similar right- turn lanes are horrible for pedestrians."

"Collier Blvd speeding, red light running and aggressive driving"

"US-41 is seeing more cyclists, but the roadway is unsafe for these users"

Source: Collier MPO Safety Action Plan Survey

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SAFETY ANALYSIS

FATAL AND SEVERE CRASH TRENDS & FATAL AND SEVERE CRASH CHARACTERISTICS

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Traffic crashes remain a leading cause of death in the United States. According to the National Highway Traffic Safety Administration (NHTSA), 42,514 people were killed in traffic crashes on U.S. roadways in 2022—equivalent to one life lost every 12 minutes. In Florida alone, 3,530 fatalities occurred that year. Between 2013 and 2022, traffic deaths in Florida have surged by 47%, outpacing the national increase of 29% and following a similar upward trend.[1]

Among the most vulnerable road users are motorcyclists, bicyclists, and pedestrians, who represent 19%, 22%, and 6%, respectively, of traffic fatalities in Florida, despite representing a much smaller share of total roadway users. In Collier County, 82% of all commute trips for residents are made by vehicle.[2]

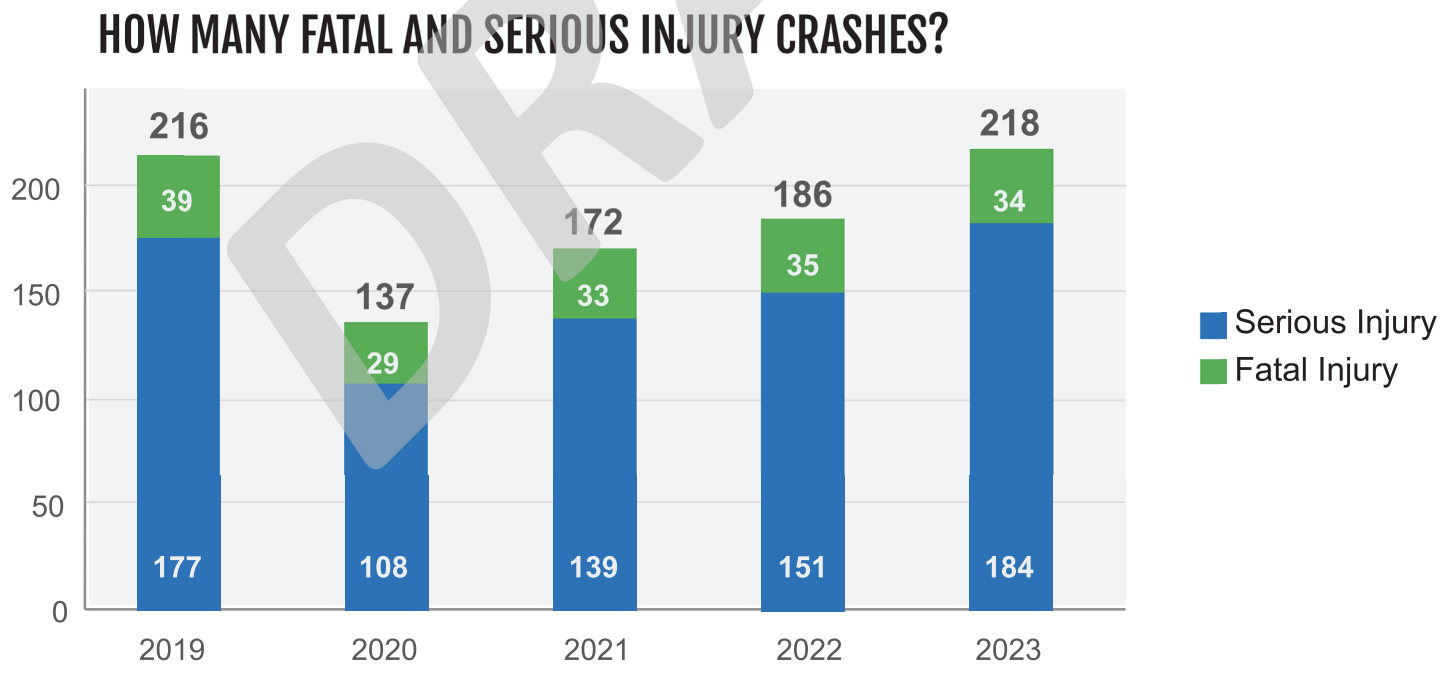
FATAL AND SEVERE CRASH TRENDS

For this Safety Action Plan, Collier MPO analyzed fatal and severe injury crashes (also known as KSI crashes) from 2019 to 2023, the latest full 5-years of data at the time of this publication. This analysis was used to understand where crashes occur and other crash characteristics to be addressed by this Plan.

The study area for this analysis included all crashes within Collier County, excluding Interstate-75. The follow pages highlight key crash trends, while a more detailed analysis can be found in **Appendix B: Existing Conditions & Safety Analysis Memorandum**.

OVERALL CRASHES

Between 2019 and 2023, there were a reported 929 fatal or serious injury (KSI) crashes, averaging about 186 per year (152 serious injury crashes and 34 fatal crashes annually). Over the five-year period, these crashes resulted in 184 fatalities and 986 serious injuries, or an average of 36 deaths and 196 serious injuries per year, with some crashes involving multiple fatalities or injuries. The number of KSI crashes dipped slightly in 2020, in contrast to nationwide trends, but have since surpassed 2019 levels, highlighting a troubling increase in traffic incidents and the urgent need for improved safety measures.



Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

1 NHTSA DOT Crash Trends
2 U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

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CRASHES BY MODE

Motor vehicle crashes account for most of all crashes and cause the most serious injuries and fatalities. However, non-motor vehicle crashes tend to be more severe when they occur.

For example, pedestrians and cyclists account for only 4% of all crashes but represent 23% of all KSI crashes. Motorcyclists are involved in just 1% of all crashes but makeup 14% of KSI crashes.

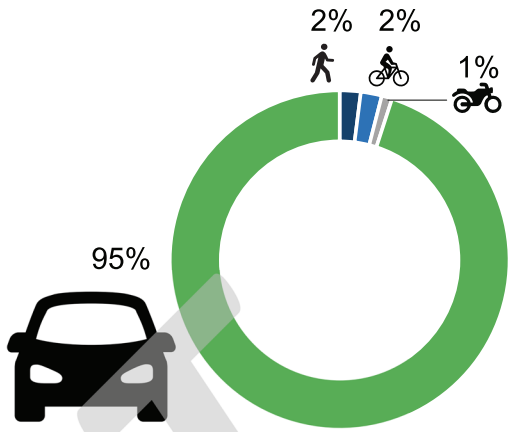
1 in 10
pedestrian crashes results in a fatality or serious injury.

1 in 9
bicyclist crashes results in a fatality or serious injury.

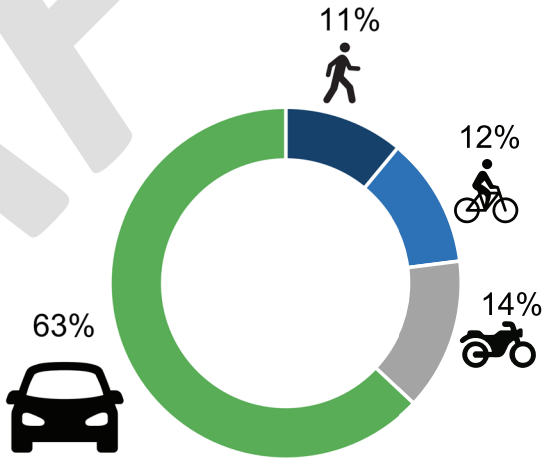
1 in 4
motorcyclist crashes results in a fatality or serious injury.

1 in 95
motor vehicle crashes results in a fatality or serious injury.

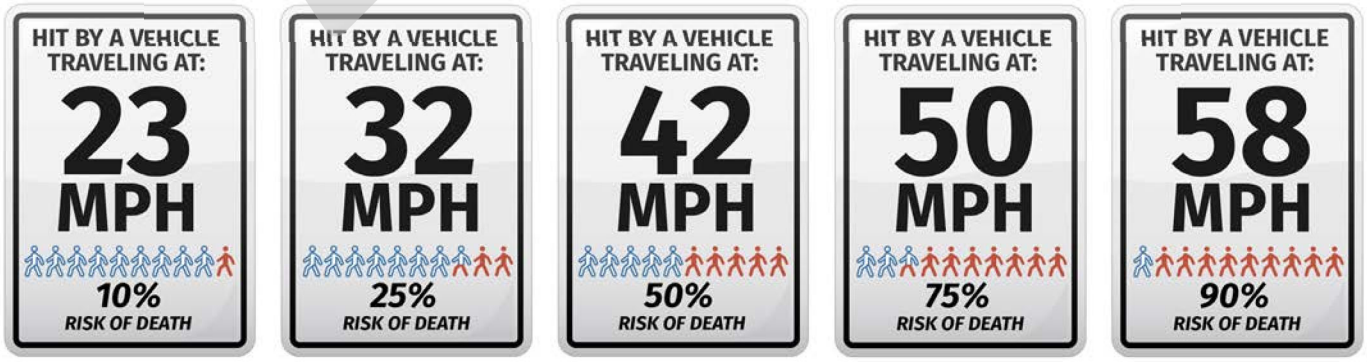
SHARE OF TOTAL CRASHES



SHARE OF KSI CRASHES BY MODE



Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75



Higher vehicle speeds greatly increase the risk of severe injury or death for pedestrians in a crash.

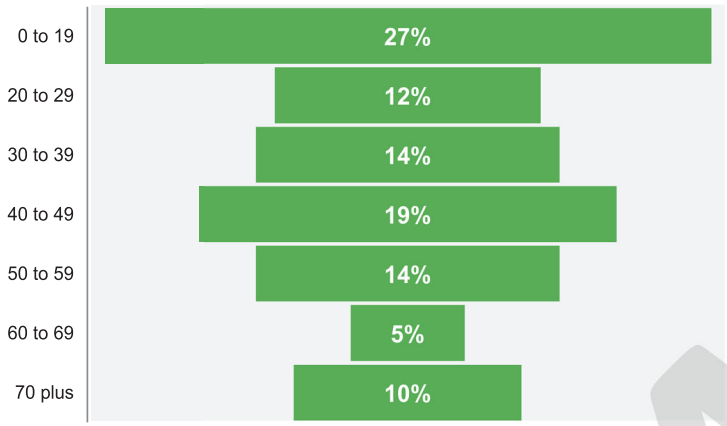
Source: USDOT

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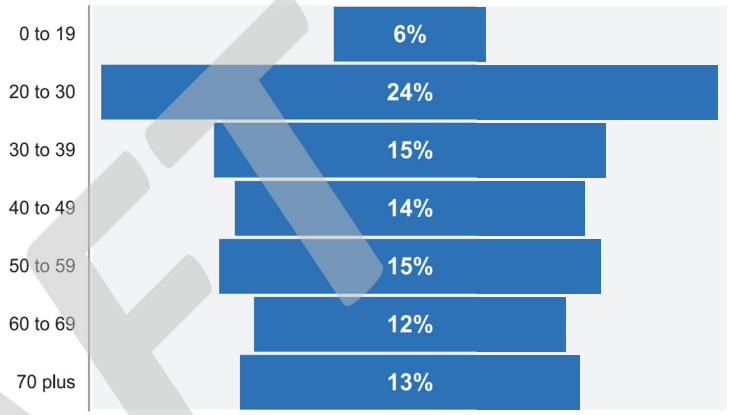
AGES IMPACTED

In Collier County, drivers aged 20 to 30 account for 24% of KSI crashes, despite making up just 9% of the population, highlighting the need for improved driver education among the youngest drivers. Additionally, children and teens (0-19) are disproportionately involved in pedestrian and bicyclist KSI crashes, emphasizing their vulnerability on the roads.

PEDESTRIAN VICTIM AGE FOR KSI CRASHES



DRIVER VICTIM AGE FOR KSI CRASHES

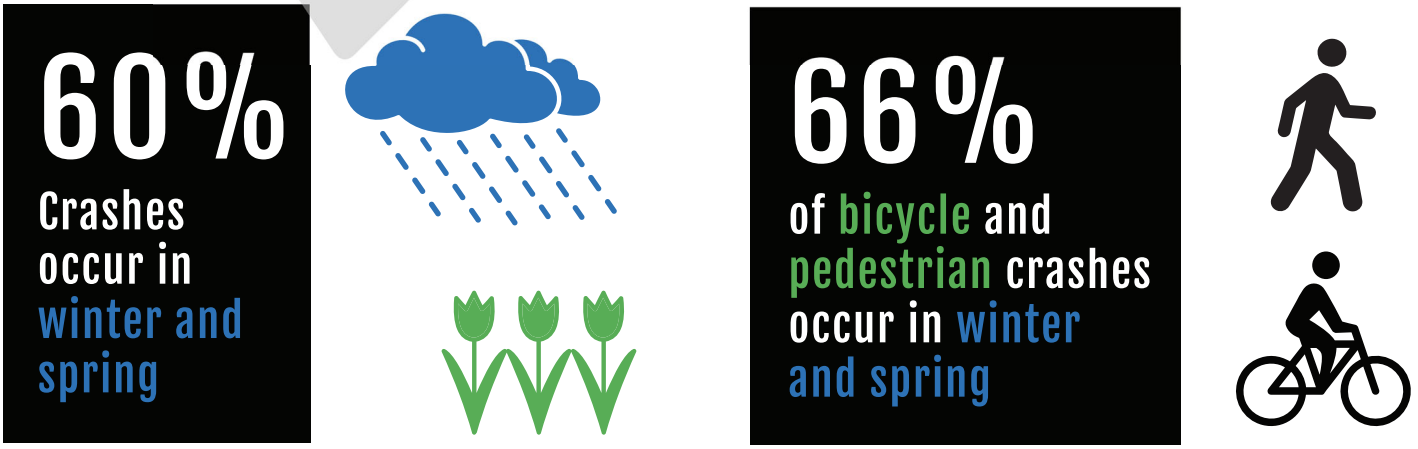


Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

FATAL AND SEVERE CRASH CHARACTERISTICS

WHEN

More crashes occur in winter and spring, accounting for nearly 60% of all KSI crashes. Concurrently, over half of pedestrian and bicycle KSI crashes, 66%, occur in winter and spring. This contrasts national trends but aligns with the region's annual population fluctuations during these periods.



Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

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HOW

While rear end, sideswipe, and other / non-collision crashes (including events like fire or immersion that don't involve another person or vehicle) are the most common motor vehicle crash types across all crashes, the most severe (KSI) crash types are roll-over, head-on, left-turn, and ran-off roadway / fixed object crashes (where a motor vehicle strikes a parked car, tree, or other non-moving object).

Most Common Crash Types
(All Crashes)



34%
Rear-End Crashes

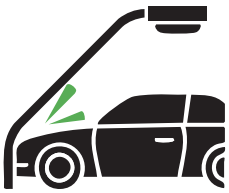


27%
Other/Non-Collision Crashes



12%
Sideswipe Crashes

Most Common Crash Types
(KSI Crashes)



19%
Ran-off Roadway/ Fixed Object Crashes



17%
Left-turn Crashes



6%
Head-on Crashes



5%
Roll-over Crashes

Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

WHERE

Crash risk was assessed across both urban and rural roadway types by comparing how frequently crashes occur relative to average rates. Roadway types where crashes occur more often than the countywide average are considered higher risk.

On urban roads, segments with 1 or 2 lanes consistently show low crash risk, regardless of Average Annual Daily Traffic (AADT). Overall, crash risk generally increases with both the number of lanes and daily traffic volume.

On rural roadways, risk also rises with the number of lanes, even though these segments typically carry much lower traffic volumes.

The graphic to the right illustrates how crash risk varies across Collier County based on lane count, roadway context (urban or rural), and average daily vehicle volume.

KSI CRASH RISK

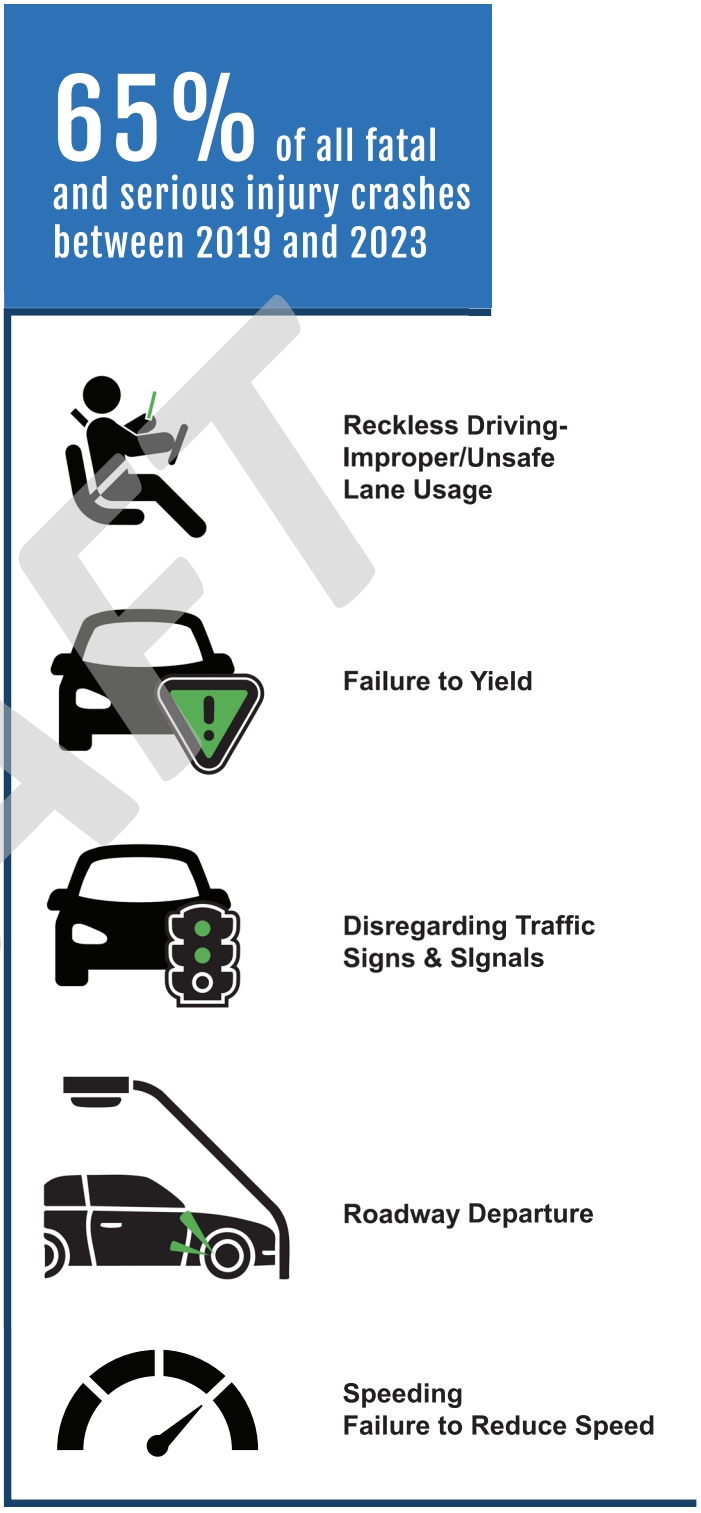
	3-5 lanes		6+ lanes	
	Rural Roads	Urban Roads	Rural Roads	Urban Roads
>25,000 Daily Vehicles	NA	**1.3 X average risk**	NA	**1.4 X average risk**
< 25,000 Daily Vehicles	1.4X average risk	Less than average risk	2.5 X average risk	**1.3 X average risk**
	More Lanes = More Risk			

Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

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CONTRIBUTING FACTORS

Based on the reported crash data, over half (65%) of all fatal and severe injury crashes are attributed to five main causes: failure to yield, roadway departure, reckless driving, disregarding traffic signals, and speeding. Reckless driving (24%), failure to yield (18%), and roadway departure (12%) account for the largest proportions of these contributing factors.



Source: Signal Four Analytics, 2019 to 2023, crashes within Collier County excluding I-75

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TRAFFIC CRASHES & UNDERSERVED COMMUNITIES IN COLLIER COUNTY

Studies show that underserved communities, including low-income communities and communities with limited resource availability, face higher injury risks due to lack of infrastructure investment and high rates of walking, bicycling, and transit use. The USDOT has identified that people living in the 40% of counties with the highest poverty rate in 2019 had 35% more fatalities than the national average per capita.[1]

The USDOT, FDOT, and Collier MPO are committed to creating a transportation network that serves all users. Achieving zero traffic fatalities necessitates a dedicated effort to ensure investment in the safety needs of underserved communities in preventing roadway fatalities and injuries.

To effectively address crash factors on the County's roads, it's essential to identify the populations that the Safety Action Plan will serve and determine project priorities. Areas of Persistent Poverty (APP), as defined by USDOT, are geographic areas that have experienced long-term economic distress. This designation includes any census tract with a poverty rate of at least 20 percent as measured by the 2014 – 2018 5-year data series available from the American Community Survey (ACS) of the Bureau of the Census. Countywide, these areas include 21% of the population.[2] Additionally, these areas contain 32% of the county's roadways, but account for 37% of non-interstate KSI crashes that occurred between 2019 and 2023. **This indicates a disproportionate amount of traffic safety risk to these areas.**

The map on the next page shows KSI crash density in relation to these demographic factors.

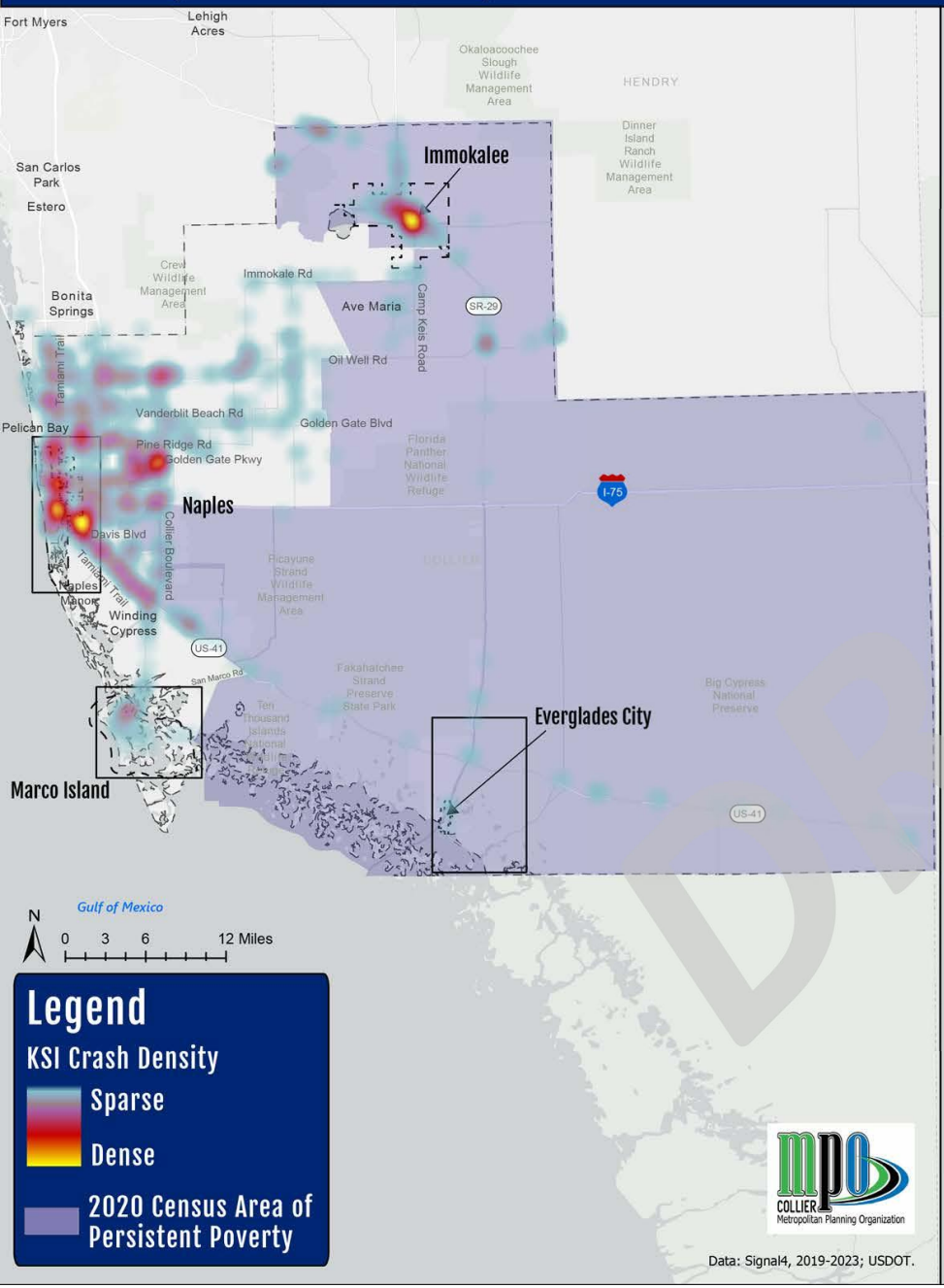
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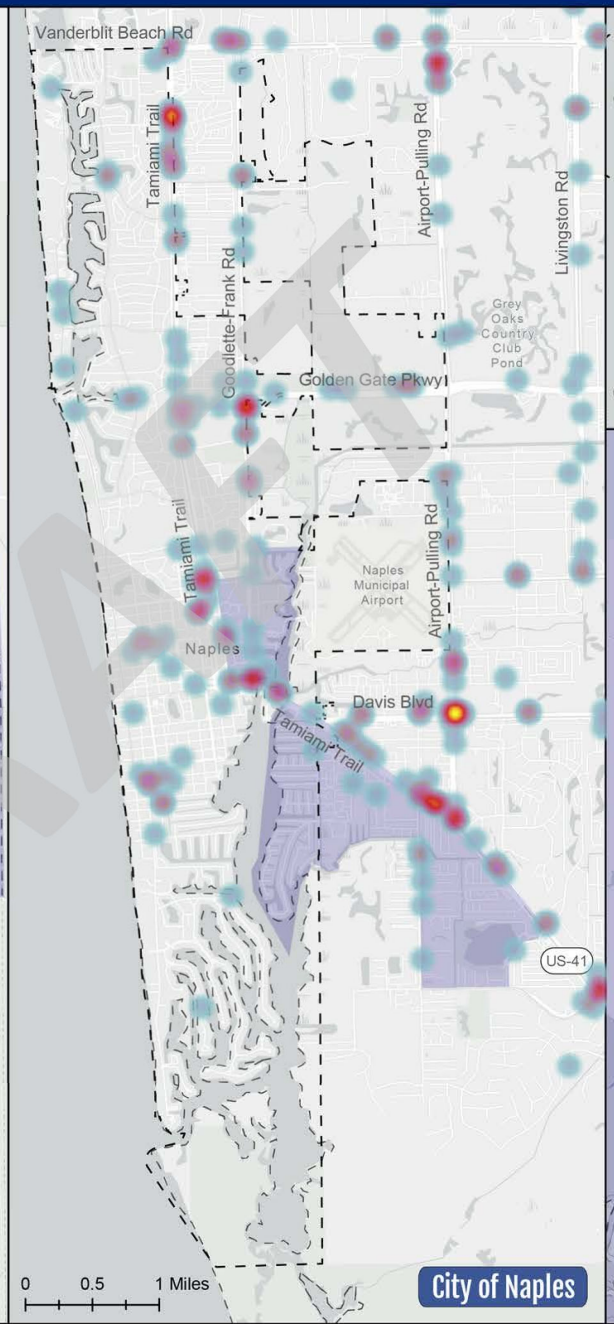
1 United States Department of Transportation, 2022. National Roadway Safety Strategy.
2 Based on 2020 population data from the U.S. Census.

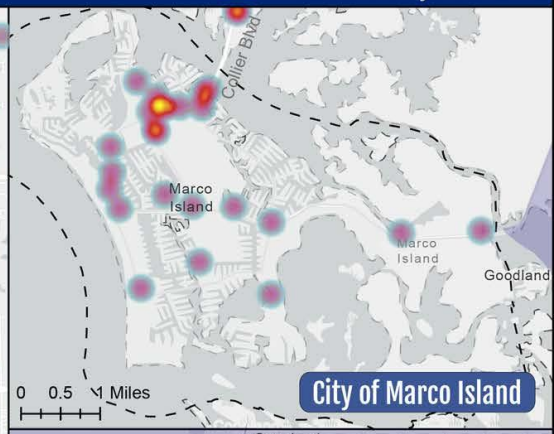


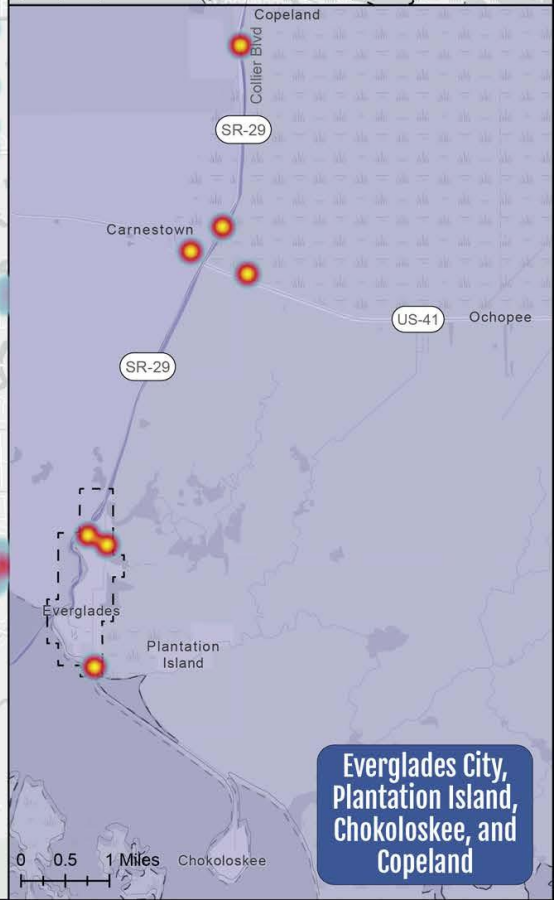
KSI Crash Density and Areas of Persistent Poverty

Collier MPO SS4A Safety Action Plan

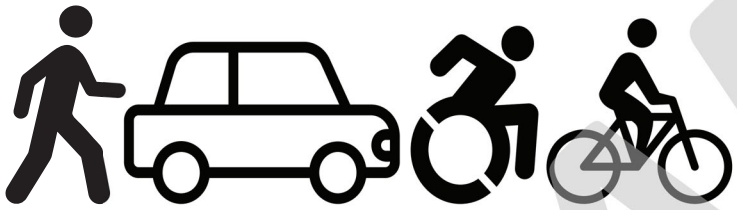








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HIGH INJURY NETWORK

ALL-MODES HIN
& BICYCLE AND PEDESTRIAN HIN

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The most serious crashes are concentrated along certain corridors and intersections known as a High Injury Network (HIN). The HIN is developed through a data-driven process that analyzes crash data to pinpoint locations with high rates of severe and fatal crashes and characteristics that contribute to risk. The HIN is a key part of a Safety Action Plan that helps identify where to focus safety improvements, providing a prioritized road map for tackling improvements. It provides decision-makers with clear, quantitative insights into the locations that would benefit most from targeted safety countermeasures.

ANALYSIS APPROACH

Because of the distinct types of crashes and related safety countermeasures at intersections and street segments, the methodology to determine the HIN evaluated both intersections and street segments across Collier County separately.

The HIN development process included three steps: 1) defining candidate locations, 2) crash assignment, and 3) location evaluation criteria and scoring. These steps are further defined in the text below. Separate HIN analyses were done for urban and rural street segments. However, because there are fewer rural intersections, just one countywide analysis was done for intersections. To better understand crash risks for people walking or biking, a separate HIN was also created to identify the intersections and segments with the highest number of serious or deadly crashes involving pedestrians and bicyclists.

The full HIN methodology and results are provided in more detail in **Appendix B: Existing Conditions & Safety Analysis Memorandum**.

DEFINING CANDIDATE LOCATIONS

Candidate locations include all non-Interstate roadways found in the FDOT GIS Data Portal. Because the HIN is a tool to identify high-impact locations for safety improvements, local street networks are omitted from this analysis. Interstates have been excluded from the high injury analysis due to differences in jurisdiction, traffic volumes, and the scope of countermeasures and strategies.

CRASH ASSIGNMENT

To analyze the crash data spatially, the locations of KSI crashes were assigned to intersections or segments: intersection crashes were defined to include crashes within 150 feet of the intersection, all other crashes were assigned as segment crashes.

LOCATION EVALUATION CRITERIA AND SCORING

To identify where serious crashes have happened and are most likely to happen, each intersection and street segment was evaluated using three key criteria. These criteria were normalized against segment length. Each one gives important information about safety risk, and all three were weighted equally when scoring:

1. **Severe Crash Risk Score:** This score is based on the number of crashes that caused a death or serious injury between 2019 and 2023 in Collier County. Locations with more of these crashes received higher scores.

2. **Facility Risk Score:** This measures risk based on the physical features of the roadway, such as the number of lanes, traffic volume (AADT), and other design elements. It looks at how often crashes happen on roads with similar features and gives higher scores to places that have conditions linked to higher crash rates.

3. **Relative Risk Score:** This compares the number of severe crashes at each location to the average number of crashes at similar types of intersections or street segments. If a place performs worse than similar locations, it gets a higher score.

The final score for each location is the sum of these three factors, giving a total score between 0 and 3. Intersections and segments with the highest combined scores are included in the High-Injury Network to help guide safety improvements.

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City of Naples

ALL-MODES HIGH INJURY NETWORK

Based on the methodology described above, top-ranked intersections and segments were identified for inclusion in the All-Modes HIN for intersections, urban segments and rural segments.

Two tiers of priority locations were identified for each of these high injury networks. The top 15% of scores are identified as the Tier I High Injury Network and the next 15% are identified as the Tier II High Injury Network.

The All-Modes HIN captures a substantial portion of all KSI crashes within Collier County in just a small portion of roadways and intersections.

The All-Modes HIN includes:

- 463 KSI crashes
- 56 miles of urban roadways
- 49.1 miles of rural roadways
- 80 intersections, equating to (4.5 miles of roadway)

THE FULL HIN (TIER I & II): CAPTURES 50% OF KSI CRASHES ON JUST 4% OF ROADWAY MILES.

TIER I: CAPTURES 31% OF KSI CRASHES ON JUST 1.6% OF ROADWAY MILES.

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Top 10* Locations: Intersections

RANK	LOCATION	PLANNING COMMUNITY	KSI CRASHES
1	**Oil Well Rd & FL-29**	*Royal Fakapalm*	*7*
2	**Golden Gate Pkwy & Collier Blvd**	*Golden Gate*	*3*
3	**Neapolitan Way & Tamiami Trl**	*City of Naples*	*4*
4	**Airport Rd & Pine Ridge Crossing**	*Central Naples*	*4*
5	**FL-82 & Corkscrew Rd**	*Corkscrew*	*4*
6	**Tamiami Trl & Goodlette-Frank Rd**	*City of Naples*	*4*
7	**Tamiami Trl & Airport Rd**	*East Naples*	*4*
8	**Golden Gate Pkwy & Goodlette-Frank Rd**	*City of Naples*	*4*
9	**Davis Blvd & Airport Rd**	*East Naples*	*4*
10	**Davis Blvd & Collier Blvd**	*Royal Fakapalm*	*3*

For full lists of Tier I locations, please see* **Appendix B: Existing Conditions & Safety Analysis Memorandum.

Top 10* Locations: Rural Roadways

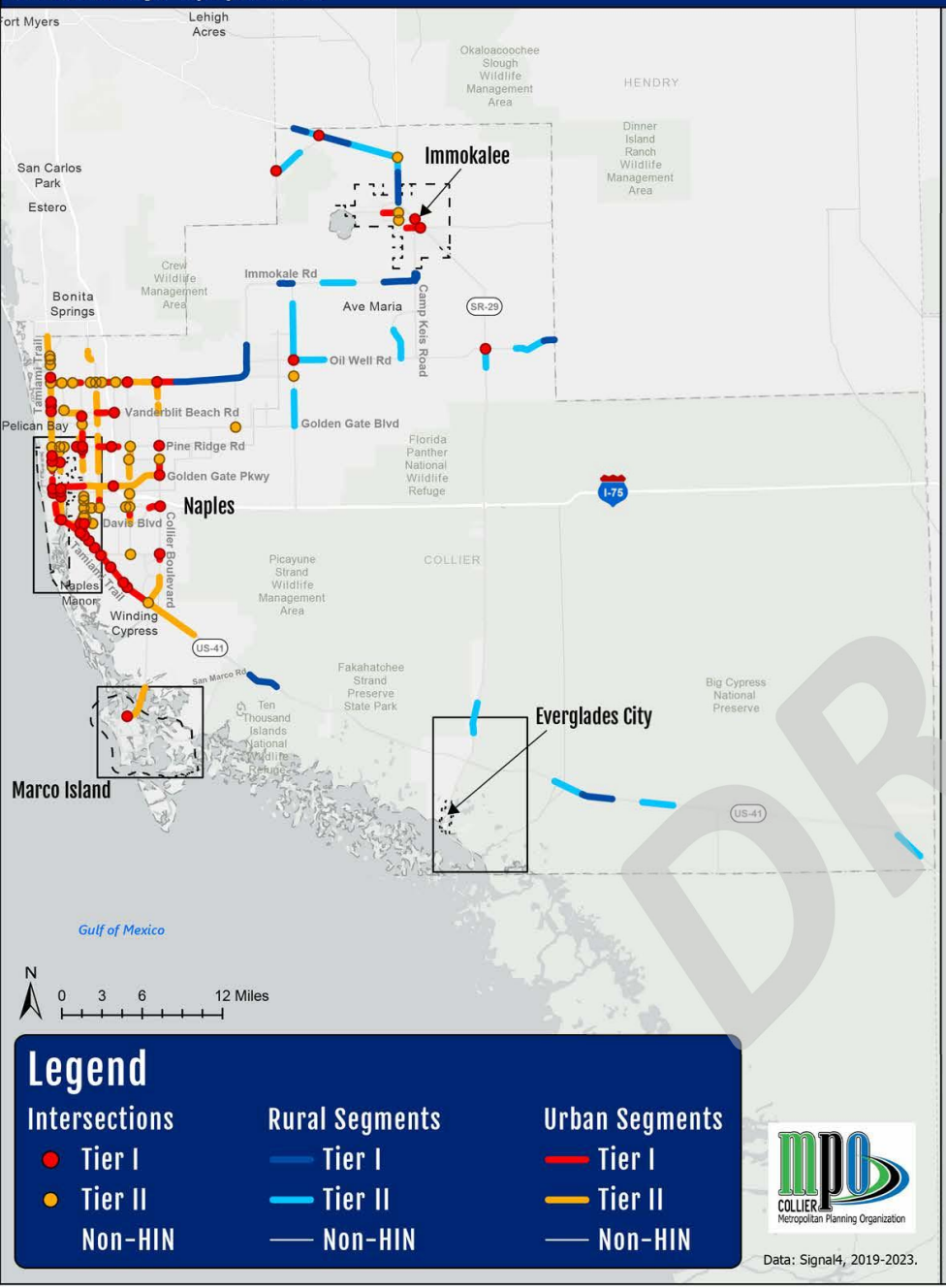
RANK	SEGMENT NAME	SEGMENT START	SEGMENT END	PLANNING COMMUNITY	MILES	KSI
1	**Oil Well Rd**	*3/4 Mi West of County Line Rd*	*County Line Rd*	*Corkscrew*	*0.68*	*3*
2	**N 15th St**	*New Market Rd*	*Johnson Rd*	*Corkscrew*	*1.97*	*8*
3	**Immokalee Rd**	*Orange Tree Blvd*	*Oil Well Rd*	*Rural Estates*	*0.36*	*1*
4	**Immokalee Rd**	*Majestic Trails Blvd*	*Wilson Blvd N*	*Rural Estates*	*1.84*	*4*
5	**Immokalee Rd**	*Oil Well Rd*	*41st Ave NE*	*Rural Estates*	*1.02*	*3*
6	**Immokalee Rd**	*Randall Blvd*	*Orange Tree Blvd*	*Rural Estates*	*0.60*	*1*
7	**Immokalee Rd**	*1/4 Mi east of Redhawk Ln*	*Everglade Blvd N*	*Rural Estates*	*0.80*	*2*
8	**FL-82**	*Hendry County Line*	*S Church Rd*	*Corkscrew*	*0.82*	*2*
9	**Immokalee Rd**	*Montserrat Ln*	*Majestic Trails Blvd*	*Rural Estates*	*2.00*	*2*
10	**Immokalee Rd**	*1/2 Mi east of 25675 Immokalee Rd*	*Camp Keais Rd*	*Corkscrew*	*2.34*	*4*

Top 10* Locations: Urban Roadways

RANK	SEGMENT NAME	SEGMENT START	SEGMENT END	PLANNING COMMUNITY	MILES	KSI
1	**Pine Ridge Rd**	*I-75 West Ramp*	*I-75 East Ramp*	*Urban Estates*	*0.13*	*3*
2	**Tamiami Trl**	*Bayshore Dr*	*Airport Rd*	*East Naples*	*0.25*	*5*
3	**Airport Rd**	*Cougar Dr*	*Naples Blvd*	*North Naples*	*0.18*	*3*
4	**W Main St**	*S 9th St*	*Immokalee Rd*	*Immokalee*	*0.45*	*7*
5	**Airport Rd**	*Estey Ave*	*North Rd*	*East Naples*	*0.21*	*3*
6	**Tamiami Trl**	*4th Ave N*	*7th Ave N*	*City of Naples*	*0.28*	*4*
7	**Collier Blvd**	*Golden Gate Pkwy*	*Green Blvd*	*Golden Gate*	*0.99*	*13*
8	**Tamiami Trl**	*Barefoot Williams Rd*	*Lely Resort Blvd*	*South Naples*	*0.63*	*7*
9	**Pine Ridge Rd**	*I-75 East Ramp*	*Napa Blvd*	*Urban Estates*	*0.19*	*2*
10	**5th Ave S**	*9th St S*	*Goodlette-Frank Rd*	*City of Naples*	*0.20*	*2*

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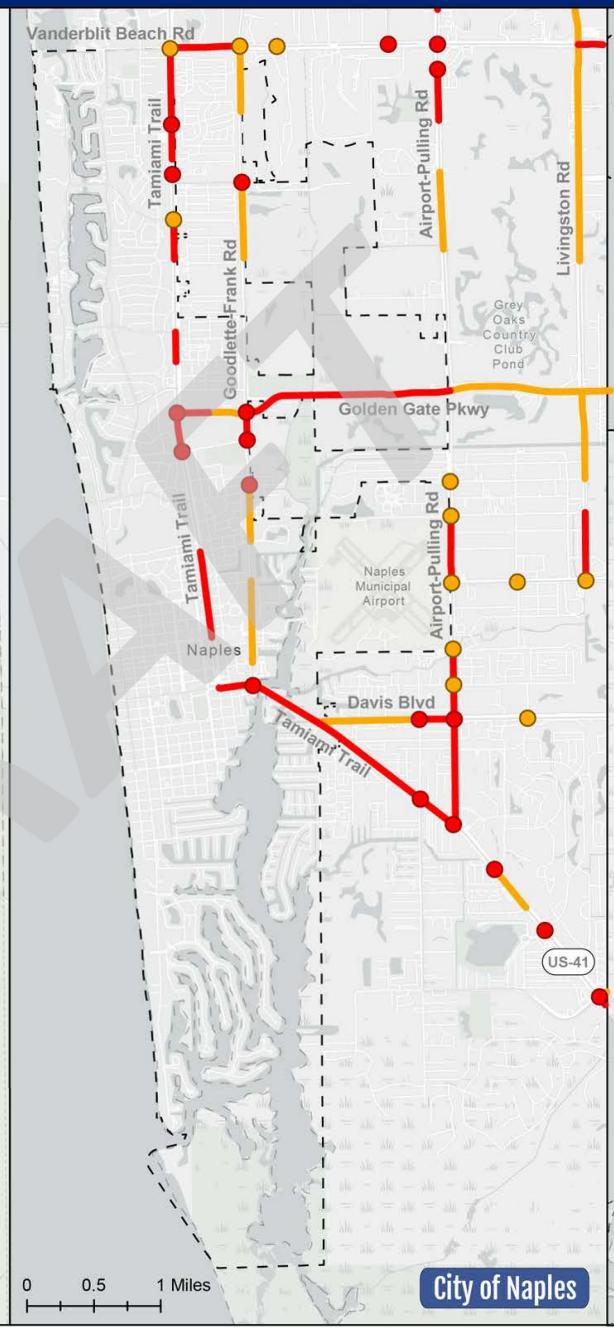
All-Modes High-Injury Network

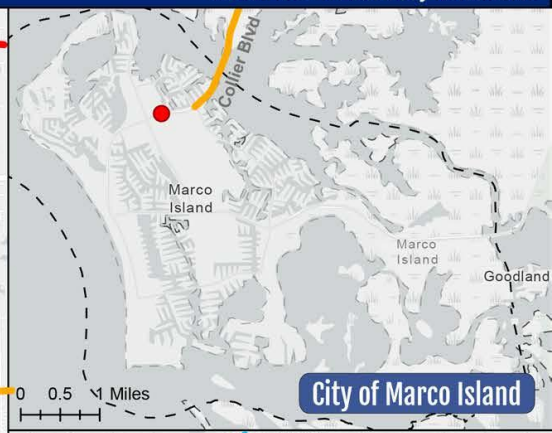


Legend

Intersections	Rural Segments	Urban Segments
Tier I	Tier I	Tier I
Tier II	Tier II	Tier II
Non-HIN	Non-HIN	Non-HIN

Data: Signal4, 2019-2023.







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BICYCLE AND PEDESTRIAN HIGH INJURY NETWORK

In addition to All-Modes High Injury Network, a secondary HIN was developed to identify top intersections and segments for bicycle and pedestrian KSI crashes. This HIN can support the MPO's Bicycle and Pedestrian Master planning efforts, as well assist in prioritizing projects that support the most vulnerable roadway users, which includes pedestrians and cyclists.

Two tiers of priority locations were also identified for this HIN. Cumulatively, the Tier I and Tier II Bicycle and Pedestrian High Injury Network account for the top 20% of traffic safety scores. Cutoffs between tiers were identified to provide a substantial portion of KSI within each tier, while not adding an excessive number of intersections or roadway mileage.

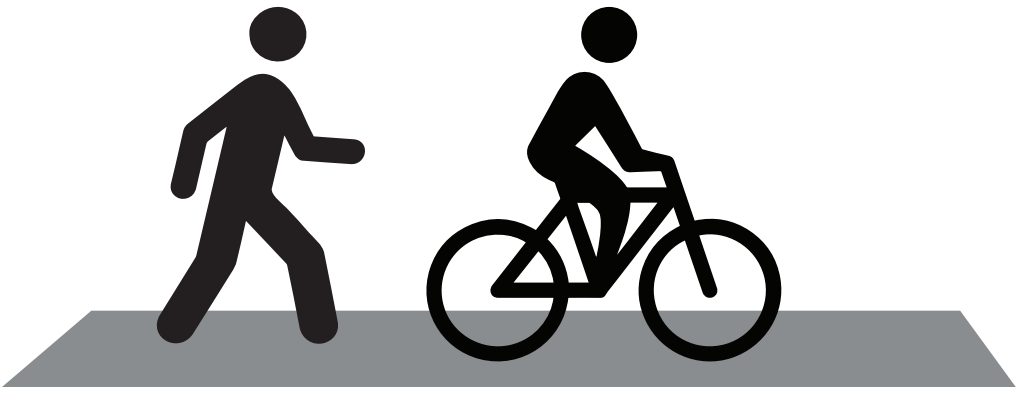
The Bicycle and Pedestrian HIN includes:

- 97 Bicycle and Pedestrian KSI crashes
- 100 miles roadways (urban + rural)
- 48 intersections, equating to (2.7 miles of roadway)

THE FULL BICYCLE AND PEDESTRIAN HIN (TIER I & II): CAPTURES 46% OF BICYCLE AND PEDESTRIAN KSI CRASHES ON JUST 3.8% OF ROADWAY MILES.

TIER I: CAPTURES 30% OF KSI CRASHES ON JUST 0.6% OF ROADWAY MILES.

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For full lists of Tier I locations, please see* **Appendix B: Existing Conditions & Safety Analysis Memorandum.

Top 10* Locations: Rural Roadways

RANK	SEGMENT NAME	SEGMENT START	SEGMENT END	PLANNING COMMUNITY	MILES	BIKE-PED KSI
1	**Tamiami Trl**	*Bayshore Dr*	*Airport Rd S*	*East Naples*	*0.25*	*5*
2	**W Main St**	*N 9th St*	*N 1st St*	*Immokalee*	*0.45*	*6*
3	**Airport Rd S**	*Estey Ave*	*North Rd*	*East Naples*	*0.21*	*2*
4	**Pine Ridge Rd**	*I-75 West Ramp*	*I-75 East Ramp*	*Urban Estates*	*0.13*	*1*
5	**E Main St**	*N 1st St*	*New Market Rd E*	*Immokalee*	*0.35*	*1*
6	**S 1st St**	*Stockade Rd*	*Main St*	*Immokalee*	*1.47*	*4*
7	**Pine Ridge Rd**	*I-75 E Onramp*	*Napa Blvd*	*Urban Estates*	*0.19*	*1*
8	**5th Ave S**	*9th St S*	*S Goodlette Frank Rd*	*City of Naples*	*0.20*	*1*
9	**Airport Rd S**	*Davis Blvd*	*Estey Ave*	*East Naples*	*0.20*	*1*
10	**Bayshore Dr**	*Thomasson Dr*	*Tamiani Trl*	*East Naples*	*1.37*	*3*

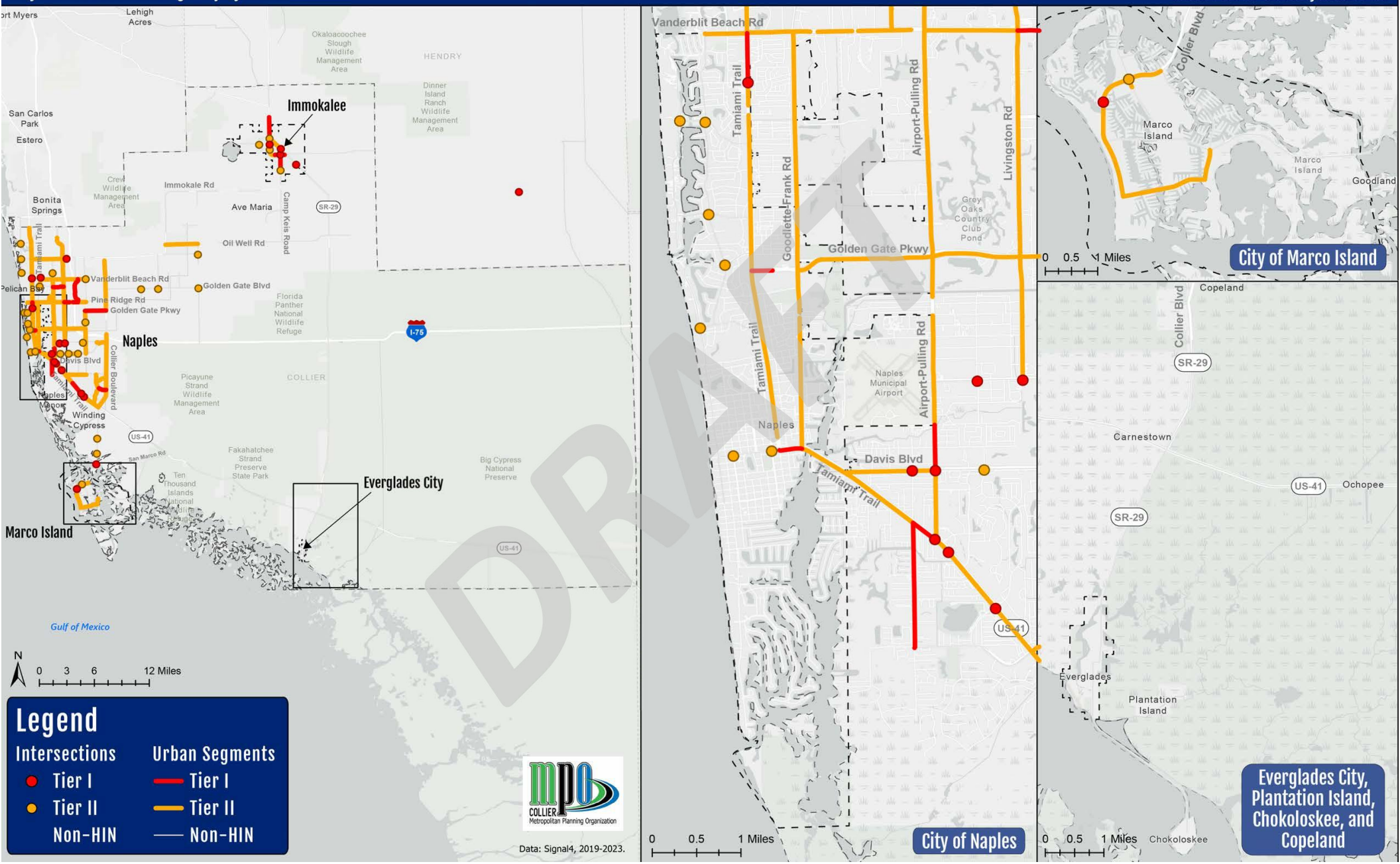
Top 10* Locations: Urban Roadways

RANK	LOCATION	PLANNING COMMUNITY	BIKE-PED KSI
1	**Airport Rd & Tamiami Trl**	*East Naples*	*2*
2	**Pelican Bay Blvd & Tamiami Trl**	*North Naples*	*2*
3	**Radio Rd & Livingston Rd**	*East Naples*	*1*
4	**Kendall Dr & N Collier Blvd**	*City of Marco*	*1*
5	**Vanderbilt Beach Rd & N Goodlette Frank Rd**	*North Naples*	*1*
6	**Davis Blvd & Airport Rd S**	*East Naples*	*1*
7	**Immokalee Rd & Strand Blvd**	*Urban Estates*	*1*
8	**Tamiami Trl & Whistlers Cove Blvd**	*South Naples*	*1*
9	**Tamiami Trl & Broward St**	*South Naples*	*1*
10	**Tamiami Trl & Lakewood Blvd**	*East Naples*	*1*

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Bicycle and Pedestrian High-Injury Network

Collier MPO SS4A Safety Action Plan

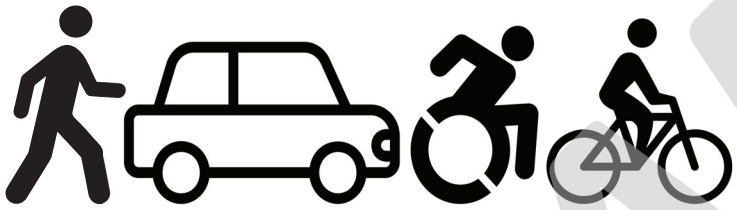


Legend

Intersections	Urban Segments
Tier I	Tier I
Tier II	Tier II
Non-HIN	Non-HIN

Data: Signal4, 2019-2023.

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ACTION PLAN

GUIDING GOALS
IMPLEMENTATION ACTIONS
COUNTERMEASURES TOOLKIT
PRIORITZING SAFETY PROJECTS & DESIGNING SAFER ROADWAYS

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GUIDING GOALS

Collier MPO is committed to reducing serious injuries and fatalities by 25% by 2050. The Collier MPO Safety Action Plan, through coordination and feedback from the Steering Committee, has developed six guiding goals to advance roadway safety.

These goals were developed in alignment with the Safe System approach and informed by public and stakeholder engagement. The goals reflect the broad spectrum of elements that influence roadway safety.

1 **Promote a culture of safety among the public and within agencies** to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

2 **Design safe streets for everyone** with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

3 **Collaborate to integrate safety into multi-jurisdictional policies** and processes, reducing severe crash risks.

4 **Expand safe mobility options** by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.

5 **Enhance data sharing and transparency** throughout the county and among the member entities.

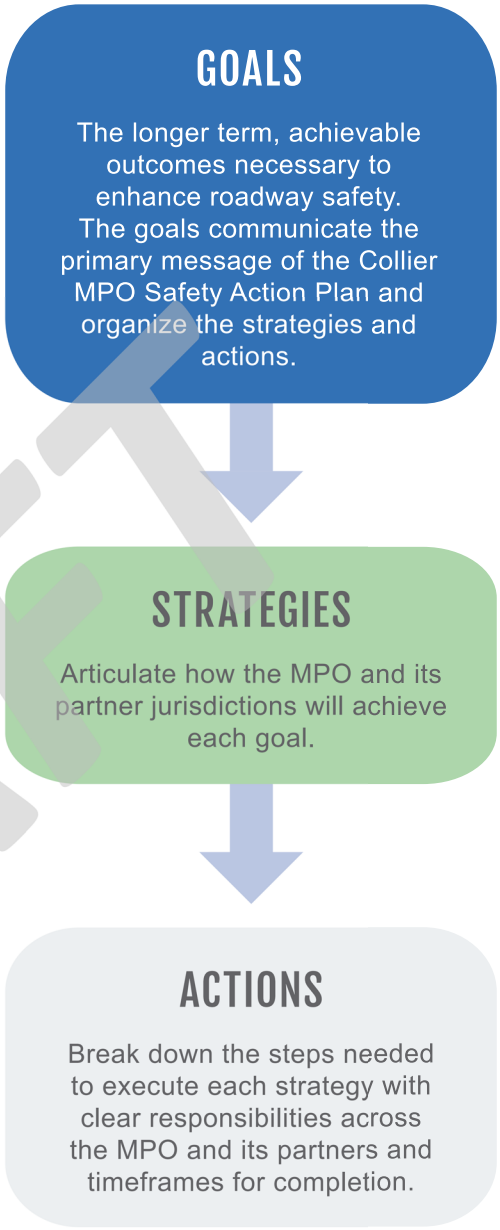
6 **Increase and expand implementation pathways**, including funding support.

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IMPLEMENTATION ACTIONS

In alignment with each goal, the MPO has developed seventeen strategies and forty-one actions to implement in order to achieve these goals. Each **strategy** reflects a high-level approach to achieving one element of the overall goal. Each **action item** is a more detailed means of implementing the strategy. The strategies and actions are organized based on the goals established through collaboration with the steering committee and the focus areas of the Safe System approach of Safer Roads, Safer People, Safer Vehicles, Safer Speeds, and Post-Crash Care. The actions are further supplemented with information to help the MPO prioritize and implement:

- **"Time to Implement"** represents the expected time required to implement the action. The actions are broken down between short term (less than one year), medium term (1-3 years), and long term (more than 3 years).
- **"Cost to Implement"** represents the expected cost to implement the action. The actions are broken down between low cost (represented as $), medium cost ($$), and high cost ($$$). Low-cost efforts are anticipated to be those that could be implemented using existing resources. Medium-cost and high-cost actions may require the responsible party to pursue additional funding, with high costs associated with capital construction projects.
- **"Leader"** represents the party responsible for implementing the action.
- **"Contributor"** represents the party or parties responsible for playing a supporting role in implementing the action.
- **"Performance Metric"** represents a suggested achievable demonstration that the action is being or has been implemented.



For additional details on the development of these actions, please see **Appendix C: Countermeasure and Policy Recommendations Memorandum.**



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1 GOAL 1. Promote a culture of safety among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
1.1. Conduct county-wide outreach and education around traffic safety best practices	*1.1.1. Hold regional and local community engagement events tied to the implementation of traffic safety investments that help residents understand new elements of the system and foster a shared vision of traffic safety in Collier County*	*Safer People*	*Short*	*$*	*Collier & Lee MPOs*	*Local Governments, Police/Fire/EMS, Community Traffic Safety Team (CTST), Naples Pathways Coalition (NPC)*	*Number of events held annually*
	1.1.2. Partner with local community organizations and schools to host traffic safety events to educate the demographic groups disproportionately impacted, Children, and those aged 20-3 using shared materials (see Action 3.1.3)	*Safer People*	*Medium*	*$$*	*Local Governments & Police Departments, Collier County Public Schools (CCPS) Universities, CTST, NPC*	*Collier MPO*	*Number of events held annually; groups targeted*
	1.1.3. Release targeted educational campaigns during winter and spring to increase awareness of increased roadway activity	*Safer People*	*Short*	*$*	*Local Governments, Police/Fire/EMS*	*Collier MPO*	*Number of media releases, hits/views*
1.2. Strengthen the capacity of law enforcement to strategically enforce roadway regulations and efficiently allocate resources to better protect vulnerable road users	*1.2.1. Identify areas on the HIN with high incidents of speeding, distracted driving, and high crash locations for law enforcement to conduct high-visibility enforcement*	*Safer Speeds, Safer People*	*Short*	*$*	*Local Police Departments*	*Collier MPO*	*Number of high-visibility enforcement events conducted*
	1.2.2. Provide training for law enforcement on bicycle and pedestrian traffic laws, including the latest definitions for electric bicycles and other new mobility devices	*Safer People, Safer Vehicles*	*Medium*	*$$*	*Local Police Departments*	*Local Governments*	*Number of trainings held*
	1.2.3. Provide high-profile enforcement of distracted driving coordinated with an education campaign on safe use of technology while driving	*Safer Speeds, Safer People*	*Medium*	*$$*	*Local Police Departments*	*Collier MPO*	*Number of high-visibility enforcement events conducted*
	1.2.4. Assist Police/Fire/EMS in acquiring technological advancements to improve enforcement and response capabilities	*Safer Speeds, Safer People*	*Medium*	*$*	*Police/Fire/EMS*	*Collier MPO, FDOT*	*Number and type of technological advancements acquired and implemented*
1.3. Improve safety in parking lots through targeted outreach	*1.3.1. Research extent of issue; develop an education campaign focused on raising awareness of collisions in parking lots and best practices for drivers and pedestrians in parking lots*	*Safer People*	*Short*	*$*	*Collier MPO*	*Police/Fire/ EMS, Chamber of Commerce*	*Development and distribution of educational materials*
1.4. Improve the safety of motorcycle travel through targeted outreach	*1.4.1. Launch a public awareness campaign on safely sharing roads with motorcyclists*	*Safer Vehicles*	*Short*	*$*	*Police/Fire/EMS*	*Collier MPO*	*Development and distribution of educational materials*
1.5. Increase awareness about e-bikes and their safe operation through targeted outreach	*1.5.1. Conduct a public awareness campaign on safe e-bicycle operation and sharing the roadway*	*Safer Vehicles, Safer People*	*Medium*	*$*	*Local Governments, Police/Fire/EMS*	*Collier MPO, NPC, CTST*	*Number of media releases, hits*
	1.5.2. Offer training courses and resources for safe e-bicycle use, including how to operate e-bikes, understanding roadway regulations, and safe operation	*Safer People*	*Medium*	*$$*	*Local Governments & Police Departments*	*Collier MPO*	*Number of trainings held*

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2 GOAL 2. Design Safe Streets for Everyone with improvements that reduce speeds and mitigate risky driving and support complete streets and multimodal design.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
2.1. Prioritize funding for safety improvements along the High Injury Network (HIN)	*2.1.1. Prioritize the HIN for TIP selections, to fund safety countermeasures on corridors identified in the Safety Action Plan*	*Safer Roads*	*Medium*	*$*	*Collier MPO and Local Governments*	*FDOT*	*Updated TIP Prioritization*
	2.1.2. Conduct roadway safety audits at key segments along the HIN and develop a program to implement the recommendations	*Safer Roads*	*Medium*	*$$*	*Local Governments*	*FDOT / Collier MPO*	*Number of roadway safety audits funded and conducted*
	2.1.3. Coordinate with FDOT to ensure investments at high-crash intersections and corridors under the state's jurisdiction	*Safer Roads*	*Long*	*$$$*	*Collier MPO*	*FDOT*	*Share of TIP dedicated to HIN intersections*
2.2. Develop and fund projects that implement a toolkit of proven safety countermeasures that can be implemented through roadway projects focused on contributing factors to fatal and serious injury crashes, including speeding and roadway departure	*2.2.1. Distribute the Safety Action Plan Countermeasures Toolkit, featuring traffic calming measures as options for enhancing traffic safety in local roadway projects*	*Safer Roads, Safer Speeds*	*Long*	*$$$*	*Collier MPO*	*FDOT / Local Governments*	*Publish, distribute and fund projects that implement the SAP traffic calming toolkit*
	2.2.2. Implement speed feedback signs on the HIN at locations with a higher share of speed related crashes and/or near land-uses that generate pedestrian and bicycle trips	*Safer Roads, Safer Speeds*	*Short*	*$$*	*Collier County*	*FDOT / Collier MPO / Local Governments*	*Number of speed feedback signs installed*
	2.2.3. Study intersections on the HIN with a history of right-angle and head-on crashes to evaluate the suitability of roundabouts to reduce the number of potential conflicts and fund project implementation	*Safer Roads, Safer Speeds*	*Long*	*$$$*	*Local Governments*	*FDOT / Collier MPO*	*Number of intersections on the HIN evaluated for roundabout suitability*
	2.2.4. Implement proven safety countermeasures that can reduce roadway departure crashes, such as centerline and shoulder rumble strips along rural roadways, wider edge lines, and advance warning signs, pavement markings, and retroreflective strips at curves	*Safer Roads, Safer Speeds*	*Medium*	*$$*	*Collier County and FDOT*	*Collier MPO*	*Number of projects implementing roadway departure countermeasures*
2.3. Develop complete networks for all modes that prioritize connectivity	*2.3.1. Implement projects to close sidewalk gaps identified in the BPMP and projects to meet ADA accessibility requirements*	*Safer Roads, Safer People*	*Long*	*$$$*	*Local Governments*	*Collier MPO*	*Submit projects for MPO and local funding*
	2.3.2. Implement the recommendations of the Bicycle-Pedestrian Master Plan, implement projects that create a well-connected network of facilities linking residential areas to schools, parks, business, and public transit	*Safer Roads, Safer People*	*Long*	*$$$*	*Local Governments*	*Collier MPO*	*Increased bike/ped facility lane miles*
2.4. Ensure all road users are prioritized in the planning of transportation infrastructure	*2.4.1. Incorporate Complete Streets principles in roadway corridor design and construction projects*	*Safer Roads, Safer People*	*Medium*	*$$*	*Local Governments*	*Collier MPO, FDOT*	*Updated transit and bike/ped facilities inventory (five-year cycle)*
	2.4.2 Separate bicyclists from pedestrians and vehicles through design strategies such as shared-use paths and separated bike lanes, as recommended in the Bicycle-Pedestrian Master Plan	*Safer Roads, Safer People*	*Medium*	*$$*	*Local Governments*	*Collier MPO*	*Updated transit and bike/ped facilities inventory (five-year cycle)*
	2.4.3. Conduct outreach to encourage pedestrian, bicycle, motorcycle, micromobility and other non-vehicular road users to participate in public meetings or new roadway projects	*Safer Roads, Safer People*	*Short*	*$*	*Local Governments*	*Collier MPO*	*Representation of user groups at public meetings and comments*
2.5. Prioritize infrastructure investments that increase the safety of school, children, for all modes of travel	*2.5.1. Include school-related safety projects for prioritization in the TIP*	*Safer Roads, Safer People*	*Medium*	*$$*	*CCPS and Collier MPO*	*Local Governments*	*Inclusion in MPO Board's approved priority project lists*

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3 GOAL 3. Collaborate to integrate safety into multi- jurisdictional policies and processes, reducing severe crash risks.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
3.1. Bolster the capacity of member entities to conduct traffic safety initiatives and programs	*3.1.1. Participate in the CTST quarterly meetings to report on crash data, educational activities, and other road safety metrics in the SAP*	*Safer People*	*Short*	*$*	*Collier MPO*	*Local Governments, Police/Fire/EMS, and other Steering Committee Members*	*Increased participation in CTST quarterly meetings*
	3.1.2. Facilitate local governments, police/fire/EMS access to funding for safety-related programs, facilities resources, and public outreach	*Safer Roads, Safer People*	*Long*	*$*	*Collier MPO*	*Local Governments, Police/Fire/EMS, FDOT*	*Share of spending on safety focused projects*
	3.1.3. Share collateral between local governments, nonprofits and partner agencies on educational, outreach, and engagement efforts	*Safer People*	*Medium*	*$*	*Collier MPO*	*Local Governments, Police/Fire/EMS, CCPS, NPC*	*Development of shared educational materials*
	3.1.4. Integrate traffic safety countermeasures in repaving projects	*Safer Roads*	*Medium*	*$*	*Collier MPO*	*Local Governments*	*Include as eligible project category for MPO funding assistance; Number of projects funded*
3.2. Collaborate on funding opportunities that enhance Vision Zero goals	*3.2.1. Identify funding opportunities for regional or multi-jurisdictional safety improvement projects*	*Safer Road*	*Medium*	*$$*	*Collier MPO*	*Local Governments, FDOT*	*Amount of funding dedicated to regional safety improvement projects*
	3.2.3. Coordinate a grant strategy across local governments to maximize opportunities to win funding that would impact region-wide safety goals	*Safer People*	*Medium*	*$*	*Collier MPO*	*Local Governments*	*Number of grant opportunities pursued*

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4 GOAL 4. Expand safe mobility options by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
4.1. Protect and connect active transportation users through dedicated infrastructure	*4.1.1. Consistent with the BPMP, prioritize recommendations from locally adopted plans and studies that focus on investments in transit, bicycle, and pedestrian connectivity near community destinations such as schools and parks*	*Safer Roads, Safer People*	*Medium*	*$*	*Local Governments*	*Collier MPO, FDOT*	*Track MPO Board priority projects for bicycle, pedestrian, and transit connectivity*
4.2. Consistent with MPO's Bicycle and Pedestrian Master Plan and Congestion Management Plan, prioritize projects for safety funding that improve safety and accessibility for pedestrian and bicyclists	*4.2.1. Research the effectiveness and, if warranted, develop guidance and implement pilot projects on the use of leading pedestrian intervals (LPI) and leading bicycle intervals (LBI) to reduce conflicts between pedestrians and turning vehicles*	*Safer Roads, Safer People*	*Medium*	*$$*	*Local Governments*	*Collier MPO, FDOT*	*Policy guidance on LPI and LBI; number of pilot projects*
	4.2.2. Fund projects that include markings and treatments such as refuge islands, RRFB, HAWK, based on roadway and traffic characteristics such as volumes, speed, and number of lanes	*Safer Roads, Safer People*	*Medium*	*$$*	*Local Governments*	*Collier MPO, FDOT*	*Number of funded projects*
	4.2.3. Establish funding eligibility for streetlighting for pedestrians, micromobility users, and cyclists to provide adequate lighting levels and visibility	*Safer Roads, Safer People*	*Medium*	*$*	*Collier MPO*	*FDOT / Local Governments*	*Include streetlighting for pedestrians, micromobility users, and cyclists as an eligible project category for MPO funding.*

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5 GOAL 5. Enhance data sharing and transparency throughout the county and among the member entities.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
5.1. Establish the routine sharing of information to raise awareness of traffic safety initiatives and progress across the region	*5.1.1. Expand safety components of the MPO's Annual Report to track progress on traffic safety goals, crash statistics, and outreach initiatives in the SAP*	*Safer People*	*Short*	*$*	*Collier MPO*	*Local Governments / FDOT*	*Annual report*
	5.1.2. Investigate current practices and potential improvements in data sharing between local hospitals and police/fire/EMS to ensure completeness of crash data	*Post Crash Care, Safer People*	*Medium*	*$*	*CTST*	*Collier MPO*	*Number of data sharing agreements*
	5.1.3. Pilot the use of new technologies to collect and analyze traffic safety data, such as near-miss detection and AI; and share the results of the pilots across the MPO	*Safe People, Safer Roads*	*Medium*	*$$*	*Local Governments*	*Collier MPO / FDOT*	*Number of pilot technologies evaluated & implemented*
	5.1.4. Report on contributing factors of fatal crashes to the CTST and encourage SAP Steering Committee participation	*Safe People, Safer Roads*	*Short*	*$*	*CTST*	*Collier MPO, Local Governments, Polic/Fire/EMS, FDOT*	*Increased participation in CTST quarterly meetings*

DRAFT

6 GOAL 6. Increase and expand implementation pathways, including funding support.

STRATEGY	ACTION	SAFE SYSTEM OBJECTIVE	TIME TO IMPLEMENT (Short, Medium, Long)	COST TO IMPLEMENT ($, $$, $$$)	LEADER	CONTRIBUTOR	PERFORMANCE METRIC
6.1. Pursue federal and state funding sources for traffic safety	*6.1.1. Leverage alignment with other MPO priorities such as congestion mitigation, bike/ped planning, the Shared Use Non-Motorized (SUN) Trail network, wildlife connectivity, and active transportation network development) to strategically pursue funding streams not explicitly designated for safety, but capable of supporting traffic safety enhancements*	*Safer Roads*	*Medium*	*$$*	*Collier MPO*	*Local Governments*	*Share of TIP projects that include safety countermeasures and elements*
6.2. Support regional and local project readiness to move projects forward	*6.2.1. Pursue Federal Lands Access Program Grants to complete projects that provide safe access to the Everglades and Federal Lands*	*Safer Roads*	*Medium*	*$*	*Local Municipalities*	*Collier MPO*	*Number of grant opportunities pursued*
	6.2.2. Use the crash data and systemic risk analysis from this Safety Action Plan to guide long-term investments in the TIP	*Safer People, Safer Roads*	*Short*	*$*	*Collier MPO*	*Local Governments*	*Share of funding dedicated to safety-focused projects*

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COUNTERMEASURE TOOLKIT

Countermeasures are traffic safety solutions designed to reduce the risk of crashes or address existing crash problems. They play a key role in shaping safer roadway behavior and tackling both broad and specific safety issues.

This toolkit highlights proven safety countermeasures available to improve roadway safety in Collier County, especially along the High Injury Network. While some of these measures are already in use, broader implementation can further improve road safety. The following pages aim to deepen understanding of these tools and illustrate their potential applications.

This is not an exhaustive list. The Collier MPO and its partner agencies may explore and incorporate a wider range of safety solutions as needed. Additional countermeasures include, but are not limited to:

- Blue Lights
- Chicanes
- Diagonal Diverters
- Enhanced Delineation for Horizontal Curves
- Intersection Daylighting
- Left-Turn Traffic Calming
- Pavement Markings
- Safety Edges
- Speed Radars / Feedback Signs
- Speed Tables
- Traffic Signal Backplates with Retroreflective Borders

What is the Crash Modification Factors (CMF) Clearinghouse?

Many of the following descriptions include details from the CMF Clearinghouse, an online resource developed by the Federal Highway Administration (FHWA) to provide transportation professionals with reliable, research-based estimates of the safety effectiveness of various roadway treatments and countermeasures.

Learn More: Blue Lights

The blue light at a traffic signal is designed to deter red-light runners, while making it easier for law-enforcement officers to accurately spot them as they drive through a red light. In November 2024, the Board of County Commissioners for Collier County identified 20 high-crash intersections where blue lights should be installed.

Countermeasure
Indicates the type of intervention and name of the countermeasure.

Illustration
A visual representation of the countermeasure. Some colors are used to emphasize the tool, and do not represent real-world color conditions.

Description
A brief summary outlining the countermeasure and its intended outcome.

Level of Effort
The estimated effort required to implement the countermeasure:

Low – Quick to implement with minimal planning and little disruption to traffic or roadways.

Medium – Requires more coordination and resources, often involving layout changes, minor utility work, policy adjustments, or temporary lane closures.

High – Involves significant road network changes, extensive planning, engineering, and possible utility relocations, with major traffic disruptions.

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HOW TO USE THE TOOLKIT

Emphasis Areas
Identifies the situations or safety issue where the countermeasure is most effective.

Cost Estimate
The estimated budget required to implement the countermeasure.

$ – Can be implemented through striping, signage, traffic signalization changes, or minor pavement work.

$$ – May involve pavement and curb adjustments, as well as minor drainage or utility modifications.

$$$ – Requires major roadway reconstruction, potentially including utility relocations or installations, traffic signal upgrades, and significant drainage improvements.

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

ROUNDABOUT

$ $ $



DESCRIPTION

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

SAFETY BENEFITS AND IMPACTS

- Roundabouts reduce motor vehicle through speeds by forcing motorists to maneuver around the island. As all traffic must maneuver around the island by turning right, left-turn crashes are eliminated and right-turn speeds are reduced.
- Initial research indicates that mini roundabouts can reduce vehicle speeds and crashes. According to the Crash Modification Factor (CMF) Clearinghouse, roundabouts can reduce crashes by up to 82%.

DESIGN GUIDANCE & CONSIDERATIONS

- Yielding should be used rather than stop controls.
- Signs should be installed to instruct vehicles to proceed to the right at the roundabout.
- Roundabouts may include shared lane markings (sharrows) to indicate cyclist usage.
- Roundabouts may include bike lanes if space allows.
- Roundabouts may also be used with W11-2, W11-2, S1-1, or W11-15 crossing warning sign.
- Roundabouts may be landscaped with low shrubs or vegetation that does not impede visibility.
- Aprons should be included to accommodate large, heavy vehicles.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

REFERENCE DOCUMENTS

- FHWA, Roundabouts
- Insurance Institute for Highway Safety (IIHS), Roundabouts

Safety Benefits and Impacts
Provides a summary of how the countermeasure enhances safety for road users, drawing on information from supporting resources. As applicable, this section describes the expected impact on travel behavior, including potential reductions in crashes, vehicle speeds, and traffic volumes.

Design Guidance & Consideration
As applicable, outlines the typical dimensions for each countermeasure. While these guidelines offer a general reference, they may not cover all scenarios, so engineering judgment should be applied during design and implementation.

Reference Documents
Sources, with hyperlinks, for additional information.

Where it Works
The suitable contexts or applications of the countermeasure.

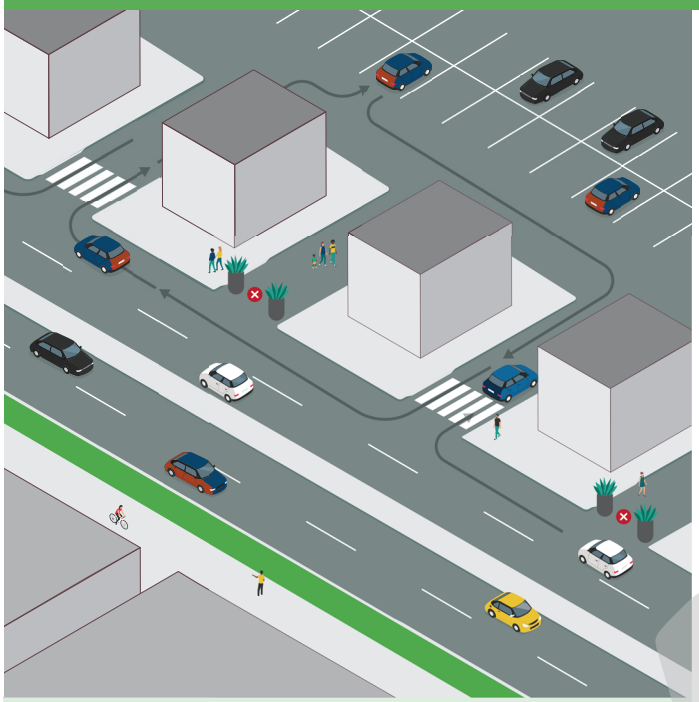
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

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ACCESS MANAGEMENT



DESCRIPTION

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

LEVEL OF EFFORT

LOW | MODERATE | **HIGH**

REFERENCE DOCUMENTS

- FHWA, Corridor Access Management

SAFETY BENEFITS AND IMPACTS

- Access management controls the location, spacing, and design of driveways and/or turning movements, which reduces conflicts between vehicles and pedestrians. Access management balances overall safety and mobility while addressing the needs of adjacent land uses.
- According to the Crash Modification Factor (CMF) Clearinghouse, access management can lead to a 5-23% reduction in total crashes along two-lane rural roads, and a 25-31% reduction in fatal and injury crashes along urban and suburban arterials.

DESIGN GUIDANCE & CONSIDERATIONS

- Limit allowable movements at driveways (such as right-in/right-out only).
- Place driveways on an intersection approach corner rather than a receiving corner.
- Implement raised medians that preclude across-roadway movements.
- Utilize designs such as roundabouts or reduced left-turn conflicts (such as restricted crossing U-turns, median U-turns, etc.).

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

ADA-COMPLIANT SIDEWALKS & CURB RAMPS

$ $ $



DESCRIPTION

ADA-compliant sidewalks are usually grade-separated walkways with a minimum width of 4 feet. Curb ramps, usually installed at pedestrian crossings, allow wheelchair users to access the sidewalk from the road. A buffer between the sidewalk and travel lane is recommended whenever possible.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Walkways
- PEDSAFE, Sidewalks, Walkways and Paved Shoulders

SAFETY BENEFITS AND IMPACTS

- Well-designed sidewalks and walkways improve the safety and mobility of pedestrians by providing a road-separated, direct, and connected network of pedestrian routes to desired locations.
- FHWA notes that sidewalks reduced 65% to 89% of crashes involving pedestrians walking along roadways.
- According to the Crash Modification Factor (CMF) Clearinghouse, sidewalks and walkways can reduce crashes by up to 40%.

DESIGN GUIDANCE & CONSIDERATIONS

- Sidewalks and curb ramps are essential in urban areas, particularly near school zones, transit locations and any other location with large amount of pedestrian activity. Wider sidewalks should be installed near schools and transit stops.
- The minimum 4ft width allows two people to pass comfortably or walk side-by-side. However, when the accessible width is less than 5ft, passing spaces are required at maximum intervals of 200ft. Passing spaces must be a minimum of 5ft by 5ft.
- Street furniture should not restrict pedestrian flow.
- Sidewalks should be continuous along both sides of a street and sidewalks should be fully accessible to all pedestrians, including those in wheelchairs.
- Curb ramps should be at least 36 inches wide and have a maximum slope of 1:12.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

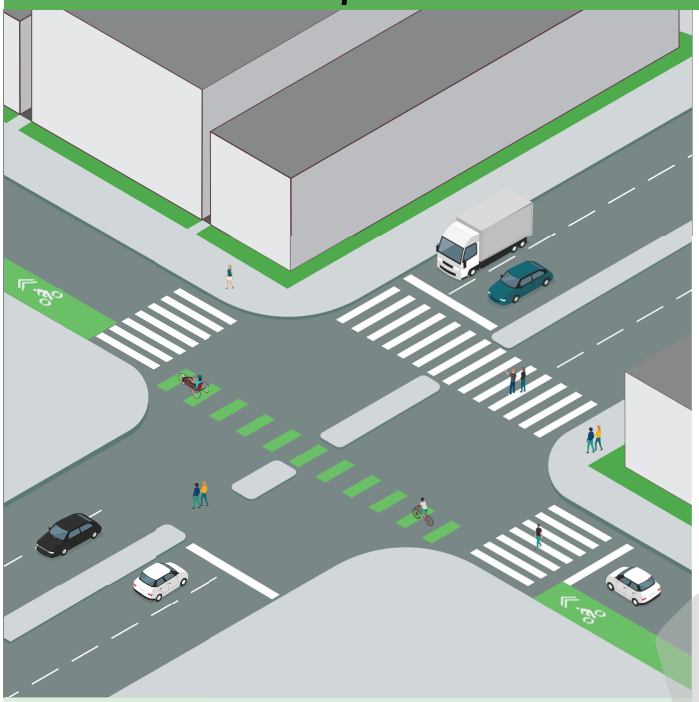
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

BIKE BOULEVARD/NEIGHBORHOOD GREENWAY

$ $ $



DESCRIPTION

Bike boulevards are shared roadways where a local street is modified to function as through-street exclusively for bikes while maintaining local access for automobiles. A neighborhood greenway is similar in that it gives priority to pedestrians and other micromobility users in addition to cyclists. These are generally quiet and slow streets and can act as connectors between neighborhoods, parks, schools and business districts.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- Seattle DOT, Neighborhood Greenways
- FHWA, Bikeway Selection Guide
- Small Town and Rural Design Guide, Bicycle Boulevard

SAFETY BENEFITS AND IMPACTS

- Bike boulevards improve safety conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings. They also improve quality of life for residents through calmer traffic and safer crossings.
- Bike boulevards may reduce the incidence of serious injuries through reduced travel speeds.
- Bike boulevards/neighborhood greenways increase comfort for cyclists by reducing motor vehicle operating speeds.
- According to the Crash Modification Factor (CMF) Clearinghouse, bike boulevards can reduce crashes by up to 63%.

DESIGN GUIDANCE & CONSIDERATIONS

- Clear signage and markings, which can include unique branding, should communicate to all road users that they are on a bike boulevard, indicate that drivers should proceed with caution, and assist cyclists with wayfinding.
- Diverters that are designed to allow cyclists and pedestrians to continue through, but discourage vehicles from passing, should be used.
- Design features that facilitate a clear, comfortable experience for cyclists should be used, especially measures that enable safe crossings of major streets.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

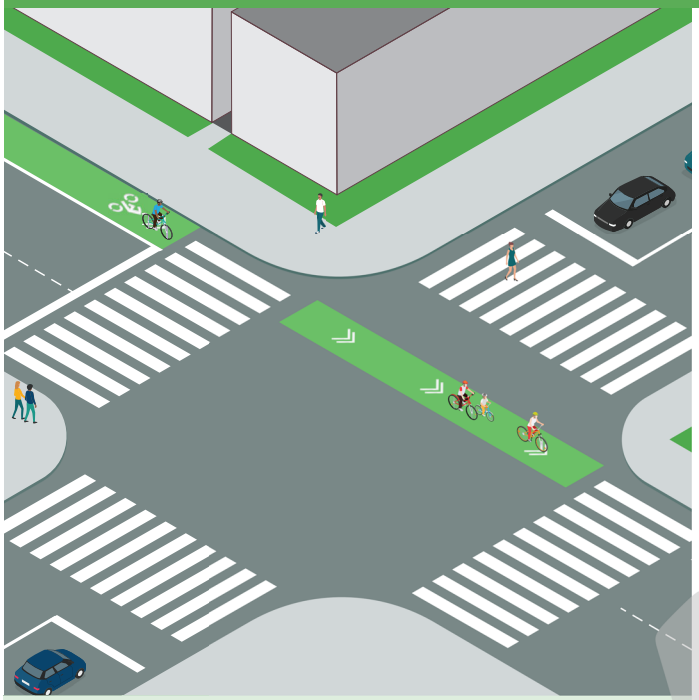
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

BIKE LANES



DESCRIPTION

Bike lanes provide a separate space on the road for cyclists, reducing conflicts and crashes between cyclists and motor vehicles. Additionally, they can narrow the travel lanes and pedestrian crossing distances in many applications. To maximize a roadway's suitability for riders of all ages and abilities, bike lane designs should vary according to roadway characteristics, user needs, and land use context. Separated bike lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

REFERENCE DOCUMENTS

- FHWA, Bicycle Lanes

SAFETY BENEFITS AND IMPACTS

- Bike lanes provide designated space for cyclists and reduces chance of collisions through physical separation of motorists, cyclists, and pedestrians.
- According to the Crash Modification Factor (CMF) Clearinghouse, implementing bike lanes can reduce crashes by up to 43%.
- Converting traditional or flush buffered bike lanes to a separated bike lane with flexible delineator posts can further reduce bike/vehicles crashes by up to 53%.

DESIGN GUIDANCE & CONSIDERATIONS

- On roads with two-to-four through-lanes, one-way directional separated bike lanes are preferred to a two-way separated bike lane on one side of the street since they:
  - » Follow normal traffic flows, whereas two-way separated bike lanes can create unexpected movements.
  - » Result in simpler transitions to other facilities.
  - » Are less likely to need signal modifications.
- Separated bike lanes can provide different levels of separation, such a flexible delineators, raised buffers, and on-street parking.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

CROSSWALK VISIBILITY ENHANCEMENTS

$ $ $



DESCRIPTION

These include high-visibility crosswalks, lighting, and signing and pavement markings. They can help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

REFERENCE DOCUMENTS

- FHWA, Crosswalk Visibility Enhancements

SAFETY BENEFITS AND IMPACTS

- High-visibility crosswalks promote safety primarily by allowing drivers, pedestrians, and cyclists to see each other without obstructions.
- According to the Crash Modification Factor (CMF) Clearinghouse, crosswalk visibility enhancements can reduce crashes by up to 40%.
- High-visibility crosswalks can reduce pedestrian injury crashes up to 40%.
- Intersection lighting can reduce pedestrian crashes up to 42%.
- Advance yield or stop markings and signs can reduce pedestrian crashes up to 25%.

DESIGN GUIDANCE & CONSIDERATIONS

- High visibility crosswalks with traffic control devices are possible on two-lane roads with speed limits of 30 mph and Average Annual Daily Traffic (AADT) of less than 15,000 vehicles per hour. They are also possible on three-lane roads speed limits of 35 mph and AADT of less than 12,000 vehicles per hour.
- Yield signing should be placed 20 to 50 feet in advance of a marked crosswalk.
- On-street signing, such as “Stop here for pedestrians” or “Yield for pedestrians” would be appropriate on roads with two- or three-lanes where speed limits are 30 mph or less.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

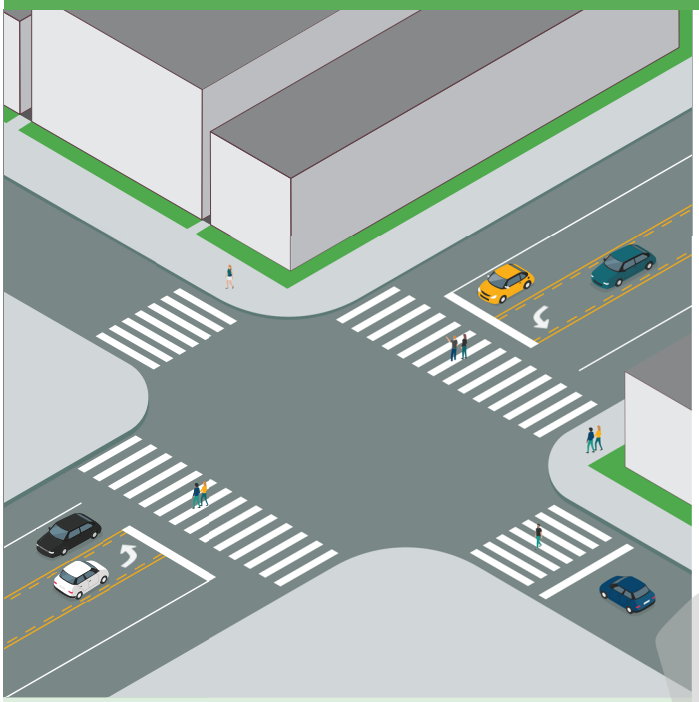
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

DEDICATED LEFT- & RIGHT-TURN LANES

$ $ $



DESCRIPTION

Dedicated turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections. Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Dedicated Left- and Right Turn Lanes at Intersections
- FHWA, Safety Effectiveness of Intersection Left- and Right-Turn Lanes

SAFETY BENEFITS AND IMPACTS

- Dedicated turn lanes improve safety by reducing the risk of severe crashes involving turning vehicles, such as left-turn collisions with oncoming traffic and rear-end crashes.
- Signalized dedicated turn lanes, especially those with left- or right-turn signals, can reduce the speed of turning vehicles by bringing them to a stop before being permitted to turn.
- According to the Crash Modification Factor (CMF) Clearinghouse, left-turn lanes can reduce total crashes by 28% to 48%.
- Positive offset left-turns can reduce fatal and injury crashes by up to 36%.
- Right-turn lanes can reduce total crashes by 14% to 26%.

DESIGN GUIDANCE & CONSIDERATIONS

- Installing left-turn lanes and/or right-turn lanes should be considered at signalized intersections, and on major road approaches at three- and four-leg intersections with stop control on the minor road, particularly where there are high turning volumes, to improve safety.
- Dedicated turn lanes should be installed with pedestrian and cyclist safety considerations, such as minimizing pedestrian crossing distances.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

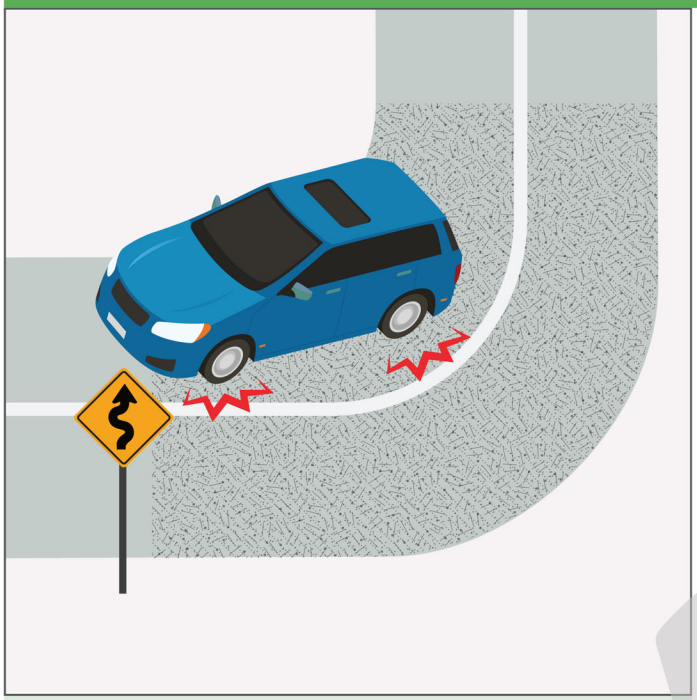
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

HIGH-FRICTION SURFACE TREATMENT

$ $ $



DESCRIPTION

High-friction pavement improves vehicle traction, especially in wet conditions, through the application of high-quality aggregate to the pavement using a polymer binder. This restores and/or maintains pavement friction at existing or potential high-crash areas, including curves, ramps, and intersections. It helps motorists maintain better control in both dry and wet driving conditions.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FDOT, High Friction Surface Treatment Guidelines
- FHWA, High Griction Surface Treatments (HFST)
- FHWA, High Friction Treatment Site Selection and Installation Guide

SAFETY BENEFITS AND IMPACT

- High-friction pavement treatments reduce crashes, injuries, and fatalities associated with friction demand issues, such as: a reduction in pavement friction during wet conditions, and/or a high friction demand due to vehicle speed and/or roadway geometries.
- According to a research report published by the FHWA, high-friction pavement treatment is estimated to reduce wet crashes by 83% and total crashes by 57%.

DESIGN GUIDANCE & CONSIDERATIONS

- High-friction pavement should be applied in locations with a high crash rate related to friction deficiency (i.e. run-off-the-road crashes and wet-weather crashes), on rural horizontal curves where drivers tend to take turns too fast and super elevations are inadequate, or on tight-radius freeway loop ramps.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

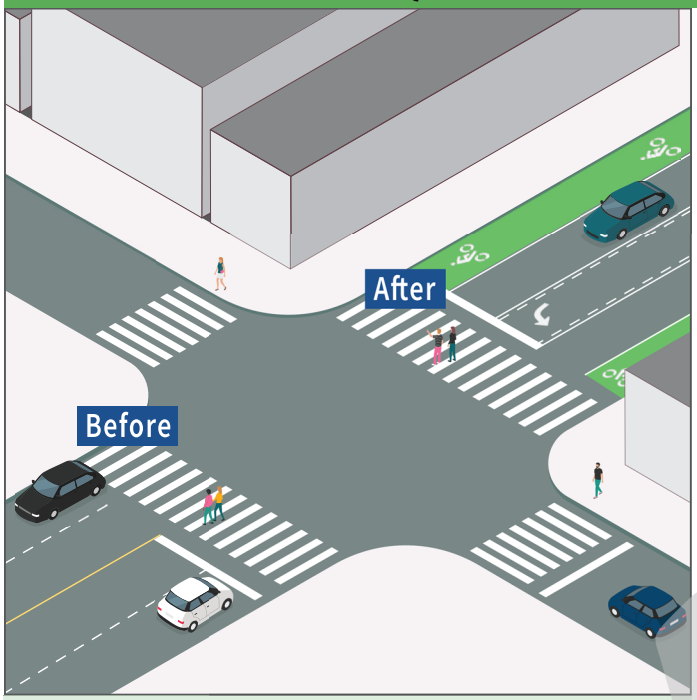
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

LANE REPURPOSING (ROADWAY RECONFIGURATION)

$ $ $



DESCRIPTION

Lane repurposing, also known as rightsizing or road dieting, is a traffic calming technique that involves reallocating roadway space to accommodate multiple modes of transportation, such as pedestrians, cyclists, and public transit, while reducing the amount of space dedicated to private vehicles. This may include reducing the number of travel lanes, adding bike lanes, installing pedestrian amenities, or creating center turn lanes. Lane repurposing is often implemented to improve safety, reduce congestion, enhance accessibility, and create more vibrant and walkable streetscapes.

LEVEL OF EFFORT

LOW | MODERATE | **HIGH**

REFERENCE DOCUMENTS

- FHWA, Road Diets (Roadway Reconfiguration)
- PEDSAFE, Lane Reduction (Road Diet)
- FDOT, Lane Repurposing Guidebook

SAFETY BENEFITS AND IMPACTS

- Lane repurposing provides many benefits. Where dedicated left-turn lanes are installed, rear-end and left-turn crashes are reduced. A reduction from four to three lanes reduce right-angle crashes as side street motorists cross fewer lanes. Lane reductions minimize pedestrian crossing distances, slow traffic down and provide more consistent speeds, and provide opportunities to install pedestrian refuge islands, bike lanes, on-street parking, or transit stops.
- The FHWA reports that lane repurposing can reduce crashes by 47% in small urban areas and 19% in suburban corridors of larger cities.
- According to the Crash Modification Factor (CMF) Clearinghouse, lane repurposing can reduce crashes by up to 29%.

DESIGN GUIDANCE & CONSIDERATIONS

- Removing a through lane can create space for bike lanes, turn lanes, wider sidewalks, medians, curb extensions, parking, transit lanes, or landscaping.
- Lane repurposing is often considered on roads with up to 24,000 daily vehicles.
- Section 334.61, Florida Statutes (F.S.), Traffic Lane Repurposing requires government entities to meet certain requirements for traffic studies, public notice, public meetings, and review on projects that include Lane Repurposing.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

MEDIANS & PEDESTRIAN REFUGE ISLANDS

$ $ $



DESCRIPTION

A median barrier is a physical barrier or divider located in the center median of a roadway, separating opposing traffic flows. Full medians extend across the entire width of the roadway, while partial medians only occupy a portion of the roadway width. Pedestrian refuge islands are raised medians or islands in the center of a roadway that provide a safe waiting area for pedestrians crossing multiple lanes of traffic.

LEVEL OF EFFORT

LOW | MODERATE | **HIGH**

REFERENCE DOCUMENTS

- FHWA, Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- FHWA, Federal Highway Administration University Course on Bicycle and Pedestrian Transportation

SAFETY BENEFITS AND IMPACTS

- Median barriers serve to prevent head-on collisions, reduce the likelihood of crossover crashes, and improve overall road safety by providing a physical separation between traffic streams.
- Medians and pedestrian refuge islands enhance pedestrian safety by allowing people to cross one direction of traffic at a time, reducing the exposure to vehicle conflicts and improving visibility for both pedestrians and drivers. Medians can especially be beneficial for crossings at non-intersection locations.
- According to the Crash Modification Factor (CMF) Clearinghouse, medians can reduce crashes by up to 31%.
- Medians with marked crosswalks have shown a 46% reduction in pedestrian crashes, while pedestrian refuge islands have a 50% reduction in pedestrian crashes.

DESIGN GUIDANCE & CONSIDERATIONS

- Median barriers are typically constructed of concrete or other sturdy materials.
- Medians/pedestrian refuge islands should be at least 6 feet wide, but preferably 8 feet wide and include detectable warnings for pedestrian comfort and accessibility.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

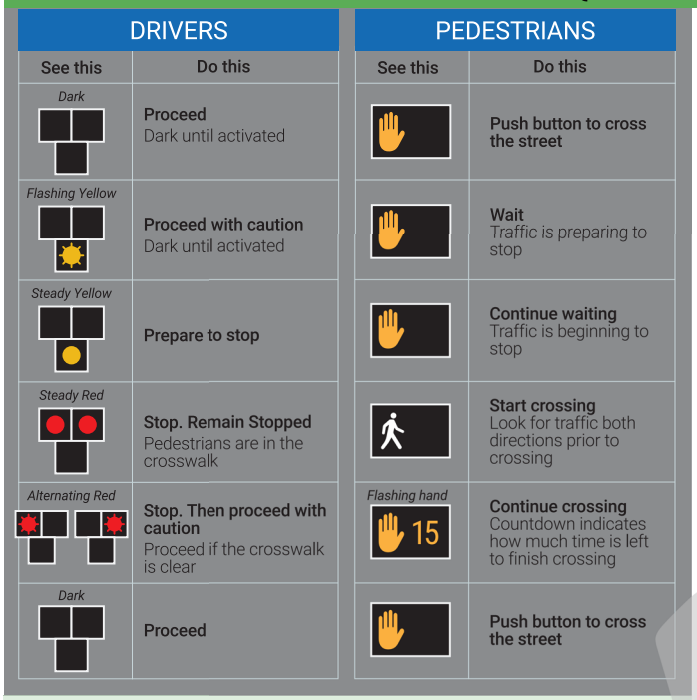
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

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PEDESTRIAN HYBRID BEACON (HAWK)



DESCRIPTION

A pedestrian hybrid beacon, also known as a High-Intensity Activated Crosswalk (HAWK) beacon, is a pedestrian-activated traffic signal designed to facilitate safe pedestrian crossings at mid-block locations or unsignalized intersections. When activated by a pedestrian, the beacon displays a sequence of flashing yellow, solid yellow, and solid red lights to alert drivers to stop and yield to pedestrians. Pedestrian hybrid beacons provide controlled crossing opportunities for pedestrians while minimizing traffic delays and improving safety at locations with high pedestrian volumes or limited visibility.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Pedestrian Hybrid Beacons

SAFETY BENEFITS AND IMPACTS

- Pedestrian Hybrid Beacons (HAWKs) assign the right of way and provide positive stop control, especially at non-intersection locations. They also allow motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.
- According to research from the FHWA, HAWK signals can reduce pedestrian crashes by 55%, and total crashes by 29%, as well as a 15% reduction in serious injuries and fatal crashes.
- According the the Crash Modification Factor (CMF) Clearinghouse, HAWK signals can reduce crashes by 12%.

DESIGN GUIDANCE & CONSIDERATIONS

- The installation of a HAWK beacon must include a marked crosswalk and a pedestrian countdown signal.
- Hawk signals are most appropriate when gaps in traffic are not sufficient to allow pedestrians to cross, or when speed limits exceed 35 miles per hour.
- They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

RECTANGULAR RAPID FLASHING BEACON (RRFB)

$ $ $



DESCRIPTION

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-activated warning device used to alert drivers of the presence of pedestrians at crosswalks or pedestrian crossings. RRFBs consist of rectangular-shaped LED lights that flash rapidly when activated by pedestrians, drawing attention to the crosswalk and prompting drivers to yield, especially at locations with high vehicle speeds or limited visibility.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Rectangular Rapid Flashing Beacons (RRFB)
- FHWA, Highway Traffic Signals

SAFETY BENEFITS AND IMPACTS

- RRFBs alert drivers that people are crossing the street and can reduce crashes between vehicles and pedestrians by increasing driver awareness to a person crossing the road.
- According to the Crash Modification Factor (CMF) Clearinghouse, RRFBs can reduce crashes by up to 69%.

DESIGN GUIDANCE & CONSIDERATIONS

- If there is a pedestrian refuge or other type of median, the RRFB should be installed on the median rather than the far side of the roadway.
- Solar-power panels can be used to eliminate the need for a power source.
- Limit the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.
- Install RRFBs with the appropriate pedestrian, school or trail crossing warning sign.
- Other treatments in these locations can be considered, such as curb extensions, green infrastructure, and high-visibility crosswalks.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

ROUNDABOUT

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $



DESCRIPTION

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

LEVEL OF EFFORT

LOW | MODERATE | **HIGH**

REFERENCE DOCUMENTS

- FHWA, Roundabouts
- Insurance Institute for Highway Safety (IIHS), Roundabouts

SAFETY BENEFITS AND IMPACTS

- Roundabouts reduce motor vehicle through speeds by forcing motorists to maneuver around the island. As all traffic must maneuver around the island by turning right, left-turn crashes are eliminated and right-turn speeds are reduced.
- According to the Crash Modification Factor (CMF) Clearinghouse, roundabouts can reduce crashes by up to 82%.

DESIGN GUIDANCE & CONSIDERATIONS

- Yielding should be used rather than stop controls.
- Signs should be installed to instruct vehicles to proceed to the right at the roundabout.
- Roundabouts may include shared lane markings (sharrows) to indicate cyclist usage.
- Roundabouts may include bike lanes if space allows.
- Roundabouts may also be used with W11-2, W11-2, S1-1, or W11-15 crossing warning sign.
- Roundabouts may be landscaped with low shrubs or vegetation that does not impede visibility.
- Aprons should be included to accommodate large, heavy vehicles.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

RUMBLE STRIPS



DESCRIPTION

Rumble strips alert drivers when they cross the roadway edge line or centerline. Center line rumble strips are used on highways to reduce head-on, opposite-direction sideswipe crashes and roadway departure crashes to the left. Shoulder rumble strips and edge line rumble strips are used to reduce roadway departure crashes to the right. Rumble strips are typically used in rural areas for run-off road crash problems but can be used on urban freeways and other urban roads depending on the merits of the road cross-section and surroundings.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Longitudinal Rumble Strips and Stripes
- FHWA, State of The Practice for Shoulder and Center Line Rumble Strip Implementation on Non-Freeway Facilities
- FHWA, Design & Construction

SAFETY BENEFITS AND IMPACTS

- Roadway departure crashes account for more than half of the fatal roadway crashes annually in the United States. Rumble strips are designed to address these crashes by alerting distracted, drowsy, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed systemically.
- According to the Crash Modification Factor (CMF) Clearinghouse, rumble strips can reduce crashes by up to 22%.
- Center line rumble strips have been shown to reduce head-on fatal and injury crashes on two-lane rural roads by 44% to 64%; shoulder rumble strips reduced single vehicle, run-off-road fatal and injury crashes on two-lane rural roads by 13% to 51%.

DESIGN GUIDANCE & CONSIDERATIONS

- Typical milled rumble strip widths are 5 to 7 inches with 12-inch spacing and approximately 3/16-inch depth.
- Raised rumble strips are typically 2- to 12-inch wide rounded or rectangular markers or strips that adhere to new or existing pavements.
- Centerline rumble strips should be placed between two centerlines.
- When selecting locations, potential noise impacts to residents and businesses should be considered.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	**On Major Roads**	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	**On Rural Roads**

DRAFT

INFRASTRUCTURE

STREET LIGHTING

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $



DESCRIPTION

Street lighting and lighting at the pedestrian scale help people walking on sidewalks and crosswalks by making pedestrians more visible to drivers. It is particularly important at locations where walking space is restricted, ambient light may be blocked, and/or pedestrian traffic is more separated from the surrounding context.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Lighting Handbook
- FHWA, Lighting
- DarkSky, Advancing Responsible Outdoor Lighting
- The Lighting Authority, Light at Night

SAFETY BENEFITS AND IMPACTS

- Street lighting provides benefits for all road users, including greater visibility. Lighting increases pedestrian safety on pedestrian crossings and improves their comfort level. It also increases driver awareness, reduces the impacts of disability glare from approaching headlights or off-roadway lighting, and it might improve yielding and compliance with traffic control devices.
- According to the Crash Modification Factor (CMF) Clearinghouse, street lighting can reduce crashes by up to 42%.
- Lighting can lead to a 23% reduction in crashes involving injury.

DESIGN GUIDANCE & CONSIDERATIONS

- 3000K shielded LED lights should be used wherever possible.
- Lighting should be consistent and uniform.
- The placement of existing buildings and trees should be considered to reduce spillover.
- Lighting should be installed in accordance with Illuminating Engineering Society and DarkSky guidelines.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

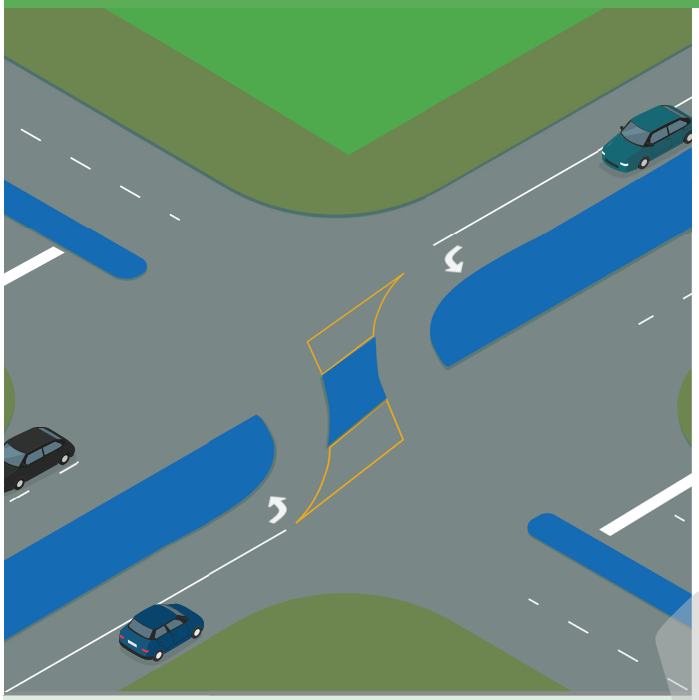
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INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

TURNING MOVEMENT RESTRICTIONS

$ $ $



DESCRIPTION

Turning movement restrictions are a type of access management strategy used to improve the safety of stop-controlled intersections and driveways. This includes signs, pavement markings, or geometries that prohibit left-turning movements or a right-turn on red.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

SAFETY BENEFITS AND IMPACTS

- Restricted and prohibited turn movements reduce the number of conflict points at intersections, which are generally known to reduce crash risk.
- Turning movement restrictions have little effect on through traffic volumes but may shift turning volumes downstream to the next available turn.
- According to the FHWA, implementing these restrictions can reduce total crashes by up to 45% and intersection-related crashes by as much as 68%.

DESIGN GUIDANCE & CONSIDERATIONS

- One type of turning movement restriction is a right-in/right-out (RIRO) restriction; RIRO restrictions limit the turning movements to right turns only for traffic at an intersection and traffic seeking to join the main flow of traffic. This is usually done by installing a curbed median along the centerline of the road.
- Turning movement restrictions should be installed by assessing property access needs, site-specific needs, and balancing those with safety.

REFERENCE DOCUMENTS

- FHWA, Safety Evaluation of Turning Movement Restrictions at Stop-Controlled Intersections

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

INFRASTRUCTURE

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

WIDER EDGE LINES



DESCRIPTION

Wider edge lines enhance the visibility of travel lane boundaries compared to traditional edge lines. Edge lines are considered "wider" when the marking width is increased from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches. Wider edge lines are most effective in reducing crashes on rural two-lane highways, especially for single-vehicle crashes.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

REFERENCE DOCUMENTS

- FHWA, Wider Edge Lines

SAFETY BENEFITS AND IMPACTS

- Wider edge lines increase drivers' perception of the edge of the travel lane and can provide a safety benefit to all facility types (e.g., freeways, multilane divided and undivided highways, two-lane highways) in both urban and rural areas.
- According to the FHWA, wider edge lines can reduce crashes up to 37% for non-intersection, fatal, and injury crashes on rural, two-lane roads, and 22% for fatal and injury crashes on rural freeways.
- According to the Crash Modification Factor (CMF) Clearinghouse, installing wider edge lines can reduce crashes by up to 17.5%.

DESIGN GUIDANCE & CONSIDERATIONS

- Wider edge lines can be implemented using existing equipment during maintenance procedures like re-striping and resurfacing, with the only cost increase being the additional material.
- Wider edge lines should be implemented using a systemic approach based on roadway departure crash risk factors, including: pavement and shoulder widths, presence of curves, traffic volumes, and history of nighttimes crashes.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

BEHAVIORAL & OPERATIONAL

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

ROAD SAFETY AUDITS (RSA)



DESCRIPTION

Roadway Safety Audits (RSAs) are formal evaluations of existing or planned roads conducted by an independent, multidisciplinary team to identify potential safety issues and recommend improvements. By proactively addressing risks for all road users, RSAs help reduce crash rates, enhance road design, and improve overall traffic safety.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Road Safety Audit Guidelines
- FHWA, Implementation of Road Safety Audits
- FDOT, Safety Analysis Guidebook

SAFETY BENEFITS AND IMPACTS

- By proactively addressing risks for all road users, RSAs help reduce crash rates, enhance road design, and improve overall traffic safety.
- According to the FHWA, a number of major studies from the United Kingdom, Denmark, New Zealand and Jordan quantify the benefits of RSAs in different ways; however, all report that RSAs are relatively inexpensive to conduct and are highly cost effective in identifying safety enhancements and reducing crashes.
- An example of U.S. data on the quantitative safety benefits of RSAs conducted on existing roads comes from the New York DOT, which reports a 20% to 40% reduction in crashes at more than 300 high-crash locations that had received surface improvements and had been treated with other low-cost safety improvements suggested by RSAs.

GUIDANCE & CONSIDERATIONS

- RSAs should be performed by a multi-disciplincary team independent of the project.
- RSAs should consider all potential road users and should account for road user capabilities and limitations.
- The team conducting the RSA should generate a RSA report. A formal response report is an essential element of the assessment.

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

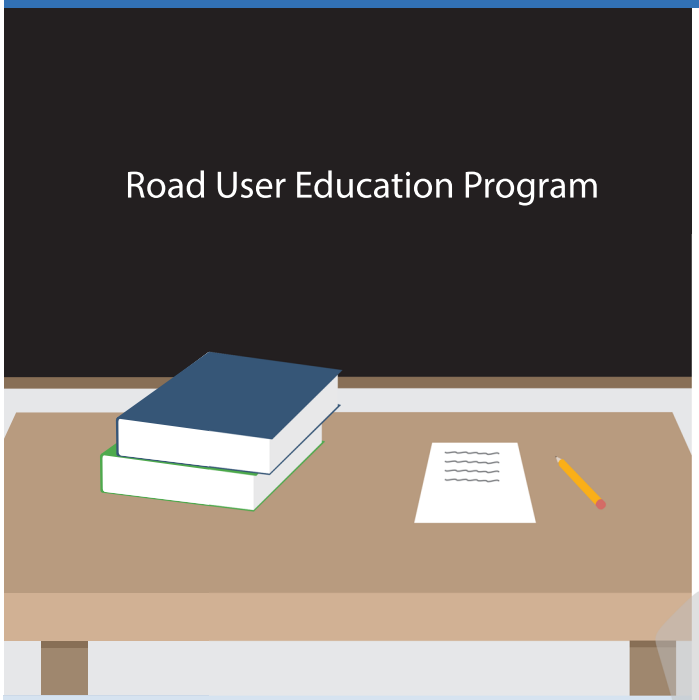
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BEHAVIORAL & OPERATIONAL

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

ROAD USER EDUCATION PROGRAMS



DESCRIPTION

Education programs and skill evaluations enhance road safety by reinforcing safe driving and road use practices and allowing users to self-assess and improve their skills, leading to a reduction in crash risk and better decision-making on the road.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- FHWA, Driver Education and Training
- US DOT, What Is the Effect of Driver Education Programs on Traffic Crash and Violation Rates?
- NLM, Is driver education contributing towards road safety?

SAFETY BENEFITS AND IMPACTS

- Education programs aim to improve driving behavior by increasing awareness of traffic laws and consequences, with the goal of reducing violations and crashes.
- A 2021 NIH review found that while education improved driving skills and reduced some offenses, it had little impact on crash or injury rates.

GUIDANCE & CONSIDERATIONS

Road user education programs can include:

- Driving techniques, such as the safest way to change lanes and make turns at intersections, maintaining a safe driving distance, the effects of medication on driving, and reducing distractions such as cell phone use.
- Pedestrian and cyclist school-based curriculums on safe crossings, helmet use, visibility, and bike handling. Programs like Safe Routes to School offer in-class and on-bike training.
- Practical bicycling riding skills, including how to navigate in traffic, signal turns, and bike lanes.

Course curriculums should be developed in collaboration with experts in mobility, aging, technology, and vehicle and driver safety.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

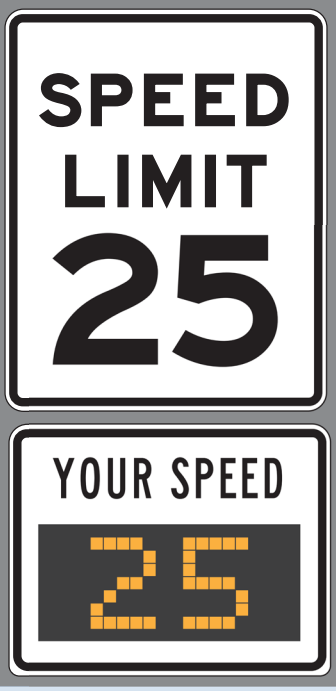
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BEHAVIORAL & OPERATIONAL

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

SPEED LIMIT REDUCTION



DESCRIPTION

Speed limit reduction involves lowering the maximum allowable speed for vehicles on a particular roadway segment or within a specific area. This traffic management strategy is implemented to improve safety, reduce the risk of crashes, minimize the severity of collisions, and promote compliance with speed limits. Speed limit reductions may be based on factors such as road design, traffic volume, pedestrian activity, and crash history.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- NCHRP, Posted Speed Limit Setting Procedure and Tool
- FHWA, USLIMITS2
- Vision Zero Network, Preventing Unsafe Speeds

SAFETY BENEFITS AND IMPACTS

- Reduced speed limits create a more predictable environment for all road users, reduce the likelihood of crashes, and in the event of a crash, reduce the likelihood of fatalities and serious injuries.
- According to the Crash Modification Factor (CMF) Clearinghouse, reducing speed limits can reduce crashes by up to 32%.

DESIGN GUIDANCE & CONSIDERATIONS

- Speed limit reduction should be complemented by physical design features such as narrower lanes, roundabouts, speed humps, medians, and protected bike lanes to deter high speeds. Self-enforcing street design embeds physical cues to encourage safe driving.
- A speed limit study should be conducted to determine the appropriate speed limit

WHERE IT WORKS

At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

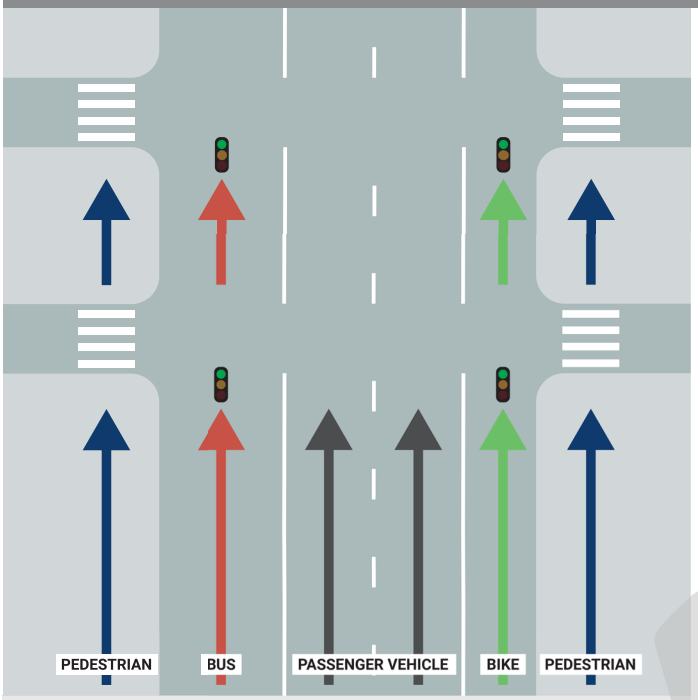
DRAFT

SIGNAL TIMING STRATEGIES

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

$ $ $

COORDINATED SIGNAL TIMING



DESCRIPTION

Coordinated signal timing optimizes traffic flow by synchronizing traffic signals along a corridor, which reduces congestion and minimizes stop-and-go conditions. This improves safety by facilitating more predictable interactions for road users and harmonizing signals for safer speeds with fewer interruptions.

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

SAFETY BENEFITS AND IMPACTS

- Coordinated signal timing encourages drivers to travel at the speed limit of the signal progression and discourages speeding through a yellow light.
- Case studies show it is sometimes possible to substantially reduce speeding opportunities with little or no increase in vehicular delay by lowering cycle length, lowering progression speed, or dividing an arterial into smaller “coordination zones” with each zone having its own cycle length.

DESIGN GUIDANCE & CONSIDERATIONS

- Coordinated signal timing should be considered in the overall context of the street. Block length, crossing distance, and traffic volume are relevant to the selection of signal progression speeds.
- Coordinated signal timing is typically applied on corridors with closely spaced intersections (1/4 mile or less), and where there is a desire for platooning.
- Cross-street progressions should be included in signal timing planning, especially for streets with high transit or total volume.

REFERENCE DOCUMENTS

- Journal of the Transportation Research Board, Using Traffic Signal Control to Limit Speeding Opportunities on Bidirectional Urban Arterials
- FHWA, Traffic Signal Timing Manual

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

SIGNAL TIMING STRATEGIES

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

LEADING PEDESTRIAN INTERVALS

$ $ $



DESCRIPTION

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. This allows pedestrians to better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LEVEL OF EFFORT

LOW | MODERATE | HIGH

REFERENCE DOCUMENTS

- FHWA, Leading Pedestrian Interval

SAFETY BENEFITS AND IMPACTS

- LPIs improve safety by increasing the visibility of pedestrians and cyclists, increasing motorist yielding, and increasing crossing time for pedestrians and cyclists.
- According to the Crash Modification Factor (CMF) Clearinghouse, LPI can reduce crashes by up to 51%.

DESIGN GUIDANCE & CONSIDERATIONS

- LPIs can be accompanied by high-visibility crosswalk markings, curb ramps, accessible pedestrian signals, and “No Right Turn on Red” signs (MUTCD R10-11).
- LPIs are typically applied based on crash history and where both pedestrian volumes and turning volumes are high enough to warrant an additional dedicated interval for pedestrian-only traffic.
- When left-turn phases are present, additional consideration will be necessary for an LPI. This could include having crosswalks on opposite sides of the street show the “Walk” sign at different times.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

DRAFT

ENFORCEMENT

INTERSECTIONS | ROADWAY DEPARTURES | SAFER SPEEDS | VULNERABLE ROAD USERS
OLDER DRIVERS | DISTRACTED DRIVING | IMPAIRED DRIVING | BEHAVIOR

HIGH-VISIBILITY SPEED ENFORCEMENT PROGRAMS

$ $ $



DESCRIPTION

High-visibility enforcement involves the proactive and visible enforcement of traffic laws by law enforcement agencies. This approach utilizes marked police vehicles, officers in highly visible locations, and public awareness campaigns to deter traffic violations, promote compliance with traffic regulations, and enhance road safety through increased enforcement presence

LEVEL OF EFFORT

LOW | **MODERATE** | HIGH

REFERENCE DOCUMENTS

- NHTSA, High-Visibility Enforcement
- NIJ, Effect of High-Visibility Enforcement on Motor Vehicle Crashes

SAFETY BENEFITS AND IMPACTS

- The objective of high-visibility speed enforcement is to convince the driving public that speeding is likely to be detected and therefore not worth the risk of receiving fines, points, or other punishment. As a result, a successful high-visibility speed enforcement program can reduce speeding and aggressive driving practices.
- A report from the NIJ found that high-visibility speed enforcement can reduce crashes by up to 33%.

GUIDANCE & CONSIDERATIONS

- Enforcement actions for speeding violations should be fair, consistent with local and State statutes, and taken in the interest of preventing traffic crashes.
- Correspondingly, locations with a demonstrable speeding and heightened crash risk are most recommended for focused enforcement activities.

WHERE IT WORKS			
At Signalized Intersections	At Unsignalized Intersections	On Major Roads	On Local Roads
Near Parks/ Schools/ Safety Zones	As Drainage/ Stormwater Capture	In Constrained Right of Way	On Rural Roads

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PRIORITIZING SAFETY PROJECTS

The Collier MPO considers safety as a project evaluation factor in prioritizing projects for inclusion in the Long Range Transportation Plan's Cost Feasible Plan (CFP). The MPO incorporates safety as an evaluation criterion in its annual project prioritization process for programming Transportation Management Area (TMA) Surface Transportation Program – Urban (SU) funds.

The High Injury Network (HIN) will be used as a critical data layer to assess current transportation system needs and strategically align safety priorities with long-term regional planning efforts. The MPO will integrate the HIN into its project prioritization process to target investments toward corridors with the highest incidence of severe and fatal crashes. Project scoring will include crash reduction and safety improvement metrics, reinforcing the MPO's commitment to federal safety performance targets and the region's Vision Zero goals.

PLANNING CONSISTENCY

The MPO Board plays a key role in establishing priorities for transportation investments in collaboration with the Florida Department of Transportation (FDOT). The MPO's Long Range Transportation Plan (LRTP) serves as the basis for the annual List of Priority Projects (LOPP) the MPO is required to submit to FDOT District 1 by July 1st of each year. FDOT analyzes the LOPP in combination with the Department's statewide plans and programmatic requirements to develop the District's Five-Year Work Program. Once the State Legislature approves a final budget, FDOT's Work Program is incorporated into the MPO's Five-Year Transportation Improvement Program (TIP). The state compiles all 27 MPO TIPs into the Department's Statewide Transportation Improvement Program (STIP).

The Safety Action Plan serves as an element of the MPO's LRTP, referenced in the Needs and Cost Feasible Plans, which establishes project eligibility for state and federal programmatic funds in addition to discretionary grant funds under the Safe Streets and Roads for All program.

DISCRETIONARY GRANTS – NOTICE OF FUNDING OPPORTUNITY (NOFO)

MPO member governments may submit applications directly to State and Federal governmental agencies in response to NOFOs, without going through the MPO. The MPO will provide a letter of support or help coordinate a regional application upon request, for projects consistent with the Safety Action Plan.

MPO CALL FOR PROJECTS PROCESS – STATE AND FEDERAL PROGRAMMATIC FUNDS

The MPO periodically issues a Call for Projects based on available funding and the Board's investment policies identified in the LRTP and incorporated plans such as the Safety Action Plan, Congestion Management Process (CMP), Bicycle and Pedestrian Master Plan (BPMP), and the County's East of 951 Bridge Plan.

Under the 2045 LRTP, the MPO's annual allocation of Surface Transportation Grant Program – Urban (SU) and Transportation Alternative funds were distributed among five project categories: congestion management, new bridge construction, bicycle and pedestrian infrastructure, safety and long-range planning. MPO staff issued a Call for Projects based on the Board's allocation policy, which operated on a five-year rotation among these categories. Pending MPO Board approval, the 2050 LRTP may expand the use of SU funds to include road capacity enhancement projects. The MPO will continue to issue Calls for Projects on an as-needed basis, with priority given to the current backlog of projects in need of funding.

MPO member governments – Collier County and the incorporated cities of Naples, Marco Island and Everglades City – have the option to submit projects for state and federal programmatic funds. The Call for Projects will specify the number of applications each entity may submit. As a general guide, the MPO has instituted a practice in which each member entity may submit up to one project per jurisdictional area represented by voting membership on the Board. MPO staff may submit one project of regional significance. This results in a total of 10 projects for each Call for Projects. The allocation of projects is as follows:

- 5 projects within the unincorporated County
- 2 projects within the City of Naples
- 1 project in the City of Marco Island
- 1 project in the City of Everglades City (including Chokoloskee and Plantation Island)
- 1 project submitted by MPO staff

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ELIGIBILITY CRITERIA AND PRELIMINARY ASSESSMENT

Projects must align with the All-Modes High Injury Network (HIN) (beginning on page 44) and identified strategies in the Action Plan Implementation Actions matrix (beginning on page 54), and include elements of Complete Streets design, FHWA Proven Safety Counter Measures, or this Action Plan's Countermeasure Toolkit (beginning on page 60).

MPO staff conducts a preliminary review to determine eligibility. Incomplete or improperly submitted projects will not be considered for funding. The preliminary review will include the following baseline criteria:

- **Timeliness:** The submitting agency must confirm that the project can be designed and constructed within the chosen funding cycle.
- **Constructability:** The project must be well-defined, with confirmed right-of-way, and include a complete and accurate cost estimate.
- **Funding Availability:** The submitting agency must demonstrate that sufficient funding is available to cover both the project's costs and any necessary matching funds.

PROJECT RATING AND RANKING

Technical staff on the SAP Steering Committee will review, rate and rank projects based on the evaluation criteria and scoring system developed by the MPO for the Call for Projects. The following criteria and scoring system are provided as a possible starting point:

CRITERIA	POINTS
Tier I HIN – project addresses specific location identified on the Tier I HIN	*10 points*
Tier II HIN – project addresses specific location identified on the Tier II HIN	*5 points*
High Crash Segment or Intersection: Top 10 list (Intersection, Urban, or Rural)	*5 points*
Includes elements from the Implementation Actions matrix, Countermeasure Toolkit, FHWA Proven Safety Countermeasures, or complete streets design	*10 points*
Project meets multiple Action Plan strategies	*5 points*
Project is referenced in multiple MPO or local agency Plans	*5 points*
Local funds are contributed towards meeting project costs	*10 points*
Bonus points determined by committee consensus	*10 points*
	60 max.

DESIGNING SAFER ROADWAYS

Conceptual recommendations were developed for six locations on Collier MPO's High Injury Network to demonstrate how partner entities can use many of the tools highlighted throughout this plan to create safer streets. Additional community engagement and traffic engineering analysis will be required before more detailed designs are developed.

The following pages are organized with one page exploring the crashes and KSI crash types and factors along each roadway segment, followed by a page identifying traffic safety countermeasures for both the short- and long- term.

DRAFT

IMMOKALEE – MAIN ST

FROM 9TH ST TO NEW MARKET RD

ANNUAL AVERAGE DAILY TRAFFIC	9,800 - 18,900 veh
FUNCTIONAL CLASS	Principal Arterial
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	35 MPH
AREA OF PERSISTENT POVERTY	Yes
TRAVEL LANES	4 - 6
PRESENCE OF SHOULDER	Yes
PRESENCE OF SIDEWALK	Yes
PRESENCE OF BIKE LANE	No
JURISDICTION/OWNERSHIP	Immokalee/State

(2019-2023)

311 TOTAL CRASHES

13 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

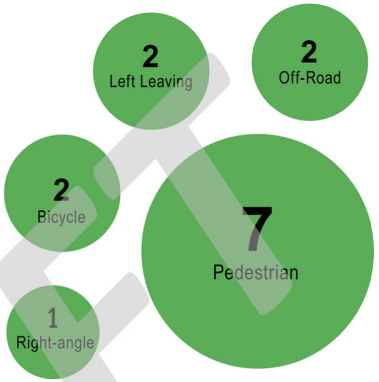
2 FATALITIES

11 SERIOUS INJURIES

8 KSI PEDESTRIAN CRASHES

1 KSI BICYCLIST CRASHES

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES



FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS

- **2** Distracted-Driving
- **1** Hit & Run
- **3** Lane-Departure
- **3** Commercial-Motor Vehicle
- **3** Intersection-Related

LEGEND: KSI CRASHES

- Fatal
- Pedestrian
- Bicycle
- Automobile



IMMOKALEE – MAIN ST

FROM 9TH ST TO NEW MARKET RD

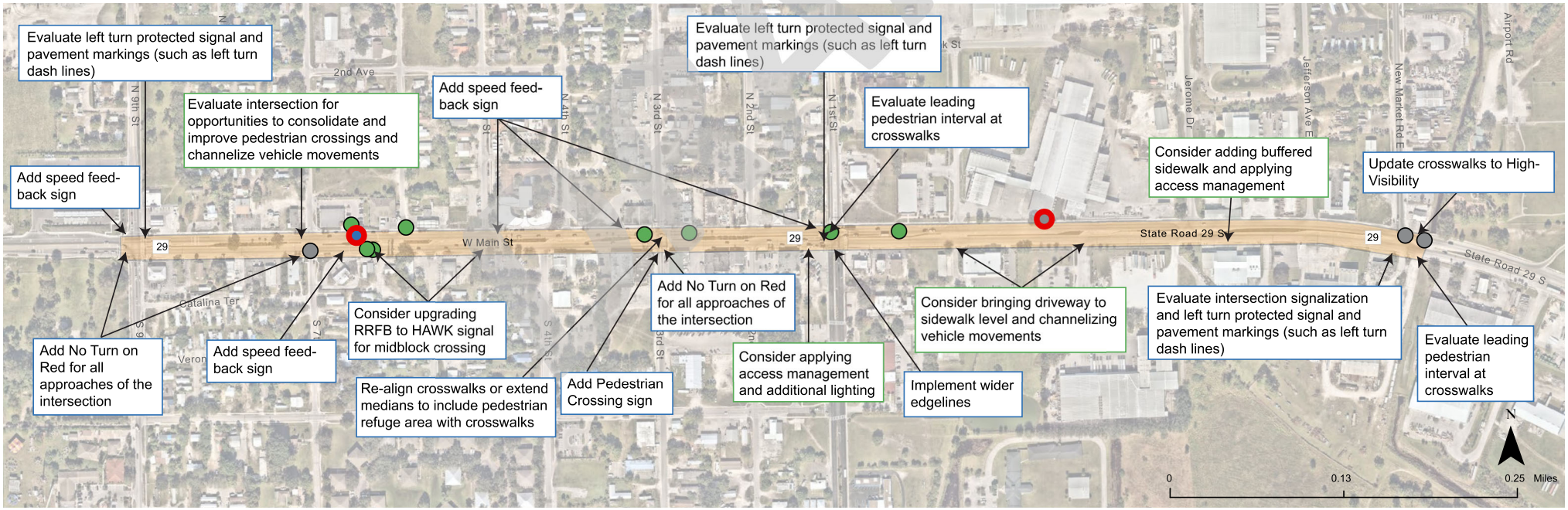
This segment of Immokalee's Main Street extends from 9th Street to New Market Road, where a future truck bypass near the airport is planned. The proposed bypass, known as the Immokalee Loop Road, is expected to begin construction in 2027. The identified corridor includes one of the top-ten High Injury Network (HIN) segments (between 9th Street and 1st Street), and a top HIN intersection at Main Street and New Market Road, as well as additional Tier II HIN segments. Located near several schools, the area has drawn strong interest from the Immokalee Community Redevelopment Agency in enhancing bicycle and pedestrian safety.

SHORT-TERM ACTIONS

Short-term recommendations focus on improving pedestrian safety through signal and marking upgrades. At certain midblock crossings, Rectangular Rapid Flashing Beacons (RRFBs) can be replaced with High-Intensity Activated Crosswalk (HAWK) signals for better visibility. No Turn on Red signs at intersections like Main Street and 9th Street may help reduce crashes. At locations where medians end before the crosswalk, such as Main and 3rd Street, crosswalks can be set back or medians extended to create pedestrian refuge islands. Signal timing along the corridor should be evaluated for Leading Pedestrian Intervals (LPIs), which give pedestrians a head start before vehicles move. Crosswalks throughout the corridor can also be upgraded to high-visibility markings to improve driver awareness and enhance pedestrian safety.

LONG-TERM ACTIONS

Longer-term recommendations include exploring the extension of a buffered sidewalk, which provides separation from traffic through features like landscaping, grass, or street furniture, along the eastern portion of the segment. The corridor may also benefit from access management, such as reducing or consolidating driveways, to limit vehicle entry and exit points and reduce conflicts with pedestrians and cyclists. At the intersection of Main Street and 7th Street, improvements should be evaluated to support safer vehicle and pedestrian movements. This could include adding crosswalks or relocating the nearby midblock crossing to the intersection to better match driver expectations.Lighting could be assessed for the entire segment.



NAPLES-IMMOKALEE RD

FROM US 41/TAMIAMI TRL TO AIRPORT RD

ANNUAL AVERAGE DAILY TRAFFIC	59,000 veh
FUNCTIONAL CLASS	Minor Arterial
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	45 MPH
AREA OF PERSISTENT POVERTY	No
TRAVEL LANES	5 - 8
PRESENCE OF SHOULDER	Yes
PRESENCE OF SIDEWALK	Yes, partial
PRESENCE OF BIKE LANE	No
JURISDICTION/OWNERSHIP	Naples/County

(2019-2023)

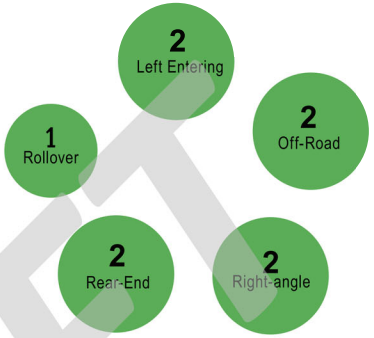
825 TOTAL CRASHES

9 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

1 FATALITY

8 SERIOUS INJURIES

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES



FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS

- **2** Distracted-Driving
- **1** Commercial Motor Vehicle
- **4** Lane-Departure
- **4** Intersection-Related
- **1** Alcohol Related

LEGEND: KSI CRASHES

- Fatal
- Pedestrian
- Bicycle
- Automobile



NAPLES-IMMOKALEE RD

FROM US 41/TAMIAMI TRL TO AIRPORT RD

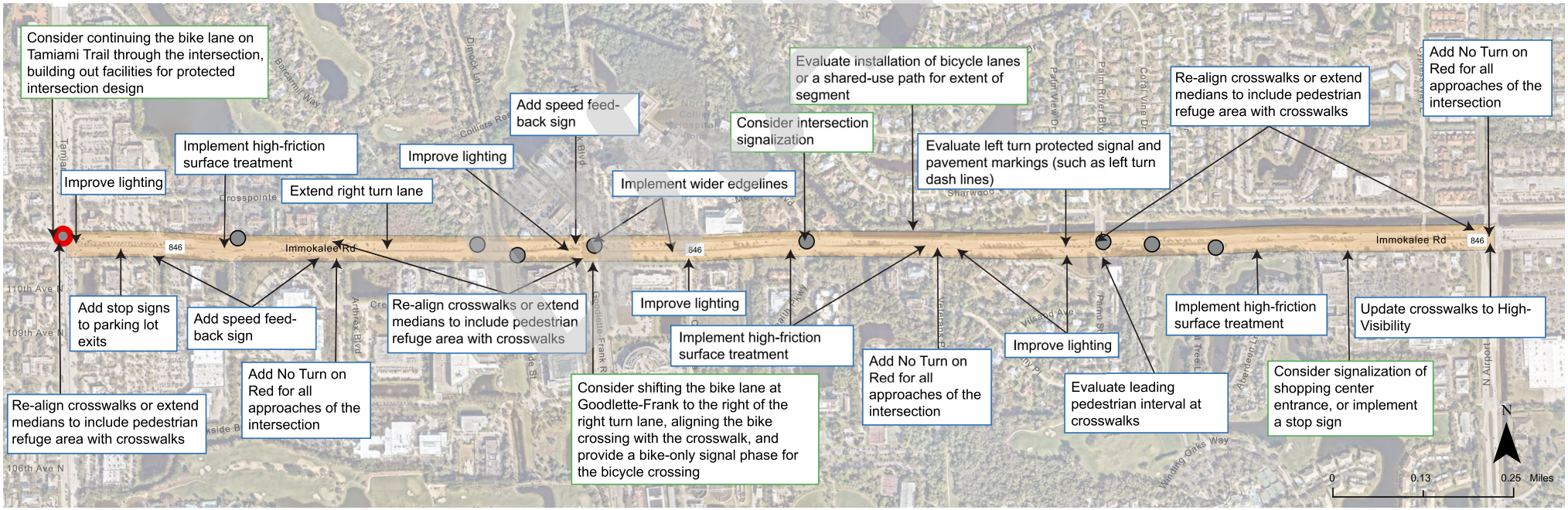
This segment of Immokalee Road in Naples stretches from US 41/Tamiami Trail on the west to Airport Road on the east. It includes both Tier I and Tier II High Injury Network (HIN) segments and intersections. A major bus transfer point is located on the south side of Immokalee Road between US 41 and Goodlette-Frank Road. The corridor is also near NCH North Naples Hospital, several shopping plazas, and the Cocohatchee Creek Preserve. The corridor sees frequent eBike use as a key commuter route. Residents living on both sides of Immokalee Road have expressed a strong desire for safer pedestrian and bicycle crossings in the area.

SHORT-TERM ACTIONS

Short-term recommendations aim to improve safety by encouraging slower speeds and reducing lane departure. Strategies include wider edgelines, high-friction surface treatments, upgraded lighting, and speed feedback signs. At major intersections like Immokalee Road and Airport Road, No Turn on Red signs, protected left-turn signals, and clear pavement markings can help reduce turning-related crashes. Where medians end before crosswalks, such as at Immokalee Road and Parnu Street, crosswalks can be set back or medians extended to create pedestrian refuge islands. Signal timing should be reviewed to add Leading Pedestrian Intervals (LPIs), giving pedestrians a head start before vehicles move. Upgrading all crosswalks along the corridor to high-visibility markings will also improve driver awareness and overall pedestrian safety.

LONG-TERM ACTIONS

Longer-term recommendations include enhancing bicycle facilities along the corridor, such as extending the existing bike lanes on Tamiami Trail and Goodlette-Frank Road through the intersection with Immokalee Road. This should follow best practices for protected intersection design, incorporating elements like setback crossings, corner safety islands, crosswalk-aligned bike lane crossings, dedicated bike signal phases, and physical separation from traffic to reduce conflicts and improve safety for all users. The entire segment should also be evaluated for the addition of bicycle lanes or a shared use path. Additionally, intersections such as Medical Boulevard and Immokalee Road, as well as the shopping center at the western end of the corridor, may be candidates for future signalization to support safer, more predictable movements.



NAPLES – GOLDEN GATE PKWY

FROM US 41/TAMIAMI TRL TO VINLAND DR

ANNUAL AVERAGE DAILY TRAFFIC	24,000-57,500 veh
FUNCTIONAL CLASS	Minor Arterial
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	45 MPH
AREA OF PERSISTENT POVERTY	No
TRAVEL LANES	6 - 7
PRESENCE OF SHOULDER	Yes
PRESENCE OF SIDEWALK	Yes
PRESENCE OF BIKE LANE	No
JURISDICTION/OWNERSHIP	Naples/County

(2019-2023)

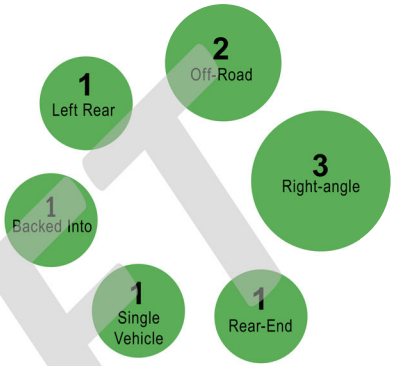
407 TOTAL CRASHES

9 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

9 SERIOUS INJURIES

1 KSI BICYCLIST CRASH

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES



FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS

2 Distracted-Driving

1 Alcohol Related

1 Lane-Departure

7 Intersection-Related

LEGEND: KSI CRASHES

Fatal | Pedestrian | Bicycle | Automobile



NAPLES – GOLDEN GATE PKWY

FROM US 41/TAMIAMI TRL TO VINLAND DR

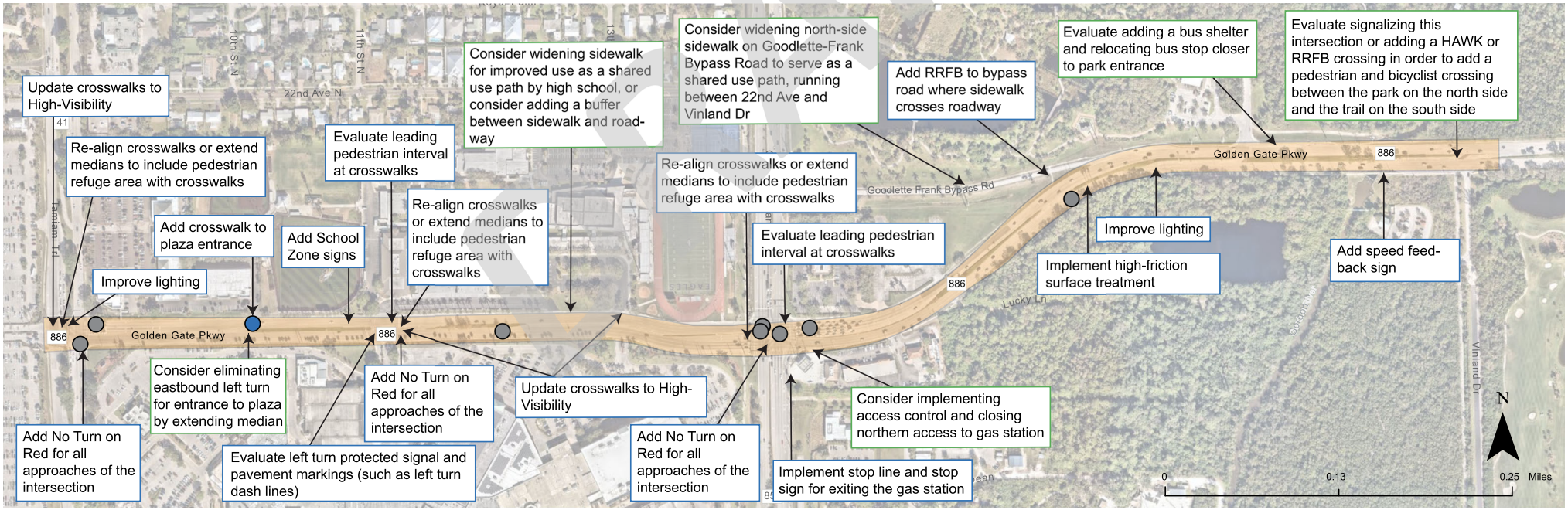
This segment, located in Naples along Golden Gate Parkway between US 41 / Tamiami Trail to the west and the Gordon River Greenway access point to the east, includes both Tier I and Tier II High Injury Network (HIN) segments and intersections. Notably, the intersection of Golden Gate Parkway and Goodlette-Frank Road ranks among the top ten HIN intersections. With key destinations like the Gordon River Greenway and Freedom Park in the east and Naples High School near the west end at Goodlette-Frank Road, the area has strong potential for increased pedestrian and bicycle activity. Improving safety measures along this corridor could help support and encourage more active transportation use.

SHORT-TERM ACTIONS

Short-term recommendations include increasing pedestrian visibility through improving lighting, enhancing crosswalks to be high-visibility, adding crosswalks across plaza entrances, and adding new School Zone signs. At all major intersections, such as the crossing of Goodlette-Frank Road, where medians end before the crosswalk, crosswalks can be set back or medians extended to create pedestrian refuge islands. Signal timing along the corridor should be evaluated for Leading Pedestrian Intervals (LPIs), which give pedestrians a head start before vehicles move. No Turn on Red signs at larger intersections, like Golden Gate Parkway and US 41, and left-turn protected signal phasing and pavement markings, may help reduce turning crashes.

LONG-TERM ACTIONS

Longer-term recommendations include widening the sidewalk and expanding the buffer between the sidewalk and roadway with grass or landscaping to support a shared-use path, especially near the school. Pedestrian and cyclist access to the Gordon River Greenway and Freedom Park can be improved through a signalized intersection or pedestrian beacon near Vinland Drive, safer connections to the bypass road, and a wider, continuous shared-use path. As an alternative to traveling along Golden Gate Parkway, the sidewalk on the north side of the adjacent Goodlette-Frank Bypass Road could be widened for shared use by pedestrians and cyclists. Extending this path from the bypass to Vinland Drive would create a continuous connection between 22nd Avenue, which has lower traffic volumes, and the Greenway. The corridor also includes multiple driveways. Consolidating them would reduce vehicle and pedestrian conflict points and improve safety.



NAPLES – US 41/TAMIAMI TRL

FROM 9TH ST TO DAVIS BLVD/SANDPIPER ST

ANNUAL AVERAGE DAILY TRAFFIC	36,000-42,000 veh
FUNCTIONAL CLASS	Principal Arterial
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	30 MPH
AREA OF PERSISTENT POVERTY	Yes
TRAVEL LANES	6 - 8
PRESENCE OF SHOULDER	No
PRESENCE OF SIDEWALK	Yes (no buffer)
PRESENCE OF BIKE LANE	Yes
JURISDICTION/OWNERSHIP	Naples/State

(2019-2023)

400 TOTAL CRASHES

10 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

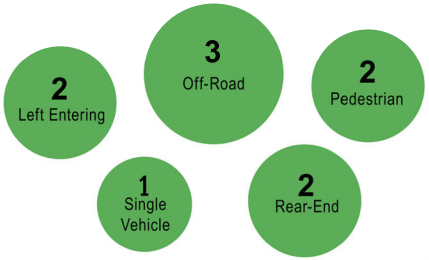
0 FATALITIES

10 SERIOUS INJURIES

1 KSI PEDESTRIAN CRASHES

2 KSI BICYCLIST CRASHES

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES



FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS

- 1 Distracted-Driving
- 1 Hit and Run
- 1 Lane-Departure
- 1 Drug-Related
- 1 Alcohol-Related
- 1 Speed-Related
- 1 Aggressive Driving
- 8 Intersection-Related

LEGEND: KSI CRASHES

Fatal · Pedestrian · Bicycle · Automobile



NAPLES - US 41/TAMIAMI TRL

FROM 9TH ST TO DAVIS BLVD/SANDPIPER ST

This segment is in Naples on US41(Tamiami Trail and 5th St S) between 9th St S to the west and the Davis Boulevard/ Sandpiper Street intersection to the east. This segment includes one of the top ten HIN segments (between 9th St S and Goodlette-Frank Rd), as well one of the top ten HIN intersections (Tamiami Trail and Goodlette-Frank Rd). This location was identified in the Collier MPO Bicycle and Pedestrian Master Plan as an area in need of improvement. This segment serves pedestrians, bicyclists, and motorists, and supports hospitality workers, eBike commuters, and tourists. The City of Naples determined the need for bike and pedestrian improvements in the area, while the corridor simultaneously undergoes redevelopment, particularly in the triangular Davis/Sandpiper intersection offering planned and in-progress residential developments.

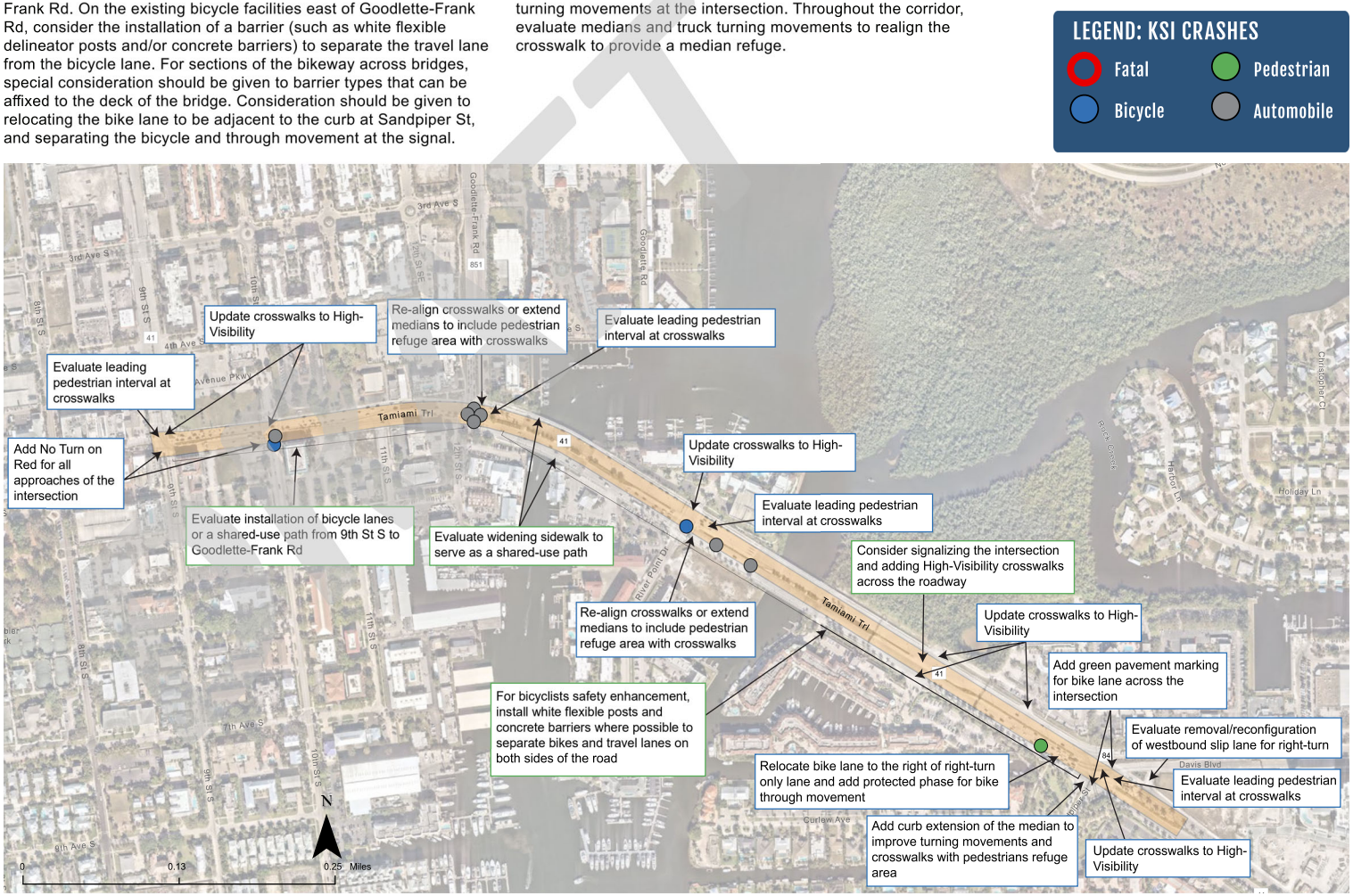
SHORT-TERM ACTIONS

Short-term recommendations include changes to existing signage and pavement markings. At select locations, such as the intersection of Tamiami Trail and 9th St S, implementing no-turn-on-red signage may mitigate crashes. Throughout the corridor, evaluating signal timing cycles to implement leading pedestrian intervals may provide greater visibility to pedestrians at the intersection. Throughout the corridor, all crosswalk markings can be upgraded to high-visibility.

LONG-TERM ACTIONS

Longer-term recommendations include evaluating the extension of bicycle facilities or a shared-use path from 9th St S to Goodlette-Frank Rd. On the existing bicycle facilities east of Goodlette-Frank Rd, consider the installation of a barrier (such as white flexible delineator posts and/or concrete barriers) to separate the travel lane from the bicycle lane. For sections of the bikeway across bridges, special consideration should be given to barrier types that can be affixed to the deck of the bridge. Consideration should be given to relocating the bike lane to be adjacent to the curb at Sandpiper St, and separating the bicycle and through movement at the signal.

Consideration should be given to removal of the slip lane from westbound Davis Blvd onto Tamiami Trail to encourage slower turning movements at the intersection. Throughout the corridor, evaluate medians and truck turning movements to realign the crosswalk to provide a median refuge.



NAPLES – AIRPORT RD

FROM DAVIS BLVD TO US-41/TAMIAMI TRL

ANNUAL AVERAGE DAILY TRAFFIC	34,000 veh
FUNCTIONAL CLASS	Minor Arterial
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	45 MPH
AREA OF PERSISTENT POVERTY	Adjacent
TRAVEL LANES	6 - 8
PRESENCE OF SHOULDER	No
PRESENCE OF SIDEWALK	Yes (no buffer)
PRESENCE OF BIKE LANE	No
JURISDICTION/OWNERSHIP	Naples/County

(2019-2023)

449 TOTAL CRASHES

11 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

1 FATALITIES

10 SERIOUS INJURIES

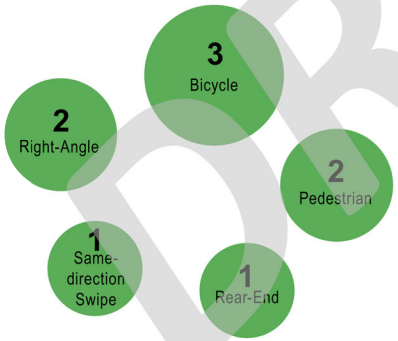
1 KSI PEDESTRIAN CRASHES

4 KSI BICYCLIST CRASHES

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES

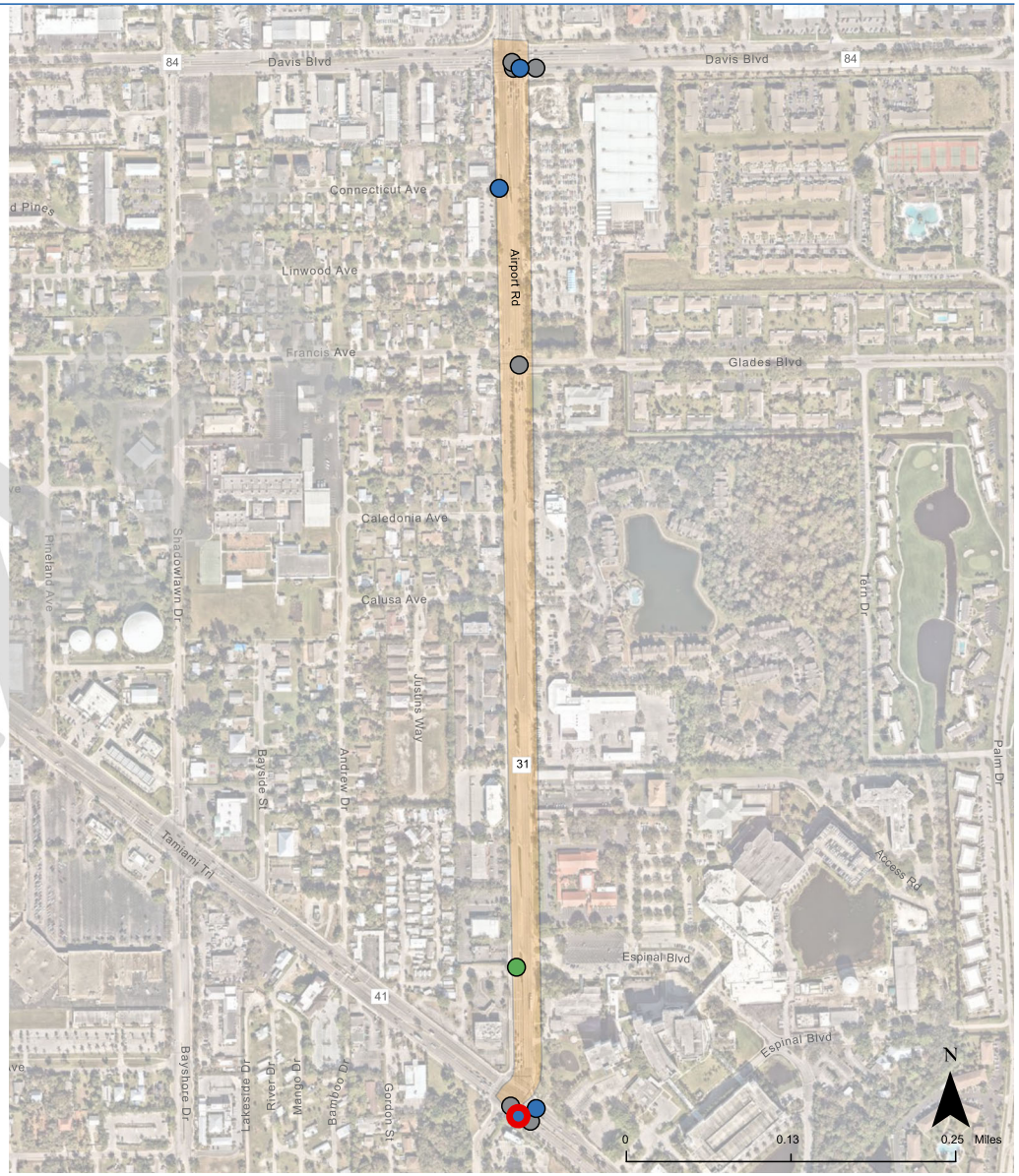
- **2** Distracted-Driving
- **3** Alcohol-Related
- **3** Hit and Run
- **1** Aggressive Driving
- **1** Lane-Departure
- **8** Intersection-Related
- **1** Drug-Related

FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS



LEGEND: KSI CRASHES

- Fatal
- Pedestrian
- Bicycle
- Automobile



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NAPLES – AIRPORT RD

FROM DAVIS BLVD TO US-41/TAMIAMI TRL

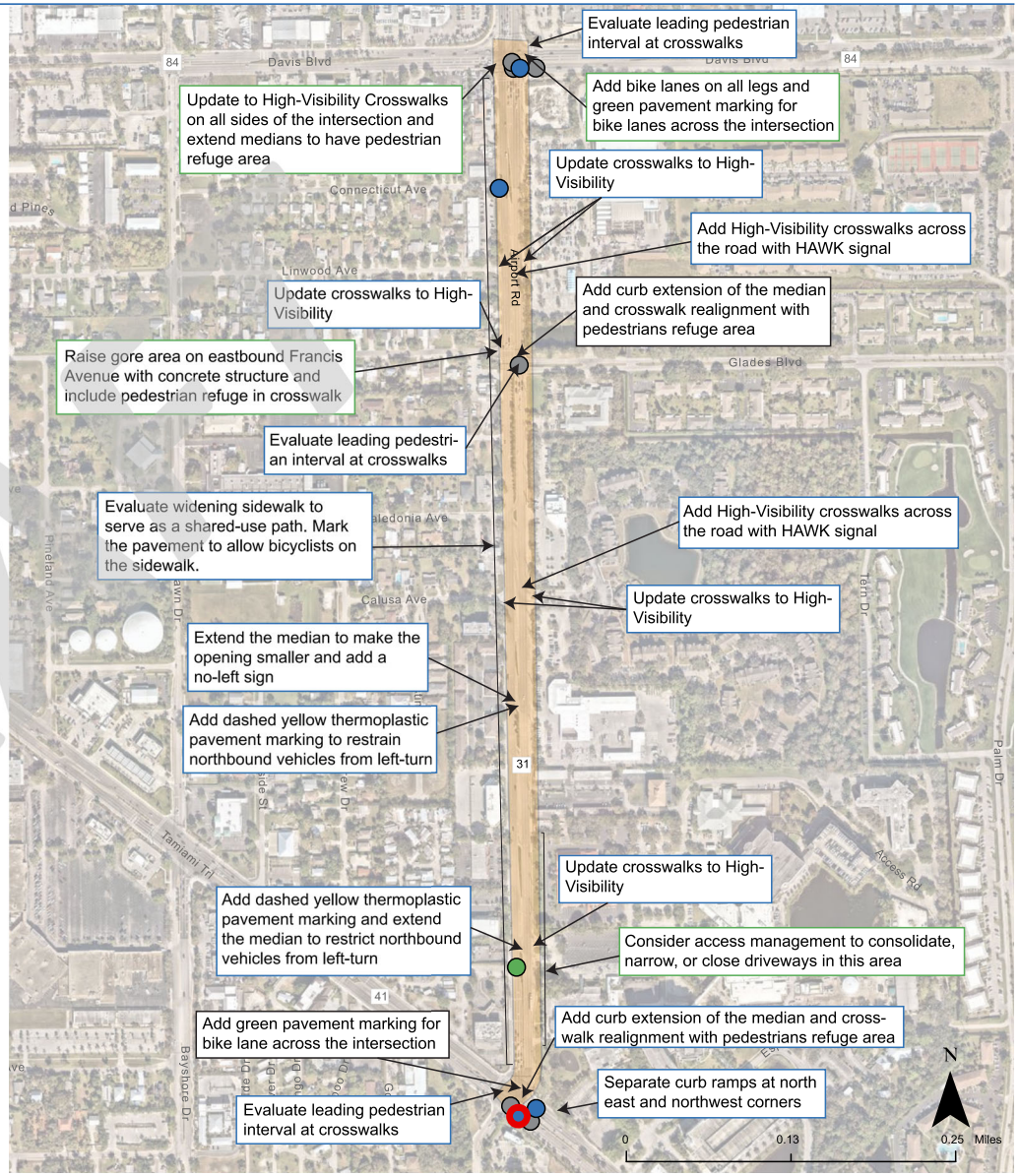
This segment is in Naples on Airport Rd between Davis Boulevard from the north to Tamiami Trail East (US-41) to the south. The road was identified in a 2015 Bike and Pedestrian Road Safety Audit prepared by FDOT at the request of MPO. This location was within the top 40 segments on the High-Injury Network, and contains two of the top ten intersections within the High-Injury Network (Airport Rd and Davis Blvd, and Airport Rd and Tamiami Trail). The road, particularly the east side, is lined with human services organizations. Students attending the Public Vocational High School just north of Davis Boulevard cross the busy segment to get to school. Additionally, Collier County Government Center sits on a corner of the intersection of US41 and Airport Road, which includes a major Collier Area Transit transfer center. The corridor has several bus stops along east and west curbs and there are many pedestrian generating land uses within the corridor such as, apartments, churches, retail stores and restaurants.

SHORT-TERM ACTIONS

Short-term recommendations include updating crosswalks to high-visibility pavement markings and evaluating signal timing to implement leading pedestrian intervals. North of Tamiami Trail, adding pavement markings to extend the median and restrict northbound vehicles from turning left.

LONG-TERM ACTIONS

Long-term recommendations include evaluating median design and crosswalk locations to allow for the median to serve as a pedestrian refuge island. Evaluate the addition of a crosswalk and HAWK signal at Linwood Avenue. Consider upgrades to the bicycle lanes along David Blvd. Evaluate access management to narrow or consolidate the driveway entrances to the Collier County Motor Vehicle & Driver License Office.



LEGEND: KSI CRASHES

- Fatal
- Pedestrian
- Bicycle
- Automobile

DRAFT

MARCO ISLAND – N COLLIER BLVD & E ELKHAM CIR

INTERSECTION

ANNUAL AVERAGE DAILY TRAFFIC	15,300 veh
FUNCTIONAL CLASS	Major Collector
FDOT CONTEXT CLASSIFICATION	Urban Low Density
POSTED SPEED	30/35/20 MPH
AREA OF PERSISTENT POVERTY	No
TRAVEL LANES	4
PRESENCE OF SHOULDER	No
PRESENCE OF SIDEWALK	Yes (with buffer)
PRESENCE OF BIKE LANE	No
JURISDICTION/OWNERSHIP	Marco Island/City

(2019-2023)

27 TOTAL CRASHES

2 TOTAL FATAL AND SERIOUS INJURY (KSI) CRASHES

1 FATALITY

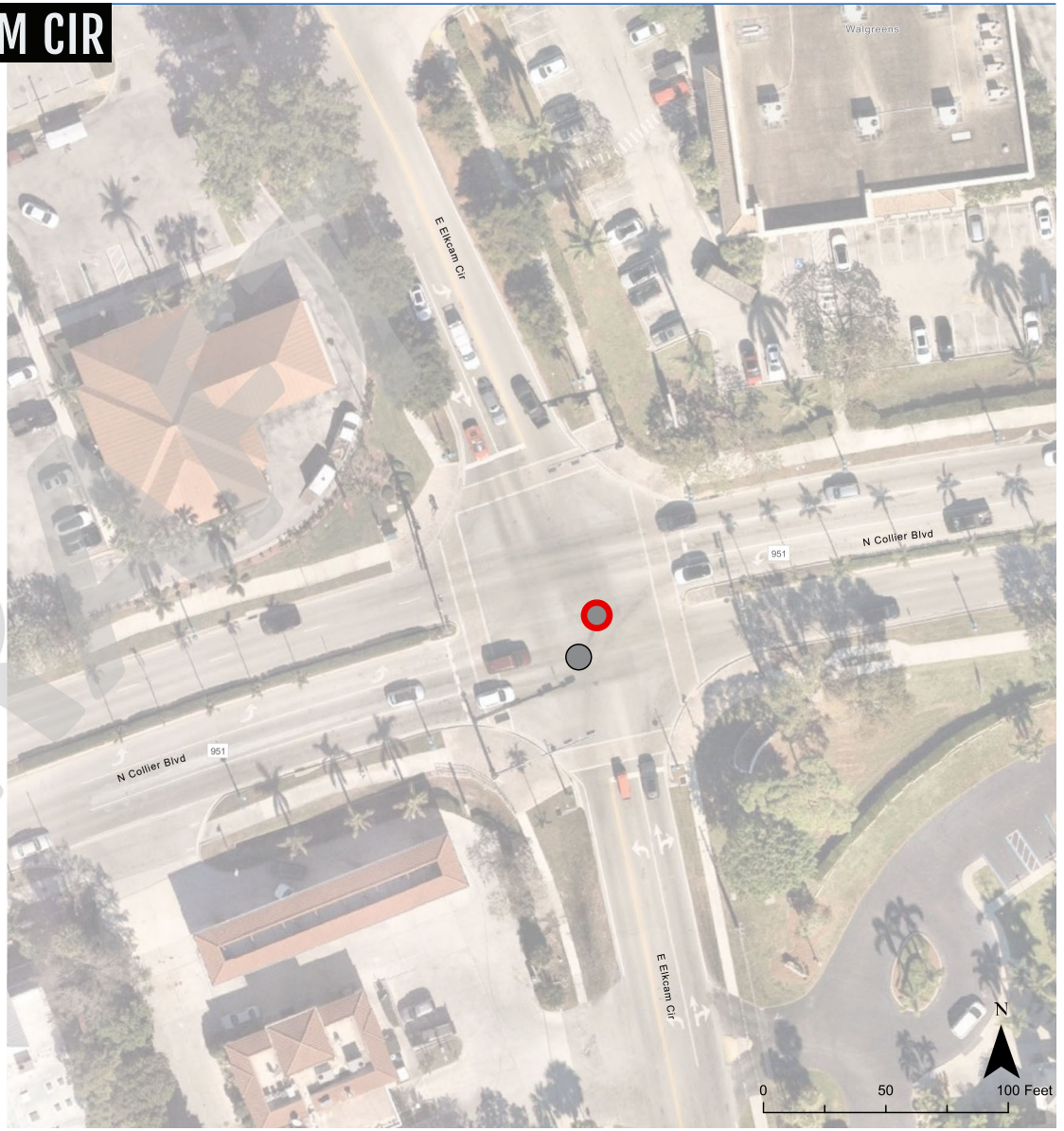
1 SERIOUS INJURY

FATAL AND SERIOUS INJURY (KSI) CONTRIBUTING FACTORS

- **1** Off-Road
- **1** Left-Entering

TYPES OF FATAL AND SERIOUS INJURY (KSI) CRASHES

- **1** Drug-Related
- **2** Intersection-Related



DR

MARCO ISLAND – N COLLIER BLVD & E ELKHAM CIR

INTERSECTION

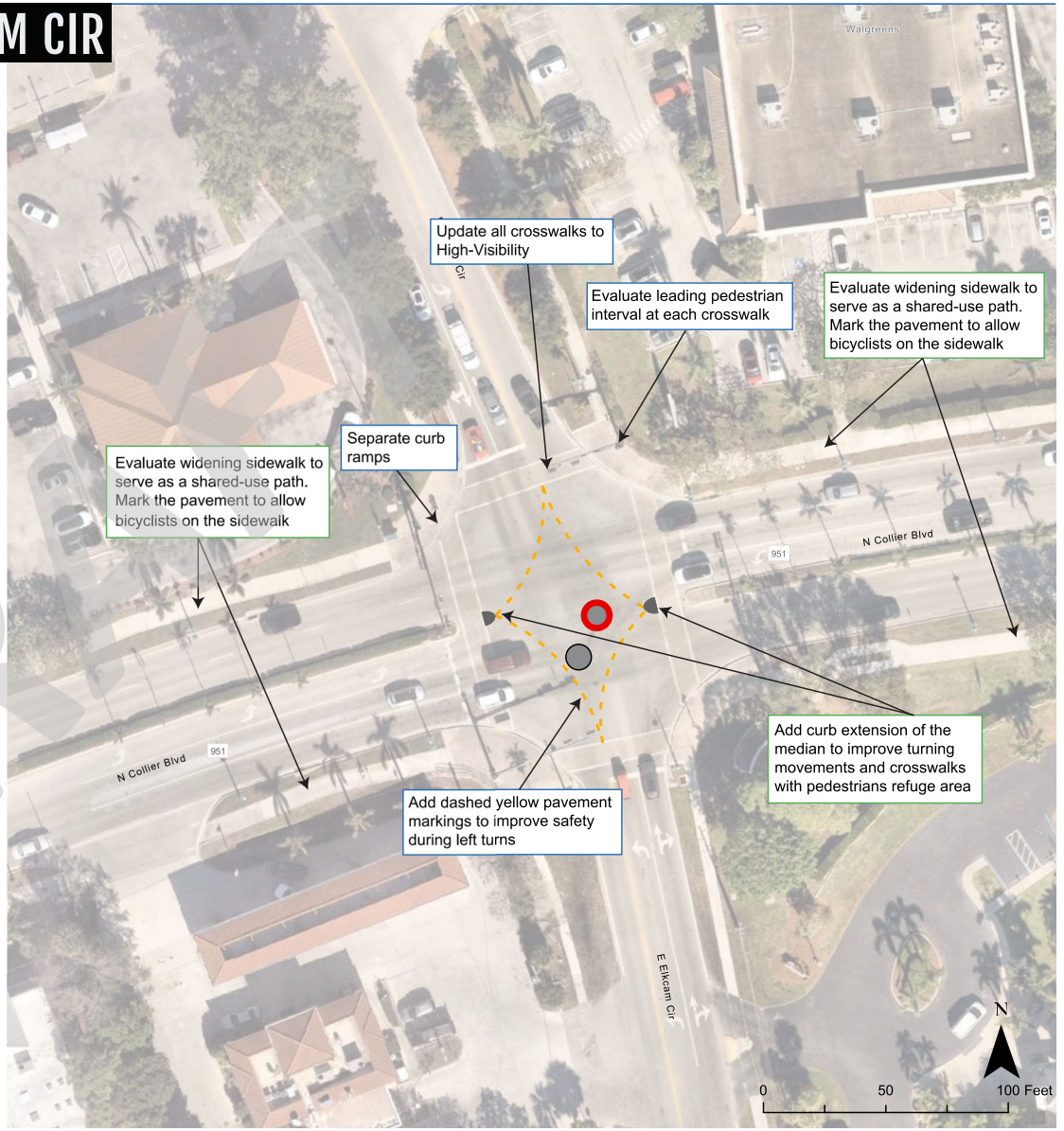
This intersection within the City of Marco Island is at North Collier Boulevard and East Elkcam Circle. This location was identified as a top 15 intersection within the High-Injury Network. The City of Marco Island has previously identified a need for bike and pedestrian improvements on Collier Boulevard. The intersection is the site of many pedestrian generating businesses, and is served by two bus routes.

SHORT-TERM ACTIONS

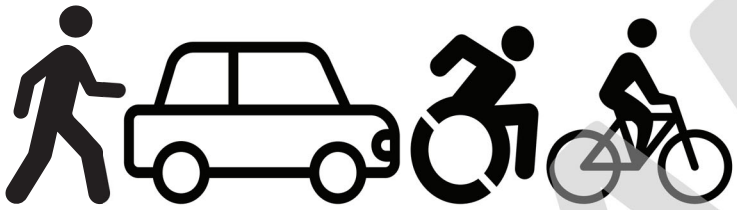
Short-term recommendations are to evaluate the traffic signals to incorporate leading pedestrian interval, update the crosswalks to high-visibility, and adding pavement markings to delineate the left turn movements.

LONG-TERM ACTIONS

Long-term recommendations are to evaluate the sidewalks along the corridor to be upgraded to allow for a shared-use path and to re-align the crosswalks and medians to allow for a pedestrian refuge island.



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PROGRESS AND TRANSPARENCY

PERFORMANCE MEASURES AND PLAN MONITORING

DRAFT

PERFORMANCE MEASURES AND REPORTING

Collier MPO is committed to reducing serious injuries and fatalities from crashes by 25% by 2050.

Adopting the Safety Action Plan is only the first step in building a safer transportation network. Success lies in the ongoing collaboration, implementation, and assessment of its performance. The performance measures detailed below are designed to build transparency with Collier County residents and elected officials, create defined feedback loops between implementation and future design and investment choices, and enable adaptation moving forward while adhering to the MPO's desired outcomes.

SAFETY PERFORMANCE MEASURES

Safety is a top priority for the MPO and is the first national goal outlined in the Fixing America's Surface Transportation (FAST) Act. Under the FAST Act, the FHWA mandates that state Departments of Transportation (DOTs) and MPOs adopt five safety performance targets, which Collier MPO originally endorsed in February 2018 and readopts on an annual basis. These targets focus on reducing fatalities and serious injuries, including those involving non-motorized road users.

The Collier MPO integrates these safety performance targets, including interim goals, into its plans and projects. As part of its ongoing commitment, the MPO emphasizes infrastructure upgrades, education campaigns, and enforcement measures to reduce risks for road users. The LRTP, Policy and Implementation, outlines the framework for monitoring and reporting progress on these targets.

By aligning with Vision Zero and adopting FDOT's targets, Collier MPO reinforces its dedication to creating a safer transportation network, fostering a culture of safety, and advancing the goal of eliminating severe injuries and fatalities on Florida's roadways.

To measure progress, Collier MPO will track the following key performance indicators:

METRIC	DESIRED TREND	GOAL
Number of fatalities	*Declining*	**25% reduction in the number of serious injuries anf fatalities from crashes by 2050**
Rate of fatalities per 100 million vehicle miles traveled (VMT)	*Declining*	
Number of serious injuries	*Declining*	
Rate of serious injuries per 100 million VMT	*Declining*	
Number of non-motorized fatalities and serious injuries	*Declining*	

IMPLEMENTATION & PROGRESS MONITORING

In addition to the performance indicators, the MPO will track progress in achieving the **implementation actions** outlined in pages 52 through 59. The actions and their suggested performance measures will be evaluated and reported on an annual basis through an expansion of the **MPO's Annual Report** (*Action 5.1.1*).

Additional monitoring and implementation will be conducted through continued involvement of Steering Committee members and active participation in the Collier County Community Traffic Safety (CTST) (*Actions 3.1.1 & Actions 5.1.4*).

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COLLIER Metropolitan Planning Organization

SAFETY ACTION PLAN

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7F

Endorse the 2026 MPO Meeting Schedule

OBJECTIVE: For the Committee to review, comment on, and endorse the proposed 2026 MPO Meeting Schedule.

CONSIDERATIONS: The MPO's proposed 2026 Meeting Schedule is shown in **Attachment 1**. The schedule follows established meeting locations, dates and times. Committee members are encouraged to review the proposed 2026 schedule prior to the meeting and notify staff if there is any need for revisions.

Note: The September 2, 2026 LCB meeting date may be rescheduled to September 9, 2025 to allow for MPO and Collier County transit planning staff to attend mandatory LCB training. MPO staff anticipates knowing whether this change will be made by October, 2025.

STAFF RECOMMENDATION: That the Committee review and endorse the 2026 Meeting Schedule.

Prepared By: Suzanne Miceli, Operations Support Specialist II

ATTACHMENTS:

1. Proposed 2026 MPO Meeting Schedule

2026 Meeting Schedule

Collier Metropolitan Planning Organization (MPO)
2885 S. Horseshoe Drive, Naples, FL 34104
(239) 252-5814 | www.CollierMPO.org

DRAFT 1

~~RED STRIKETHROUGH~~ = CANCELLED MEETING
DATES IN GREEN = ADDED MEETING

Metropolitan Planning Organization (MPO) – Monthly at 9:30 a.m.

MPO Board Meetings are held on the second Friday of the month at the Board of County Commissioners Chambers, Admin. Bldg. F, 3299 Tamiami Trail East, Naples, FL, 34112, unless otherwise noted.

February 13, 2026	March 13, 2026	April 10, 2026	May 8, 2026
June 12, 2026	September 11, 2026	October 9, 2026	November 13, 2026
December 11, 2026			

Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

TAC Meetings are held on the fourth Monday of the month at the County Transportation Management Services Bldg., South Conference Room, 2885 South Horseshoe Drive, Naples, FL, 34104, unless otherwise noted.

January 26, 2026	February 23, 2026	March 23, 2026	April 27, 2026
*May 18, 2026 *due to holiday*	August 24, 2026	September 28, 2026	October 26, 2026
November 23, 2026			

Citizens Advisory Committee (CAC) – Monthly at 2:00 p.m.

CAC Meetings are held on the fourth Monday of the month at the County Transportation Management Services Bldg., South Conference Room, 2885 South Horseshoe Drive, Naples, FL, 34104, unless otherwise noted.

January 26, 2026	February 23, 2026	March 23, 2026	April 27, 2026
*May 18, 2026 *due to holiday*	August 24, 2026	September 28, 2026	October 26, 2026
November 23, 2026			

Bicycle/Pedestrian Advisory Committee (BPAC) – Monthly at 9:00 a.m.

BPAC Meetings are held on the third Tuesday of the month at the Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112, unless otherwise noted.

January 20, 2026	February 17, 2026	March 17, 2026	April 21, 2026
May 19, 2025	August 18, 2026	September 15, 2026	October 20, 2026
November 17, 2026			

Congestion Management Committee (CMC) – Bi-Monthly at 2:00 p.m.

CMC Meetings are held on the third Wednesday of every other month at the Collier County Transportation Management Services Bldg., South Conference Room, 2885 South Horseshoe Drive, Naples, FL, 34104, unless otherwise noted.

January 21, 2026	March 18, 2026	May 20, 2026	July 15, 2026
September 16, 2026	November 18, 2026		

Local Coordinating Board (LCB) for the Transportation Disadvantaged – Quarterly at 1:30 p.m.

LCB Meetings are held quarterly on the first Wednesday of the corresponding month at the Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112, unless otherwise noted.

March 4, 2026	May 6, 2026	September 2, 2026	December 2, 2026