

## EXECUTIVE SUMMARY

### **Introducing the 2050 Long Range Transportation Plan - Public Involvement Plan, Vision, Goals and Evaluation Criteria**

---

**OBJECTIVE:** For the MPO Board to receive an introductory overview of the 2050 LRTP schedule, process, vision, goals and evaluation criteria and drafts of associated documents.

**CONSIDERATIONS:** Jacobs Engineering is the MPO's consultant for the development of the 2050 LRTP. The MPO is kicking-off the public involvement component of the 2050 LRTP beginning with presentations to the Citizens and Technical Advisory Committees in August, followed by the MPO Board in September 2024.

Jacobs Engineering will give an introductory overview of the 2050 LRTP schedule, process, vision, goals and evaluation criteria. (**Attachment 1**).

The draft Public Involvement Plan (**Attachment 2**), Chapter 1 Introduction (**Attachment 3**) and Chapter 3 Planning Context and Decision-Making Framework (**Attachment 4**) are based on 2045 LRTP components that have been updated to reflect new regulations now in effect. MPO staff anticipates posting the documents for committee endorsement in September, Board approval in October.

**COMMITTEE RECOMMENDATIONS:** The Technical and Citizens Advisory Committees received the presentation at their meetings on August 26<sup>th</sup>.

**STAFF RECOMMENDATION:** The presentation and attached documents are provided for informational purposes and to allow sufficient time for Board members' review prior to the October meeting.

Prepared By: Anne McLaughlin, MPO Director

#### **ATTACHMENTS:**

1. Presentation
2. Draft Public Involvement Plan
3. Draft Chapter 1 Introduction
4. Draft Chapter 3 Planning Context and Decision-Making Framework (Vision, Goals & Objectives, Evaluation Criteria)
5. Project Schedule



# 2050 Long Range Transportation Plan

**Vision, Goals, and Evaluation Criteria**

September 13, 2024





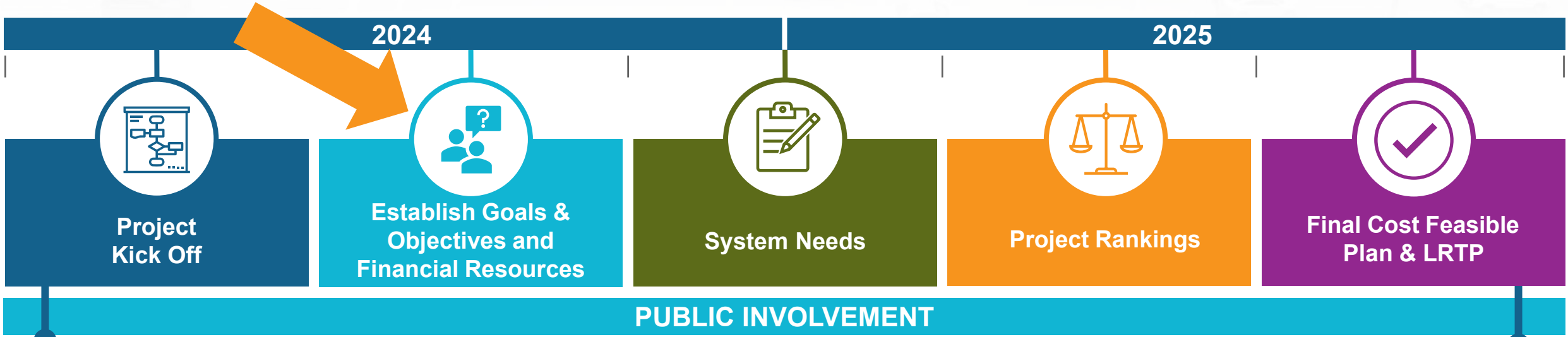
# Agenda



- LRTP Schedule & Process
- State & Federal Planning Emphasis Areas
- LRTP Requirements
- LRTP Vision
- LRTP Goals
- Evaluation Framework
- Next Steps



# LRTP Schedule & Process



Start  
March 2024

Board  
Adoption  
December  
2025

MPO Board & Committees

MPO Board & Committees

MPO Board, Committees, Lee MPO, Public, Cities, & Others

MPO Board, Committees, Lee MPO, Public, Cities, & Others

MPO Board, Committees, Public, Cities, & Others

# 2021 FTA and FHWA Planning Emphasis Areas



Transportation Resilience



Equity and Justice40



Meaningful Public Involvement



Infrastructure Connectivity



Complete Streets



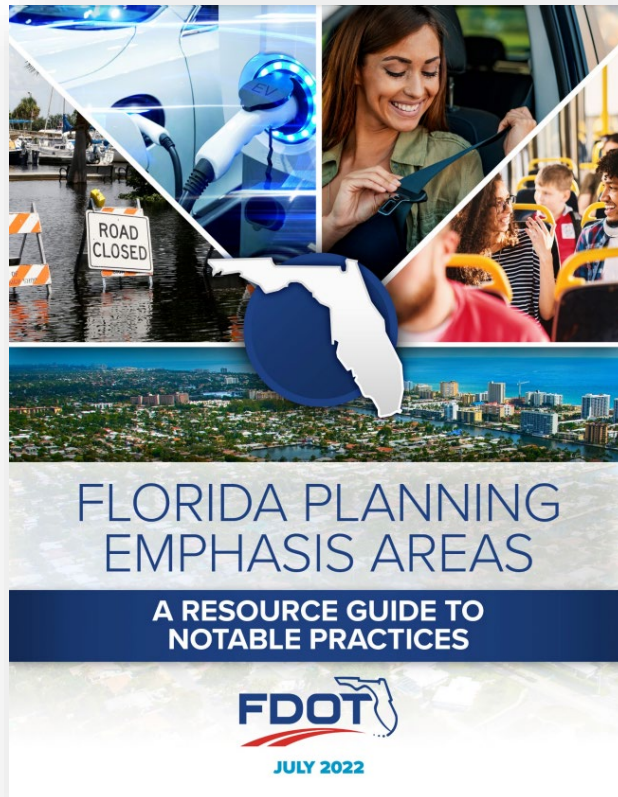
Data Sharing Principles



Planning and Environmental Linkages

Federal Transit Administration (FTA)  
Federal Highway Administration (FHWA)

# 2022 FDOT Planning Emphasis Areas



Safety



Resilience



Equity

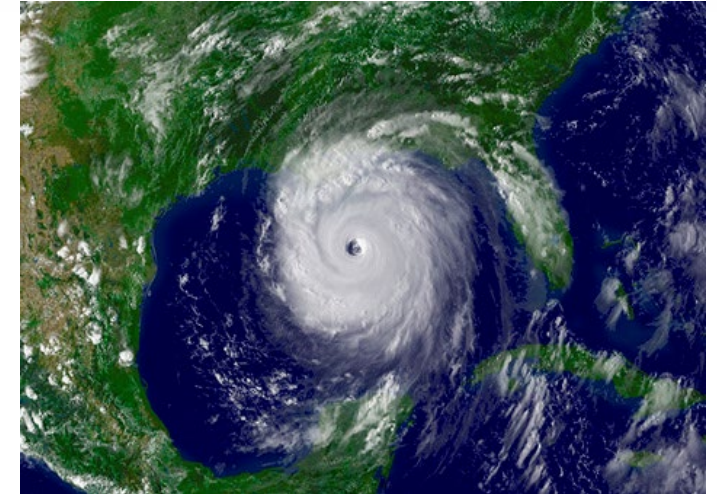
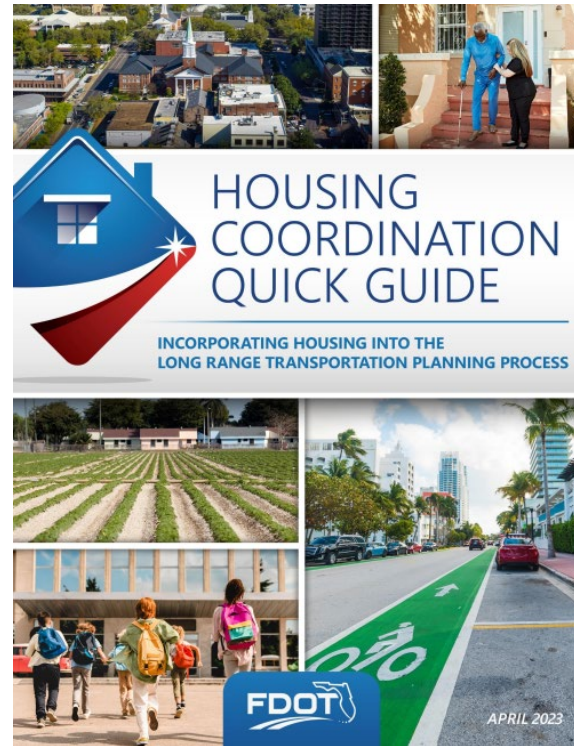


Emerging  
Mobility

# New Horizon Year - 2050

## Planning Emphasis Areas for 2050

- New requirements from IIJA
  - Housing Integration
- New requirements from FDOT
  - Resilience to Extreme Weather



Source: NOAA



# LRTP Legal Requirements

- Updated every 5 years with a 20-year planning horizon
- Continuous, cooperative, and comprehensive (3-C) planning process
- Reflects current and forecasted transportation/land use conditions (20 years)
- Performance measures and targets
- System Performance Report
- Financial Plan
- Congestion Management
- Environmental Mitigation
- Cost Feasible Plan (projects by Year of Expenditure)
- Meaningful public participation
- Collier MPO Board must adopt LRTP by December 11, 2025



# LRTP Legal Requirements

Consider and implement projects, strategies, and services that address

## Planning Factors

- 
- 1 Economic Vitality
  - 2 Safety
  - 3 Security
  - 4 Accessibility and Mobility
  - 5 Environmental Quality
  - 6 Multimodal Connectivity
  - 7 System Efficiency
  - 8 System Preservation
  - 9 Resiliency & Reliability
  - 10 Travel and Tourism

23 CFR 450.306(a) and (b)

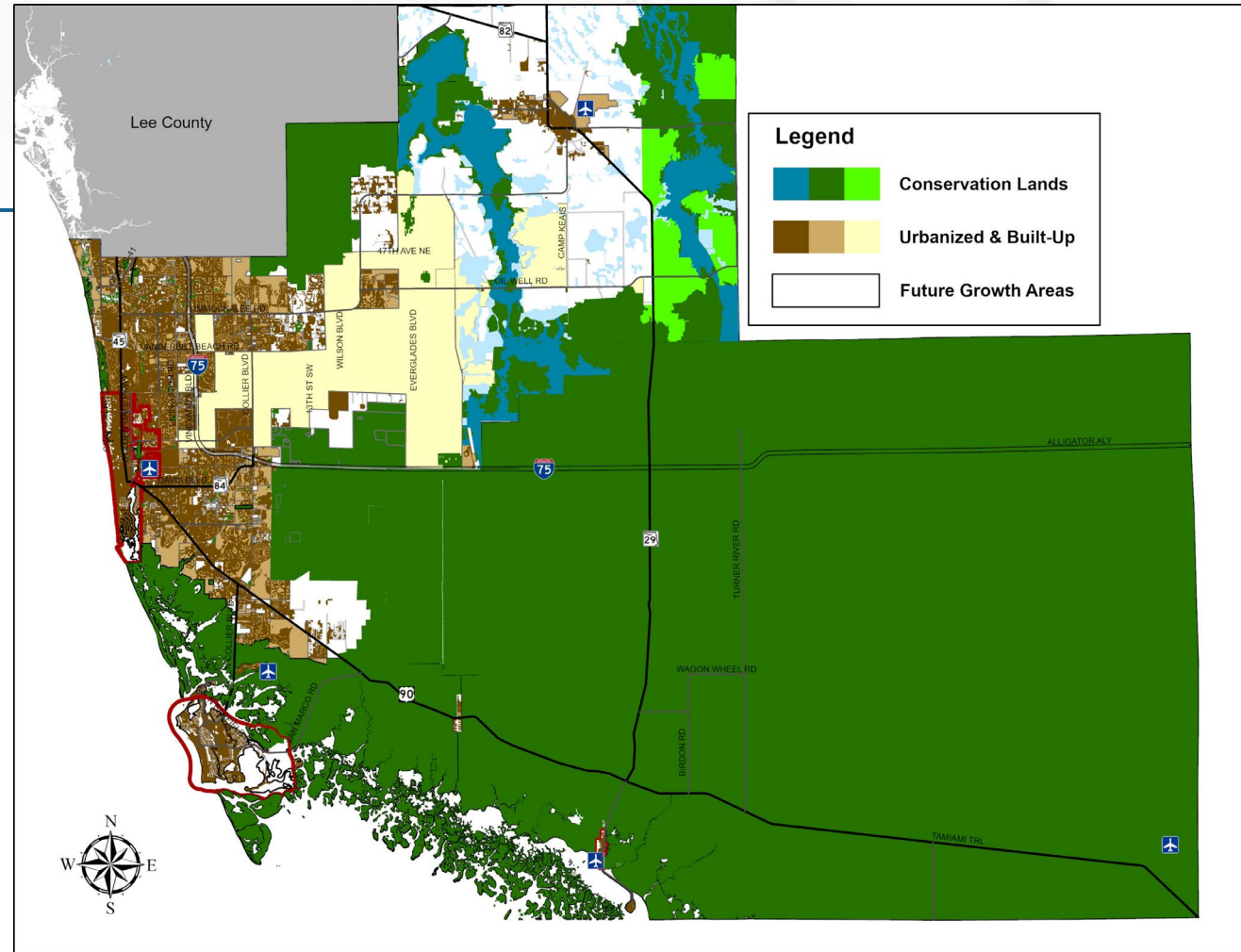
# 2050 LRTP Vision

- Incorporated cities' characteristics:
  - More traditional
  - Interconnected grid pattern
  - Walkable residential neighborhoods
  - Lively mixed-use residential and commercial districts
  
- Unincorporated areas' (Golden Gate City, Immokalee, & Ave Maria) characteristics:
  - Less of a grid pattern
  - Longer travel distances
  - Supports walking and biking
  - Greater use of transit



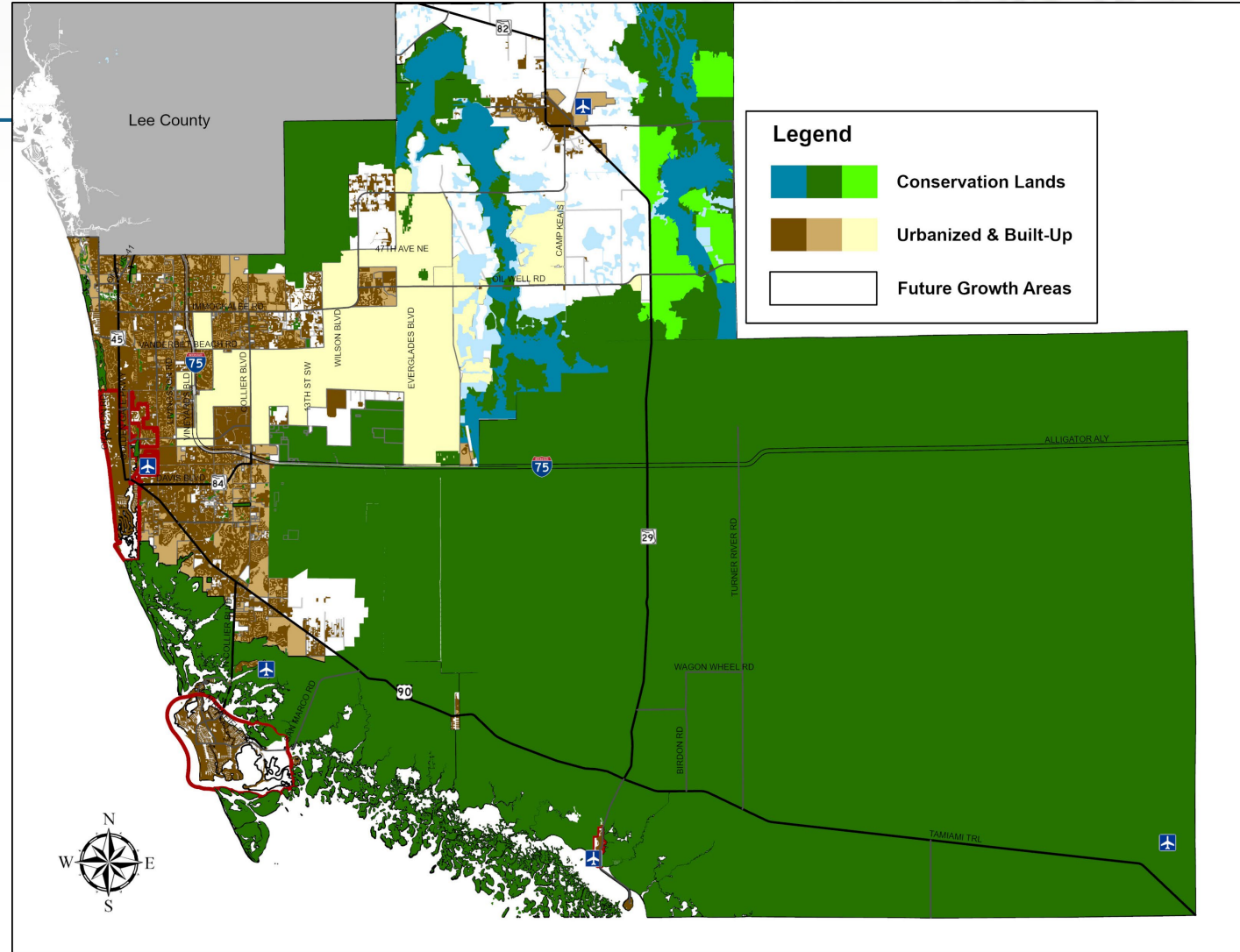
# 2050 LRTP Vision

- Urbanized land use (dark & light brown)
  - Mostly built out
  - High rise condominiums and hotels
  - Beaches
  - Commercial development along arterials
  - Large shopping centers clustered at intersections
  - Gated communities
  - Low to high residential density
- Urbanized land use (yellow)
  - Mostly built out
  - Primarily Golden Gate Estates
  - Canals
  - Very low residential density



# 2050 LRTP Vision

- Conservation lands (green, blue)
  - 67% of County lands dedicated to conservation
  - Creates a de facto urban growth boundary
  - Provides recreational opportunities
  - Sustains natural environment
- Future Growth Areas (white)
  - Majority of future growth planned
  - Subject to County’s Growth Management Plan regulations



# 2050 LRTP Vision

Vision is consistent with the 2045 LRTP Update with minor modifications to reflect Planning Emphasis Areas.

*“The Collier MPO 2050 Long Range Transportation Plan envisions the development of an integrated, **equitable**, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, **resilience**, and community character.”*



# LRTP Goals



Goals 1-8 remain consistent with the 2045 LRTP

1. Ensure the Security of Transportation System for Users
2. Protect Environmental Resources
3. Improve System Continuity and Connectivity
4. Reduce Roadway Congestion
5. Promote Freight Movement
6. Increase the Safety of the Transportation System for Users
7. Promote Multi-modal Solutions
8. Promote the Integrated Planning of Transportation and Land Use

# LRTP Goals (modified)



Goals 9-11 were modified to reflect newer requirements

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

9. Promote Sustainability *and Equity* in Transportation Planning and Land Use *for Disadvantaged Communities*

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

10. Consider *Agile, Resilient, and Quality Transportation Infrastructure* in Transportation Decision-Making

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

11. Consider *Emerging Mobility and its Influential Role on the Multimodal Transportation System*

# Evaluation Framework

---

1. Used to evaluate and compare how well potential projects meet the goals and objectives
2. Evaluates the advantages/disadvantages of projects in relation to each other
3. Shapes the recommendations for the projects in the Needs and Cost Feasible Plan
  - ✓ Each goal assigned a weighting factor – some goals have more weight, or importance than others
  - ✓ Evaluation Criteria are based on a point system for how well the project meets the Goal





# Evaluation Framework

## How well does a project meet a goal?

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

- Weighted at **10%**
- Evaluation Criteria
  - Six criteria (8A-8F)
- Performance Measures
  - Improves integrated planning = **5**
  - Does not improve integrated planning = **0**

**GOAL 8 SCORE = (Goal 8A + 8B + 8C + 8D + 8E + 8F) X 10%**

- Goal 8A: Criteria = [5 or 0]
- Goal 8B: Criteria = [5 or 0]
- Goal 8C: Criteria = [5 or 0]
- Goal 8D: Criteria = [5 or 0]
- Goal 8E: Criteria = [5 or 0]
- Goal 8F: Criteria = [5 or 0]

| Goal  | Objectives   | Evaluation Criteria   | Performance Measures  |
|---|--|---|---|
| <b>8. Promote the Integrated Planning of Transportation and Land Use</b><br>Total Weighting Factor: 10% | <ul style="list-style-type: none"> <li>• Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system</li> <li>• Assure that local growth management objectives are reflected in transportation plans and programs</li> <li>• Assure that transportation plans and projects promote economic sustainability for the County</li> </ul> | 8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities) | Improves access = 5<br>Does not improve access = 0  |
|   |  | 8B - Improves access to tourist destinations  | Improves access = 5<br>Does not improve access = 0  |
|   |  | 8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)                      | Yes = 5<br>No = 0   |
|   |  | 8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority                      | Connections to other municipalities or counties?<br>Yes = 5<br>No = 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.)?<br>Yes = 5<br>No = 0 |
|   |  | 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)?                                 |

# Online Surveys

- Visioning and Needs Survey is live
  - Posted to social media
  - Distributed to Adviser Network and mailing lists
  - Helps inform the vision, goals, and objectives of the 2050 LRTP
  - Minimum 30 days prior to closing online survey

Scan to access survey:



Collier MPO 2050 Long Range Transportation  
Plan Visioning and Needs Survey



1

What is your home zip code?

Enter your answer

2

How many miles do you travel on a typical day?

Select your answer



# Activities – Next Quarter



- 2028 Existing + Committed Transportation Network
- FDOT D1 Districtwide Travel Model deficiencies (anticipate October 2024)
- Develop travel model alternatives to help inform needs and cost feasible projects





20   
 50

# Thank you!



# PUBLIC INVOLVEMENT PLAN



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

JULY 2024

Jacobs



# Contents

|            |   |             |
|------------|---|-------------|
| <b>1.</b>  | <b>Introduction</b> .....                           | <b>1-1</b>  |
| <b>2.</b>  | <b>Phases of the LRTP Process</b> .....             | <b>2-1</b>  |
| <b>3.</b>  | <b>Public Involvement Requirements</b> .....        | <b>3-1</b>  |
| <b>4.</b>  | <b>Guiding Principles</b> .....                     | <b>4-1</b>  |
| <b>5.</b>  | <b>Planning Partners</b> .....                      | <b>5-1</b>  |
|            | 5.1 MPO Board.....                                  | 5-1         |
|            | 5.2 Florida Department of Transportation.....       | 5-2         |
|            | 5.3 MPO Adviser Network and Committees.....         | 5-2         |
|            | 5.4 State and Federal Land Management Agencies..... | 5-3         |
|            | 5.5 Intergovernmental Coordination.....             | 5-4         |
|            | 5.5.1 Tribes .....                                  | 5-4         |
|            | 5.5.2 Lee County MPO Interlocal Agreement.....      | 5-4         |
| <b>6.</b>  | <b>Equitable Communication</b> .....                | <b>6-1</b>  |
|            | 6.1 Equity Screen .....                             | 6-1         |
| <b>7.</b>  | <b>Public Outreach Techniques</b> .....             | <b>7-1</b>  |
|            | 7.1 Branding/Messaging .....                        | 7-1         |
|            | 7.2 Visualization Techniques.....                   | 7-2         |
|            | 7.3 Social Media and Digital Advertising.....       | 7-2         |
|            | 7.4 Electronic Exhibits and Materials.....          | 7-2         |
|            | 7.5 Electronic Notifications.....                   | 7-3         |
|            | 7.6 Translation Services .....                      | 7-3         |
|            | 7.7 Comment Forms.....                              | 7-3         |
|            | 7.8 Media .....                                     | 7-3         |
|            | 7.9 LRTP Webpage .....                              | 7-3         |
|            | 7.10 WikiMapping.....                               | 7-3         |
|            | 7.11 Videos.....                                    | 7-4         |
|            | 7.12 Surveys.....                                   | 7-4         |
|            | 7.13 Information Booths and Meetings.....           | 7-4         |
| <b>8.</b>  | <b>Presentations and Meetings</b> .....             | <b>8-1</b>  |
|            | 8.1 General Public Meetings .....                   | 8-1         |
|            | 8.2 MPO Board Meetings.....                         | 8-1         |
|            | 8.3 MPO Committee Meetings .....                    | 8-2         |
|            | 8.4 Tribal Meetings .....                           | 8-2         |
| <b>9.</b>  | <b>Project Schedule</b> .....                       | <b>9-1</b>  |
| <b>10.</b> | <b>Measures of Effectiveness</b> .....              | <b>10-1</b> |
| <b>11.</b> | <b>PIP Summary Report</b> .....                     | <b>11-1</b> |
| <b>12.</b> | <b>References</b> .....                             | <b>12-1</b> |

## Appendixes

- A Adviser Network
- B Disadvantaged Census Tracts in Collier County
- C Media Relations

### Table

|  |     |
|--|-----|
| Table 3-1. Federal and State Statutes and Codes Pertaining to MPOs ..... | 3-2 |
|--|-----|

### Figures

|  |     |
|--|-----|
| Figure 2-1. Phases of the Long Range Transportation Plan .....   | 2-1 |
| Figure 2-2. Collier MPO Required Documents .....                 | 2-2 |
| Figure 2-3. Collier County Metropolitan Planning Area .....      | 2-3 |
| Figure 5-1. Collier MPO Board Members .....                      | 5-1 |
| Figure 5-2. LRTP Development and Guidance .....                  | 5-2 |
| Figure 7-1. 2050 LRTP Branding Logos .....                       | 7-1 |
| Figure 7-2. 2050 LRTP Branding Stamp .....                       | 7-2 |
| Figure 7-3. Information Booth at Ciclovía Immokalee (2019) ..... | 7-4 |
| Figure 8-1. Major Milestones .....                               | 8-2 |
| Figure 9-1. Plan Process .....                                   | 9-1 |
| Figure 9-2. Collier MPO Plans and Programs Timeline .....        | 9-2 |

## Acronyms and Abbreviations

|       |   |
|-------|---|
| AHAC  | Affordable Housing Advisory Committee     |
| BCC   | Board of County Commissioners             |
| BIL   | Bipartisan Infrastructure Law             |
| BPAC  | Bicycle and Pedestrian Advisory Committee |
| CFR   | Code of Federal Regulations               |
| CAC   | Citizens Advisory Committee               |
| CIGM  | County Interactive Growth Model           |
| CMC   | Congestion Management Committee           |
| CMP   | Congestion Management Process             |
| FDOT  | Florida Department of Transportation      |
| LCB   | Local Coordinating Board                  |
| L RTP | Long Range Transportation Plan            |
| MPO   | Metropolitan Planning Organization        |
| PIP   | Public Involvement Plan                   |
| PPP   | Public Participation Plan                 |
| PTAC  | Public Transit Advisory Committee         |
| SAP   | Safety Action Plan                        |
| TAC   | Technical Advisory Committee              |
| TDP   | Transit Development Plan                  |
| TIP   | Transportation Improvement Program        |
| UPWP  | Unified Planning Work Program             |
| USC   | United States Code                        |



# 1. Introduction

The Collier Metropolitan Planning Organization (MPO) is in the process of updating its Long Range Transportation Plan (LRTP). MPOs are required to develop and maintain an LRTP that addresses no less than a 20-year planning horizon. Additionally, MPOs are required to update their LRTPs on a 5-year cycle to ensure that the future transportation system is efficient, fosters mobility and access for people and goods, and enhances the overall quality of life for the community. The first task of the 2050 LRTP Update is creating a project-specific public outreach campaign associated with this major transportation planning effort. This Public Involvement Plan (PIP) identifies the outreach efforts and techniques that will be used to ensure that officials, agencies, local government, interested parties, and the public are provided an opportunity to participate in the planning process for the LRTP Update. It also outlines the methods that will be used to measure the effectiveness of the outreach.

The Collier MPO is primarily responsible for managing the demands on the Collier County area existing transportation network, which includes the City of Naples, City of Marco Island, and Everglades City, and planning for future needs. The Collier MPO was established in 1982 following the Federal Highway Act that requires urbanized areas to develop transportation plans and programs as a condition to receive federal capital or operating assistance. The Collier MPO is governed by federal law (23 United States Code [USC] 134), with regulations included in 23 Code of Federal Regulations (CFR) 450, and uses federal, state, and local funds to carry out a comprehensive, cooperative, and continuing planning process that establishes a countywide vision for the transportation system. The LRTP is a central part of achieving this vision. The Collier MPO is currently governed by a nine-member board of elected officials.

This PIP is consistent with the Collier MPO Public Participation Plan (PPP) adopted February 8, 2019, and amended June 12, 2020.

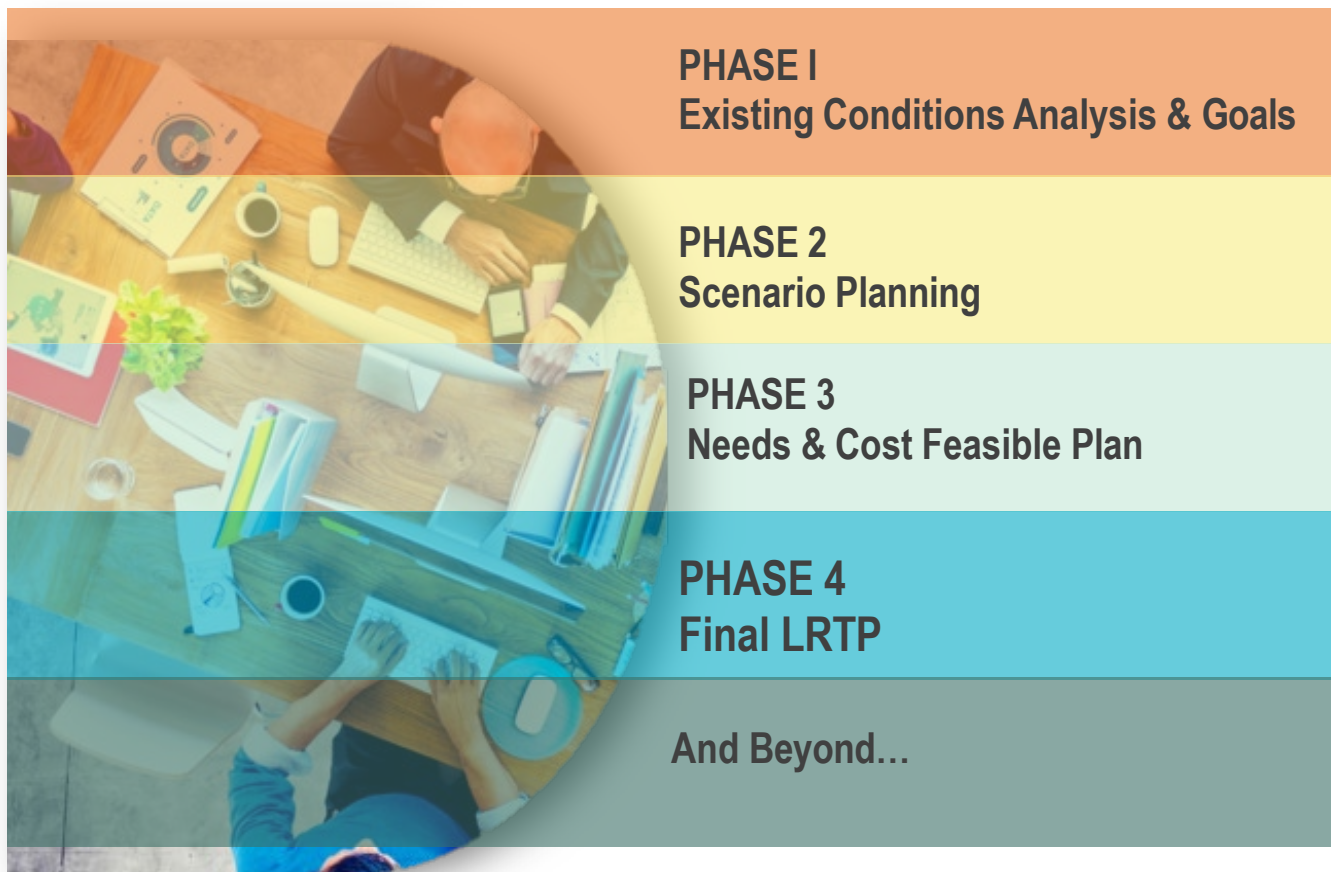
## 2. Phases of the LRTP Process

The major steps in the public participation process are matched to the following major milestones in the LRTP development process:

- Land Use and Socioeconomic Data Development
- Data Review and Analysis
- Needs Plan Development
- Transportation Alternatives
- Alternatives Testing
- Financial Resource Analysis
- Cost Feasible Plan
- Draft 2050 LRTP
- Adoption

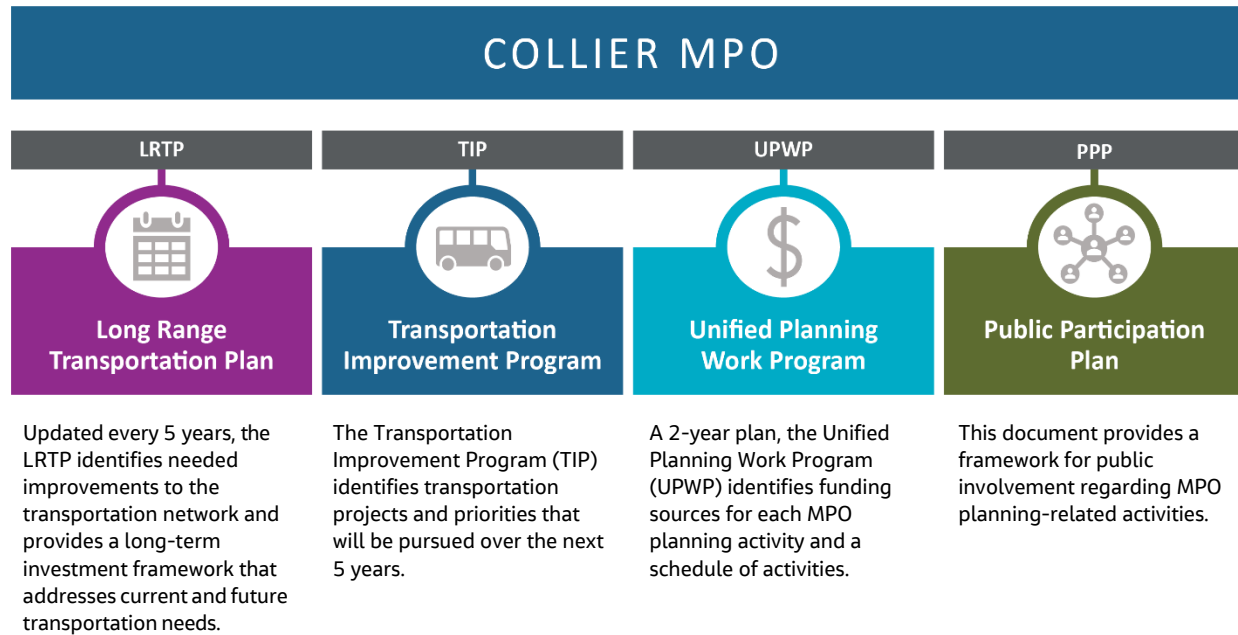
During each phase of LRTP planning, as identified on Figure 2-1, various techniques for outreach and information sharing will be employed. These techniques include public workshops, focus groups, public hearings, newsletters, a project-specific website, and public service announcements. Each phase's outreach techniques are detailed in this PIP.

**Figure 2-1. Phases of the Long Range Transportation Plan**



The Collier MPO is required under state and federal laws to develop the documents identified on Figure 2-2.

**Figure 2-2. Collier MPO Required Documents**



The Collier MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island, and Everglades City, as identified on Figure 2-3.

Collier County has an estimated 2023 population of 404,310. The 2023 median household income in Collier County is \$82,011 compared with \$67,917 for the state of Florida as a whole. The 2023 percent of households below poverty level is 10.3% in Collier County, compared with 12.7% for Florida.<sup>1</sup>

Collier County has large land areas that are mostly state and federal conservation lands. The conservation lands provide recreational opportunities and help sustain the area's natural environment. They also constrain development. These conservation lands buffer Collier County from the intense traffic impacts and pressures that interconnectivity brings to urban areas. As a result, Collier County has a minimal system of federal aid eligible roadways, which limits the availability of state and federal funding for the MPO.

<sup>1</sup> 2023 American Community Survey 5-year estimates vintage year 2023.

Figure 2-3. Collier County Metropolitan Planning Area



### 3. Public Involvement Requirements

The primary goal of this PIP is to ensure that all citizens – regardless of race, color, religion, national origin, sex, age, disability, or familial status – have an equal opportunity to participate in the MPO’s decision-making process. This PIP was developed to comply with federal and state public involvement requirements for MPOs in Florida.

Federal public involvement requirements, as identified in 23 CFR § 450.316(a), specific to the LRTP state that the following parties should be included in the development of the LRTP:

- Individuals
- Affected Public agencies
- Representatives of public transportation employees
- Public ports
- Freight shippers
- Providers of freight transportation services
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties

The Infrastructure Investment and Jobs Act of 2021, also known as the Bipartisan Infrastructure Law (BIL), introduced a new requirement that the LRTP planning process provide for consideration of projects and strategies that will promote consistency between transportation improvements and state and local housing patterns. The BIL also requires MPOs to add affordable housing organizations to the list of stakeholders. The following organizations promote Affordable Housing in Collier County:

- Collier County Growth Management Department, Economic Development & Housing Division
- Collier County Affordable Housing Advisory Committee
- Habitat for Humanity of Collier County

Guidance from *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (FDOT 2018) states that, for LRTPs, MPO Boards, and their advisory committees, the public should have the opportunity to periodically review the LRTP products, interim tasks, and reports that result in the final LRTP documentation.

A review and comment period of the draft LRTP will be provided for a minimum of 30 days as identified in the Collier MPO’s PPP. After the end of the public and agency review period, a minimum of 14 days will be provided to respond to any public or agency comments before proceeding with the LRTP adoption by the Collier MPO Board. Furthermore, this guidance also states that final adopted LRTP documentation should be available electronically via the internet; it should be available at the MPO offices no later than 90 days after adoption.

Table 3-1 summarizes the federal and state statutes, regulations, and rules related to public involvement for MPOs.

Chapter 9 of the *FDOT MPO Program Management Handbook* also identifies federal requirements for public involvement (FDOT 2022).

**Table 3-1. Federal and State Statutes and Codes Pertaining to MPOs**

| Citation  | Description  |
|---|--|
| <b>Federal</b>  |  |
| <a href="#">23 CFR 450.316</a>  | Describes the requirements for MPOs to provide reasonable opportunities for all parties to participate and comment on MPO planning products.   |
| <a href="#">23 USC 134</a>  | Describes the requirement for MPOs to provide reasonable opportunities for all parties to participate and comment on LRTPs.  |
| <a href="#">Title VI of the Federal Civil Rights Acts</a>                             | Mandates nondiscrimination by race, color, or national origin in connection with programs and activities receiving federal financial assistance.   |
| <a href="#">Executive Order 12898</a>   | Describes requirements for federal actions to address environmental justice concerns for low-income and minority populations.  |
| <a href="#">Executive Order 13166</a>   | Describes requirements to develop plans for people for whom English is not their native language or who have limited ability to read, speak, write, or understand English.   |
| <a href="#">Americans with Disabilities Act</a>                                       | Requires coordinating with disabled community representatives in the development and improvement of transportation services. Persons with disabilities also must be able to access the sites where public involvement activities occur as well as the information presented.   |
| <a href="#">Bipartisan Infrastructure Law/ Infrastructure Investment and Jobs Act</a> | <p>Allows MPOs to use social media and other web-based tools to encourage public participation in the planning process.</p> <p>Requires specific housing considerations during the planning process which include:</p> <ul style="list-style-type: none"> <li>▪ Updating MPO policies to consider enhanced connections between housing and employment</li> <li>▪ Consulting with local housing officials encouraged by the Florida Department of Transportation (FDOT) Secretary</li> <li>▪ Consideration of projects that promote consistency between transportation and housing patterns</li> <li>▪ Adding population and housing distribution to optional scenarios as part of the LRTP development</li> <li>▪ Adding affordable housing organizations on the MPO's stakeholder list for coordination and comment on the LRTP</li> <li>▪ Integrating housing, transportation, and economic development strategies through a process that provides effective integration through development of a housing coordination plan</li> </ul> |
| <b>State</b>  |  |
| <a href="#">Government-in-the-Sunshine Law s.286.011, Florida Statutes</a>            | Provides the public with basic right of access to most meetings and records of boards, commissions, and other governing bodies of state and local governmental agencies; and requires meeting minutes to be publicly accessible.   |
| s.339.175, Florida Statutes   | Describes the requirement for MPOs to provide reasonable opportunities for all parties to participate and comment on LRTPs.  |

## 4. Guiding Principles

Public involvement for the Collier MPO 2050 LRTP Update will comply with the federal, state, and local requirements by adhering to the following guiding principles:<sup>2</sup>

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

---

<sup>2</sup> Collier MPO Public Participation Plan (PPP) adopted June 12, 2020.

## 5. Planning Partners

Throughout the LRTP Update, the MPO will coordinate with government agencies for additional outreach. The purpose is to build relationships and identify strategies to bring former nonparticipants into the planning process of the LRTP Update.

### 5.1 MPO Board

The MPO Board establishes transportation policies and evaluates transportation needs for the area. The Board comprises nine elected officials, as identified on Figure 5-1, which includes the five members of the Collier County Board of County Commissioners, two representatives from the City of Naples, one representative from the City of Everglades City, and one representative from the City of Marco Island.

FDOT is represented on the board as a nonvoting member. Throughout the LRTP Update process, the MPO Board will be engaged through a series of meetings and updates. As shown on Figure 5-2, the LRTP is guided and developed by the MPO committees, plans, and stakeholders, which then require MPO Board approval.

Figure 5-1. Collier MPO Board Members

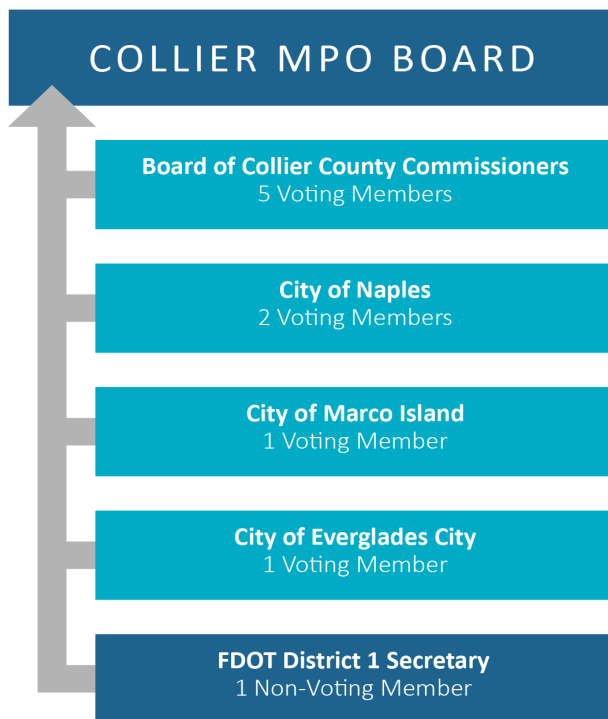
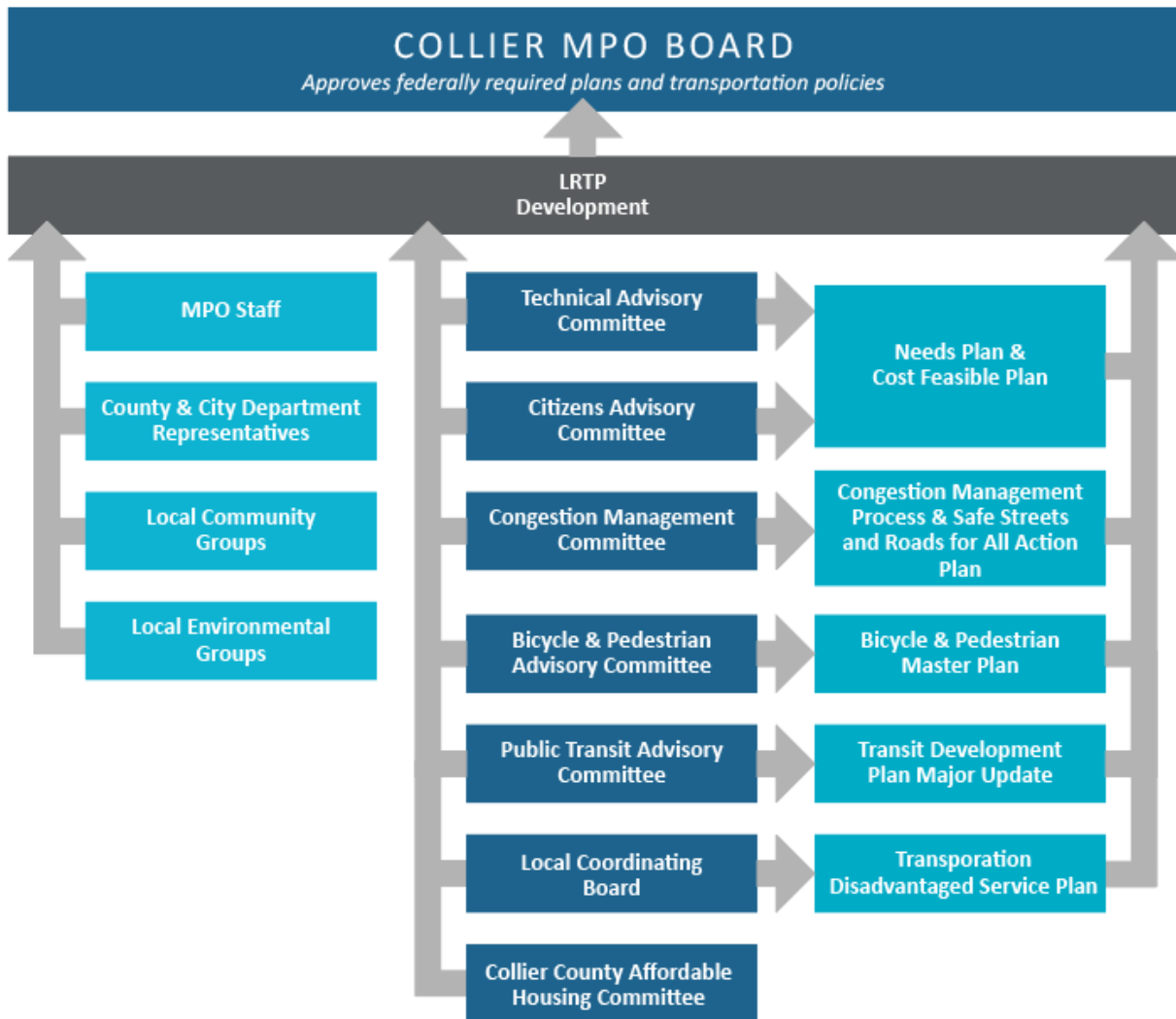




Figure 5-2. LRTP Development and Guidance



## 5.2 Florida Department of Transportation

FDOT and the MPO work closely together and have a long-standing partnership. The majority of the MPO's funding comes through FDOT. The Department also provides guidance and assistance as needed and informs the MPO of new or different requirements and practices.

## 5.3 MPO Adviser Network and Committees

The MPO will engage with its standing committees throughout the LRTP Update. The following lists the existing MPO advisory committees:

- **Technical Advisory Committee (TAC):** Advises the MPO on technical matters; promotes coordination among member agencies regarding transportation planning and programming; reviews MPO products for technical sufficiency, accuracy, and completeness; makes priority recommendations for the LRTP; and provides technical analyses on other transportation planning issues.
- **Citizens Advisory Committee (CAC):** Advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs from the citizens' perspective.
- **Bicycle and Pedestrian Advisory Committee (BPAC):** Provides citizen input on bicycle- and pedestrian-related issues within the community, advises on developing a Bicycle and Pedestrian Master Plan that is responsive to the needs of the community, recommends policies that will improve the walking and

bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation.

- **Congestion Management Committee (CMC):** Advises on technical matters related to updating the MPO's Congestion Management Process (CMP) and coordinating the CMP with regional Congestion Management System and Intelligent Transportation System architecture.
- **Local Coordinating Board (LCB) for Transportation Disadvantaged:** Assists the MPO in identifying local service needs, providing information and direction to the Community Transportation Coordinator (Board of County Commissioners) on the coordination of services.
- **Adviser Network:** Established in 2018, it serves as an additional mechanism for citizen involvement with the objective of increasing participation by local residents who may not have the time to participate on a standing committee. Appendix A contains the Adviser Network.

While not part of the Collier MPO Board advisory committees, the Public Transit Advisory Committee (PTAC) as well as the Collier County Affordable Housing Advisory Committee (AHAC) provide input to the LRTP through advisory to the Collier Area Transit (CAT) and the Collier County Board of County Commissioners (BCC), respectively.

- **PTAC:** The committee advises on the Transit Development Plan (TDP) Major Update, which is incorporated in the transit element of the LRTP.
- **Collier County AHAC:** This committee reviews policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plans. Committee members provide recommendations to the BCC for actions and initiatives that will facilitate affordable housing within the County which is incorporated into the LRTP.

## 5.4 State and Federal Land Management Agencies

The MPO will contact federal and state agencies and officials responsible for other planning activities within the MPO's jurisdiction to ensure their opportunity to participate in the LRTP Update. These agencies have been added to the email distribution list and include the following:

- Federal Land Management Agencies
  - National Park Service (Everglades National Park and Big Cypress National Preserve)
  - U.S. Fish and Wildlife Service (Florida Panther National Wildlife Refuge, Ten Thousand Island National Wildlife Refuge)
- State Land Management Agencies
  - National Estuarine Research Reserve – Rookery Bay and Cape Romano – The Thousand Islands Aquatic Preserve
  - Collier-Seminole State Park
  - Picayune Strand State Forest
  - Fakahatchee Strand Preserve State Park
  - Delnor-Wiggins Pass State Park
  - Okaloacoochee Slough State Forest
  - South Florida Water Management District
  - Florida Fish and Wildlife Conservation Commission
- Land Management Nonprofit Agencies
  - National Audubon Society – Corkscrew Swamp Sanctuary

## **5.5 Intergovernmental Coordination**

### **5.5.1 Tribes**

In June 2016, the MPO adopted a Government-to-Government Public Involvement Policy affecting Tribal entities to promote Tribal involvement in the MPO planning process, initiate and maintain a positive working relationship between the MPO and Tribal governments, and promote effective collaboration and communication between the MPO and Tribes. Federal laws (23 USC 135(f)(2), 23 CFR 450.316(c), and 23 CFR 450.316(e)), require MPO and FDOT Tribal consultations for transportation planning. Additionally, if a Tribe wishes to access federal transportation funds available to MPOs, the Tribe must do so through the MPO processes as provided by law.

There are two federally recognized Tribes with land holdings within or abutting Collier County:

- The Miccosukee Tribe of Indians of Florida, represented by the Business Council consisting of Chairman, Assistant Chairman, Treasurer, Secretary, and Lawmaker
- The Seminole Tribe of Florida, represented by the Tribal Council consisting of Chairman, Vice Chairman, Big Cypress Councilman, Brighton Councilman, and Hollywood Councilman

### **5.5.2 Lee County MPO Interlocal Agreement**

The MPO also has an Interlocal Agreement with the Lee County MPO to coordinate regional transportation planning. The purpose of this agreement is to promote and establish a forum for communication and coordination between the Collier and Lee County MPOs. The agreement establishes the commitment by both MPOs to develop joint regional transportation planning products and processes for the two-county region of Collier and Lee counties within targeted timeframes.

Both MPOs agree to maintain and update as necessary the joint regional multimodal transportation system and to identify a network of regionally significant transportation corridors, facilities, and services. During the development of each MPO's 2050 LRTP, the MPOs will coordinate to ensure that regional roadway, transit, and bicycle connecting corridors are planned jointly during the development of each of the MPO's Needs and Cost Feasible Plan.

## **6. Equitable Communication**

U.S. Census data will be used for demographic and socioeconomic information to enhance equitable communication and supplement the public engagement process.

### **6.1 Equity Screen**

The Climate and Economic Justice Screening Tool, as directed in Executive Order 14008, identifies communities that are acknowledged to experience burdens in eight categories, which include climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The communities identified by the tool as overburdened and underserved will be used to target benefits from programs in the Justice40 Initiative, which strives to provide 40% of the overall benefits of investments in climate, clean energy, and related areas to disadvantaged communities (CEQ 2024).

A total of 18 census tracts within Collier County were identified as disadvantaged according to the Climate and Economic Justice Screening Tool (CEQ 2024). Appendix B includes a summary of Disadvantaged Census Tracts in Collier County. To enhance the public engagement process for equitable engagement, the focus will be on these disadvantaged census tracts.

## 7. Public Outreach Techniques

This section describes the public engagement tools that can be used in the 2050 LRTP Update to keep local government officials, agencies, the public, and other interested parties informed of the project and to allow them opportunities for input.

The schedule of the outreach activities will follow the key phases of the 2050 LRTP Update to ensure that the public will have ample time to review and consider the technical analysis and to help determine project priorities. The schedule is shown on page 9-2.

Public involvement will include the distribution of electronic and printed materials, public service announcements, email correspondence, web/social media, and presentations and public meetings to inform and engage the public. A web page for the LRTP Update will be used as the major conduit for distributing project information to keep stakeholders and the public informed of the progress of the LRTP. A Quick Response code will be created to allow the public immediate access to view the LRTP web page using cell phone applications and will be provided in newsletters and other distribution materials, as well as on the cover of the draft and final plan.

Electronic newsletters will include detailed information about the project. Local media will be used to announce upcoming meetings, as well as major project accomplishments. The MPO's contacts database will be used to ensure that community stakeholders are informed of the LRTP Update and given the opportunity to provide their input. The traditionally underserved communities such as seniors, low-income residents, minorities, and children, will be informed of the LRTP process through additional means. Notice of public meetings is required at least 7 days in advance via website, email listserv, and email to advisory committee members, Adviser Network, and Tribal agencies.

### 7.1 Branding/Messaging

Branding/messaging is an important strategy in helping make the public aware of the LRTP and encouraging participation and engagement. The 2050 LRTP Update is branded with the following images presented in Figure 7-1. The 2050 logos will be used interchangeably. The logo with "Long Range Transportation Plan" will be used on most LRTP related documents. The logo with "Connecting Communities" will be used in public outreach materials to emphasize that the LRTP Update will focus on connectivity to bridge communities, neighborhoods, and people through a well-designed transportation network. The branding stamp presented as Figure 7-2 will be used in both documents and public outreach materials to emphasize that they are part of the development of the 2050 LRTP.

Figure 7-1. 2050 LRTP Branding Logos



**Figure 7-2. 2050 LRTP Branding Stamp**



## **7.2 Visualization Techniques**

Multiple visualization techniques can be used to convey complicated transportation scenarios to stakeholders. Maps generated from geographic information system databases or computer-aided design, as well as pictures and graphics, will be used to help communicate complex concepts and to promote understanding of transportation plans and programs.

## **7.3 Social Media and Digital Advertising**

The MPO will use established social media presence of MPO Partners and the Adviser Network to organically connect with stakeholders and grow participation during the 2050 LRTP Update. The MPO periodically posts information on Collier County's social media, which has almost 90,000 followers combined through Facebook, Instagram, and X (formerly known as Twitter). Social media may be supplemented through paid advertisements for additional outreach on platforms such as Facebook, Google, and others.

Social media platforms, including Facebook, X (formerly known as Twitter), and Instagram, can encourage community members to complete an LRTP survey through the placement of interactive posts in news feeds and interest groups. By initiating paid advertising, these posts can reach a wider audience by targeting groups within a specific radius or block of zip codes. Posts can also target individuals by lifestyle, interests, and other demographics.

A robust social media and digital outreach campaign will further the delivery of promotional content through various online and digital channels. The project team will create a strategy to leverage and maximize efficiency, reaching target audiences where they are and when they are most apt to engage. The approach will include pushing the 2050 LRTP project message across social media platforms and using geofencing to capture people traveling specific corridors and geographic destinations – whether in cars, freight and delivery trucks, transit, bicycles, scooters, and other modes of transportation. These techniques are cost effective and efficient methods for expanding outreach and encouraging participation in meetings, online surveys, and to drive traffic to the project website. Social media and digital outreach platforms garner a high return on investment. All graphics and collateral created will follow Collier MPO's brand style guidelines and approved messaging.

## **7.4 Electronic Exhibits and Materials**

Presentations, notices, and handouts will be prepared and distributed (per phase) during the LRTP Update. The necessary materials and exhibits will be posted on the LRTP web page of the MPO website, and they also will be distributed through electronic notifications, social media, public engagement tools, and at information booths.

The Collier MPO releases a monthly eNewsletter in digital format to promote meetings and planning study updates, with Spanish or Haitian Creole translation upon request.

## **7.5 Electronic Notifications**

The existing MPO master database includes a variety of contacts: businesses, residential associations, state and federal land management agencies, regional freight representatives, Native American Tribes, the Adviser Network, and members of the public. These contacts include individuals who already have an established interest in transportation issues in Collier County. The database includes committee membership and email addresses. The existing database will be used during the LRTP Update to send eBlasts of surveys, electronic newsletters, and upcoming meeting information to MPO contacts. Mailing addresses will be included for individuals who do not have email and require hard copy documents, surveys, and comment cards to be mailed to them.

## **7.6 Translation Services**

Engaging the diverse population within the MPO area is important. The MPO is committed to providing quality services to all citizens, including those with limited English proficiency. Outreach materials such as comment forms and surveys will be translated to Spanish and Haitian Creole, which are the two primary languages spoken in the Collier County area besides English. Translation services will be available to MPO staff for consultant-supported outreach when giving presentations to local homeowners and civic associations and by hosting informational booths at special events located in the MPO's traditionally underserved communities.

## **7.7 Comment Forms**

Comment forms will be available at all public meetings, advisory meetings, and information booths. Comments may be submitted in writing, via email, and through the MPO LRTP web page. All comments will be tracked, reviewed, and responded to within a timely manner (if necessary). Members of the public will have at least 30 days to review and comment after a public meeting or engagement. All organizations and individuals who submit comments in writing or via email and provide their contact information will receive a written response to their comments. All public responses will be provided to the Collier MPO Director for review prior to distribution.

Comment forms will include a survey to engage participants on the effectiveness and quality of the meeting/public engagement event. Outreach methods will be adjusted according to the input of the surveys.

## **7.8 Media**

The MPO will issue press releases and provide briefings in advance of public meetings and information booths related to the 2050 LRTP Update. The intention is to build relationships with local television, radio, and print journalists and reporters to facilitate the public information campaign for the LRTP Update.

Appendix C contains the list of identified media to be used during the LRTP Update.

## **7.9 LRTP Web Page**

The MPO will develop and maintain a web page for the 2050 LRTP Update that will be hosted on the MPO's website at the following link: <https://www.colliermopo.org/lrtp/>. This web page will be used to provide project information and keep stakeholders and the public informed of the progress of the LRTP. It also will provide links to active online surveys, comment forms, and online tools for public input.

## **7.10 WikiMapping**

Using the internet to solicit feedback from a large cross section of the public can reduce the amount of time spent collecting data through formal focus groups, while also seeking enthusiasm for upcoming planning ideas/projects. WikiMapping collects ideas through images, discussion, and mapping.

Specifically, the tool offers the following benefits:

- Allows participation at times that are the best for the participant
- Collects input through mapping, images, and comments
- Allows participants to upload information and pictures of areas of concern
- Summarizes data easily

### **7.11 Videos**

A pre-recorded PowerPoint presentation will be developed for the Draft 2050 LRTP. This presentation will highlight the draft Cost Feasible Plan. This presentation will be updated as necessary to reflect the adopted 2050 LRTP Cost Feasible Plan. The video will be made available on the MPO's website for viewing.

### **7.12 Surveys**

Two surveys will be conducted during the LRTP Update on the needs and cost feasible plans to gather information on the public's transportation needs. Each survey will be available for online distribution and in-person events. The surveys will be posted on the LRTP web page of the MPO website and they also will be distributed through electronic notifications, social media, public engagement tools, and at information booths. Surveys will be developed to better understand the community's vision, and later surveys will allow participants to prioritize projects. Sample survey questions include the following:

- How do we want to continue growing?
- What do we want our transportation system to look like?
- How will we fund our shared regional vision?
- What steps must be taken to achieve the vision?

### **7.13 Information Booths and Meetings**

To further engage members of the public who reside in traditionally underserved communities (reference Appendix A) on the LRTP updates, the MPO will find opportunities to hold up to four popup meetings located in Immokalee, Golden Gate City, or other disadvantaged census tracts. Surveys, newsletters, maps, and comment forms will be distributed in English, Spanish and Haitian Creole (depending on the location). An example of a popup booth is presented on Figure 7-3.

MPO staff will expand the outreach to traditionally underserved communities by looking for opportunities to host a popup booth on the LRTP Update during the development of the TDP and the TDSP.

**Figure 7-3. Information Booth at Ciclovía Immokalee (2019)**





## **8. Presentations and Meetings**

Verbal and documented comments from the public, staff, and elected officials will be recorded and a record will be maintained of how comments were addressed in subsequent revisions to the LRTP; conversely, if comments did not result in revisions, a brief explanation of why will be provided.

### **8.1 General Public Meetings**

Up to six general public meetings will take place during the LRTP Update. Three public meetings will be held during the development of the Needs Plan and three during the development of the Cost Feasible Plan. The meetings and locations will be as follows:

- Up to four outreach/popup events (Needs Plan and Cost Feasible Plan) in Immokalee, Golden Gate City, or other disadvantaged census tracts.
- Up to two public meetings (Needs Plan and Cost Feasible Plan) that piggyback Collier County Transportation Management Services project public meeting events.

Again, public comments will be solicited via comment forms at all meetings and opportunities to speak with staff will be available. Handouts will be provided prior to the meeting via Collier MPO's website for participants to review proposed priority projects. Participants will be encouraged to submit their comments and concerns. A follow-up summary of the meetings will be prepared and posted to the MPO website.

As identified in the Collier MPO's PPP (Collier MPO 2020), notifications of public meetings will meet the following standards:

- Posting notices of public meetings, a minimum seven days in advance on the MPO's website
- Posting agenda and meeting packet, to the extent materials are available, on the MPO's website
- Email distribution of agenda and packet to Adviser Network and other interested parties on the MPO's contact list
- Issuing press release to major local newspapers, television, and radio stations
- Emailing MPO Advisory Committee members notice of meetings on topics of interest to the Committee members as appropriate
- Working with Collier County Communications Division to issue a press release a minimum of 48 hours prior to the meeting

### **8.2 MPO Board Meetings**

Up to four MPO Board Meetings will take place during the LRTP Update to coincide with the major milestones, as shown on Figure 8-1. The draft Cost Feasible Plan will be presented at a joint regional Lee County/Collier County MPO Board meeting. The fourth and final meeting will be held to present the Final 2050 LRTP Update to the MPO Board for adoption.

Meeting dates will coincide with the MPO Board Meetings, which are held on the second Friday of the month at the BCC Chambers.

Each meeting will include a presentation, handout(s), and display boards as necessary. Collier MPO Board Meetings are broadcasted live and online on Collier Television (Collier TV).

Additionally, an archive of MPO Board meeting recordings is available online on Collier TV.

Figure 8-1. Major Milestones



This will allow people who do not have the ability or time to attend the LRTP meeting in person to be able to participate remotely through live broadcasts or taped meeting coverage. As part of this taped coverage, a contact number and LRTP website address for public input should be displayed. This will encourage citizens to provide their comments, even if they cannot attend the meetings. MPO staff will log these comments to add to the public record.

### 8.3 MPO Committee Meetings

Up to six MPO Committee Meetings also will take place during the LRTP Update to coincide with major milestones and need for public and technical staff input. Each meeting will include a presentation, handouts, and display boards as necessary. Meeting participants will be allocated a certain number of votes (for example, dots) to place on their preferred projects. Electronic voting also can be used. Comment forms will be available for participants to detail their specific issues and concerns. These meetings will coincide with regularly scheduled advisory committee meetings. MPO staff will brief the LCB and solicit comments from LCB members and the public to expand outreach to transportation disadvantaged populations during the update of the LRTP.

MPO staff from Lee County and Collier County will participate in the TAC meetings for both MPOs. Collier MPO and Collier County Transportation Management Services Department staff will coordinate closely with Lee County MPO and Lee County staff to ensure that regional roadway, transit, and bicycle connecting corridors are planned jointly during the development of the two LRTPs' Needs and Cost Feasible Plans.

### 8.4 Tribal Meetings

Up to two meetings will be offered to each Tribe as follows:

- During the initial phase to identify needs and concerns prior to development of the Needs Plan
- During the development of the Cost Feasible Plan

MPO staff will initiate communications in accordance with the Collier MPO's Government to Government Public Involvement Policy in the MPO's PPP.

## 9. Project Schedule

As shown on Figure 9-1, key steps are involved in the LRTP development process.

Figure 9-1. Plan Process

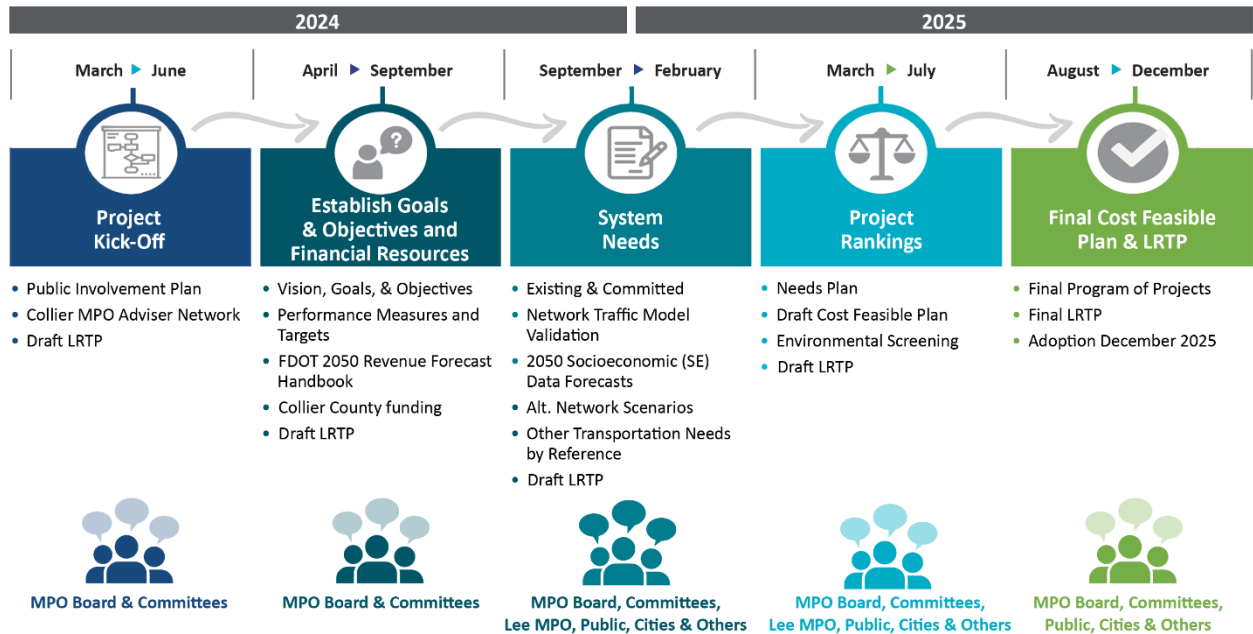
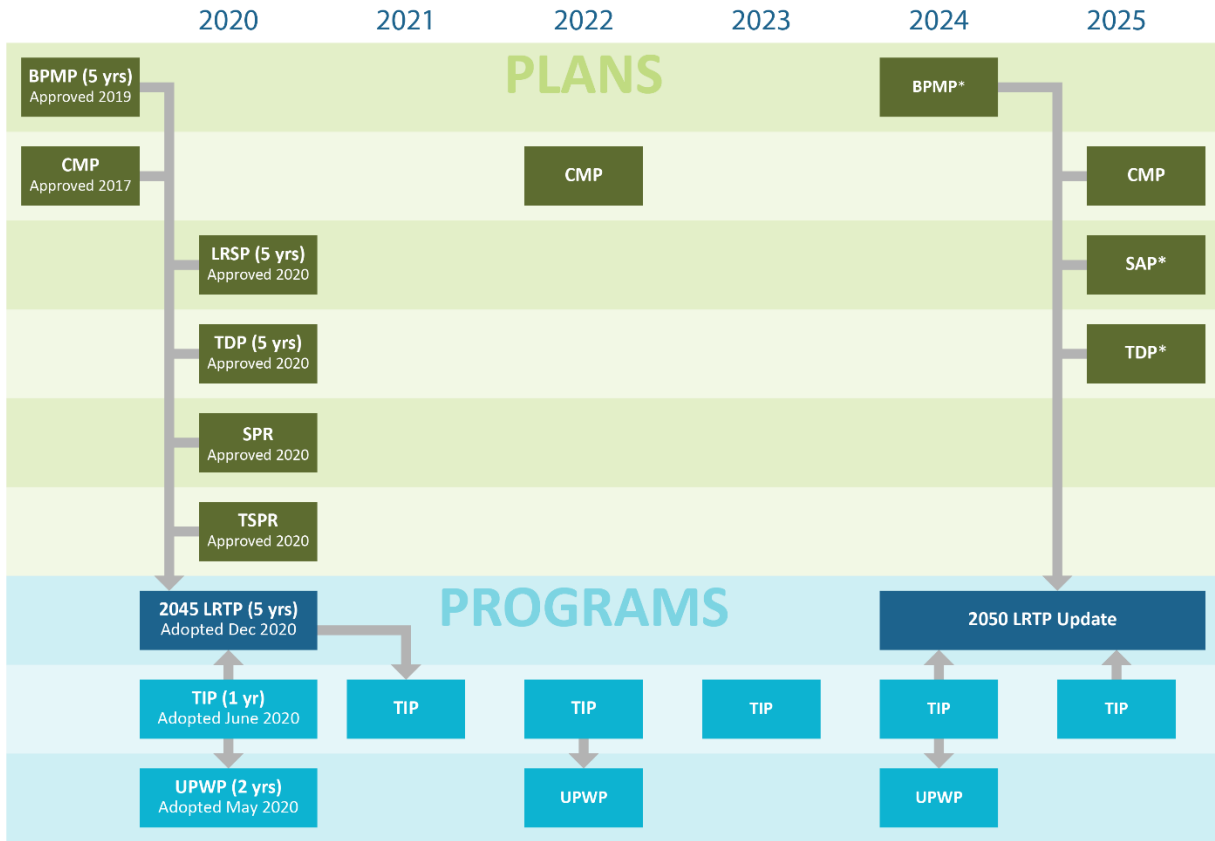


Figure 9-2 presents the plans that are incorporated by reference into the LRTP, their update cycle, and how they ultimately inform the TIP and UPWP. Figure 9-2 also presents a timeline of the Collier MPO's programs and plans from the 2045 LRTP adoption to the 2050 update and adoption.

Figure 9-2. Collier MPO Plans and Programs Timeline



(yrs) = Update Cycle

\* Approval should be at least 6 months prior to LRTP adoption.

## 10. Measures of Effectiveness

Clear, measurable objectives for public involvement have been adopted as part of the MPO's 2020 PPP. To be consistent, this PIP will follow the same objectives for measurable results.

It is the intent of the MPO to increase the overall attendance levels at meetings and also to increase the number of comments received from members of the community, including the traditionally underserved public. Each comment will be counted and recorded and attendance tallies will be carefully monitored. Public comments and attendance will provide an understanding of the community issues and needs that must be considered in designing transportation solutions to fit the community needs.

Public engagement outreach and input will be documented throughout the LRTP Update. Public engagement will be updated and reviewed monthly to summarize outcomes of performance measures. Performance measures will include the following:

1. Contact Database – Maintain and track numbers of the database of contacts.
2. Adviser Network – Track numbers of Advisers listed and participation in online surveys and WikiMapping and attendance at public meetings.
3. Public Awareness/Engagement – Report number of events held, number of participants, and number of comment forms received, which will include evaluation surveys.
4. Social Media – Report activities and number of reactions and comments.
5. Interactive Website – Track opportunities for input and engagement reached.
6. Newsletters – Track distribution and quantity of newsletters sent (electronic and paper).
7. Diversity – Track and report on participation using sign-in sheets by demographics, businesses, and civic groups.
8. Effectiveness – Track and report on changes that can be directly linked to public comments.
9. Track how many people participated in the LRTP Update.
10. Track public comments and how they affected the outcome of the LRTP.

## **11. PIP Summary Report**

A summary of the LRTP's outreach techniques and effectiveness will be presented in the PIP Summary Report. All feedback/comments received during the LRTP Update are documented in the PIP Summary Report. The summary report, in three parts, will document the MPO planning process, the reasons for updating the LRTP, and the methodology used during the LRTP process. This report also will show how the feedback received during the LRTP Update was ultimately incorporated into the final plan. The report will list the transportation improvement projects identified in the 2050 LRTP Update, how these projects will be implemented, and contacts for more information regarding additional public participation. The PIP Summary Report is to be written in nontechnical language, with the final report presented to the MPO Board and Committees. It will be posted to the MPO website at the conclusion of the planning process. A summary of public involvement also will be detailed in the final 2050 LRTP Update.

Maps and bulleted text to describe the final 2050 LRTP Update will be prepared and posted to the website. Additional hard copies of the final report, maps, and summary text will be printed and distributed to various public locations such as libraries, where this information will be readily available to the public. A key component of this written material will be the inclusion of contact information for inquiries, comments, and additional feedback from the public.

## 12. References

Collier Metropolitan Planning Organization (MPO). 2020. *Public Participation Plan*. June.

Congress.gov. "H.R.3684 - 117th Congress (2021-2022): Infrastructure Investment and Jobs Act." November 15, 2021. <https://www.congress.gov/bill/117th-congress/house-bill/3684>

Council on Environmental Quality (CEQ). 2024. Climate and Economic Justice Screening Tool. <https://screeningtool.geoplatform.gov/en/about#3/33.47/-97.5>.

Federal Highway Administration (FHWA). 2022. *Bipartisan Infrastructure Law Fact Sheets*. February.

Florida Department of Transportation (FDOT). 2018. *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs*. January.

Florida Department of Transportation (FDOT). 2022. *MPO Program Management Handbook*. November.

## Appendix A. Adviser Network

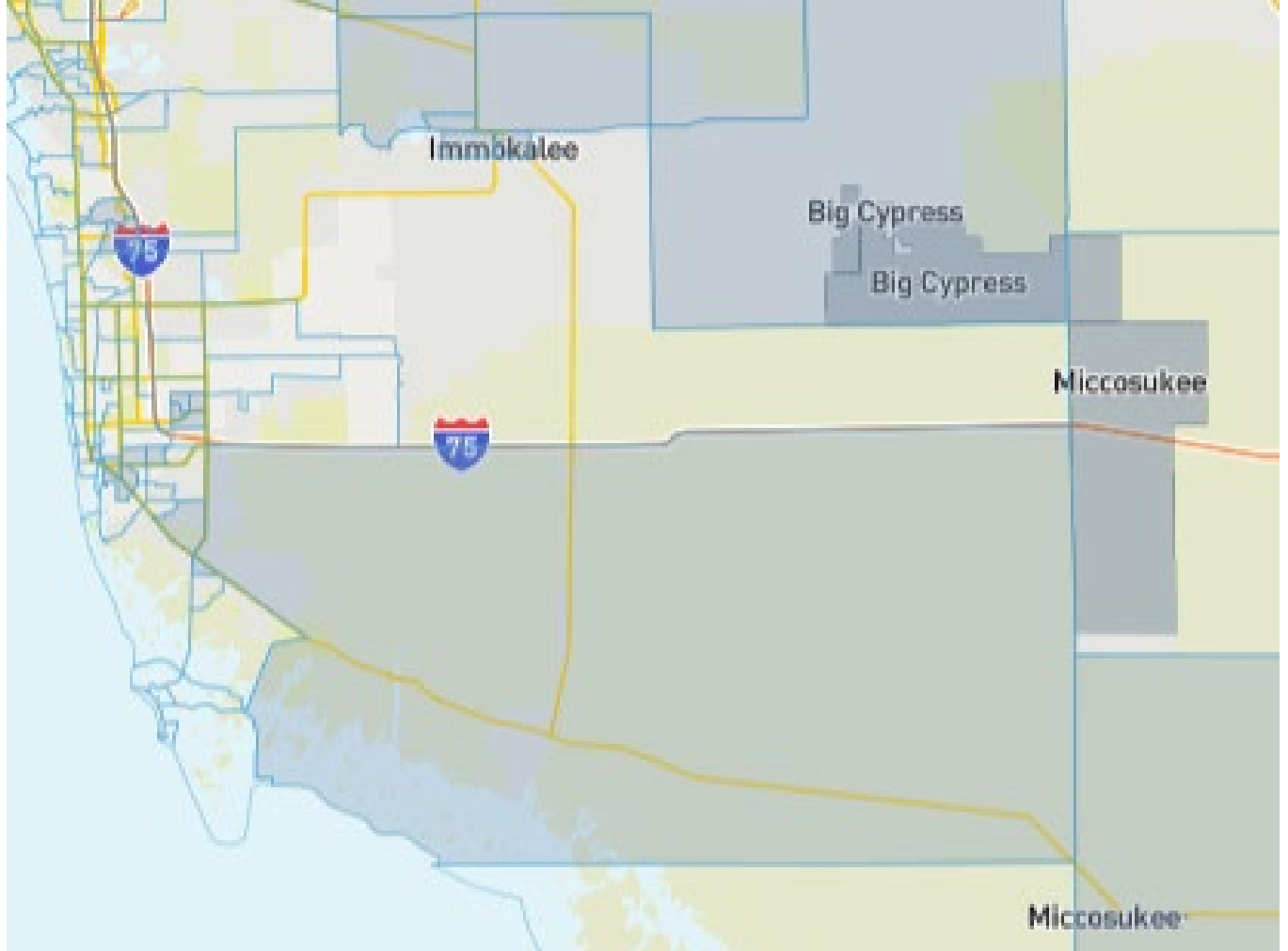
| Organization Type       | Organization Name  |
|-------------------------|--|
| Tribal Entities         | <ul style="list-style-type: none"> <li>▪ Miccosukee Tribe of Florida</li> <li>▪ Seminole Tribe of Florida</li> </ul>   |
| Public Agencies         | <ul style="list-style-type: none"> <li>▪ Florida Department of Transportation</li> <li>▪ U.S. Army Corps of Engineers</li> <li>▪ U.S. Department of Transportation</li> <li>▪ Federal Highway Administration</li> <li>▪ Southwest Florida Regional Planning Council (represented on CAC)</li> <li>▪ Florida Department of Environmental Protection (SUN Trail Network)</li> <li>▪ Florida Department of Health (through FDOT Community Traffic Safety Team)</li> <li>▪ City of Bonita Springs</li> <li>▪ Collier County Sheriff Office (represented on the Safety Action Plan (SAP) Steering Committee)</li> <li>▪ City of Marco Island Police Department (represented on SAP Steering Committee)</li> <li>▪ City of Naples Police Department (represented on SAP Steering Committee)</li> <li>▪ Collier County Economic Development Office Workforce Development Board</li> <li>▪ Lee MPO (represented on TAC)</li> <li>▪ Collier Area Transit (CAT)</li> <li>▪ Lee County Transit (LeeTran)</li> <li>▪ Collier County Community Planning &amp; Resiliency (represented on TAC)</li> <li>▪ Collier County Zoning Division (coordinated with during the County Interactive Growth Model (CIGM) update)</li> <li>▪ Collier County Tourism Department</li> <li>▪ Collier County Community &amp; Human Services Division</li> <li>▪ Collier County Senior Services</li> <li>▪ City of Marco Island Growth Management Department (coordinated with during the CIGM update, represented on the AHAC)</li> <li>▪ City of Naples Planning Department</li> <li>▪ City of Everglades Planning and Zoning Board</li> </ul> |
| Public Education System | <ul style="list-style-type: none"> <li>▪ Lorenzo Walker Technical College</li> <li>▪ Keiser University</li> <li>▪ Collier Public Schools (represented on CAC)</li> </ul>   |
| MPO                     | <ul style="list-style-type: none"> <li>▪ Collier County Board of County Commissioners</li> <li>▪ Collier MPO Board</li> <li>▪ Technical Advisory Committee (TAC)</li> <li>▪ Citizens Advisory Committee (CAC)</li> <li>▪ Bicycle/Pedestrian Advisory Committee (BPAC)</li> <li>▪ Congestion Management Committee (CMC)</li> <li>▪ Local Coordinating Board (LCB) for the Transportation Disadvantaged</li> </ul>   |



| Organization Type                       | Organization Name  |
|---|--|
| Businesses & Chambers of Commerce       | <ul style="list-style-type: none"> <li>▪ Arthrex</li> <li>▪ First Florida Integrity Bank</li> <li>▪ Tourist Development Council</li> <li>▪ Collier County Greater Naples Chamber of Commerce</li> <li>▪ Immokalee Eastern Chamber of Commerce</li> <li>▪ Florida Restaurant &amp; Lodging Association</li> <li>▪ Hispanic Chamber of Commerce</li> <li>▪ Marco Island Chamber of Commerce</li> <li>▪ Southwest Florida Inc.</li> <li>▪ Chamber of Southwest Florida</li> </ul> |
| Affordable Housing & Work Force Housing | <ul style="list-style-type: none"> <li>▪ Collier County Housing Policy &amp; Economic Division</li> <li>▪ Collier County Affordable Housing Advisory Committee (AHAC)</li> <li>▪ Habitat for Humanity</li> <li>▪ United Way Collier</li> <li>▪ Collier Homeless Coalition</li> <li>▪ St. Matthew's House</li> <li>▪ Blue Zones Project of SW Florida</li> </ul>  |
| Civic Organizations                     | <ul style="list-style-type: none"> <li>▪ Golden Gate Estates Area Civic Association</li> <li>▪ League of Women Voters</li> <li>▪ HOAs – multiple listing</li> </ul>  |
| Environmental Organizations             | <ul style="list-style-type: none"> <li>▪ Conservancy of Southwest Florida</li> </ul>   |
| Freight Industry Representatives        | <ul style="list-style-type: none"> <li>▪ Troyer Brothers</li> <li>▪ Oakes Farms</li> <li>▪ Fresh from Florida</li> <li>▪ CCIP Citrus</li> <li>▪ Lipman Produce</li> <li>▪ Seminole Tribe</li> <li>▪ Barron Collier</li> <li>▪ Gargiulo Farms</li> <li>▪ Gulf Citrus</li> <li>▪ FDOT D1 Freight Coordinator</li> </ul>  |
| Low-income Communities                  | <ul style="list-style-type: none"> <li>▪ Naples Community Redevelopment Agency (CRA)</li> <li>▪ Bayshore/Gateway Triangle CRA</li> <li>▪ Immokalee CRA</li> <li>▪ Immokalee Unmet Needs Committee</li> <li>▪ Coalition of Immokalee Workers</li> <li>▪ NAACP</li> </ul>  |
| Bicycle & Pedestrian Advocacy Groups    | <ul style="list-style-type: none"> <li>▪ Bike-Walk Lee County</li> <li>▪ FDOT's Community Traffic Safety Team (CTST)</li> <li>▪ Florida Bicycling Association</li> <li>▪ Naples Pathways Coalition</li> <li>▪ Blue Zones Project</li> </ul>  |
| Representatives of the Disabled         | <ul style="list-style-type: none"> <li>▪ Lighthouse of Collier County (represented on CAC &amp; LCB)</li> </ul>  |

# Appendix B. Disadvantaged Census Tracts in Collier County

## Summary map



## Disadvantaged Census Tracts in Collier County Council on Environmental Quality - Climate and Economic Justice Screening Tool (v1.0, released 11/22/22)

<https://screeningtool.geoplatform.gov/en#3/33.47/-97.5>

Census tracts that are overburdened and underserved are highlighted as being disadvantaged on the map. Federally Recognized Tribes, including Alaska Native Villages, are also considered disadvantaged communities.

# Census Tract 12021011102:



## Climate Change

### Expected building loss rate

Economic loss to building value resulting from natural hazards each year

**93<sup>th</sup>**

above 90<sup>th</sup> percentile

### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

**97<sup>th</sup>**

above 90<sup>th</sup> percentile

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**90<sup>th</sup>**

above 90<sup>th</sup> percentile

## AND

### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**72<sup>nd</sup>**

above 65<sup>th</sup> percentile

## Health

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease

**93<sup>th</sup>**

above 90<sup>th</sup> percentile

**AND**

- **Low income**

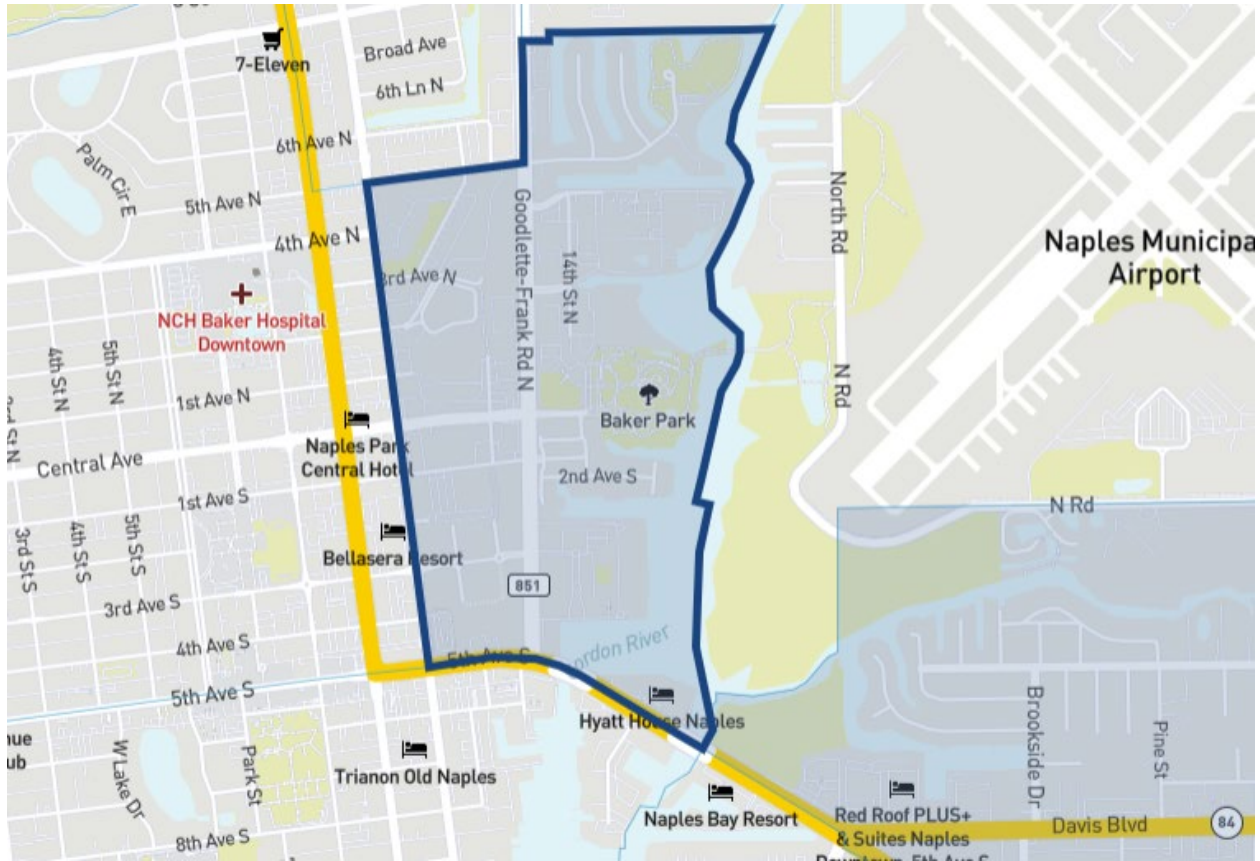
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

72<sup>nd</sup>

above 65<sup>th</sup> percentile

# CITY OF NAPLES

## Census Tract 12021000700:



### Climate Change

#### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

**98<sup>th</sup>**

above 90<sup>th</sup> percentile

**AND**

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**85<sup>th</sup>**

above 65<sup>th</sup> percentile

## Health

### Diabetes

Share of people ages 18 years and older who have diabetes other than diabetes during pregnancy

93<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

85<sup>th</sup>

above 65<sup>th</sup> percentile

## Housing

### Housing cost

Share of households making less than 80% of the area median family income and spending more than 30% of income on housing

94<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

85<sup>th</sup>

above 65<sup>th</sup> percentile

## Legacy Pollution

### Proximity to Risk Management Plan facilities

Count of Risk Management Plan (RMP) facilities within 5 kilometers

93<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

85<sup>th</sup>

above 65<sup>th</sup> percentile

## Water and Wastewater

### Underground storage tanks and releases

Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries

**98<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**85<sup>th</sup>**

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

**93<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

- **High school education**

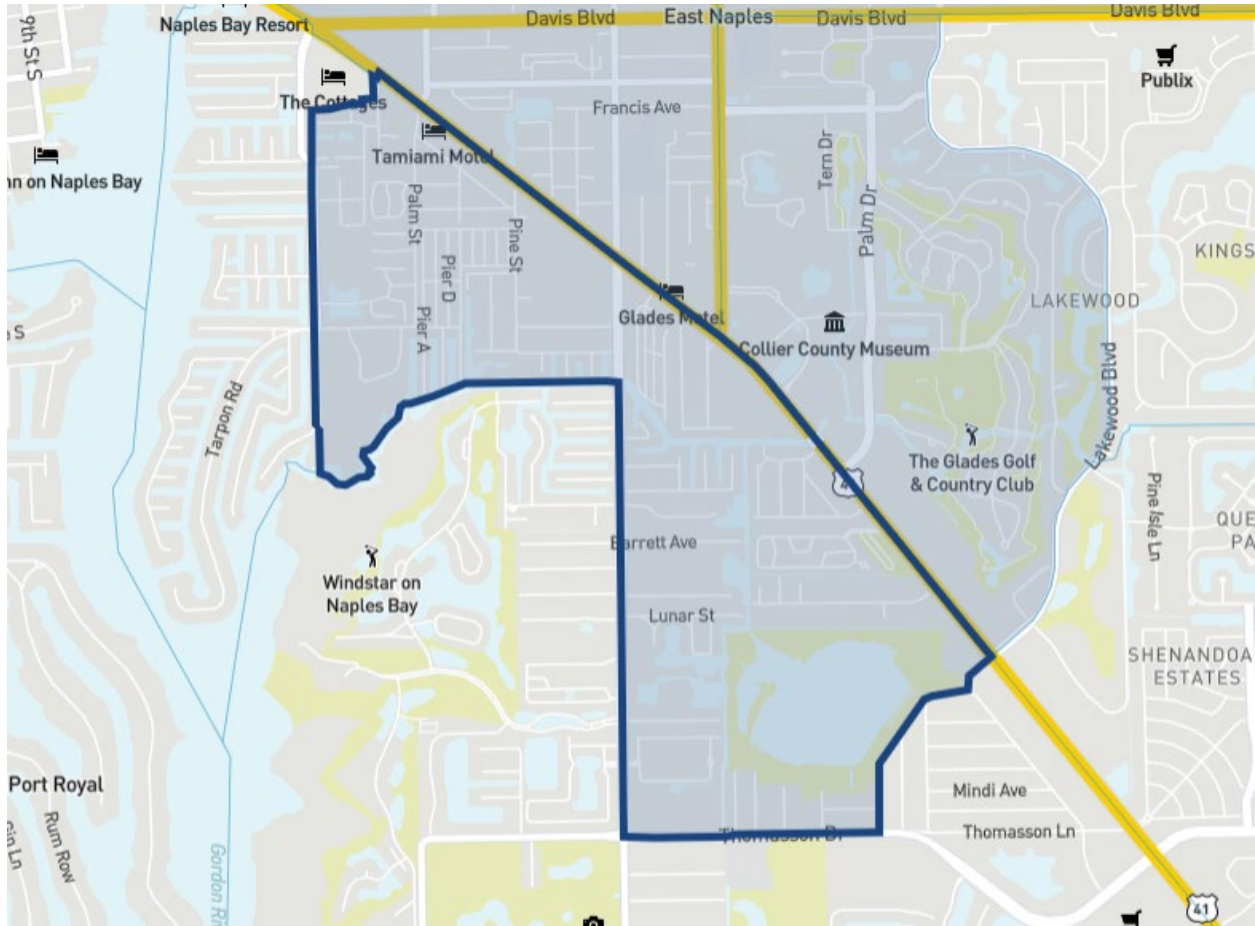
Percent of people ages 25 years or older whose high school education is less than a high school diploma

**25%**

above 10% percent



# Census Tract 12021010701:



## Climate Change

### Expected population loss rate

Fatalities and injuries resulting from natural hazards each year

90<sup>th</sup>

above 90<sup>th</sup> percentile

### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

99<sup>th</sup>

above 90<sup>th</sup> percentile

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

95<sup>th</sup>

above 90<sup>th</sup> percentile

**AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**86<sup>th</sup>**

above 65<sup>th</sup> percentile

## Health

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease

**93<sup>th</sup>**

above 90<sup>th</sup> percentile

**AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**86<sup>th</sup>**

above 65<sup>th</sup> percentile

## Water and Wastewater

### Underground storage tanks and releases

Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries

**91<sup>st</sup>**

above 90<sup>th</sup> percentile

**AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**86<sup>th</sup>**

above 65<sup>th</sup> percentile

# Census Tract 12021010601:



## Climate Change

### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

99<sup>th</sup>

above 90<sup>th</sup> percentile

### **Projected wildfire risk**

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

97<sup>th</sup>

above 90<sup>th</sup> percentile

#### **AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

76<sup>th</sup>

above 65<sup>th</sup> percentile

## **Water and Wastewater**

### **Underground storage tanks and releases**

Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries

95<sup>th</sup>

above 90<sup>th</sup> percentile

#### **AND**

- **Low income**

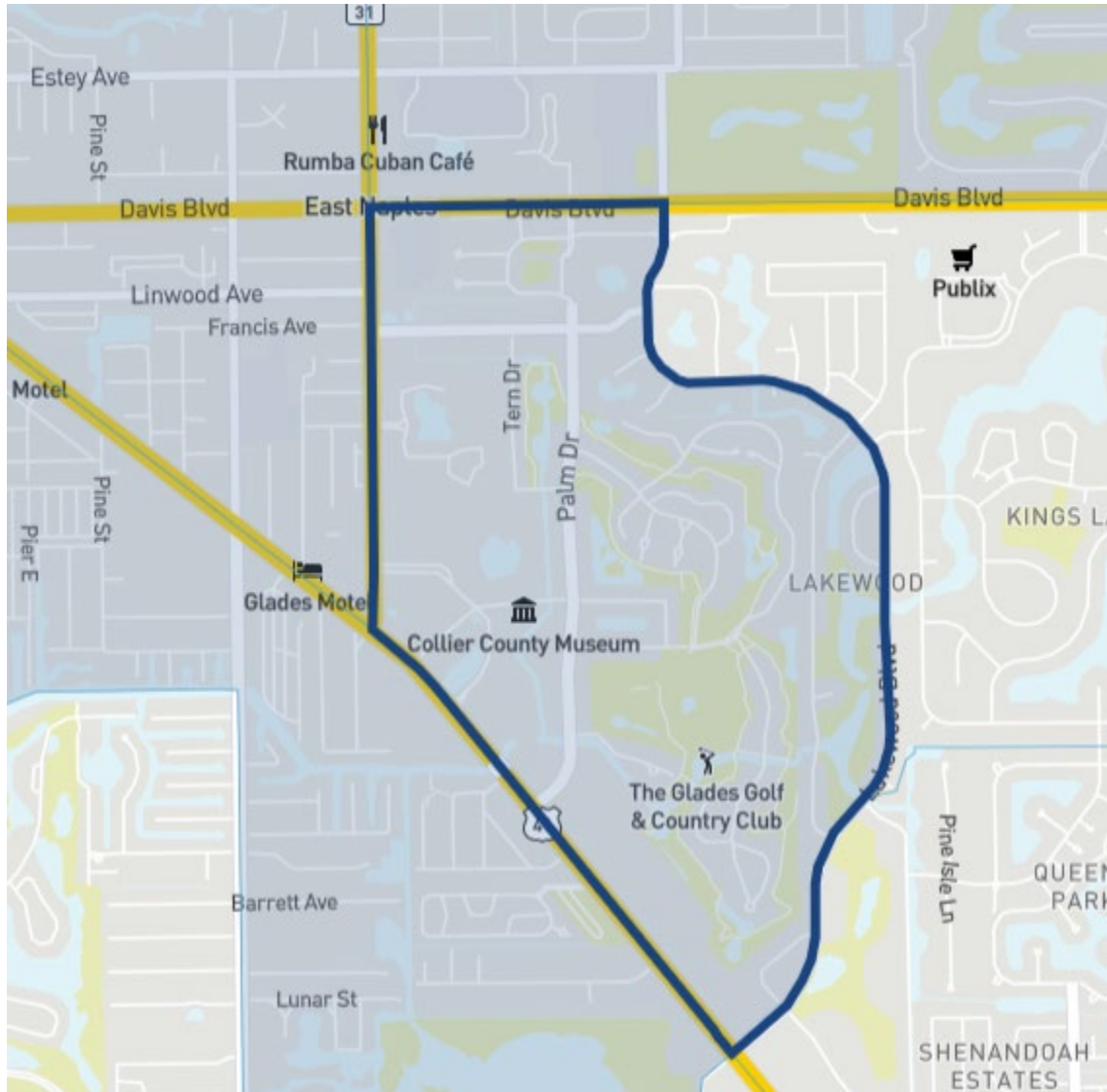
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

76<sup>th</sup>

above 65<sup>th</sup> percentile

# EAST NAPLES

## Census Tract 12021010604:



### **Climate Change**

#### **Projected flood risk**

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

**99<sup>th</sup>** above 90<sup>th</sup> percentile

**AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**71<sup>st</sup>**

above 65<sup>th</sup> percentile

## Health

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease

**97<sup>th</sup>**

above 90<sup>th</sup> percentile

**AND**

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**71<sup>st</sup>**

above 65<sup>th</sup> percentile

## Water and Wastewater

### Underground storage tanks and releases

Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries

**91<sup>st</sup>**

above 90<sup>th</sup> percentile

**AND**

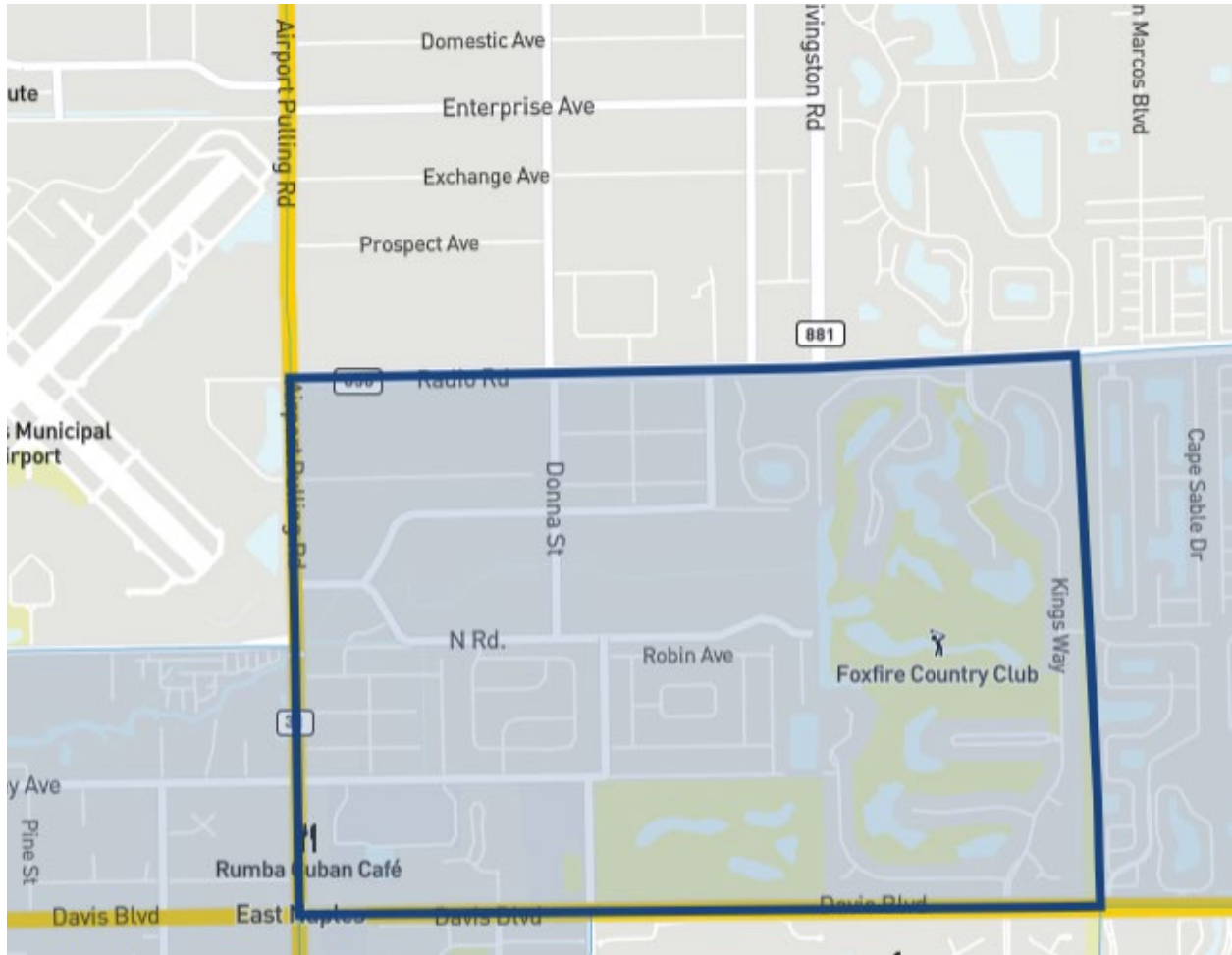
- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**71<sup>st</sup>**

above 65<sup>th</sup> percentile

# Census Tract 12021010602:



## Climate Change

### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

97<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

80<sup>th</sup>

above 65<sup>th</sup> percentile

## Health

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease

98<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

#### • Low income

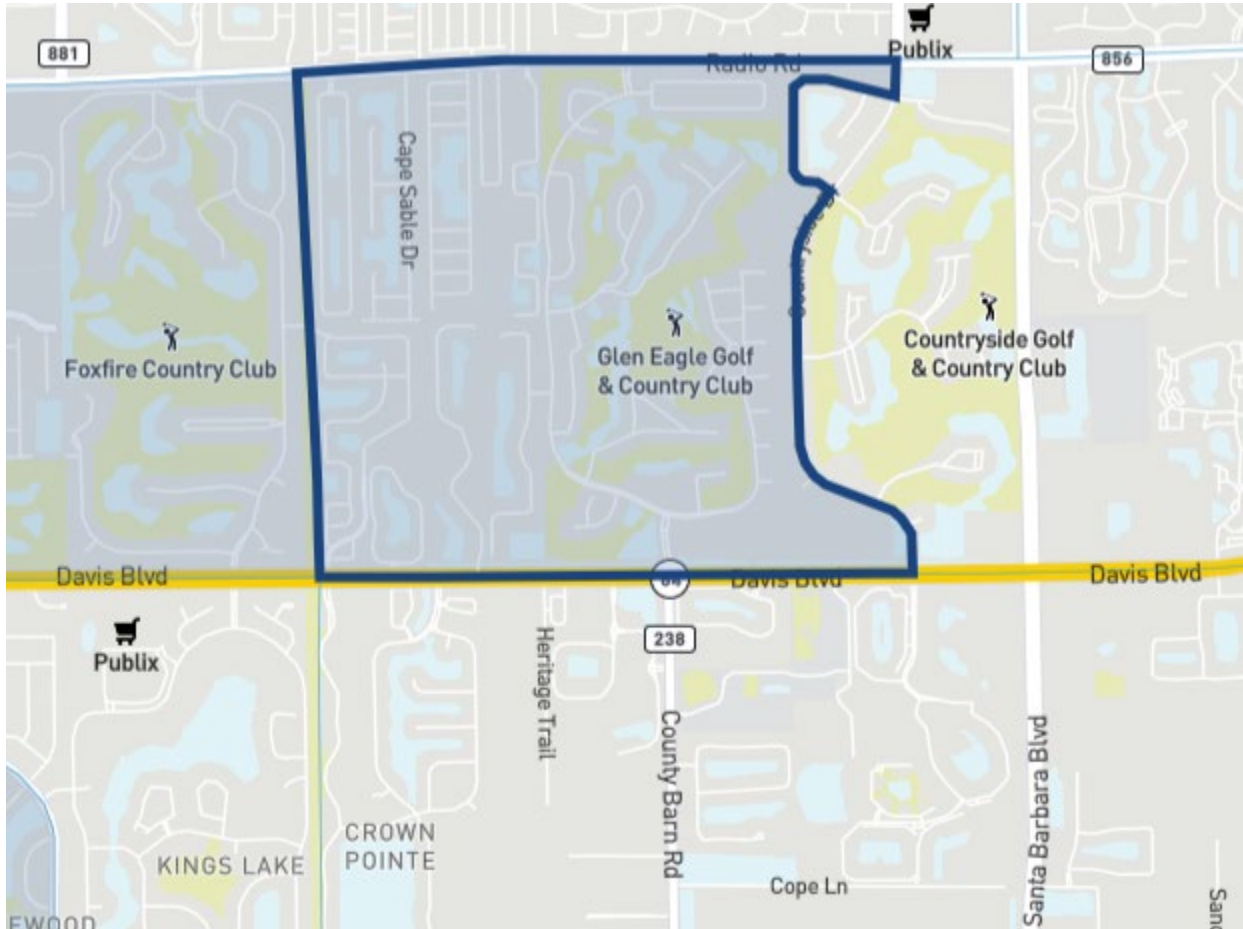
People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

80<sup>th</sup>

above 65<sup>th</sup> percentile



# Census Tract 12021010508:



## Health

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease



### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed



## Housing

### Lack of indoor plumbing

Share of homes without indoor kitchens or plumbing

93<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

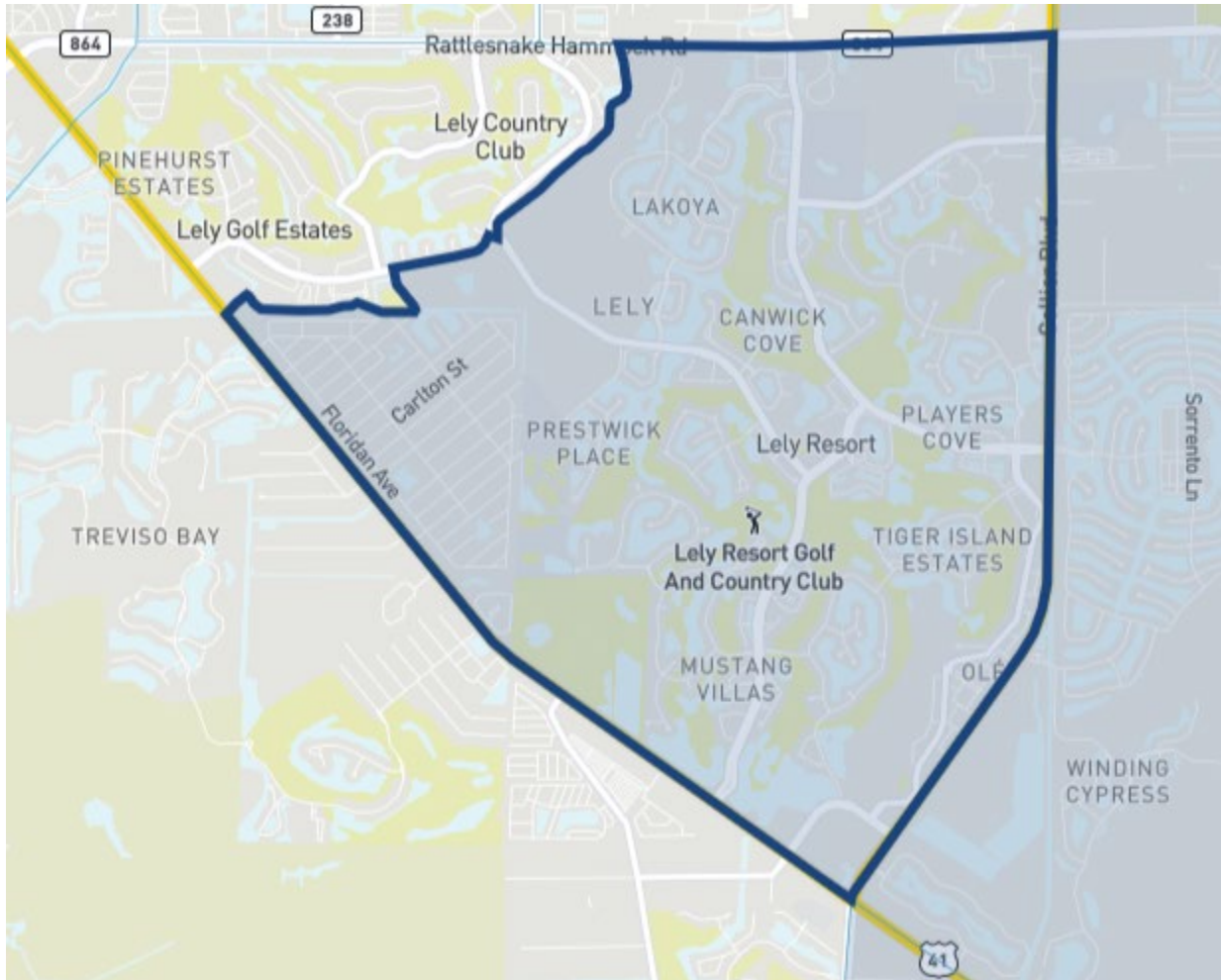
- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

77<sup>th</sup>

above 65<sup>th</sup> percentile

# Census Tract 12021010802:



## Climate Change

### Projected flood risk

Projected risk to properties from projected floods, from tides, rain, riverine and storm surges within 30 years

97<sup>th</sup>

above 90<sup>th</sup> percentile

AND

### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

80<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

**93<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

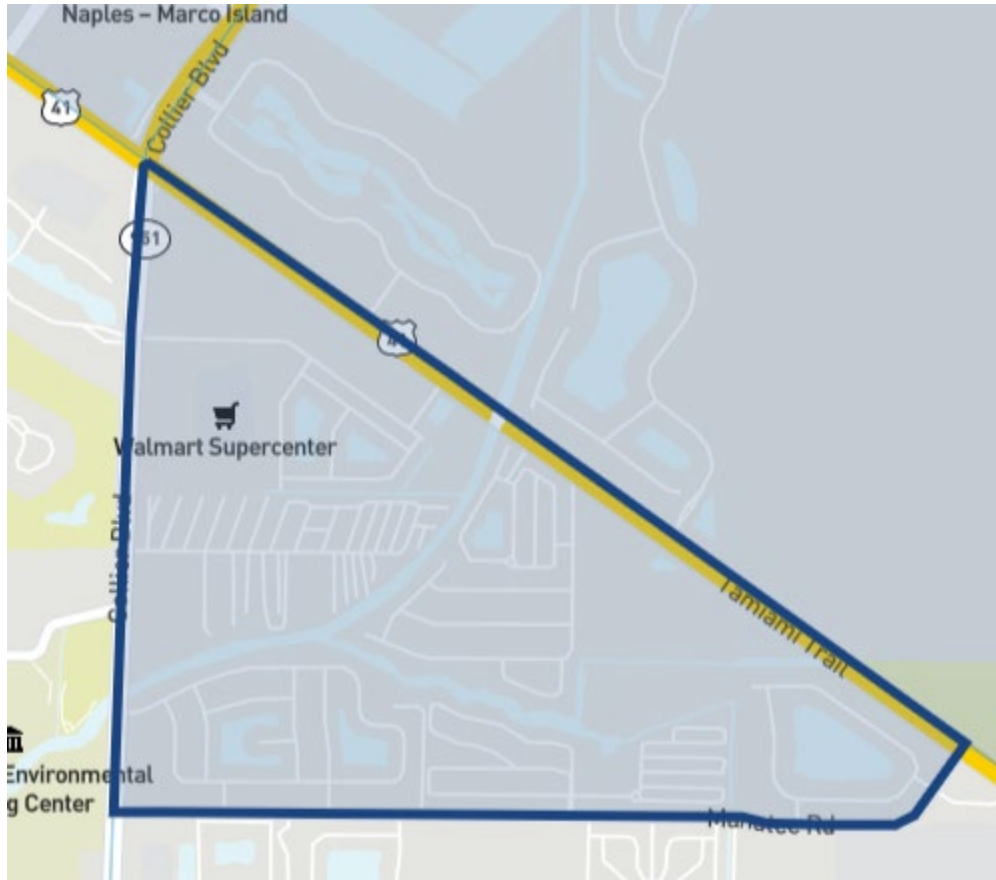
- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

**25%**

above 10% percent

# Census Tract 12021011103:



## Workforce development

### Low median income

Comparison of median income in the tract to median incomes in the area

**90<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

#### • High school education

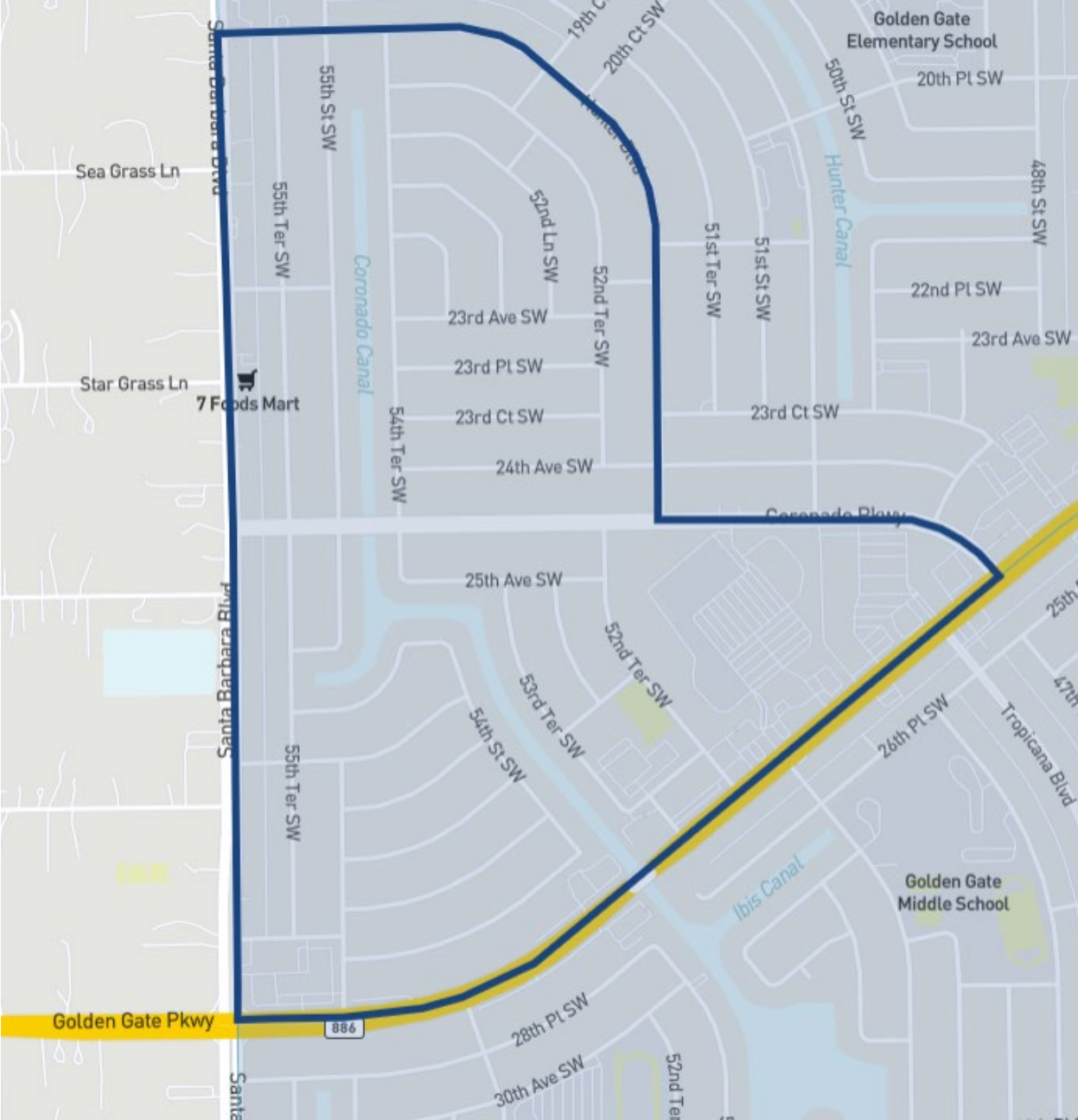
Percent of people ages 25 years or older whose high school education is less than a high school diploma

**20%**

above 10% percent

# EAST NAPLES

## Census Tract 12021010419:



## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

**90<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**74<sup>th</sup>**

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

**96<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

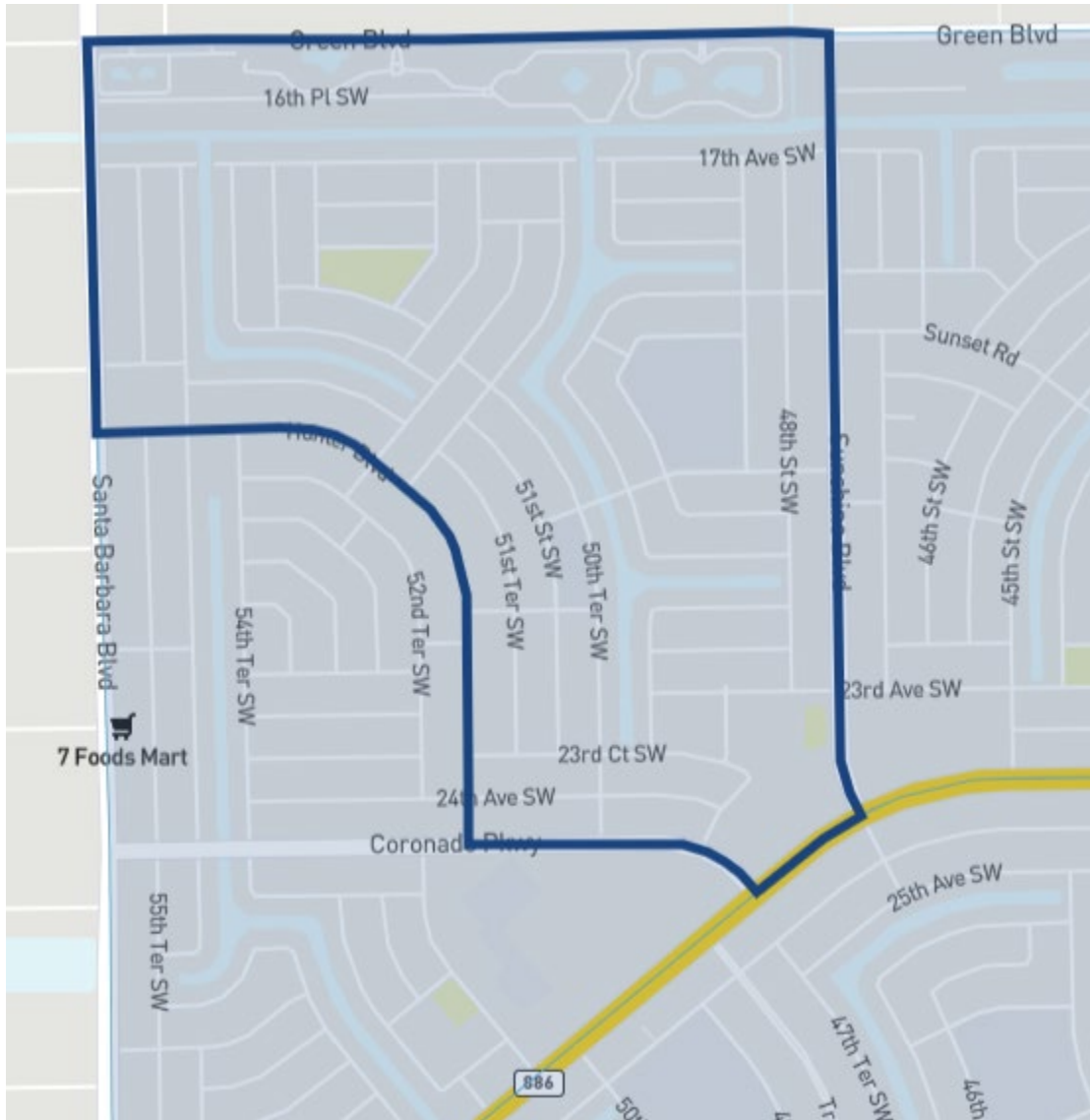
- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

**32%**

above 10% percent

# Census Tract 12021010420:



## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

**96<sup>th</sup>**

above 90<sup>th</sup> percentile

**AND**

### • High school education

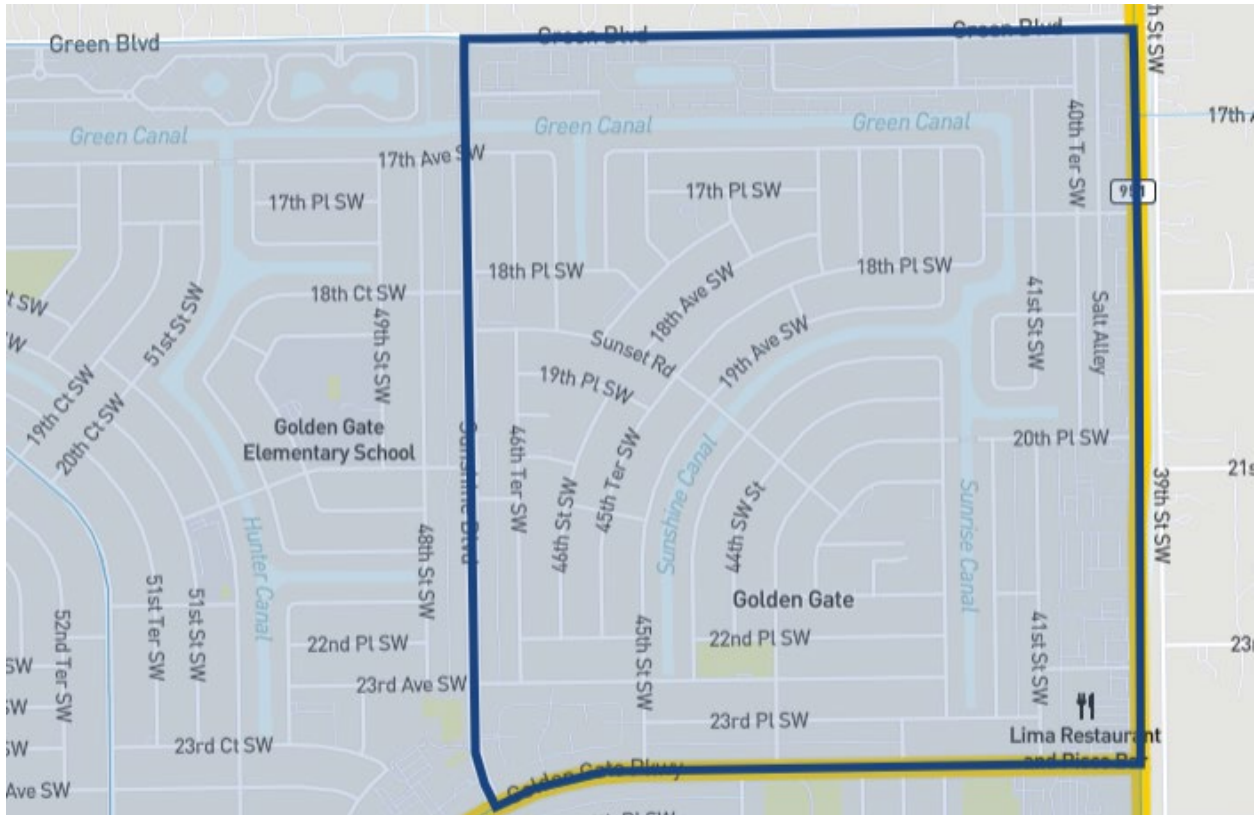
Percent of people ages 25 years or older whose high school education is less than a high school diploma

**28%**

above 10<sup>th</sup> percent



# Census Tract 12021010410:



## Climate Change

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**90<sup>th</sup>** above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**87<sup>th</sup>** above 65<sup>th</sup> percentile

## Housing

### Housing cost

Share of households making less than 80% of the area median family income and spending more than 30% of income on housing

93<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

87<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

99<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

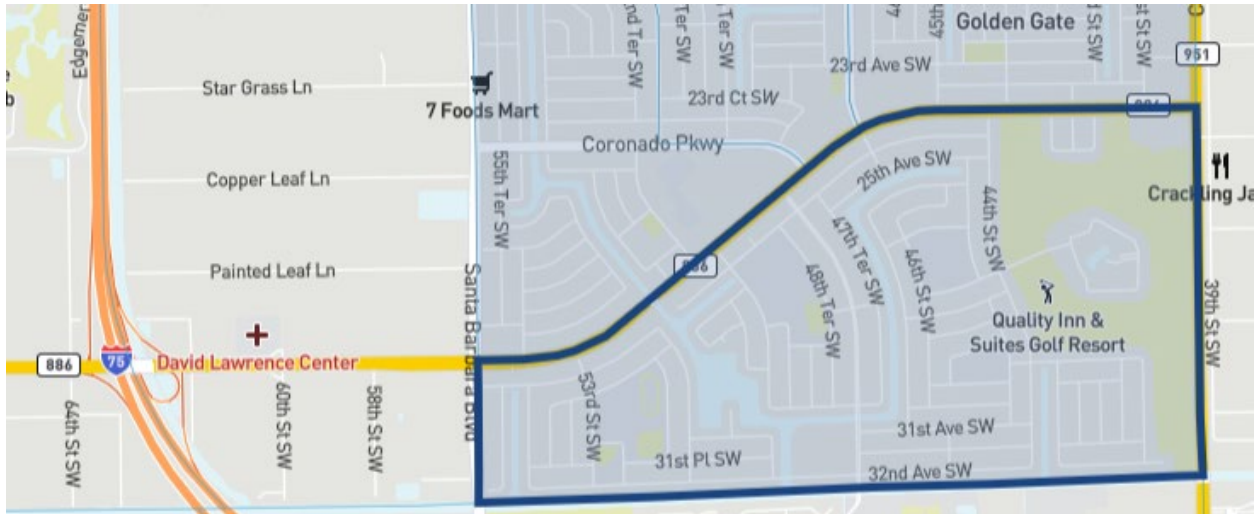
- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

28%

above 10% percent

# Census Tract 12021010411:



## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

96<sup>th</sup>

above 90<sup>th</sup> percentile

AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

79<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

96<sup>th</sup>

above 90<sup>th</sup> percentile

AND

#### • High school education

Percent of people ages 25 years or older whose high school education is less than a high school diploma

32%

above 10% percent

# Immokalee

## Census Tract 12021011204:



### Climate Change

#### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**98<sup>th</sup>** above 90<sup>th</sup> percentile

#### AND

##### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**99<sup>th</sup>** above 65<sup>th</sup> percentile

## Health

### Diabetes

Share of people ages 18 years and older who have diabetes other than diabetes during pregnancy

95<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

99<sup>th</sup>

above 65<sup>th</sup> percentile

## Housing

### Housing cost

Share of households making less than 80% of the area median family income and spending more than 30% of income on housing

99<sup>th</sup>

above 90<sup>th</sup> percentile

### Lack of indoor plumbing

Share of homes without indoor kitchens or plumbing

97<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

99<sup>th</sup>

above 65<sup>th</sup> percentile

## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

91<sup>st</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

99<sup>th</sup>

above 65<sup>th</sup> percentile

## Water and Wastewater

### Underground storage tanks and releases

Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries

94<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

99<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

99<sup>th</sup>

above 90<sup>th</sup> percentile

### Low median income

Comparison of median income in the tract to median incomes in the area

96<sup>th</sup>

above 90<sup>th</sup> percentile

### Poverty

Share of people in households where income is at or below 100% of the Federal poverty level

96<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

#### • High school education

Percent of people ages 25 years or older whose high school education is less than a high school diploma

63%

above 10% percent

# Census Tract 12021011301:



## Climate Change

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**94<sup>th</sup>** above 90<sup>th</sup> percentile

### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**97<sup>th</sup>** above 65<sup>th</sup> percentile

## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

97<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

97<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

94<sup>th</sup>

above 90<sup>th</sup> percentile

### Low median income

Comparison of median income in the tract to median incomes in the area

95<sup>th</sup>

above 90<sup>th</sup> percentile

### Poverty

Share of people in households where income is at or below 100% of the Federal poverty level

93<sup>th</sup>

above 90<sup>th</sup> percentile

### Unemployment

Number of unemployed people as a part of the labor force

93<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

49%

above 10% percent



# Census Tract 12021011302:



## Climate Change

### Expected building loss rate

Economic loss to building value resulting from natural hazards each year

**92<sup>nd</sup>**

above 90<sup>th</sup> percentile

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**95<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**98<sup>th</sup>**

above 65<sup>th</sup> percentile

## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

99<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

98<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

97<sup>th</sup>

above 90<sup>th</sup> percentile

### Low median income

Comparison of median income in the tract to median incomes in the area

94<sup>th</sup>

above 90<sup>th</sup> percentile

### Poverty

Share of people in households where income is at or below 100% of the Federal poverty level

90<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

54%

above 10% percent

# Census Tract 12021011400:



## Climate Change

### Expected agriculture loss rate

Economic loss to agricultural value resulting from natural hazards each year

**90<sup>th</sup>**

above 90<sup>th</sup> percentile

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

**96<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

#### • Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**95<sup>th</sup>**

above 65<sup>th</sup> percentile

## Housing

### Lack of indoor plumbing

Share of homes without indoor kitchens or plumbing

**91<sup>st</sup>**

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

**95<sup>th</sup>**

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

**97<sup>th</sup>**

above 90<sup>th</sup> percentile

### Poverty

Share of people in households where income is at or below 100% of the Federal poverty level

**90<sup>th</sup>**

above 90<sup>th</sup> percentile

### AND

- **High school education**

Percent of people ages 25 years or older whose high school education is less than a high school diploma

**64%**

above 10% percent

**Census Tract 12021011205:**



## Climate Change

### Expected building loss rate

Economic loss to building value resulting from natural hazards each year

91<sup>st</sup>

above 90<sup>th</sup> percentile

### Projected wildfire risk

Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement in 30 years

90<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

98<sup>th</sup>

above 65<sup>th</sup> percentile

## Health

### Asthma

Share of people who have been told they have asthma

92<sup>nd</sup>

above 90<sup>th</sup> percentile

### Diabetes

Share of people ages 18 years and older who have diabetes other than diabetes during pregnancy

98<sup>th</sup>

above 90<sup>th</sup> percentile

### Heart disease

Share of people ages 18 years and older who have been told they have heart disease

96<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

98<sup>th</sup>

above 65<sup>th</sup> percentile

## Housing

### Housing cost

Share of households making less than 80% of the area median family income and spending more than 30% of income on housing

91<sup>st</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

98<sup>th</sup>

above 65<sup>th</sup> percentile

## Transportation

### Transportation barriers

Average of relative cost and time spent on transportation

99<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

- **Low income**

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

98<sup>th</sup>

above 65<sup>th</sup> percentile

## Workforce development

### Linguistic isolation

Share of households where no one over age 14 speaks English very well

96<sup>th</sup>

above 90<sup>th</sup> percentile

### Low median income

Comparison of median income in the tract to median incomes in the area

97<sup>th</sup>

above 90<sup>th</sup> percentile

### Poverty

Share of people in households where income is at or below 100% of the Federal poverty level

96<sup>th</sup>

above 90<sup>th</sup> percentile

### Unemployment

Number of unemployed people as a part of the labor force

94<sup>th</sup>

above 90<sup>th</sup> percentile

### AND

#### • High school education

Percent of people ages 25 years or older whose high school education is less than a high school diploma

64%

above 10% percent



## Appendix C. Media Relations

The following media have been identified and will be informed of public notices for meetings, news releases, news items, and interviews associated with the project, as needed. The Jacobs team will contact the publications, if appropriate, to inquire about social media posts to promote the LRTP surveys and public outreach events.

### 1. Newspapers/Local Publications

#### Florida Administrative Register (FAR)

107 W. Gaines Street  
Tallahassee, FL 32399-0250  
(850) 245-6270

#### News Press

2442 Dr. Martin Luther King Jr. Blvd.  
Fort Myers, FL 33901  
(239) 335-0539

#### Coastal Breeze News

1857 San Marco Road Suite 216C  
Marco Island, FL 34145  
(239) 393-4991

#### Gulfshore Business

26101 S Tamiami Trail  
Bonita Springs, FL 34134  
(239) 498-8500

#### SWFL Business Today

PO Box 152299  
Cape Coral, FL 33915-2299  
(239) 770-7527

#### Naples Daily News

1100 Immokalee Road  
Naples, FL 34110  
(239) 213-6000

#### Florida Weekly (Naples Edition)

9051 Tamiami Trail North, Suite 202  
Naples, FL 34108  
(239) 335-0539

#### Ave Maria Sun

9051 Tamiami Trail, N., Suite 202  
Naples, FL 34108  
(239) 325-1960

#### The Mullet Wrapper

P.O. Box 513  
Copeland, FL 34137  
(941) 999-1237

### 2. Television Stations

#### WZVN – ABC

3719 Central  
Avenue Fort  
Myers, FL 33901  
(239) 936-7771

#### WINK – CBS

2824 Palm  
Beach Blvd. Fort  
Myers, FL 33916  
(239) 334-1111

#### WFTX – FOX 4

621 SW Pine Island Road  
Cape Coral, FL 33991  
(239) 574-4803

#### WBBH – NBC

3719 Central  
Avenue Fort Myers,  
FL 33901  
(239) 577-1010

### 3. Radio Stations

#### WGCU

10501 FGCU Blvd.  
South Fort Myers, FL  
33965  
(239) 590-2300

#### WAFZ

2105 West Immokalee Drive  
Immokalee, FL 34120  
(239) 657-9210

#### WCCF

2300 El Jobean Road  
Punta Gorda, FL  
33815  
(941) 206-1188

### 3. 2050 LRTP Planning Context and Decision-Making Framework

#### 3.1 Long Range Vision for Collier County Transportation

The Collier MPO 2050 LRTP development process began in early 2024 by establishing the plan’s vision statement, goals, and objectives. The goals and objectives help guide the LRTP process to meet the Collier MPO’s vision, while considering federal, state, and regional priorities. The LRTP goals and objectives refine the Collier MPO’s vision and are a critical part of the planning process because various transportation projects’ needs are established based on these goals and objectives.

*“The Collier MPO 2050 Long Range Transportation Plan envisions the development of an integrated, equitable, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, resilience, and community character.”*

*Collier MPO 2050 LRTP Vision Statement*

##### 3.1.1 Federal Planning Factors

This 2050 LRTP update addresses federal mandates for regional transportation planning. As noted in Chapter 1, the guidance, commonly referred to as FHWA’s Expectations Letter, outlines the agency’s expectations for the development of LRTP updates to help MPOs meet the federal planning requirements. FHWA

has not issued an Expectations Letter or any other applicable MPO LRTP directives since 2018. Therefore, the federal planning factors have not changed since the 2045 update. FHWA requires MPOs to incorporate the following ten federal planning factors in the LRTP. **Figure 3-1** summarizes the federal planning factors in 23 CFR 450.306(b).

**Figure 3-1. Federal Planning Factors**



Source: FDOT 2023e

### 3.1.2 Statewide and Metropolitan Planning Priorities

As noted in the FDOT *MPO Program Management Handbook*, Section 339.175(6)(b) of Florida Statutes requires the LRTP to provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and nonmotorized users
- Increase accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- In addition, MPOs are also required to prepare a congestion management system for the contiguous urbanized metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law [s.339.175(6)(c)(1)]

### 3.1.3 Other Local Planning Coordination

Statewide guidance also dictates that the LRTP should emphasize coordination with local jurisdictions that are within the MPO (cities of Naples, Marco Island, and Everglades City) and consistency with future land use planning and locally adopted comprehensive plans of those entities. The LRTP must also maintain a 20-year planning horizon. As described in more detail in the following text, local plans that the MPO considers to be relevant to the LRTP include:

- Collier County Growth Management Plan
- Collier County Community Housing Plan
- City of Naples Comprehensive Plan
- City of Marco Island Comprehensive Plan
- City of Everglades City Comprehensive Plan

#### 3.1.3.1 Collier County Growth Management Plan

The Future Land Use Element of the CCGMP (the County's comprehensive plan) was adopted in 1997 and most recently amended in November 2023 extending the planning period to 2050. The plan's core principles of growth include:

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

- Protect private property rights

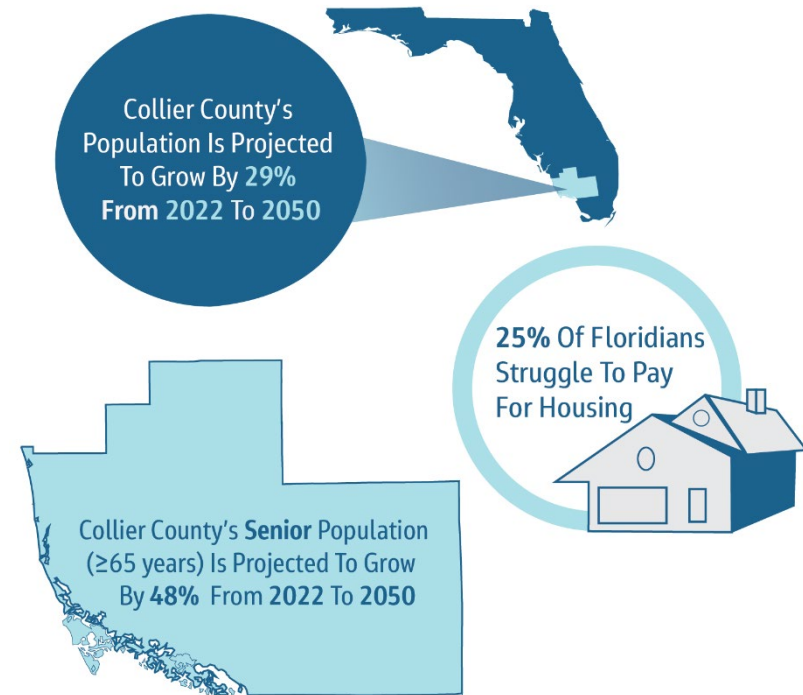
### 3.1.3.2 Collier County Community Housing Plan

Under the IJJA, MPOs are encouraged to consider and incorporate housing in their LRTP updates. These recommendations are outlined in the FDOT *Housing Coordination Quick Guide* (FDOT 2023d). Housing plays a significant role in the transportation network, as it dictates users' commute times and travel patterns to employment and activity centers.

To address the growing population and need for affordable housing (refer to Figure 3-2), Collier County established the Affordable Housing Advisory Committee, which reviews policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plans. Committee members also provide recommendations to the Collier County BCC for initiatives which support the implementation of affordable housing within the County.

The AHAC helps to inform the *Collier County Community Housing Plan* (Collier County 2017) that has the central goal of providing a diverse range of attainable and affordable housing for all residents. Specific transportation recommendations from this plan consist of:

**Figure 3-2. Future Population Growth and Housing**



Source: FDOT (2023d) and University of Florida BEBR (2022)

- Integrate bus routes with affordable housing locations by identifying corridors for multi-family development, implementing park-and-ride systems, and exploring bus rapid transit (BRT) and express service lines
- Enhance bike lane and pedestrian systems by implementing Comprehensive Pathways Plan and enhancing safety for vulnerable users
- Create ride-sharing options for enhanced mobility in remote areas of the County

- Generate revenue for transit and alternative mobility by establishing sustainable and secure revenue streams, implementing a recurring revenue source and establishing uniform standards to determine the impacts on transit from new development

Since 2018, more than 3,000 new affordable units have been approved by the Collier County BCC to be built, with 2,108 of those located in urban areas and 1,783 allocated for the rural areas and the Census Designated Place of Immokalee. Further, the Collier County BCC contracted to have 82 affordable housing rental units built on a 5-acre, county-owned Planned Unit Development site on Santa Barbara Boulevard. The Board also purchased and dedicated 22 acres of a county-owned golf course (Golden Gate Golf Course) for affordable housing including 252 affordable rental apartments and 120 affordable senior housing units.

### 3.1.3.3 City of Naples Comprehensive Plan

The most populous incorporated area in the County, Naples has a permanent population of 19,300 people. Updates to the Naples Comprehensive Plan were completed in 2023 to extend the planning period to 2045 and to incorporate the City Vision in the Comprehensive Plan. The Vision includes the following five primary initiatives to guide Naples officials and staff in determining capital projects, budgeting, and review of private development:

- Preserve small town character and culture
- Stewardship of land and protection of the environment
- Maintain extraordinary quality of life for residents

- Support economic health and vitality of the businesses and health care industry that contribute to collective success and well-being
- Sustain high performing government action, engagement, and responsiveness

The Transportation Element of the Naples Comprehensive Plan establishes the goal to provide an efficient, balanced, attractive, and safe multimodal system of transportation facilities in accordance with recognized safety standards, various land use demands, and environmental considerations unique to Naples.

### 3.1.3.4 City of Marco Island Comprehensive Plan

Marco Island is home to a permanent population of approximately 15,800 residents. The *Marco Island Comprehensive Plan* was adopted October 4, 2021, with a horizon year of 2040. The Future Land Use Element sets forth eight goals, the first of which is focused on livability, aiming to protect and enhance the City of Marco Island as a highly livable community with an excellent quality of life, which encompasses its tropical beaches, resorts and recreational amenities, abundant natural resources and sensitive coastal environments, and small-town charm.

The Transportation Element of the Marco Island Comprehensive Plan establishes the goal to coordinate land use and transportation plans to support a safe, accessible, and efficient multimodal transportation system that enhances livability and small-town character.

### 3.1.3.5 City of Everglades City Comprehensive Plan

Everglades City has a permanent population of approximately 350 people. The *Everglades City Comprehensive Plan* was adopted July 5, 2022, with a horizon year of 2045. The Future Land Use Element sets forth the goal to plan future land uses in a manner that serves the needs of Everglades City residents and visitors, protects and conserves natural and historic resources, supports multimodal mobility strategies, and promotes diversification of the City's economic base while protecting maritime uses.

The Transportation Element of the Everglades City Comprehensive Plan sets forth six objectives, the first of which is to enhance mobility options. Additionally, an objective to coordinate with other governmental agencies places emphasis on MPO coordination and County Road 29 improvements.

## 3.2 2050 LRTP Goals

The LRTP development process builds on the 2045 LRTP and input from the Collier MPO Board, advisory committees, planning partners, and public surveys to establish the long-range vision statement for the MPO's transportation system in 2050. The goals and objectives of the LRTP are also established to help realize this vision.

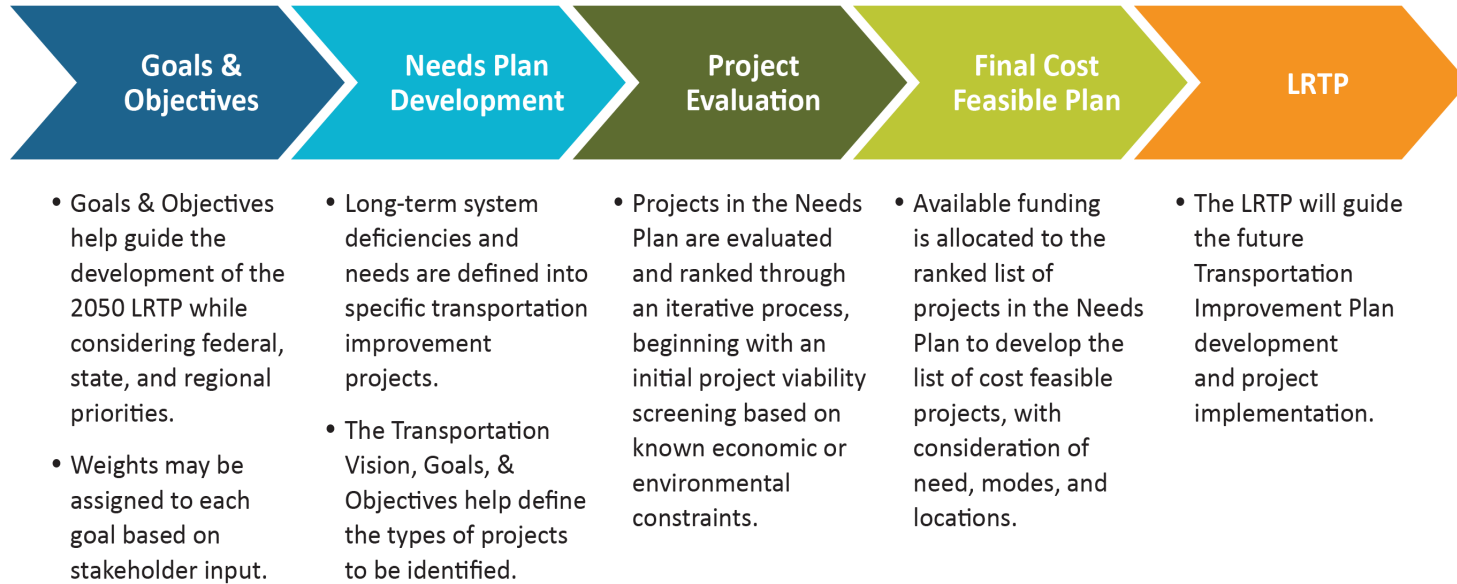
The LRTP goals and objectives ultimately guide the entire LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document project priorities. The goals of the 2050 LRTP originated in the 2045 LRTP and were slightly modified to better align with both the federal and FDOT planning emphasis areas and new requirements set forth by the IJJA. Additionally, FDOT provided guidance on

Housing in the LRTP in the *Housing Coordination Quick Guide* (FDOT 2023d), and these recommendations were incorporated into the goals and related objectives.

The 2050 LRTP goals consist of:

- **Goal #1:** Ensure Security of the Transportation System for Users
- **Goal #2:** Protect Environmental Resources
- **Goal #3:** Improve System Continuity and Connectivity
- **Goal #4:** Reduce Roadway Congestion
- **Goal #5:** Promote Freight Movement
- **Goal #6:** Increase the Safety of the Transportation System for Users
- **Goal #7:** Promote Multimodal Solutions
- **Goal #8:** Promote the Integrated Planning of Transportation and Land Use
- **Goal #9:** Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities
- **Goal #10:** Consider Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making
- **Goal #11:** Consider Emerging Mobility and its Influential Role on the Multimodal Transportation System

**Figure 3-3. LRTP Development Framework**



The Collier MPO staff presented these goals and associated objectives for consideration by the CAC and TAC during their regular meetings on *(date pending)*. They were approved to carry forward in the 2050 LRTP by the Collier MPO Board on *(date pending)*.

### 3.2.1 Priorities: Goals, Objectives, and Evaluation Criteria

The 2050 LRTP Goals, Objectives, and Evaluation Criteria are listed on the following pages. The goals provide a framework for realizing the LRTP vision (**Figure 3-3**). The objectives provide specific guidance on how to achieve each goal. Evaluation criteria are used to evaluate and compare how effectively potential transportation projects perform relative to the goals and objectives.

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

The evaluation framework was developed to evaluate and compare how well potential projects meet each of the established goals and objectives. For the evaluation framework, each goal was assigned a weighting factor that placed more emphasis on certain goals that require more focus in the Collier MPO transportation system. A project evaluation criterion shows the advantages and disadvantages of the proposed projects independently as well as in relation to each other. As illustrated on **Figure 3-3**, this goals-and-objectives-based type of evaluation process is ultimately used to develop the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasible Plan.

To support the performance-based process emphasized in the IJJA, the following pages present defined goals and objectives and the related evaluation criteria with performance measures applied to evaluate each proposed project.

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



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

routes.

The total weighting factor for this goal is 8%.

#### Objectives:

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

The 2021 Collier County Comprehensive Emergency Plan is designed to provide a framework through which Collier County may prevent or mitigate the impacts of, prepare for, respond to, and recover from natural, manmade, and technological hazards that could adversely affect the health, safety and general welfare of residents and visitors to the County. Additionally, this plan establishes the National Incident Management System as the standard for tasked agencies to use in responding to emergency events. The plan identifies 23 hazards of which 12 hazards were identified as High Risk because of their widespread potential impact. These 12 High Risk hazards include flood, tropical cyclones, severe storms, wildfire, drought, extreme heat, sea level rise, winter storms and freeze, tsunami, major transportation incidents,



pandemic outbreak, mass migration incident, and civil infrastructure disruption. The plan further outlines emergency situations and County agencies' responsibilities (Collier County 2021).

**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**

Collier County is fortunate to have wide-ranging environmental resources including extensive wetland resources and natural wildlife areas that greatly enhance the quality of life for residents and visitors. Protection of these resources has been highly valued in the 2050 LRTP.

The total weighting factor for this goal is 12%.



**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
- Lower emissions and preserve open space by improving infrastructure near key destinations

**Goal #3: Improve System Continuity and Connectivity**



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

The total weighting factor for this goal is 10%.

**Objectives:**

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

**Project Evaluation Criteria:**

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

**Goal #4: Reduce Roadway Congestion**



Congestion and accompanying delay pose a serious cost to the residents of Collier County, reducing their access to jobs, education, health care, shopping, recreation, and other activities. The 2050 LRTP emphasizes reducing congestion to help enhance the quality of life for County residents.

The total weighting factor for this goal

is 18%.

**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

**Goal #5: Promote Freight Movement**



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

The total weighting factor for this goal is 6%.

**Objectives:**

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

**Project Evaluation Criteria:**

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

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



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

The total weighting factor for this goal is 10%.

### 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



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

The total weighting factor for this goal is 10%.

### 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 and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households
- Improves transit (frequency and reliability) within existing or future transit service areas (TSA) or within a community redevelopment area (CRA); improves access to park-and-ride facilities; provides for BRT
- Improves bicycle or pedestrian access to transit
- Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices

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



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

The total weighting factor for this goal is 10%.

#### **Objectives:**

- Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system

- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic sustainability for the County

#### **Project Evaluation Criteria:**

- Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)
- Improves access to tourist destinations
- Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
- Identified in partner agency (city, transit, county, MPO, etc.) plans as a priority
- Improves vehicle or freight movement to an intermodal facility
- Reduces household cost by providing for connectivity between housing and transportation

### **Goal #9: Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities**



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

The total weighting factor for this goal is 8%.

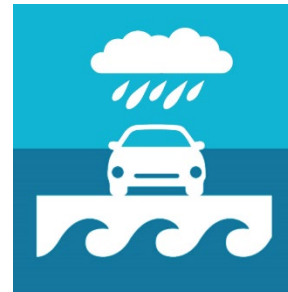
**Objectives:**

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

**Project Evaluation Criteria:**

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

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



A resilient transportation system is one that adapts to changing conditions and prepares for, withstands, and recovers from disruptions.

The total weighting factor for this goal is 4%.

**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: Consider Emerging Mobility and its Influential Role on the Multimodal Transportation System



Advances in automotive infrastructure technology through emerging mobility options pose some of the biggest challenges to transportation planning (for example, equity among users). The potential for disruptions to transportations systems includes changes to land uses and the system

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

The total weighting factor for this goal is 4%.

### Objectives:

- Consider the development and implementation of emerging mobility options in the 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

## 3.3 Applying Priorities to Decision-Making

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.

### 3.3.1 Evaluation Criteria for Project Selection

Like the goals and objectives, the 2050 LRTP evaluation criteria (refer to [Table 3-1](#)) build upon the evaluation criteria established in the 2045 plan. 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 the recommendations and prioritize transportation projects.

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

**Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures**

| Goal   | Evaluation Criteria  | Performance Measures  |
|--|--|---|
| <b>1. Ensure Security of the Transportation System for Users</b><br>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.)?<br>Yes = 5; No = 0  |
|  | 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?)<br>Yes = 5; No = 0 |
|  | 1C - Improves existing evacuation routes near high-density populations                             | Does the project improve evacuation near high-density populations?<br>Yes = 5; No = 0   |
| <b>2. Protect Environmental Resources</b><br>Total Weighting Factor: 12%                       | 2A - Minimize wetland encroachments by transportation projects                                     | How many acres of wetland encroachment based on National Wetlands Inventory?<br>No impact = 0<br>0–5 acres = -1<br>6–10 acres = -2<br>11–15 = -3<br>15–20 = -4<br>21 or more = -5 (max)   |
|  | 2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible) | Proximity to protected natural areas (0.5 miles)<br>Within 0.5 miles of Conservation Areas/Preserves lands?<br>Yes = -1<br>No = 0   |
|  | 2C - Minimize the adverse impacts on threatened and endangered species                             | Amount of habitat encroachment based on primary panther habitat?<br>No impact = 0<br>0–10 acres = -1<br>11–20 acres = -2<br>21–30 = -3<br>31–40 = -4<br>40 or more = -5 (max)   |

**Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures**

| Goal  | Evaluation Criteria  | Performance Measures  |
|---|--|---|
|   | 2D – Lower emissions and preserve open space by improving infrastructure near key destinations.  | Proximity of transportation project to key destination.<br>Within 0.5 mile = 5<br>Within 2 miles = 3<br>Greater than 2 miles = 0  |
| <b>3. Improve System Continuity and Connectivity</b><br>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.)?<br>Yes = 5; No = 0                                |
|   | 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?<br>Yes = 5; No = 0            |
| <b>4. Reduce Roadway Congestion</b><br>Total Weighting Factor: 18%                          | 4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility | Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)?<br>Yes = 5; No = 0                      |
|   | 4B - Improves intersections and roadways with poor levels of service   | Does capacity ratio decrease when compared to the 2050 E+C Alternative?<br>Yes = 5; No = 0  |
| <b>5. Promote Freight Movement</b><br>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?<br>Yes = 5; No = 0 |
| <b>6. Increase the Safety of Transportation System Users</b><br>Total Weighting Factor: 10% | 6A - Enhances safety of transportation system users  | Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)?<br>Yes = 5; No = 0                               |
|   | 6B - Improves facility or intersection identified as having a high crash occurrence or a fatality                                      | High crash location or segment?<br>Yes = 5; No = 0  |



**Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures**

| Goal  | Evaluation Criteria  | Performance Measures   |
|---|--|--|
|   | 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?<br>Yes = 5; No = 0  |
|   | 6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users   | High crash location or segment for bicycle and pedestrian conflicts?<br>Yes = 5; No = 0  |
|   | 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?<br>Yes (within 0.5 mile) = 5; No = 0 |
| <b>7. Promote Multimodal Solutions</b><br>Total Weighting Factor: 10% | 7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan   | New or improved trail/greenways = 5<br>No new or improved trail = 0  |
|   | 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<br>No improvement within 0.25 mile = 0  |
|   | 7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households | Improvement within 0.25 mile = 5<br>No improvement within 0.25 mile = 0  |

**Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures**

| Goal   | Evaluation Criteria   | Performance Measures  |
|--|---|---|
|  | 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<br>Project along an existing or planned bus route inside a CRA = 5<br>Improves access to park-and-ride facility = 5<br>Provides for BRT = 5<br>No improvement = 0 |
|  | 7E - Improves bicycle or pedestrian access to transit   | Improve Access = 5<br>No improvement = 0  |
|  | 7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices                    | Improvement = 5<br>No improvement = 0   |
| <p><b>8. Promote the Integrated Planning of Transportation and Land Use</b></p> <p>Total Weighting Factor: 10%</p> | 8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)   | Improves access = 5<br>Does not improve access = 0  |
|  | 8B - Improves access to tourist destinations  | Improves access = 5<br>Does not improve access = 0  |
|  | 8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)  | Yes = 5<br>No = 0   |
|  | 8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority  | Connections to other municipalities or counties?<br>Yes = 5<br>No = 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.)?  |

**Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures**

| Goal  | Evaluation Criteria  | Performance Measures   |
|---|--|--|
|   |  | Yes = 5<br>No = 0  |
|   | 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)?<br><br>Yes = 5; No = 0   |
| <b>9. Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities</b><br><br>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.)?<br><br>Project in target area = 5<br>Project not in target area = 0 |
| <b>10. Consider Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making</b><br><br>Total Weighting Factor: 4% | 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<br><br>Within 0.25 miles of NOAA 1 foot sea level rise low-lying area = 3<br><br>Not in high-risk area = 0   |
|   | 10B – Promotes housing and transportation in areas that better withstand extreme weather   | Is this project a new facility within a high-risk area?<br><br>Within 0.25 mile of NOAA 1 foot sea level rise flooding or low-lying area = 0<br><br>Not in high-risk area = 5  |
| <b>11. Consider Emerging Mobility and its Influential Role on the Multimodal Transportation System</b><br><br>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 transportation system | Yes = 5<br>No = 0  |

# 1. Introduction

## 1.1 What Is the MPO?

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

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

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

The MPO uses federal, state, and local funds to carry out a *Continuing, Cooperative, and Comprehensive* (3-C) long-range planning process that establishes a Countywide vision for the transportation system. The Long Range Transportation Plan (LRTP) is a central part of achieving this vision. MPOs are required to develop and update their LRTPs every 5 years to ensure that the future transportation system is efficient, fosters mobility and access for

people and goods, and enhances the overall quality of life for the community.

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

**Figure 1-1. Collier MPO Board**

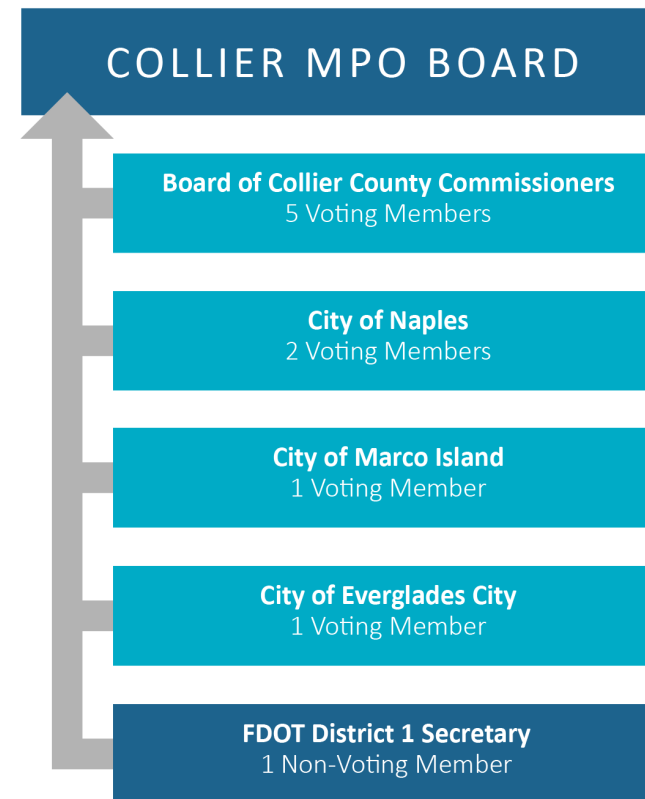


Figure 1-2. Collier MPO Jurisdiction



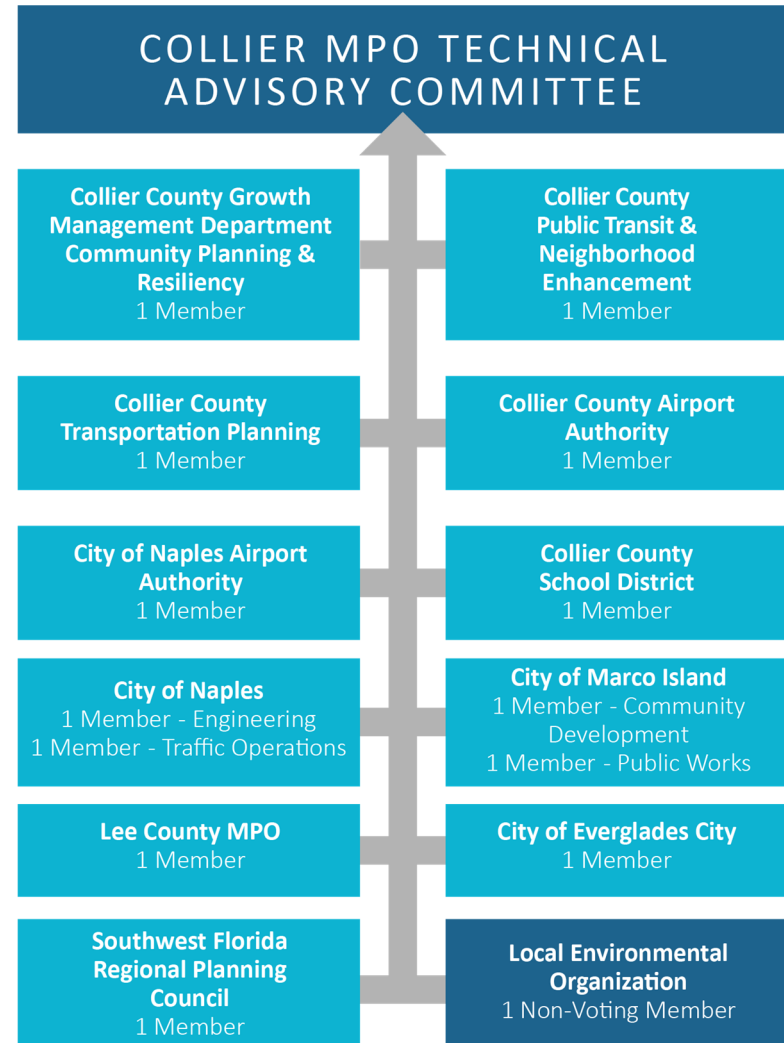
Source: Collier MPO Transportation Improvement Program FY2025-FY2029

**Technical Advisory Committee:** The TAC consists of technically qualified representatives of agencies within the Collier County Metropolitan Planning Area. TAC members are responsible for planning, maintaining, operating, developing, and improving the transportation system throughout the County and its associated municipalities. They review transportation plans and programs from a technical perspective. The TAC has 13 voting members and 1 non-voting member for a local environmental agency. Per the by-laws for the TAC of the Collier MPO, a representative from a local environmental agency shall be a non-voting member (refer to **Figure 1-3**).

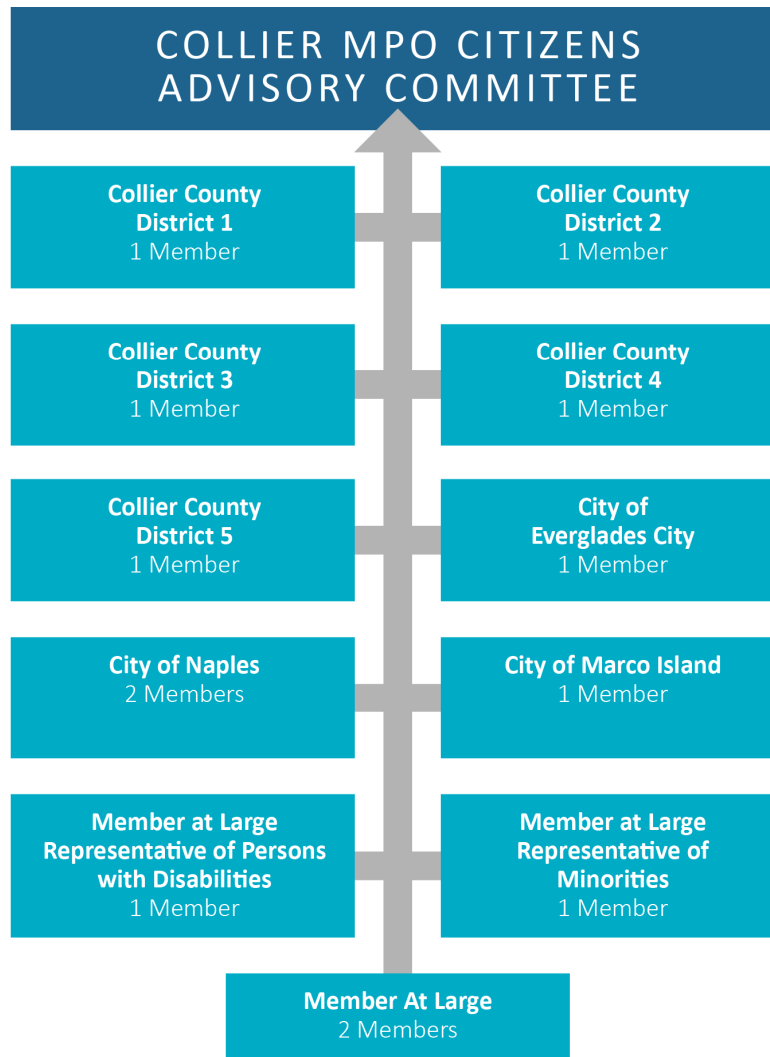
**Citizens Advisory Committee:** The CAC consists of citizens who represent a cross section of the geographic areas and citizens who represent disabled and minority populations. CAC members are recruited to represent areas including the cities of Naples, Marco Island, and Everglades City and the county commission districts of the County's unincorporated areas.

The CAC makes recommendations to the MPO Board from the citizen's perspective on proposed LRTPs, individual projects, priorities for state and federal funding, and other transportation issues. The CAC has 13 voting members, including four at-large members (refer to **Figure 1-4**).

**Figure 1-3. Technical Advisory Committee**



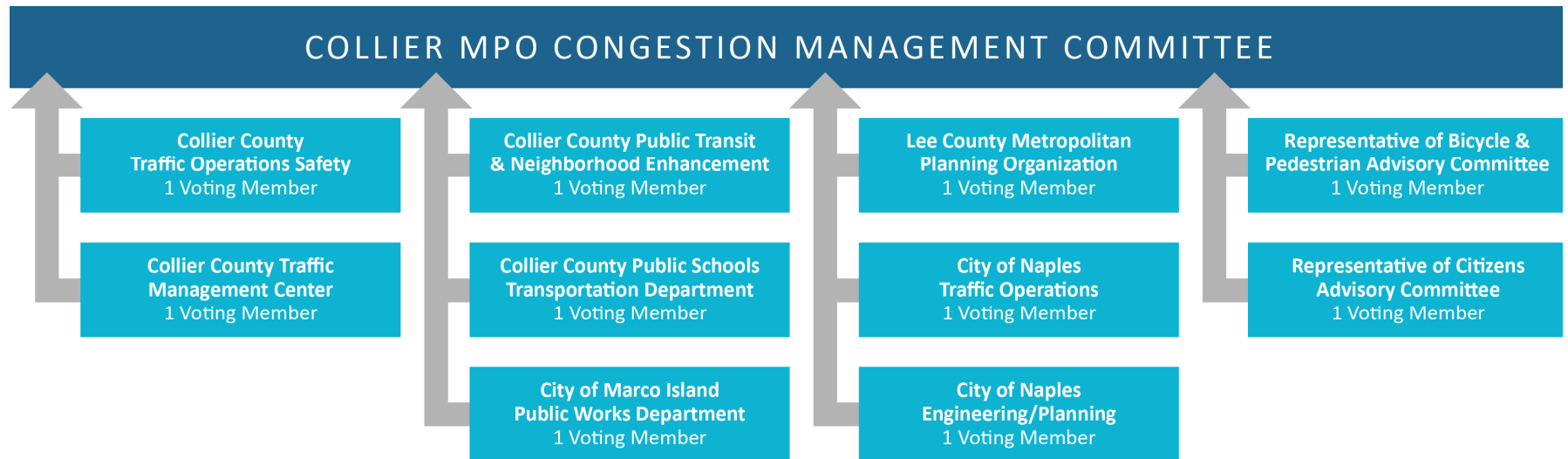
**Figure 1-4. Citizens Advisory Committee**



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

**Congestion Management Committee:** The CMC serves the MPO in an advisory capacity on technical matters relating to the MPO’s Congestion Management System and the regional Intelligent Transportation System (ITS) architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate congestion management projects to be funded with federal and state funding. As shown on **Figure 1-5**, the CMC has 10 voting members including eight members appointed by agencies/jurisdictional departments, and two members appointed by the BPAC and CAC.

**Figure 1-5. Congestion Management Committee**

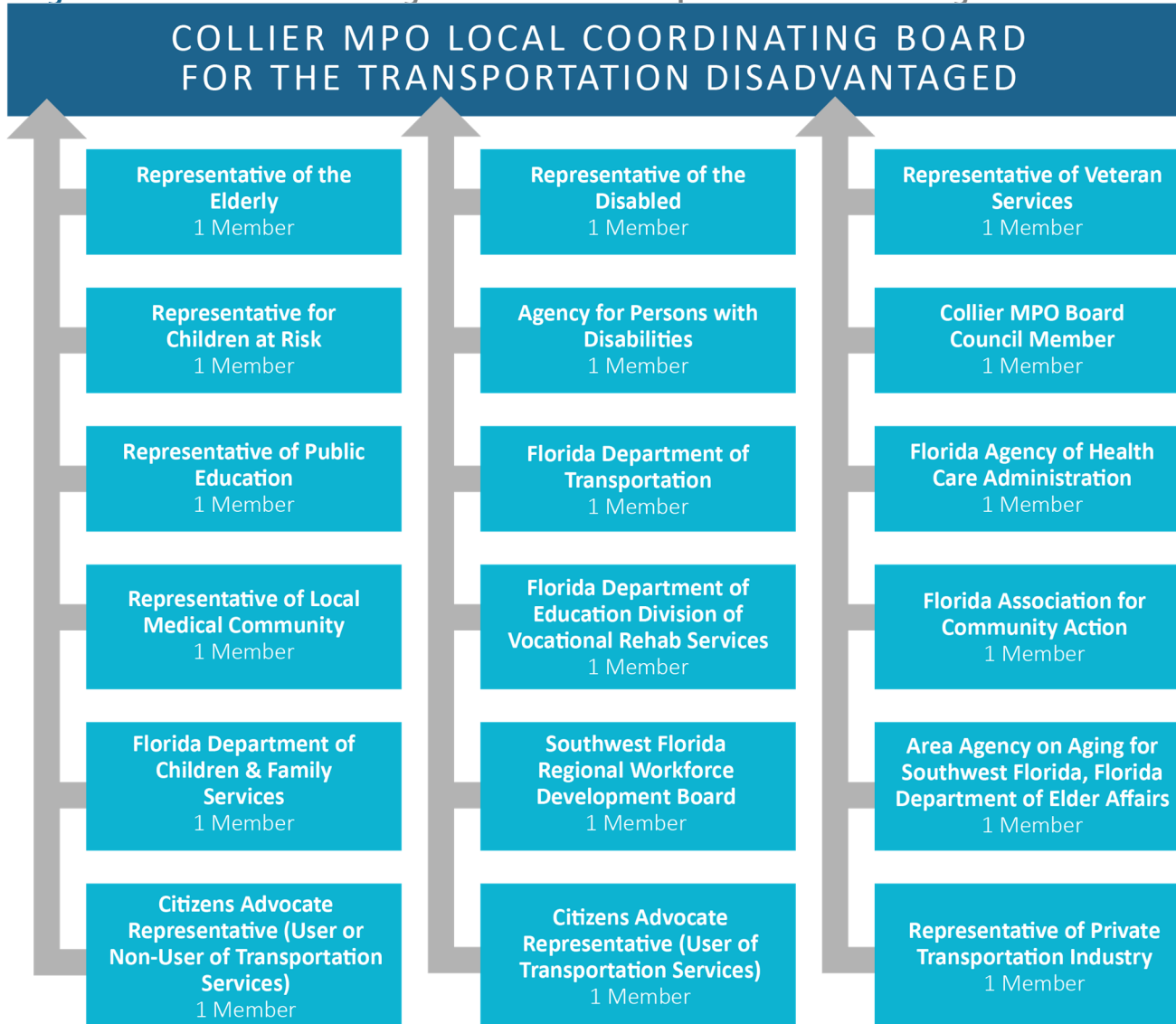


**Local Coordinating Board for the Transportation Disadvantaged:** The LCB helps the MPO identify local service needs and provide information, advice, and direction to the Community Transportation Coordinator on the coordination of services to be provided to the transportation disadvantaged pursuant to Chapter 427.0157, Florida Statutes (F.S.). The LCB also reviews the amount and quality of transit service being provided to the County's transportation-disadvantaged population.

The LCB has 18 voting members and includes representatives from various state and local agencies as well as citizen representatives (refer to [Figure 1-6](#)). An elected official is appointed by the MPO Board to serve as chairperson. The Collier LCB meets each quarter and holds at least one public hearing a year. The purpose of the hearings is to provide input to the LCB on unmet transportation needs and any other areas relating to local transportation disadvantaged services.



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



## 1.2 What Is the Long Range Transportation Plan?

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

To comply with federal requirements, the LRTP is produced or updated every 5 years and must maintain a minimum time horizon of 20 years. The previous 2045 LRTP update was adopted on December 11, 2020 (Collier MPO 2020). The Collier MPO 2050 LRTP update began in March 2024. As described in Chapter 3, the Collier MPO 2050 LRTP was developed to ensure consistency with all applicable state and federal requirements guiding the LRTP process.

The primary purpose of the 2050 LRTP update is to help citizens, businesses, and elected officials collaborate on developing a multimodal and sustainable transportation system that addresses projected growth over the next 20 years. The 2050 LRTP update identifies needed transportation network improvements and provides a long-term investment framework to address current and future transportation challenges.



During the 2050 LRTP development, the MPO engaged its advisory committees, particularly the TAC and CAC, who reviewed and commented on every aspect of the LRTP. The CMC, BPAC, and the LCB also helped guide the LRTP development by providing expertise on their committee's corresponding transportation plan. [Figure 1-7](#) presents the MPO committees and the transportation plans within their responsibility (pending).

---

As shown on **Figure 1-7**, the CMC contributed to the *Congestion Management Process (CMP)* and *Safe Streets and Roads for All Comprehensive Safety Action Plan (SS4A)*, which address congestion and safety; the BPAC contributed to the *Bicycle & Pedestrian Master Plan (BPMP)* (*pending*), which is incorporated into the bicycle and pedestrian section of the LRTP; and Collier County's Public Transit Advisory Committee (PTAC) contributed to the *Transit Development Plan (TDP) Major Update* (*pending*), which is incorporated in the transit section of the LRTP.

Funding for each of these plans is described in the *Unified Planning Work Program (UPWP)*, which is a planning document that describes the MPO's budget, planning activities, studies, and technical support that are expected to be undertaken within a 2-year period.

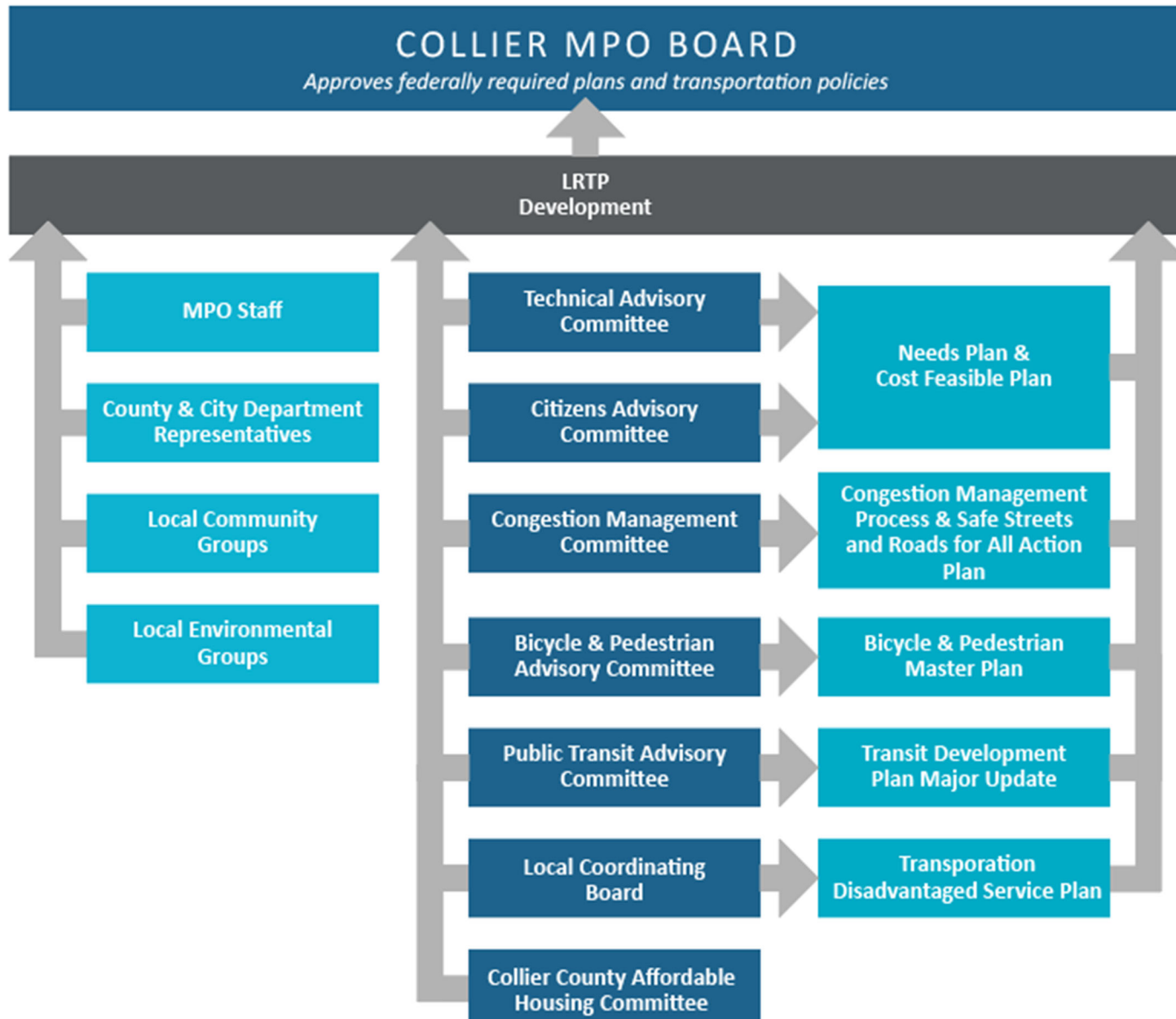
It is important to note that the TSPR is not being updated for FY2023-FY2024, as it was removed from the UPWP by the MPO Board, and TSPR funds were instead reallocated to support the LRTP.

Further, the MPO's informal Adviser Network of community, business, and environmental groups and individual representatives provided essential public input through a series of small group and one-on-one interviews. Additional public input was gained by conducting outreach to traditionally underserved communities, public meetings, and surveys (*pending*).

While not part of the Collier MPO Board advisory committees, the PTAC as well as the Collier County Affordable Housing Advisory Committee (AHAC) provide input to the LRTP through advisory to Collier Area Transit (CAT) and the Collier County Board of County Commissioners (BCC), respectively.

The AHAC reviews policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plans. Committee members also provide recommendations to the Collier County BCC for actions and initiatives that facilitate affordable housing within the County.

Figure 1-7. 2050 LRTP Development and Guidance



## 1.3 Federal and State Planning Requirements

### 1.3.1 Federal

The *FDOT MPO Program Management Handbook* (updated 2024) outlines the federal requirements for the LRTP. Federal regulations (23 C.F.R. 450.306(a) and (b)) require the LRTP to provide for consideration of projects and strategies that will:

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

Additionally, in November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law. The IIJA was enacted as a reauthorization of the Fixing America's Surface Transportation (FAST) Act, which expired in 2021 following a yearlong extension of the original expiration in 2020. The law provides a total of \$973 billion of federal funding from FY2022 to FY2026. This includes more than \$550 billion for highways, highway safety programs, transit programs, and other transportation programs. The IIJA continues the Metropolitan Planning Program under §11201; 23 U.S.C. 134, which establishes a 3C framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) responsibility. Under the IIJA, the FTA and FHWA issued the 2021 Planning Emphasis Areas required for long-range transportation planning as presented on [Figure 1-8](#).

**Figure 1-8. 2021 FTA and FHWA Planning Emphasis Areas**

- 1 Ensure that transportation plans **tackle the climate crisis** by achieving national greenhouse gas reduction goals by 2030 and net-zero emissions by 2050 and **transition to a resilient future**.
- 2 Advance **racial equity and Justice40 initiatives** in transportation planning for underserved communities.
- 3 Emphasize the need for **complete streets** that include **provisions for safety** in transportation infrastructure.
- 4 Increase **meaningful public involvement** in transportation planning using **Virtual Public Involvement (VPI) tools** while ensuring continued participation of individuals without access to computers.
- 5 **Coordinate with the Department of Defense (DOD)** in the transportation planning and project programming process on **infrastructure and connectivity** needs for Strategic Highway Network (STRAHNET) routes.
- 6 **Coordinate with Federal Land Management Agencies (FLMAs)** in the transportation planning and project programming process on **infrastructure and connectivity** needs related to access routes and other public roads and services that connect to Federal lands.
- 7 **Implement Planning and Environment Linkages (PEL)** as part of the transportation planning and environmental review process to foster a collaborative and integrative approach to transportation decision-making that results in more effective transportation programs and projects that **serve the community's transportation needs** while avoiding and **minimizing the impacts** on human and natural resources.
- 8 **Incorporate data sharing principles** into the transportation process for efficient use of resources and improved policy and decision-making across state, regional, and local levels.

Source: USDOT (2021)

Additionally, under 23 USC § 150, Congress established national goals to ensure the most efficient investment of federal transportation funds by increasing accountability and transparency, and providing for better investment decisions that focus on the following key outcomes.

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

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

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

MPOs are governed by federal law (23 USC §134), with regulations included in Title 23 of the Code of Federal Regulations Part 450 (23 CFR 450). When MPOs were mandated in 1962, federal laws required metropolitan transportation plans and programs be developed through a 3-C planning process. The law intended for MPOs to serve as a forum for collaborative transportation decision-making. Further, planning is to be conducted continually using a cooperative process with state and local officials and public transportation agencies operating within the MPO's boundaries.

Because the Collier MPO serves a population of more than 200,000 people, it meets the federal definition of a

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

The LRTP must include a financial plan to identify reliable and reasonable funding and estimated allocations needed for its implementation. The cost of projects listed in the LRTP must balance financially with the revenues from funding sources forecasted to be reasonably available over the 20-year LRTP duration. Chapter 3 provides a more detailed account of federal and state financial requirements for the LRTP implementation.

The Public Participation Plan (PPP) provides a framework to the public involvement process regarding the MPO planning-related activities. The PPP describes the MPO's strategies and techniques to inform and engage the public in transportation planning issues to maximize public involvement and effectiveness. PPPs are living documents that should be updated once every 5 years, preferably prior to the LRTP update initiation. In addition to the PPP, each MPO should develop an LRTP-specific PPP or Public Involvement Plan (PIP). The PIP builds from the content and assumptions within the approved PPP and provides additional information, such as specific stakeholders to be engaged, a summary of proposed engagement activities throughout the LRTP development, and an engagement process milestone schedule. A PIP

was developed for the 2050 LRTP update and is further discussed in Chapter 3.

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

The Collier MPO 2050 LRTP update's adherence to the 2018, 2012, and 2008 FHWA's Expectations Letters is summarized in [Appendix A](#) (*pending*).

### 1.3.2 State

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a 2-year cycle in coordination with MPO UPWP development. The emphasis areas set planning priorities, and MPOs are encouraged to address these topics as they develop their planning programs. These Planning Emphasis Areas also align with the planning priorities of the IJJA.

The 2022 FDOT Florida Planning Emphasis Areas are:

- **Safety.** FDOT updated the Florida State Highway Safety Plan in 2021, which provides a comprehensive framework for reducing serious injuries and fatalities on all public roads. In addition, FDOT adopted FHWA's Safe System Approach that recognizes that people make mistakes and that the transportation network should be designed to ensure that if crashes occur, they do not result in fatalities or serious injuries. FHWA's Safety Performance Management Rule requires states and MPOs to adopt and implement safety performance targets and integrate performance management into each MPO's LRTP. MPOs are required to show how their LRTP support progress in prioritizing safety and meeting the state target of zero traffic fatalities and serious injuries.
- **Equity.** The US Department of Transportation Justice40 Initiative aims to deliver 40% of the benefits of federal investments to disadvantaged communities. The *2045 Florida Transportation Plan* (FTP) (2020) established the goal of transportation choices that improve equity and accessibility, to guide policies toward prioritizing strategies and investments that improve equitable access for residents. MPOs should prioritize projects that advance access to opportunities for more affordable transportation services and provide information access for underserved communities of all ages and abilities.



- **Resilience.** FDOT adopted a resiliency policy in 2020 that aligns with federal definitions and guidance and includes economic prosperity and improved quality for communities and the environment. The policy defines resilience as the ability of the transportation system to adapt to changing conditions and prepare for, withstand, and recover from disruptions. MPOs can address resilience within their planning processes by leveraging work of state-level agencies such as FDOT and the Florida Department of Environmental Protection as well as resilience plans from regional and local agencies. Resilience has a prominent role in the MPO's LRTP and TIP updates. Emphasis should be placed on coordination with agency partners that are responsible for natural disaster risk reduction or those developing local resilience planning initiatives. Another key aspect is considering the additional costs associated with reducing vulnerability of the existing transportation infrastructure to inform a more realistic and cost-effective planning document.
- **Emerging Mobility** The 2045 FTP broadened the definition of infrastructure to include enabling technologies and provides key strategies that support the deployment of Automated, Connected, Electric, and Shared (ACES) vehicles as well as new mobility options including ridesharing, micro-mobility, and emerging air and space technologies. This expanded infrastructure may lead to great improvements in safety, transportation choices, and quality of life for Floridians, visitors, and the Florida economy. However, increased deployment of emerging mobility vehicles creates challenges for MPOs because of the

substantial speculation and uncertainty about the potential impacts that large-scale deployment of emerging technologies could create. MPOs are continuing to learn how best to address the challenges and opportunities with emerging mobility.

In addition to the FDOT Planning Emphasis Areas, the *FDOT MPO Program Management Handbook (2024)* includes state requirements for LRTP development. With the intent to encourage and promote the safe and efficient management, operation, and development of surface transportation systems, the Florida legislature enacted Section 339.175(6)(b), F.S. (1984), which requires the LRTP to provide for consideration of projects and strategies that will:

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

- Emphasize the preservation of the existing transportation system
- Improve the resilience of transportation infrastructure

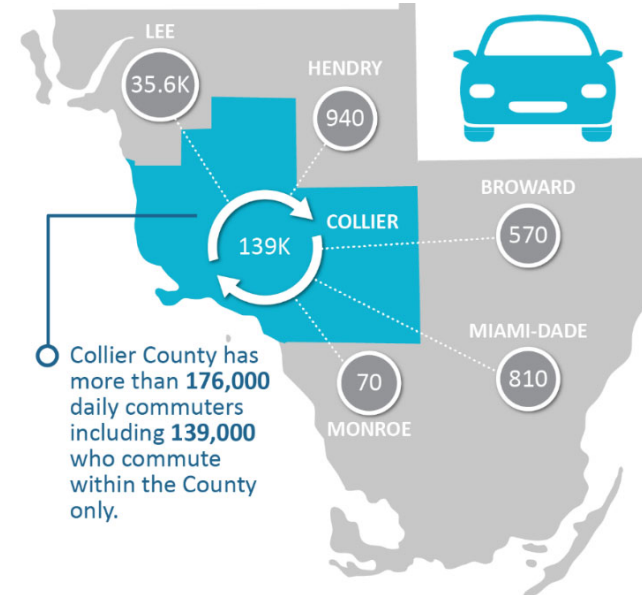
In addition to adhering to these requirements, other statutory requirements set forth by the state of Florida regarding LRTP development are presented in **Appendix A** (*pending*).

Additionally, FDOT’s FTP is updated every 5 years. The FTP is the single overarching plan guiding Florida’s transportation future and is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The FTP does not include specific projects but rather defines goals, objectives, and strategies to guide FDOT and partners in developing and implementing policies, plans, and programs.

## 1.4 Regional Transportation Planning

The Collier County Metropolitan Area highways are part of a regional network that not only connects different parts of the County and its municipalities, but also links the County and its municipalities to neighboring counties in the region, to the state, and to the nation. As illustrated on **Figure 1-9**, business travel between Collier County and its neighbors is significant, especially between Collier County and Lee County. From 2016 to 2020, the U.S. Census Bureau’s American Community Survey (ACS) analysis of commuting patterns reported approximately 35,600 daily inter-county auto-oriented trips between Collier and Lee counties.

**Figure 1-9. Daily Collier County Work Travel Patterns**



Source: U.S. Census (n.d.)

The Collier MPO provides for 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.

According to the UPWP (approved and adopted May 2024), the Collier MPO performs the following regional transportation planning activities:

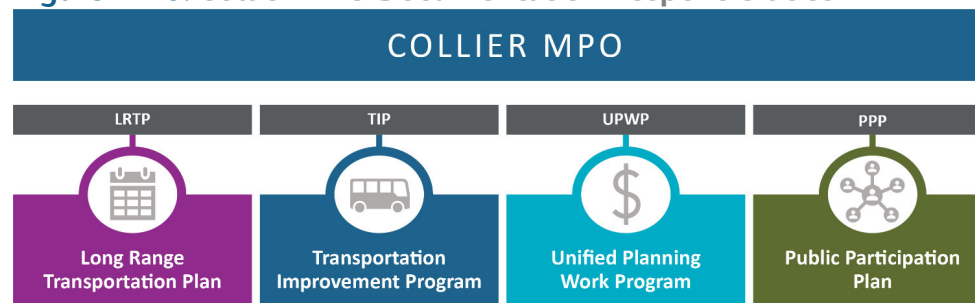
- Participates in the Lee County MPO and advisory committee meetings.
- Participates and coordinates in the Joint MPO Board and Joint Advisory Committee meetings with Lee County MPO.

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

- Analyzes state and federal laws and regulations for MPOs, committees, and local government officials to aid them in their application of regional transportation policy strategies.
- Participates in the FDOT District One *Freight Mobility and Trade Plan*, freight committees, and regional freight workshops and seminars. The Collier MPO also coordinates with freight stakeholders.
- Collier MPO has coordinated with Lee County, Charlotte County-Punta Gorda, and Sarasota/Manatee MPOs to submit an application for a Southwest Florida Rail Study under the Pilot Passenger Rail Priorities Program (PPPP).

Further, as shown on **Figure 1-10**, under state and federal laws, the Collier MPO is required to produce documents that support region-wide transportation planning that include the LRTP, TIP, UPWP, and PPP (as described previously in Sections 1.2 and 1.3). The MPO is also required to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. These performance measures are updated every 5 years and included in the LRTP update.

**Figure 1-10. Collier MPO Documentation Responsibilities**



**Collier MPO Long Range Transportation Plan 2050 - Project Schedule**

| Activities and Tasks  | Month |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
|---|-------|-------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-------|-----|-----|-----|-----|------|-----|-----|-----|--|--|
|   | 2024  |       |     |     |     |     |      |     |     |     |     |     | 2025 |       |     |     |     |     |      |     |     |     |  |  |
|   | 1     | 2     | 3   | 4   | 5   | 6   | 7    | 8   | 9   | 10  | 11  | 12  | 13   | 14    | 15  | 16  | 17  | 18  | 19   | 20  | 26  | 27  |  |  |
| Activity Number   | Mar   | April | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar  | April | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec |  |  |
| <b>Task 1 Project Management</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 1 Oversight and Management of all Consultant Products, QA/QC  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 2 Notice to Proceed (3/8/2024) / Kickoff Meeting  | ★     |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 2 Public Involvement</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 3 Develop Public Involvement Plan (PIP)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 4 LRTP Website and Social Media   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 5 Online Survey and Summary Results   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 6 Interactive Mapping Tool  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 7.1 Presentations to MPO Board (4)  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 7.2 TAC/CAC Advisory Committees (6)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 7.3 Joint Lee County MPO Board (1, Cost Feasible)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 7.4 Adviser Network/General Public Mtgs (2 at 3 locations)  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 7.5 Tribal Gov't (2) (Needs, Cost Feasible)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 8 Pop-up Info (4 at 2 locations) (Needs, Cost Feasible)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 3 Decision Making Framework, Existing Conditions, Forecasts, Goals, Performance Measures</b>          |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Geographic Information System (GIS) Database</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 9 Develop GIS Database and Corresponding LRTP Maps  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>MPO 2050 Initiatives and Coordination</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 10 Coordinate All 2050 Initiatives and LRTP Integration   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Visioning</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 11 Develop Visioning Materials  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 12 Conduct Visioning Workshop with MPO Board  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Opportunities and Challenges</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 13 Identify and Analyze Trends  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Goals and Objectives</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 14 Develop LRTP Goals and Objectives  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Decision Making Framework (Project Selection and Prioritization Criteria)</b>                              |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 15 Develop Project Selection and Prioritization Criteria  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Performance Measures and Targets</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 16 Develop LRTP Performance Measures and Targets  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 5 - FDOT District One Regional Planning Model (D1RPM) Development</b>                                 |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>2050 Socioeconomic Data and Regional Travel Demand Model Validation</b>                                    |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 17 Support MPO with Review and Comments   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Allocate 2050 Socioeconomic Forecasts to TAZs</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 18 Support MPO with TAZ allocation using 2050 forecasts   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Districtwide Travel Model Development Oversight</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 19 Support MPO in Regional Model (D1RPM) Update Process   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Alternative Land Development Scenario Development and Testing</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 20 Develop Scenario Alternatives (E+C, Alternatives 1-5)  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 21 Conduct Scenario Testing   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Existing and Committed Network</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 22 Develop Existing and Committed (E+C) Network   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 23 Review, QA/QC of E + C Network   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 4 Financial Resources, Task 6 Needs Plan (includes Project Costs) &amp; Task 7 Cost Feasible Plan</b> |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Financial Resources</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 24 Summary Report on Forecasted Revenues and Trade-offs   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>System-wide Needs Plan</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 25 Develop Systems Needs Plan by Mode   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Preliminary and Final Cost Feasible Plan</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 26 Develop the Cost Feasible Plan   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 27 Review, QA/QC Process for Cost Feasible Plan   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Conduct Environmental Screening Process</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 28 Conduct EJ Analysis of Proposed Cost Feasible Plan   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 29 Conduct ETDM Screening of New, Unscreened Improvements   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 8 Draft 2050 LRTP, Task 9 Final 2050 LRTP &amp; Task 10 Revised Final 2050 LRTP</b>                   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Draft 2050 LRTP Document</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 30 Develop Draft LRTP Document  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 31 Review/QA/QC Process (Internal Review and Public Comment Summary)  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Final 2050 LRTP Document</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 32 Develop Final LRTP Document, Supporting Documents, Data Files  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 33 Review/QA/QC Process (Internal Review)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Task 10 Revised Final 2050 LRTP</b>  |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| 34 Provide support to MPO for plan submission to FHWA, FDOT (May be several months following LRTP adoption)   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
| <b>Chapter Submittals</b>   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |
|   |       |       |     |     |     |     |      |     |     |     |     |     |      |       |     |     |     |     |      |     |     |     |  |  |

★ Major Milestone    ☆ Public Meeting (3 locations)    ◇ MPO Committees    ◆ MPO Board    ▲ Tribal Gov't    ■ Task Progress    ■ Deliverable    ■ Maintenance    ▲ Pop-up Event