

6. Cost Feasible Plan

This chapter summarizes the 2050 LRTP Cost Feasible Plan, which identifies the multimodal transportation projects that can be funded through 2050 based on the estimated revenues presented in Chapter 5.

6.1 Roadway Cost Feasible Projects

Development of the cost feasible roadway projects began by estimating the costs associated with each project in the roadway needs. As detailed in the Collier MPO 2050 LRTP Update *Project Cost Development Methodology Technical Memorandum* (provided under separate cover), planning-level costs were developed for each project phase, including:

- Preliminary Engineering (PE)Phase
- Right of Way (ROW)
- Construction (CST)

The PE phase includes project development and environment (PD&E) studies and environmental mitigation.

The cost to construct each project was developed using FDOT's 2024 Cost Per Mile Model Reports and recently completed roadway projects within the County. Project phases prior to construction, such as PD&E Study and PE, were established using a percentage of construction cost. The anticipated cost for ROW and Environmental Mitigation were developed using estimated impacts and recent property appraisals and mitigation pricing in the region.

6.1.1 Roadway Projects Prioritization

Roadway projects from the Needs Plan were prioritized based on project ranking, traffic modeling results, stakeholder

collaboration, and public input. Using an online interactive map, members of the public were able to like, dislike, or comment on projects from the roadway needs list and draft cost feasible plan. This input was used to further guide the identification of needs and prioritization of cost feasible projects. More details on public engagement are presented in Chapter 2.

As noted in Chapter 2, six alternative network scenarios were modeled using the D1RPM travel model to test how different transportation projects might perform throughout the network. The first two network scenarios were not financially constrained and helped further refine the list of roadway needs. Alternative Network Scenarios 3, 4, and 6 were modeled using an iterative process on a financially constrained list of projects to test travel demand and congestion throughout the network.

The results of each network scenario test were shared with the MPO TAC, CAC, and Board during publicly advertised meetings to allow for input on projects that could be included in the model runs. The Collier MPO 2050 LRTP Update *Scenario Network Modeling Technical Memorandum* (provided under separate cover) presents more details on the results of each network scenario modeled.

The roadway projects selected for inclusion in this Cost Feasible Plan are presented in the following maps and tables. As noted in Chapter 5, financial planning for statewide and metropolitan transportation plans is typically required for three periods: short range, intermediate range, and long range. The cost feasible projects for this LRTP are presented in four multi-year planning periods, which includes the already funded projects in Collier MPO FY 2026-2030 TIP. Therefore, the cost feasible projects are presented in four multi-year planning periods:

- Plan Period 1 (TIP): Fiscal Years (FY) 2026 to FY2030
- Plan Period 2: FY2031 to FY2035

- Plan Period 3: FY2036 to FY2040
- Plan Period 4: FY2041 to FY2050

The Collier MPO TIP and FDOT Work Program are updated annually and provide details on projects funded within the next 5 years. The cost feasible projects presented herein are consistent with the Collier MPO FY 2026-2030 TIP (Planning Period 1) and the FY 2026-2030 FDOT Work Program. Should funding for a project phase in this LRTP be advanced Plan Periods 3 or 4 to the TIP/STIP years, or advanced more than one 5-year planning period, an amendment of this LRTP will be required to maintain consistency across planning documents.

An inflation factor was applied to the estimated cost for each project based on the anticipated year of expenditure. Because the TIP (Plan Period 1) is a short range period (within the next 5 years), an inflation factor was only applied to Plan Periods 2, 3, and 4 as follows:

- FY2031 – FY 2035 = 1.29
- FY2036 – FY2040 = 1.56
- FY2041 – FY2050 = 1.94

The TIP includes projects for the entire County transportation network including roadway, congestion management, bridges, bicycle and pedestrian, transportation planning, transit, aviation, and maintenance. This is because the TIP is a short range planning period and funding availability is better identified and includes projects FDOT has programmed from the MPO's annual list of Project Priorities. **Table 6-1** summarizes the projects adopted in the Collier MPO's TIP (FY 2026–FY 2030) by project type and phase. Note that Table 6-1 includes projects funded in the TIP as approved by the MPO Board on June 13, 2025, and amended on September 22, 2025.

Table 6-2 summarizes FDOT's SIS cost feasible roadway projects by planning year and project phase. **Figure 6-1** presents a map of FDOT's SIS cost feasible projects. **Table 6-3** summarizes the FDOT Other Roads Projects and Local Road Projects that have construction fully funded through FY 2050 and includes the distribution of costs by phase and revenue source. **Figures 6-2, 6-3, and 6-4** present a map of these projects by plan period. **Table 6-4** presents the partially funded projects within the FDOT Other Roads Projects and Local Roadway Projects, and **Figure 6-5** presents a map of these projects for the entire planning period (FY2031 to FY2050).

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary (\$ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
ROADWAY PROJECTS											
SR 29	CR 846	N of New Market Road	New Road Construction	FDOT	417540-5	State	\$96.27		\$9.70	\$13.82	\$72.75
SR 29	N of New Market Road	SR 82	Add Lanes and Reconstruct	FDOT	417540-6	State	\$66.38		\$8.29	\$0.30	\$57.78
I-75	at SR 951 (Collier Blvd)		Ultimate Interchange Improvement	FDOT	425843-3	State	\$1.47				\$1.47
Old US 41	US 41	Lee County Line	Widen from 2 to 4-lanes	County	435110-2	Federal	\$3.00		\$3.00		
US 41/SR 45	Golden Gate Parkway	5th Avenue South	Flexible Pavement Reconstruct	FDOT	437908-1	State	\$5.30		\$5.30		
Goodlette Frank Road	Vanderbilt Road	Immokalee Road	Add Lanes and Reconstruct	County	446341-1	Local/State	\$5.50				\$5.50
Immokalee Road	Livingston Road	Logan Blvd	Pave Shoulders	County	452247-1	Local/State	\$22.00		\$1.50		\$20.50
I-75	Immokalee Road	Bonita Beach Road	Add Lanes and Reconstruct	FDOT	452544-3	State	\$122.95		\$9.14	\$7.60	\$106.22
I-75	at Immokalee Road		Modify Interchange	FDOT	452544-4	State	\$71.54		\$12.44	\$7.60	\$51.51
I-75	Immokalee Road	Pine Ridge Road	Add Lanes and Reconstruct	FDOT	452544-5	State	\$30.46		\$5.12	\$11.60	\$13.73
I-75	Pine Ridge Road	Golden Gate Pkwy	Add Lanes and Reconstruct	FDOT	452544-6	State	\$13.90		\$4.20	\$9.60	\$0.10
Immokalee Road			Pave Shoulders	County	456013-1	State	\$1.00				\$1.00
BRIDGE PROJECTS											
Caxambas Court / Roberts Bay Replacement Structure #034112			Bridge Replacement	FDOT	445460-1	Local/Federal	\$9.77		\$1.50		\$8.27
47th Ave NE Bridge	Everglades Blvd	20th St NE	New Bridge Construction	County	453421-1	Federal	\$4.81				\$4.81
Goldenrod Avenue over Smokehouse Bay Bridge #034116			Bridge Replacement	FDOT	455935-1	Local/Federal	\$4.85		\$0.52		\$4.34
Alligator Alley Fire Station @ MM63			Miscellaneous Structure	N/A	435389-1	State	\$3.00	\$3.00			
CONGESTION MANAGEMENT SYSTEMS/INTELLIGENT TRANSPORTATION SYSTEMS (CMS/ITS) PROJECTS											
Alligator Alley Toll Plaza	N/A	N/A	Toll Operations Everglades Parkway Alligator Alley	FDOT	000151-1	Toll	\$32.68	\$32.68			
Collier MPO Identified Operational Improvements Funding			Traffic Ops Improvement	FDOT	405106-1	Federal	\$1.77				\$1.77
Collier MPO Identified Operational Improvements Funding			Traffic Ops Improvement	FDOT	405106-2	Federal	\$5.18				\$5.18

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary (\$ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Collier County TSMCA			Traffic Control Devices/System	County	412666-1	State	\$1.45	\$1.45			
City of Naples TSMCA			Traffic Control Devices/System	City Of Naples	413627-1	State	\$0.44	\$0.44			
Collier TMC Ops Fund County Wide			Other ITS	County	437103-1	State	\$0.48	\$0.48			
Signal Timing County Roads	at Various Locations		Traffic Signal Update	County	437925-1	Federal	\$0.78	\$0.78			
Airport Pulling Road	Vanderbilt Road	Immokalee Road	Add Thru Lanes	County	440441-1	Local/Federal	\$9.86				\$9.86
Travel Time Data Collier County ITS			ITS Communication System	Collier County	446251-1	Federal	\$0.70	\$0.70			
US 41/SR 45	At CR 866/Golden Gate Pkwy		Intersection Improvement	FDOT	446451-1	Federal	\$1.80				\$1.80
ITS Fiber Optic and FPL			ITS Communication System	County	449526-1	Federal	\$0.83				\$0.83
ATMS Retiming for Arterials			ITS Communication System	County	449580-1	Federal	\$0.88	\$0.88			
Harbor Dr & Mooring Line Dr	US 41	Crayton Rd	Traffic Signal Update	City Of Naples	455927-1	Federal	\$2.00				\$2.00
BICYCLE AND PEDESTRIAN PROJECTS											
Orchid Drive Sidewalk and Bike Lane Connection			Bike Lane/Sidewalk	City of Naples	440436-1	Federal	\$0.39		\$0.05		\$0.35
South Golf Drive	Gulf Shore Blvd	W US 41	Bike Lane/Sidewalk	City of Naples	440437-2	Federal	\$2.98				\$2.98
Lake Trafford Road			Sidewalk and Bike Lanes	County	443375-4	Federal	\$0.57				\$0.57
Linwood Avenue	Airport Road	Commercial Dr	Sidewalk	County	446550-2	Federal	\$0.10				\$0.10
Wiggins Pass	Vanderbilt Dr	US 41	Sidewalk	County	448069-1	Federal	\$2.94				\$2.94
Goodlette Frank Road	Various Locations		Sidewalk	County	448126-2	Federal	\$1.51				\$1.51
Pine Street	Becca Ave	US 41	Sidewalk	County	448128-2	Federal	\$0.27				\$0.27
Naples Manor	Various Locations		Sidewalk	County	448129-1	Federal	\$2.35				\$2.35
Golden Gate	Various Locations		Sidewalk	County	448130-1	Federal	\$1.53				\$1.53
Phase 3 Everglades City Bike/Ped Masterplan			Bike Lane/Sidewalk	FDOT	448265-1	Federal	\$1.80		\$0.43		\$1.37
Lavern Gaynor Elementary School - Safe Routes to School			Sidewalk	County	449484-1	Federal	\$0.85				\$0.85
91ST AVE N			Sidewalk	County	449514-1	Federal	\$1.15				\$1.15
Immokalee Sidewalks	Various Locations		Sidewalk	County	451542-1	Federal	\$1.08		\$0.18		\$0.90
Bayshore CRA Sidewalk	Various Locations		Sidewalk	County	451543-1	Federal	\$0.29		\$0.07		\$0.21

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary (\$ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Everglades City Ph4 Bike/Ped Improvements			Bike Lane/Sidewalk	FDOT	452052-1	Federal	\$0.43		\$0.43		
McCarty Street	Floridian Ave	Caroline Ave	Sidewalk	County	452064-1	Federal	\$1.08		\$0.16		\$0.93
Golden Gate City Sidewalks	23RD PL SW & 45TH ST SW		Sidewalk	County	452065-1	Federal	\$0.31		\$0.04		\$0.27
Vanderbilt Beach Rod	Gulf Shore Dr	US 41	Bike Path/Trail	County	452207-1	Federal	\$0.10		\$0.10		
106th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452208-1	Federal	\$0.07		\$0.07		
Bald Eagle Dr	San Marco Road	N Collier Blvd	Bike Lane/Sidewalk	City of Marco Island	452209-1	Federal	\$1.47				\$1.47
109th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452210-1	Federal	\$0.07		\$0.07		
108th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452211-1	Federal	\$0.07		\$0.07		
TRANSPORTATION PLANNING PROJECTS											
Collier County MPO FY 2024/2025-2025/2026 UPWP			Transportation Planning	Collier MPO	439314-5	Federal	\$1.18		\$1.18		
Collier County MPO FY 2026/2027-2027/2028 UPWP			Transportation Planning	Collier MPO	439314-6	Federal	\$2.36		\$2.36		
Collier County MPO FY 2028/2029-2029/2030 UPWP			Transportation Planning	Collier MPO	439314-7	Federal	\$2.56		\$2.56		
Vanderbilt Beach Road	Airport Road	Livingston Road	Feasibility Study	County	449397-1	Federal	\$0.43		\$0.43		
US 41/SR 45	3rd Ave	SR 84	PD&E Study	FDOT	453415-1	Federal	\$1.19		\$1.19		
TRANSIT PROJECTS											
Collier County FTA Section 5311 Operating Assistance			Operating/Admin. Assistance	County	410120-1	Local/Federal	\$5.92	\$5.92			
Collier County State Transit Block Grant Operating Assistance			Operating For Fixed Route	County	410120-1	Local/State	\$13.54	\$13.54			
Collier County/Bonita Spring UZA/FTA Section 5307 Capital Assistance			Capital For Fixed Route	County	410146-1	Local/Federal	\$36.59	\$36.59			
Collier County/Bonita Springs UZA/FTA Section 5307 Operating Assist			Operating For Fixed Route	County	410146-2	Local/Federal	\$13.31	\$13.31			

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary (\$ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Collier Co./Bonita Springs UZA/FTA Section 5339 Capital Assistance			Capital For Fixed Route	County	434030-1	Local/Federal	\$4.50	\$4.50			
Collier Area Transit Operating Assistance Corridor Us 41			Urban Corridor Improvements	County	452749-1	Local/State	\$4.42	\$4.42			
AVIATION PROJECTS											
Immokalee Airport Environmental Study for Runway 9/27 Extension			Aviation Environmental Project	County	441784-1	Local/State/Federal	\$0.20	\$0.20			
Naples Municipal Airport South Quadrant Box and T-Hangars			Aviation Revenue/Operational	City of Naples	446353-1	State	\$7.50	\$7.50			
Immokalee Regional Airport Airpark Boulevard Extension			Aviation Capacity Project	County	446358-1	Local/State	\$3.87	\$3.87			
Marco Island Exec Airport Maintenance Facility			Aviation Revenue/Operational	County	446360-1	Local/State	\$0.75	\$0.75			
Naples Municipal Airport East Quadrant Apron Construction			Aviation Capacity Project	City of Naples	446385-1	Local/State/Federal	\$10.30	\$10.30			
Marco Island Executive Airport Master Plan			Aviation Capacity Project	Collier County	455456-1	Local/State/Federal	\$0.78	\$0.78			
MAINTENANCE PROJECTS											
Collier County Highway Lighting			Routine Maintenance	County	412574-1	State	\$1.11	\$1.11			
Collier County Asset Maintenance			Routine Maintenance	FDOT	412918-2	State	\$3.28	\$3.28			
Naples Highway Lighting DDR Funding			Routine Maintenance	City of Naples	413537-1	State	\$0.42	\$0.42			
US 41/SR 45	N of Old U 41	S of Gulf Park Dr	Resurfacing	FDOT	441512-1	State/Federal	\$23.91	\$23.91			
US 41/SR 45	Lee County Line	N of Old US 41	Pavement Only Resurface (Flex)	FDOT	451272-1	State	\$3.75	\$3.75			
SR 29	N of Bridge #030307	S of Bridge #030299	Pavement Only Resurface (Flex)	FDOT	451274-1	State	\$0.01	\$0.01			
SR 29	S of I-75	N of Bridge #030298	Pavement Only Resurface (Flex)	FDOT	451276-1	State	\$5.57	\$5.57			
SR 29	N of Wildlife Crossing Bridge #030298	N of Oil Well Rd/CR 858	Pavement Only Resurface (Flex)	FDOT	452632-1	State	\$0.01	\$0.00			
SR 951/Collier Blvd	North of Mainsail Dr	S of Tower Rd	Routine Maintenance	FDOT	456026-1	State	\$0.28	\$0.28			

Table 6-2. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects (\$ in millions)

												SIS 2035-2050 Long Range Cost Feasible Plan				
Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026-2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031-2034**			Plan Period 3: 2035-2040		Plan Period 4: 2041-2050		Total Cost 2031-2050
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/CST	PRE-ENG	ROW/CST	
28*	SR 29 (417540-5)	CR 846	North of New Market Road	New Road Construction	104.81	1.08	21.42	82.31								0.00
29*	SR 29 (417540-6)	North of New Market Road	SR 82	Add Lanes and Reconstruct (2-lanes to 4-lanes)	68.32	0.93	1.76	65.62								0.00
30*	SR 82 (430848-1)	Hendry County Line	Gator Slough Lane	Add Lanes and Reconstruct (2-lanes to 4-lanes)	7.42	0.41		7.01								0.00
17*	I-75 (445296-1, 445296-2)	at Pine Ridge Road		Modify Interchange	1.18	0.03		1.15								0.00
16*	I-75 (425843-2)	at SR 951		Modify Interchange	2.84	0.00		2.84								0.00
101	I-75 (425843-3)	Immokalee Road	Bonita Beach Road	Add Lanes and Reconstruct	120.95	7.14	7.60	106.22			TBD					TBD
102	I-75 (452544-4)	at Immokalee Road		Add Lanes and Reconstruct	71.54	8.44	7.60	55.51			TBD					TBD

Table 6-2. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects (\$ in millions)

												SIS 2035-2050 Long Range Cost Feasible Plan				
Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026-2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031-2034**			Plan Period 3: 2035-2040		Plan Period 4: 2041-2050		Total Cost 2031-2050
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/CST	PRE-ENG	ROW/CST	
103	I-75 (452544-5)	Immokalee Road	Pine Ridge Road	Add Lanes and Reconstruct	30.46	5.12	11.60	13.73			TBD					TBD
104	I-75 (452544-6)	Pine Ridge Road	Golden Gate Boulevard	Add Lanes and Reconstruct	13.90	4.20	9.60	0.10			TBD					TBD
18*	I-75 (3693)	at Immokalee Road		Modify Interchange	0.00							2.20	74.93			77.13
				Totals	421.43	27.36	59.59	334.48			TBD	2.20	74.93			77.13
						421.43			TBD			77.13				

* Project is included in E+C Network and are not shown on [Figure 6-1](#) as these projects are included in the Collier MPO FY 2026-2030 TIP. Refer to [Figure 4-2](#) in Chapter 4

**Fiscal years consolidated to account for work program overlap

Figure 6-1. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects (FY2031-FY2050)

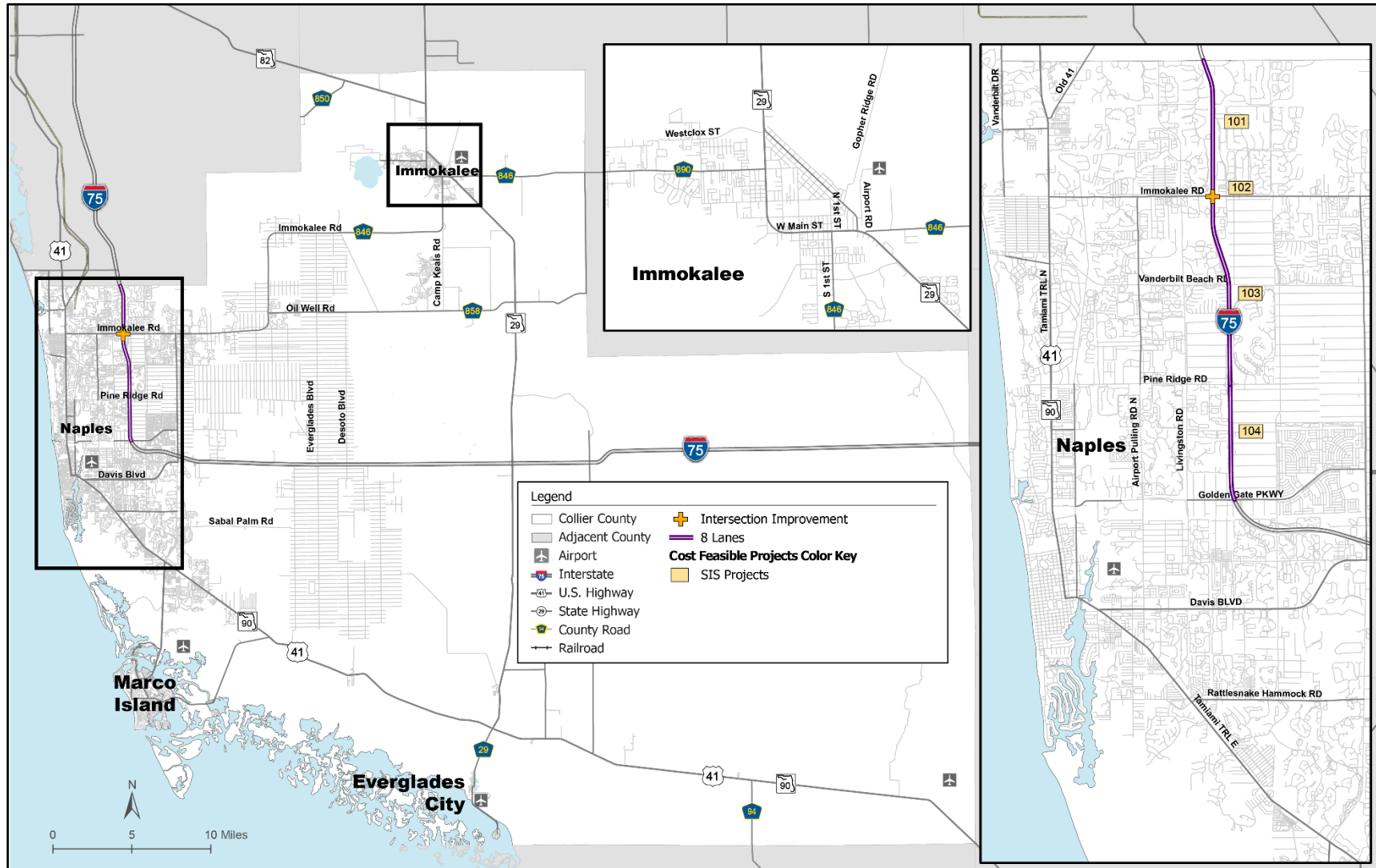
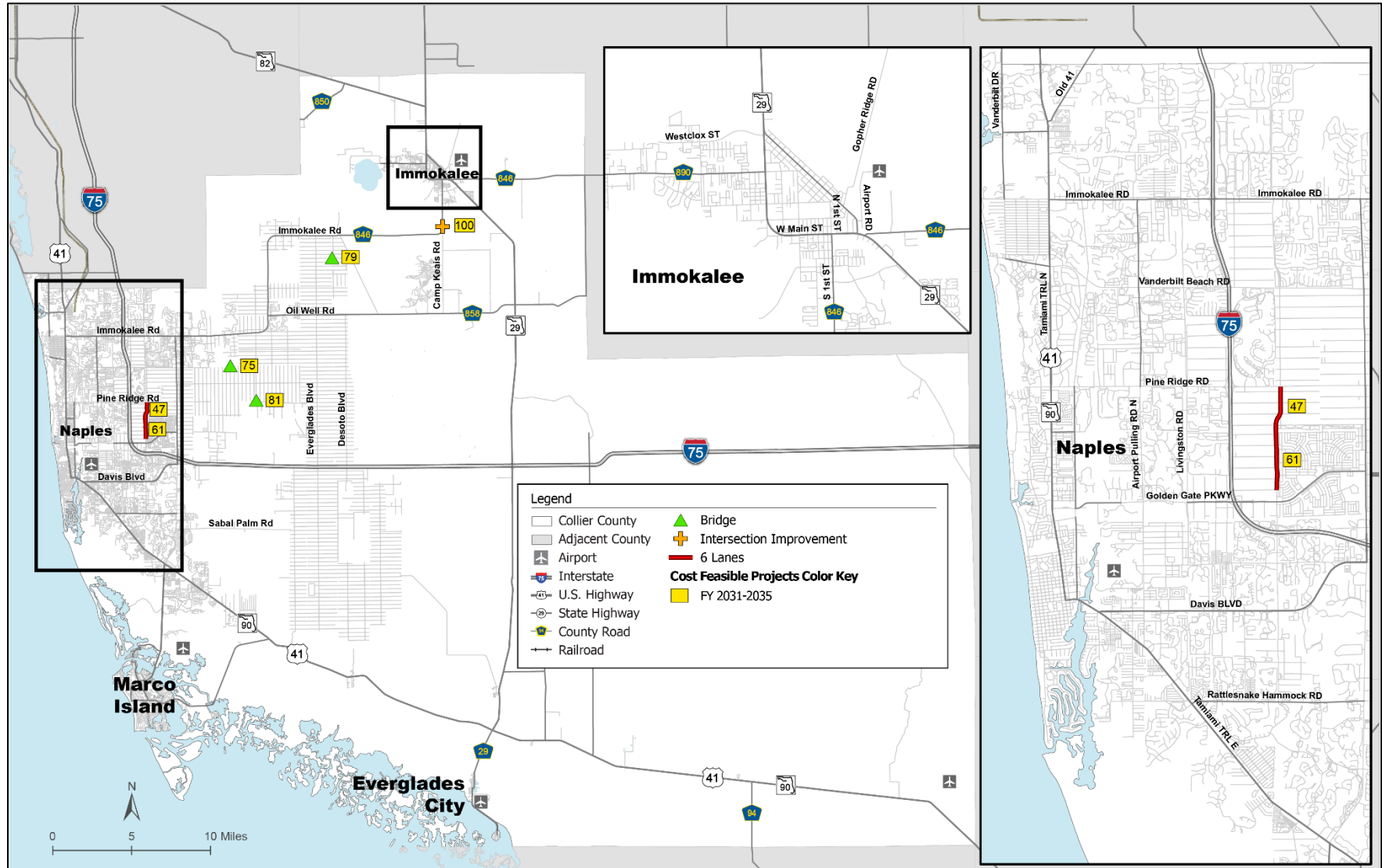


Table 6-3. Collier MPO 2050 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects (\$ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024 \$)	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 TIP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Funding Source	Total YOE Costs 2031-2050 (YOE \$ without SIS)	SHS (Non-SIS)	SU	OA	County
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Ext		New Bridge over Canal.	\$6.66	\$0*						\$8.58							County/OA	\$8.58			\$7.29	\$1.29
12	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Road	Widen from 4 to 6 lanes.	\$14.80	\$0						\$6.95			\$14.68				SHS/SU	\$21.64	\$19.42	\$2.21		
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4 to 6 lanes.	\$20.96	\$0*						\$23.46							County	\$23.46				\$23.46
61	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4 to 6 lanes.	\$35.78	\$0*						\$40.26							County	\$40.26				\$40.26
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal.	\$8.50	\$0*						\$8.58							County	\$8.58				\$8.58
100	Immokalee Road	Camp Keais Road		Roundabout /Intersection Improvement	\$20.00	\$0						\$25.80							County	\$25.80				\$25.80
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal.	\$6.66	\$0*						\$8.58							County	\$8.58				\$8.58
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
56	Pine Ridge Road	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes.	\$36.55	\$0									\$8.53			\$32.57	County	\$41.10				\$41.10
74	Wilson Blvd	Golden Gate Boulevard	Immokalee Road	Widen from 2 to 4 lanes.	\$88.37	\$0*									\$137.86				County	\$137.86				\$137.86
21	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)	\$62.61	\$0*					\$5.22	\$43.41			\$24.21				County/OA	\$72.85			\$7.58	\$65.27
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																								
94	Airport Pulling Road	Orange Blossom Dr.		Intersection Innovation/ Improvement	\$5.22	\$0										\$1.54	\$0.65	\$7.92	County	\$10.12				\$10.12
106	Bridge at 16 th Street SE	South of Golden Gate Blvd		New Bridge over Canal.	\$6.66	\$0												\$12.91	County	\$12.91				\$12.91
Total						\$40.95	\$0.00	\$0.00	\$0.00	\$12.50	\$5.22	\$165.63	\$12.50	\$0.00	\$185.29	\$26.54	\$0.65	\$53.40		\$461.75	\$19.42	\$52.21	\$14.87	\$375.24

*Project partially funded through Collier County Capital Improvement Plan

Figure 6-2. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2031–FY2035)



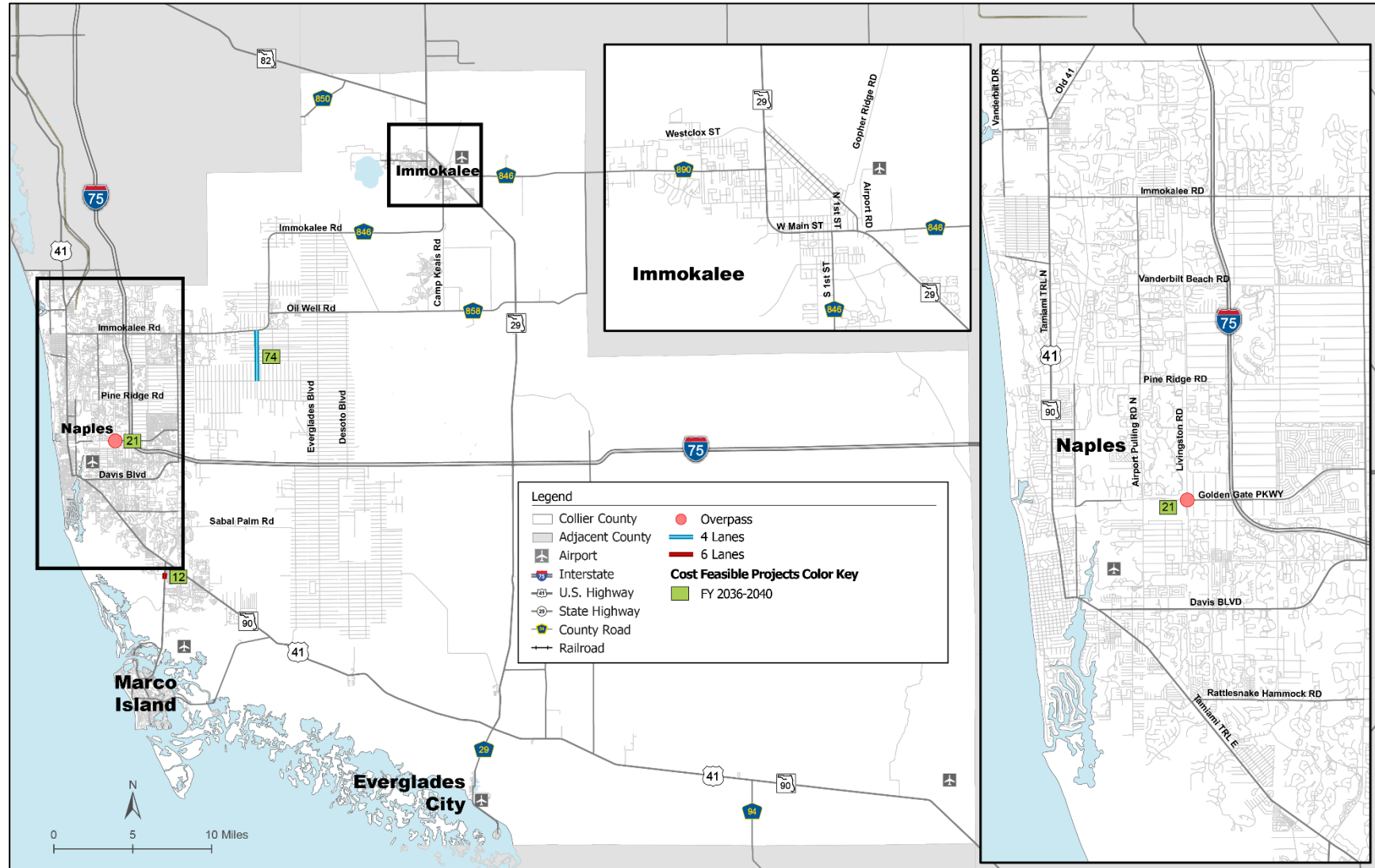


Figure 6-4. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2041–FY2050)

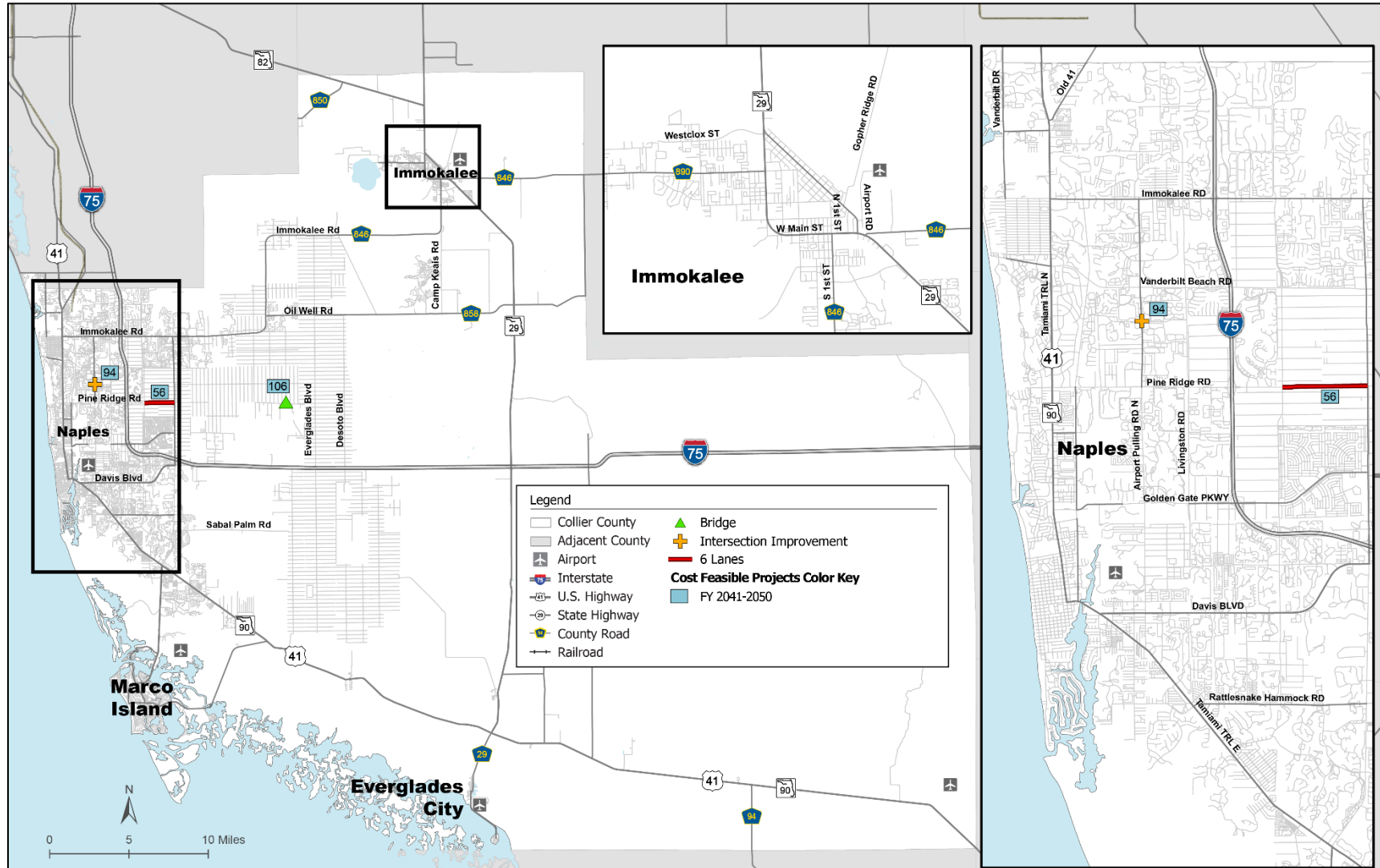


Table 6-4. Collier MPO 2050 LRTP Cost Feasible Plan Projects—Partially Funded Projects (FY2031–FY2050) (\$ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024\$)	TP Funding 2026-2030	Plan Period 1 TP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Total VCE Costs	S+H(non-SS)	SU	OA	County	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
29	I-75 (SR 93)	Vicinity of Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp	\$62.61					\$8.38			\$4.77	\$6.32				\$26.14	\$45.61		\$45.61			SU
67	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from 2 to 4 lanes.	\$58.58					\$10.13								\$25.38	\$35.51	\$30.42	\$5.09			S+H/SU
16	Everglades Blvd	I-75 (SR 93)	Golden Gate Boulevard	Widen from 2 to 4 lanes.	\$147.31					\$8.19						\$23.41	\$25.86	\$123.11	\$180.56				\$180.56	County
18	Everglades Blvd	Oil Well Road	Immokalee Road	Widen from 2 to 4 lanes.	\$141.51											\$37.61	\$23.40	\$15.43	\$76.44			\$15.43	\$61.01	OA/County
37	Immokalee Rd (CR 846)	Camp Keais Road	Carver Street	Widen from 2 Lanes to 4 Lanes	\$63.69											\$16.37	\$11.59		\$27.97				\$27.97	County
Total					\$473.69	\$0.00	\$0.00	\$0.00	\$0.00	\$26.69	\$0.00	\$0.00	\$4.77	\$6.32	\$0.00	\$77.39	\$60.85	\$190.07	\$366.09	\$30.42	\$50.70	\$15.43	\$269.54	

Figure 6-5. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map – Partially Funded (FY2031–FY2050)

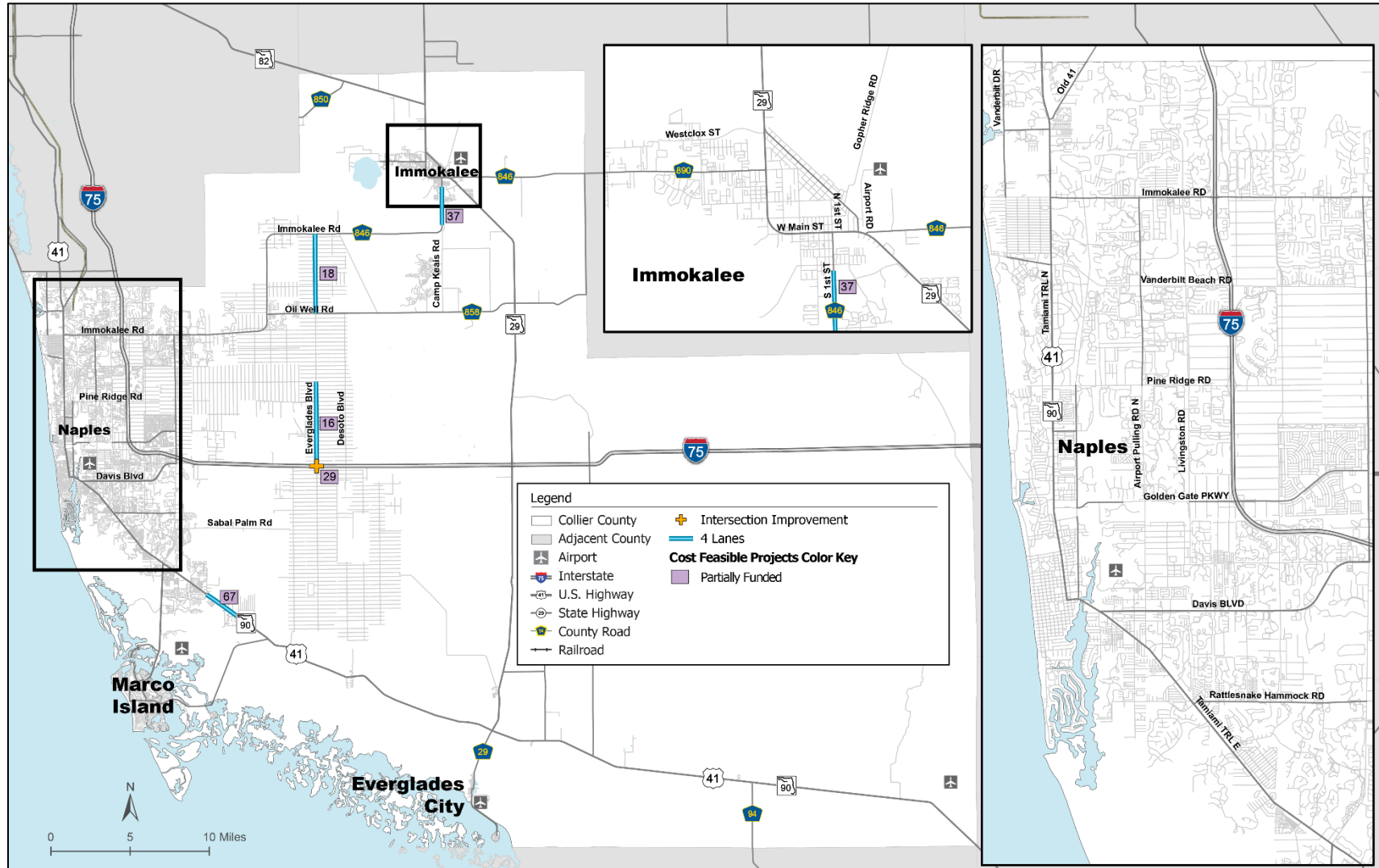


Figure 6-6 presents the total costs by project phase for FDOT's SIS cost feasible projects within the County. Figures 6-7 and 6-8 present the total costs by project phase and funding source, respectively, for cost feasible projects funded through FY2050.

Figure 6-6. Total Costs by Project Phase for FDOT's SIS Funded Projects 2031–2050 (YOE \$ in millions)

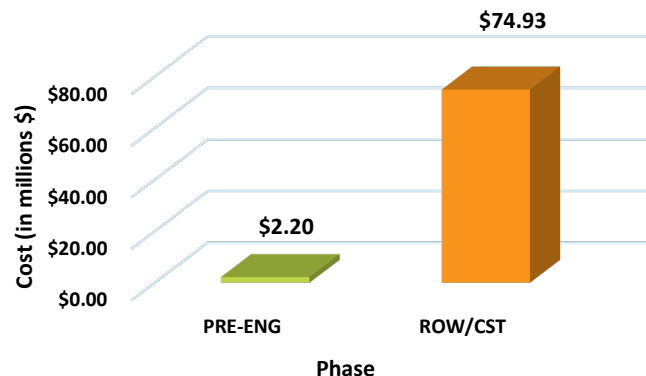


Figure 6-7. Total Costs by Project Phase for FDOT Other Roads and Local Roads Funded Projects (2031–2050) (YOE \$ in millions)

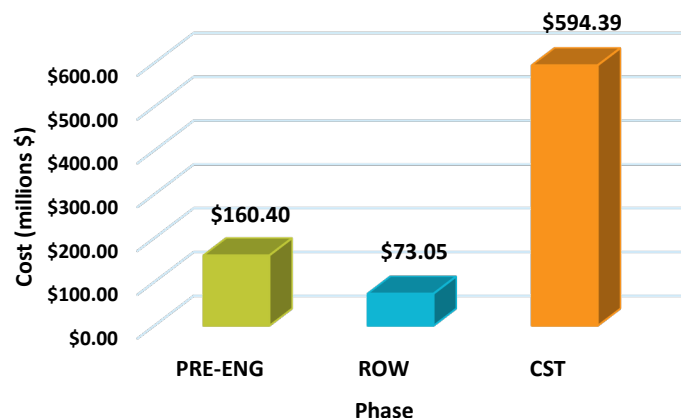
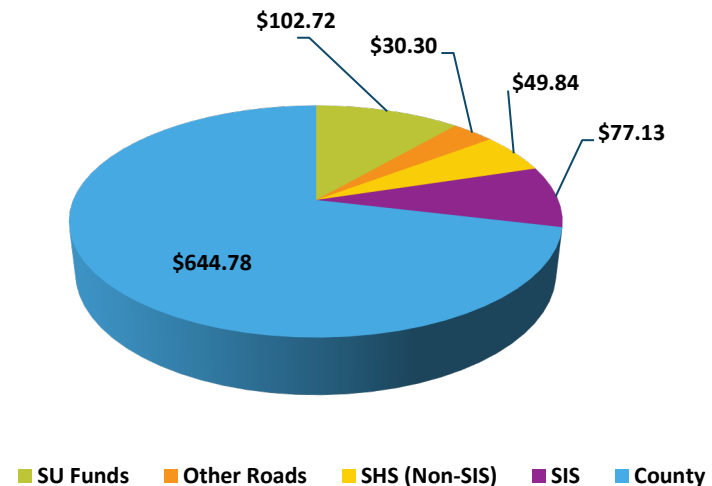


Figure 6-8. Total Costs by Funding Source 2031–2050

(YOE \$ in millions)



6.1.2 Funding of Other Roadway Needs

6.1.2.1 East of CR 951 Bridges

In November of 2018 the citizens of Collier County approved a 1% infrastructure surtax which was subsequently sunset on December 31, 2023. During the period it was active, the tax generated over \$520 million in revenues. The Board of County Commissioners approved the award of a \$5.4 million contract funded by the surtax for the design of the following four bridges:

- 10th Avenue SE (between Everglades Boulevard and Desoto Boulevard)
- 13th Street NW (north of Golden Gate Boulevard)
- 62nd Avenue NE (between Everglades Boulevard and 40th Street NE)

- Wilson Boulevard S (south of Golden Gate Boulevard)

The 16th Street NE and 47th Avenue NE bridge projects are also included in County priorities validated for surtax funding. However, to receive partial federal funding for the bridges, FDOT, in coordination with the Collier County Transportation Services Management Department (TSMD), performed a PD&E study (431895-3) for the 16th Street NE and 47th Avenue NE bridge projects. The study was approved as a Type 2 Categorical Exclusion and Location and Design Acceptance was approved on February 15, 2017. The 16th Street NE bridge project is a committed project in the 2028 E+C (refer to Project no. 8 in Table 4-1), and the 47th Avenue NE bridge project is funded for construction in the FY2026 – FY 2031 TIP (Refer to Table 6-1, Bridge Projects).

6.1.2.2 Congestion Management, ITS, and Safety Projects

Congestion management and ITS projects are generally short-term and immediate action projects. Therefore, their role in the LRTP process is modest and are more thoroughly addressed in the CMP. The current TIP includes several traffic equipment improvements that address safety, active roadway management, and bicycle and pedestrian facilities. Refer to Table 6-1 for congestion management and ITS projects funded for construction in the 2026–2030 TIP.

Through the SAP, the Collier MPO identified traffic safety solutions or countermeasures to reduce the risk of crashes or address existing crash problems. **Table 6-6** summarizes recommended infrastructure improvements (or countermeasures) available to improve roadway safety in Collier County, especially along the HIN.

As noted in Chapter 4, the Collier MPO Board approved (in February 2025) the development of a Joint Lee/Collier Regional CMP Element for incorporation into both the Collier MPO and Lee County MPO LRTPs. The Regional CMP Element will address regional roadways within the Bonita Springs-Estero Urban Area that is part of the Lee County Metropolitan Planning Area including Alico Road on the north and extending south to include Immokalee Road in Collier County (refer to Figure 4-10). Upon approval by the MPO Board, the updated Collier MPO CMP and Joint Regional Element and updated Regional Roadway Network map will be incorporated by reference in the 2050 LRTP to better inform the needs and ultimately the Roadway Cost Feasible Plan.

6.1.2.3 Other Considerations for SU Box and TA Funds

Federal Surface Transportation Block Grants fund both Transportation Alternative Program projects as well as the Suballocated Urbanized Area Funds or “SU Box” projects. SU Box funds are allocated to urbanized areas with populations over 200,000 and are managed by MPOs. The Transportation Alternatives Program which provides Transportation Alternative (TA) funds, was incorporated into the Surface Transportation Block Grants as a set-aside funding under 23 U.S.C. 133(h) and are solely to fund non-automobile-based projects.

The Collier MPO allocates its SU Box funds to planning, congestion management, bicycle/pedestrian, safety, and occasionally transit capital projects. SU Box funds are used to supplement the MPO’s federal Planning funds to cover costs associated with updating the LRTP every 5 years. The MPO may also use SU Box funds to update the BPMP, CMP, SAP, freight studies, and other plans and studies that are integral to

updating the LRTP. Safety projects submitted for SU Box funding will be vetted by the Collier MPO CMC, BPAC, TAC, and CAC before going to the MPO Board for approval. The MPO has integrated the SAP HIN into its project prioritization process to target investments toward corridors with the highest incidences of severe and fatal crashes. The MPO may also choose to use SU Box funds to supplement FDOT funding on safety projects that address the MPO's and FDOT's shared Target Zero Safety Performance Measures. Regarding TA funds, the Collier MPO is allocating its \$29.8 million in TA funds for future bicycle-pedestrian improvement priorities identified in the Collier MPO BPMP. **Table 6-7** summarizes planned SU Box and TA funding by allocation type and plan period (MPO planning, LRTP roadway projects, congestion management and safety projects, and bicycle and pedestrian projects). **Figure 6-9** presents a summary of the SU Box funds allocated through 2050.

Table 6-6. Potential Infrastructure Improvements (Countermeasures) to Improve Roadway Safety in Collier County

Infrastructure/ Countermeasure Type	Where it Works							
	Signalized Intersections	Unsignalized Intersections	Major Roads	Local Roads	Rural Roads	Drainage / Stormwater Capture	Constrained ROW	Near Parks / Schools / Safety Zones
Access Management	X	X	X	X	X		X	
ADA-Compliant Sidewalks and Curb Ramps	X	X	X	X	X		X	X
Bike Boulevard/ Neighborhood Greenway				X		X	X	X
Bike Lanes	X	X	X	X			X	
Crosswalk Visibility Enhancements	X	X	X	X	X			X
Dedicated Left & Right Turn Lanes	X		X	X	X			
High Friction Surface Treatment			X	X	X		X	
Lane Repurposing (Roadway Reconfiguration)			X	X		X	X	X
Medians & Pedestrian Refuge Islands	X	X	X	X		X		X
Pedestrian Hybrid Beacon (HAWK)		X	X	X	X			X
Rectangular Rapid Flashing Beacon (RRFB)		X	X	X			X	X
Roundabout	X	X	X	X	X	X		

Table 6-6. Potential Infrastructure Improvements (Countermeasures) to Improve Roadway Safety in Collier County

Infrastructure/ Countermeasure Type	Where it Works							
	Signalized Intersections	Unsignalized Intersections	Major Roads	Local Roads	Rural Roads	Drainage / Stormwater Capture	Constrained ROW	Near Parks / Schools / Safety Zones
Rumble Strips			X		X			
Street Lighting	X	X	X	X	X		X	X
Turning Movement Restrictions	X		X		X			
Wider Edge Lanes			X	X	X		X	
Road Safety Audits (RSA)	X	X	X	X	X		X	X
Road User Education Programs								
Speed Limit Reduction			X	X			X	X
Coordinated Signal Timing	X		X		X			
Leading Pedestrian Intervals	X		X	X			X	X
High-Visibility Speed Enforcement Programs	X	X	X	X	X		X	X

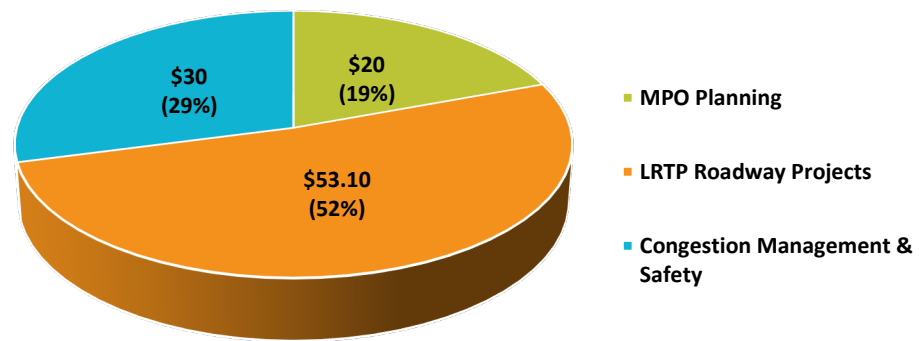
Source: Collier MPO 2025 SS4A Comprehensive SAP

Table 6-6. SU Box Fund and TA Fund Allocation by Planning Period (\$ in millions)

Allocation Type	Fund	Plan Period 2: 2031-2035	Plan Period 3: 2036-2040	Plan Period 4: 2041-2050	Total Cost 2031-2050
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MPO Planning	SU Box	\$5	\$5	\$10	\$20
LRTP Roadway Projects	SU Box	\$13.3	\$13.3	\$26.5	\$53.1
Congestion Management & Safety	SU Box	\$7.5	\$7.5	\$15	\$30
	Total SU Box Funds	\$25.8	\$25.8	\$51.5	\$103.1
Bicycle & Pedestrian	TA	\$7.5	\$7.5	\$15	\$30

Figure 6-9. SU Box Funding Allocation Through FY 2031 – FY 2050 (\$ in millions)



To clearly demonstrate the fiscal constraint of this 2050 Cost Feasible Plan, the following tables summarize the available revenue and costs for the Plan (FY2031 - FY2050). Refer to [Tables 6-7](#) and [6-8](#) for details on the anticipated 2050 LRTP (FY 2031 – FY 2050) revenue dollars and costs, respectively. Additionally, [Table 6-9](#) summarizes the total revenue and costs for the 2050 LRTP projects with remaining balances. [Table 6-10](#) summarizes the total revenue and costs for the Collier MPO TIP (FY 2026 – FY 2031) projects with the remaining balance to also demonstrate the TIP’s fiscal constraint.

Table 6-7. Collier MPO 2050 LRTP Revenue Sources (FY 2031–FY 2050)

Federal Sources	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SU Funds	\$25,768,807	\$25,809,569	\$51,500,009	\$103,078,385
TA Funds	\$7,475,933	\$7,457,228	\$14,833,494	\$29,766,655
Total	\$33,244,740	\$33,266,797	\$66,333,503	\$132,845,040
State Sources	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SIS ¹	\$0	\$77,128,000	\$0	\$77,128,000
SHS	\$11,990,000	\$12,470,000	\$25,380,000	\$49,840,000
Other Roads	\$7,290,000	\$7,580,000	\$15,430,000	\$30,300,000
Total	\$19,280,000	\$97,178,000	\$40,810,000	\$157,268,000
Local Sources (County)	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
Traffic Impact Fees	\$100,000,000	\$100,000,000	\$200,000,000	\$400,000,000
General Fund (Ad Valorem)	\$45,402,000	\$45,402,000	\$90,804,000	\$181,608,000
Fuel Tax	\$119,798,351	\$117,623,778	\$226,154,670	\$463,576,799
Total	\$265,200,351	\$263,025,778	\$516,958,670	\$1,045,184,799
County Debt Repayments	\$100,000,000	\$100,000,000	\$200,000,000	\$400,000,000
Revised Total	\$165,200,351	\$163,025,778	\$316,958,670	\$645,184,799
Grand Total	\$217,725,091	\$293,470,575	\$424,102,173	\$935,297,839
Revenue for Collier MPO LRTP Projects (without SIS and TA revenues)	\$210,249,158	\$208,885,347	\$409,268,679	\$828,403,184

¹Based on FDOT’s SIS Second Five-Year Plan (FY 2029/2030 – FY 2033/2034)

Table 6-8. Collier MPO 2050 LRTP Project Costs (FY 2031–FY 2050)

Federal Expenditures	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SU Funds	\$25,768,807	\$25,802,887	\$51,144,168	\$102,715,862
TA Funds ¹	\$7,475,933	\$7,457,228	\$14,833,494	\$29,766,655
Total	\$33,244,740	\$33,260,115	\$65,977,662	\$132,482,517
State Expenditures	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SIS ²	\$0	\$77,128,000	\$0	\$77,128,000
SHS	\$11,990,000	\$12,470,000	\$25,380,000	\$49,840,000
Other Roads	\$7,290,000	\$7,580,000	\$15,430,000	\$30,300,000
Total	\$19,280,000	\$97,178,000	\$40,810,000	\$157,268,000
Local Expenditures (County)	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
County	\$164,800,425	\$163,025,778	\$316,958,670	\$644,784,873
Total	\$164,800,425	\$163,025,778	\$316,958,670	\$644,784,873
Grand Total	\$217,325,165	\$293,463,893	\$423,746,332	\$934,535,390
Cost of Collier MPO LRTP Projects (without SIS and TA project costs)	\$209,849,232	\$208,878,665	\$408,912,838	\$827,640,735

¹TA funds set-aside to future bicycle-pedestrian improvement priorities identified in the Collier MPO Bicycle & Pedestrian Master Plan

²Based on FDOT's SIS Second Five-Year Plan (FY 2029/2030 – FY 2033/2034)

Table 6-9. Total Revenue and Costs for LRTP Projects (FY 2031–FY 2050)

Revenue Source	Revenue/Costs	Amount
Plan Period 2 (FY 2031 - FY 2035)		
Federal	Revenues	\$33,244,740
	Costs	\$33,244,740
	Balance	\$0
State	Revenues	\$19,280,000
	Costs	\$19,280,000
	Balance	\$0
Local	Revenues	\$165,200,351
	Costs	\$164,800,425
	Balance	\$399,926
Plan Period 3 (FY 2036 - FY 2040)		
Federal	Revenues	\$33,266,797
	Costs	\$33,260,115
	Balance	\$6,682
State	Revenues	\$97,178,000
	Costs	\$97,178,000
	Balance	\$0
Local	Revenues	\$163,025,778
	Costs	\$163,025,778
	Balance	\$0
Plan Period 4 (FY 2041 - FY 2050)		
Federal	Revenues	\$66,333,503
	Costs	\$65,977,662
	Balance	\$355,841
State	Revenues	\$40,810,000
	Costs	\$40,810,000
	Balance	\$0
Local	Revenues	\$316,958,670
	Costs	\$316,958,670
	Balance	\$0

Table 6-10. Total Revenue and Costs for Collier MPO's TIP (FY 2026–FY 2030)

Revenue Source	Revenue/Costs	Amount
TIP / Plan Period 1 (FY 2026 - FY 2030)		
Federal	Revenues	\$134,483,150
	Costs	\$134,483,150
	Balance	\$0
State	Revenues	\$464,986,605
	Costs	\$464,986,605
	Balance	\$0
Local	Revenues	\$52,158,516
	Costs	\$52,158,516
	Balance	\$0
Toll	Revenues	\$38,586,699
	Costs	\$38,586,699
	Balance	\$0

6.1.2.4 Maintenance and Other State Operations

Maintenance funding of the state roadways within the County and its associated municipalities is included in Chapter 5 under in Table 5-2 (Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance (of state-maintained facilities). FDOT projects \$1.055 billion in available revenues between 2031-2050 (YOE). It is anticipated that maintenance and operations costs during these planning periods will align with the projected revenues as presented in **Table 6-11**.

Table 6-11. Anticipated Operations and Maintenance Costs of State-Maintained Roadway Infrastructure (\$ in millions)

Jurisdiction	Funding Source	2031-2035	2036-2040	2041-2050	Total 2031-2050
Federal & State	Non-Capacity Programs - Resurfacing, Bridge, and Operations and Maintenance	\$260	\$265	\$530	\$1,055

As noted in the FDOT’s 2050 *Revenue Forecast for the Collier MPO* (FDOT 2023h), FDOT has included sufficient funding to meet the following statewide objectives and policies:

- **Safety:** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program
- **Resurfacing Program:** includes resurfacing of all pavements on the SHS including Florida’s Interstate, Turnpike, and other arterial highways

- **Bridge Program:** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives.
- **Operations and Maintenance Program:** includes activities which support and maintain the transportation infrastructure once it is constructed and operations
- **Product Support:** includes preliminary engineering, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment
- **Administration:** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, regraphics, and contract functions

Maintenance of the County and its associated municipalities’ roadways is funded primarily through fuel taxes and General Fund revenues. Maintenance funding primarily addresses routine maintenance operations that are preventive or corrective in nature and that address safety concerns. In addition to maintenance funding, other state operational improvements, such as installing wildlife crossings, wildlife detection systems, and other ITS improvements, may be funded through the MPO’s Transportation Improvement Program without specific listing of the projects in the LRTP Cost Feasible Plan.

6.1.3 ETDM Input and Review

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the FDOT Efficient Transportation Decision Making (ETDM) process is used to seek input on individual qualifying long-range transportation projects allowing for specific commentary. This

ensures that mitigation opportunities are identified, considered, and available as the LRTP is developed and projects are advanced. The ETDM screening process was applied to qualifying projects identified in the 2050 LRTP Cost Feasible Plan, which further provided opportunities to engage on any sociocultural impacts as well. The projects were added to the Environmental Screening Tool through coordination with the FDOT District One ETDM Coordinator in October 2025 and include the following projects.

- Everglades Boulevard widening from I-75 to Golden Gate Boulevard
- Everglades Boulevard widening from Oil Well Road to Immokalee Road
- Golden Gate Parkway Overpass at Livingston Road
- Immokalee Road widening from Camp Keais Road to Carver Street
- Logan Boulevard widening from Green Boulevard to Pine Ridge Road
- Pine Ridge Road widening from Logan Boulevard to Collier Boulevard
- Santa Barbara Boulevard widening from Painted Leaf Lane to Green Boulevard
- US 41 from Greenway Road to 6 L Farm Road (within limits of an existing ETDM Screen – ID 3254-1)
- New bridge over a canal on 13th Street NW at the north end of Vanderbilt Beach Road Extension
- New bridge over a canal on 62nd Avenue NE west of 40th Street NE

- New bridge over a canal on 16th Street SE south of Golden Gate Boulevard

6.1.4 Unfunded Roadway Needs

While the projects included in the roadway Cost Feasible Plan aim to address the congestion, safety, and capacity issues forecasted through 2050, financial resources are limited. Therefore, several projects in the 2050 Roadway Needs Plan remain unfunded in this Cost Feasible Plan. **Table 6-12** presents a comparison of total costs for unfunded roadway needs versus cost feasible projects.

Table 6-12. Summary of Funded vs. Unfunded Roadway Projects

Roadway (SIS not included)	2050 Costs
Unfunded Roadways Needs (YOE)	\$7,697,081,547
Cost Feasible Roadway Projects (YOE)	\$827,640,735

Given the total revenue estimated through 2050, approximately 12% of the identified roadway needs can be funded. **Table 6-13** summarizes projects included in the Roadway Needs Plan that remain unfunded in this 2050 LRTP update.

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
1	Benfield Road	City Gate Boulevard North	Hacienda Lakes Parkway	New 2-lane roadway (4-lane footprint)
2	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New 2-lane roadway (4-lane footprint)
3	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New 2-lane roadway (6-lane footprint)
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New 2-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New 2-lane roadway
7	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from 2-Lane to 4 Lanes
8	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from 2 to 4 lanes
9	Camp Keais Road Extension	Camp Keais Road	SR 29	New 2-lane roadway (4-lane footprint)
10	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Ext	New 4-lane roadway
11	Collier Boulevard (SR 951)	Pine Ridge Road	Golden Gate Boulevard	Capacity Improvement or Parallel Facility
13	Collier Boulevard Extension	Collier Blvd (CR 951) Northern Terminus	Lee/Collier County Line/ Logan Boulevard	New 2-lane roadway
14	Corkscrew Road	SR 82	Lee County Line	Widen from 2 to 4 lanes
15	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from 4 to 6 lanes
17	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Beach Road Ext	Widen from 2 to 4 lanes
19	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from 2 to 4 lanes
20	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New 4-lane roadway
22	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Capacity Improvement or Parallel Facility
23	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Capacity Improvement or Parallel Facility
24	Green Boulevard	Santa Barbara Boulevard/ Logan Boulevard	Sunshine Boulevard	Widen from 2 to 4 lanes (Future Study Area)
25	Green Boulevard Extension	CR 951	23rd Street SW	New 4-lane roadway (Future Study Area)
26	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Ext	New 2-lane roadway (Future Study Area)
27	Green Boulevard Extension	Wilson Boulevard Ext	Everglades Boulevard	New 2-lane roadway (Future Study Area)
28	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New 2-lane roadway (Future Study Area)

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
30	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange, NB On-Ramp and SB Off-Ramp
31	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from 4 to 6 lanes
33	Immokalee Road	Strand Boulevard	Northbrooke Road	Capacity Improvement or Parallel Facility
34	Immokalee Road	Logan Boulevard	Rose Boulevard	Capacity Improvement or Parallel Facility
35	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Capacity Improvement or Parallel Facility
36	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Capacity Improvement or Parallel Facility
38	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)
39	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd over Collier Blvd)
41	Keane Avenue	Inez Road	Wilson Boulevard Ext	New 2-lane roadway
42	Little League Road Extension	SR-82	Westclox Street	New 2-lane roadway (4-lane footprint)
43	Little League Road Extension	Lake Trafford Road	Immokalee Road	New 2-lane roadway (4-lane footprint)
45	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from 4 to 6 lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2 to 4 lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2 to 4 lanes
50	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2 to 6 lanes
51	Oil Well Road / CR 858	Camp Keais Road	SR 29	Widen from 2 to 4 lanes (6 lane footprint)
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2 to 4 lanes
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2 to 4 lanes
57	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from 2 to 6 lanes
59	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from 2 to 4 lanes and extend 4-lane roadway

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
62	SR 29 / North Main Street	North 9th Street	Immokalee Drive	Widen from 2 to 4 lanes
63	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility
64	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Road	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
68	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd)
69	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd)
70	Vanderbilt Beach Road Extension	Everglades Blvd	Big Cypress Parkway	New 2-lane roadway in a 4-lane footprint
71	Vanderbilt Drive	111th Avenue N/Bluebill Ave	Woods Edge Parkway	Widen from 2 to 4 lanes
72	Westclox Street Extension	Little League Road	West of Carson Road	New 2-lane roadway
73	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New 4-lane roadway
76	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
80	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
83	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements
91	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
93	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
95	Airport Pulling Road (Intersection)	Golden Gate Parkway		Intersection Innovation/Improvements
96	Airport Pulling Road (Intersection)	Radio Road		Intersection Innovation/Improvements
97	Airport Pulling Road (Intersection)	Davis Boulevard		Intersection Innovation/Improvements
99	Immokalee Road	Randall Boulevard	west of Wilson Boulevard	Widen from 6 to 8 lanes

6.2 Bicycle and Pedestrian Projects

The BPMP, noted in Chapter 4, is a systems plan that focuses on identifying the needs and a policy framework for prioritization and implementation of bicycle and pedestrian projects. Further, it provides flexibility in bringing projects forward for funding and offers design guidelines based on best practices that implementing agencies may use as guidance. Therefore, implementation of these projects is more thoroughly addressed through individual agencies and the MPO bicycle and pedestrian advisory process.

The BPMP does not provide project costs for the bicycle and pedestrian projects summarized in Chapter 4 and [Appendix E](#) because of the number of unknown factors. The MPO's allocation of federal TA funds and the statewide SUN Trail program will be used to fund stand-alone bicycle/pedestrian projects that meet the eligibility requirements. SU Box funds may be used, but are prioritized for roadway improvements, congestion management, safety projects and planning.

Approximately \$30 million in TA funding is dedicated for future pedestrian and bicycle projects identified in the Collier MPO BPMP:

- Planning Period 2 - 2031 to 2035 - \$7.5 million
- Planning Period 3 - 2036 to 2040 - \$7.5 million
- Planning Period 4 - 2041 to 2050 - \$15.0 million

The MPO Board establishes policy by which it allocates SU Box funds (including TA) for congestion management, safety, and bicycle and pedestrian projects. MPO staff issues a Call for Projects based on the Board's established allocation policy and schedule. It is anticipated that this process will be

continued throughout the period of the 2050 LRTP, with a biannual Call for Projects issued by the MPO, vetted by the BPAC, CMC, TAC, and CAC, and approved by the MPO Board for updating priorities for inclusion in the TIP by FDOT.

6.3 Transit Cost Feasible Projects

Similar to the development of roadway cost feasible projects, the cost feasible transit projects were developed by estimating the costs associated with each project in the transit needs.

6.3.1 Transit Cost Assumptions

In the CAT FY 2026-2035 TDP, cost assumptions were made to forecast transit costs for 2026 through 2050. Costs include annual service and technology/capital improvements that are programmed for implementation within the planning period. The following subsections summarize assumptions for capital and operating costs noted in the TDP.

6.3.1.1 Operating Cost Assumptions

Operating cost assumptions are based on a variety of factors, including service performance data from CAT and information from the recent TDP. These assumptions are summarized as follows:

- Annual operating costs for fixed-route and paratransit services are based on the most recent adopted budget (FY2025). These costs include operation and maintenance costs of existing services and facilities, such as administrative buildings, maintenance facilities, and transit hubs.

- An annual inflation rate of 2.28% was used for operating cost projections, based on the average Consumer Price Index as used in the 2024 TDP Annual Progress Report.
- Annual operating costs for future service enhancements are based on the projected annual service hours and cost per revenue hour of \$118 for fixed route service.

6.3.1.2 Capital Cost Assumptions

Several assumptions were also developed to estimate the costs for capital transit needs described in Chapter 4 and are summarized as follows:

- New vehicles planned to be purchased include those necessary to replace vehicles within the existing fleet that have reached the end of their useful life and vehicles to implement the new service.
- Assumed vehicles costs are \$576,800,60 for fixed-route bus, \$158,653.28 for paratransit vehicles, and \$45,000 for support vehicles based on information provided by CAT.

Cost assumptions for fixed routes vehicles were based on averaging the total net value of thirty- to forty-foot fixed route buses from 2024 purchase orders, while the total net cost of paratransit vehicles were based on the cost of one bus in 2024. Between 2026 and 2035, it is estimated that 32 fixed route buses, 8 support vehicles, and 68 paratransit vehicles will need to be purchased.

- The useful life for fixed-route buses is assumed to be 12 years, while the useful life of a paratransit vehicle is assumed to be 5 years, reduced by 2 years from the previous TDP.
- An annual inflation rate of 2.28% was used for capital cost projections, based on the average Consumer Price Index as used in the 2024 TDP Annual Progress Report.

Based on the funding availability and prioritized results in the TDP, the transit cost feasible projects are summarized in [Table 6-14](#).

Table 6-14. 2050 Transit Cost Feasible Summary

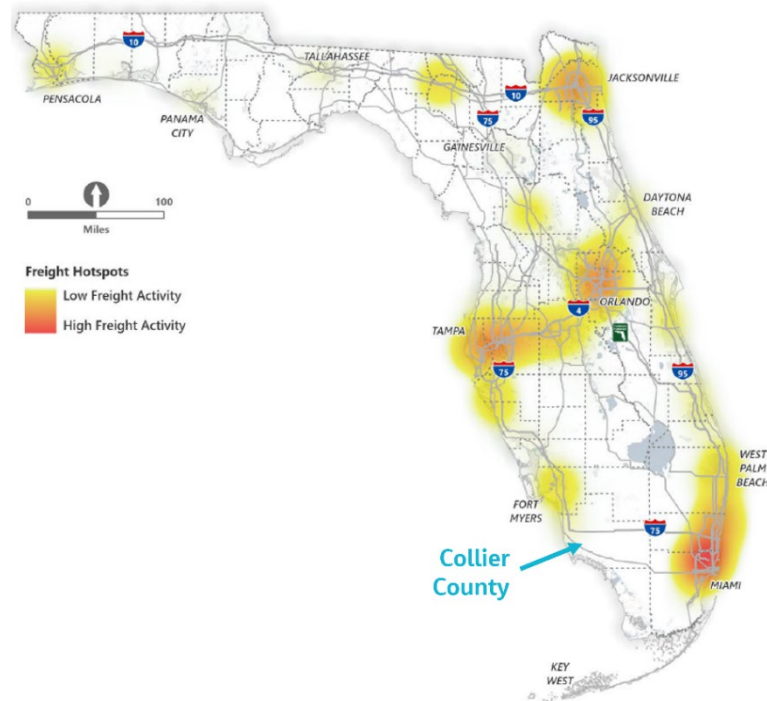
Funded Need	Plan Period 1: 2026–2030 (YOE)	Plan Period 2: 2031–2035 (YOE)	Plan Period 3: 2036–2040 (YOE)	Plan Period 4: 2041–2050 (YOE)	Total Costs 2031–2050 (YOE)
OPERATING					
Maintain Existing Fixed Route	\$49,589,477.58	\$55,506,408.79	\$62,129,338.07	\$147,382,699.76	\$265,018,446.63
Maintain Existing Paratransit	\$37,552,604.19	\$42,033,316.37	\$47,048,659.42	\$111,608,439.11	\$200,690,414.89
Total Operating Costs	\$87,142,081.78	\$97,539,725.16	\$109,177,997.48	\$258,991,138.87	\$ 465,708,861.52
CAPITAL					
Maintain Existing Fixed Route Service	\$9,301,801.89	\$12,581,388.90	\$9,164,279.35	\$25,782,533.91	\$47,528,202.17
Maintain Existing Paratransit Service	\$5,791,361.66	\$6,845,641.82	\$7,255,843.05	\$16,161,474.71	\$30,262,959.58
Replacement of Support Vehicles	\$149,985.15	\$164,276.35	\$178,283.26	\$645,250.53	\$987,810.14
Bus Shelter Rehab	\$218,985.68	\$245,114.67	\$274,361.33	\$650,837.68	\$1,170,313.69
Safety & Security Program	\$523,325.79	\$585,768.13	\$655,660.97	\$1,555,353.51	\$2,796,782.62
Facilities Improvements	\$29,437,469.00				
New Bus Shelters	\$2,635,955.39	\$2,950,473.05	\$3,302,518.43	\$7,834,206.78	\$14,087,198.26
I-75 Study		\$50,000.00			\$50,000.00
Immokalee Road Corridor Study	\$75,000.00				
MOD Demand/Operations Requirements Pilot Projects		\$50,000.00			\$50,000.00
Total Capital Costs	\$48,133,884.56	\$23,472,662.92	\$20,830,946.40	\$52,629,657.13	\$96,933,266.45

Note: Transit planning studies are funded through grants provided by the Federal Transit Administration and the Florida Department of Transportation. 49 U.S.C. 5303 establishes the FTA Section 5305(d) grant to support metropolitan transportation planning. These funds are apportioned to the MPOs in accordance with the rules established in 49 U.S.C. 5305(d). In addition to Section 5305(d) funds, FTA Section 5307 grant funding may be used for planning purposes.

6.4 Freight Network Projects

FDOT updated its Freight Mobility and Trade Plan (FMTP) in October 2024 (FDOT 2024d). The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP identified freight hotspots as presented in **Figure 6-11**. From a statewide perspective, Collier County overall has relatively low freight activity. Which is limited to the northwestern portion of the County along I-75.

Figure 6-11. Freight Hotspot Locations



Data Source: Florida Department of Transportation, Freight and Rail Office (2021)

The FMTP *Technical Memorandum 6, Project Prioritization* (FDOT 2024d) describes the methodology and the freight project selection and prioritization process. The projects listed in **Table 6-2**, 2050 SIS Cost Feasible Projects, are part of the Regional Freight Mobility Corridors within the Collier MPO boundary (refer to Figure 4-4 in Chapter 4). Additionally, some of the projects listed in **Tables 6-3** and **6-4** are also located on the Regional Mobility Corridors. Therefore, 17 projects in the 2050 Cost Feasible Plan, will support Collier County's freight network.

6.5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 38, Immokalee Road from Airpark Boulevard to SR 29 includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport.

Project no. 96 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While these projects are not part of the Cost Feasible Plan, they will remain on Needs Plan. Naples Airport estimates their development costs for airport operations at \$56.8 million for short term (2020–2024), \$67.1 million for intermediate (2025–2029), and \$83 million for long-term (2030–2039) expenses, for a total of \$206.9 million (ESA 2021).

6.6 Future Funding Opportunities

It's important to recognize that the LRTP Cost Feasible Plan is dynamic and subject to frequent changes. It is updated every five years to reflect evolving priorities, conditions, and funding realities. Therefore, the proposed Cost Feasible Projects outlined in this chapter are not an exhaustive list. As additional funding becomes available, other roadway, bicycle/pedestrian, transit, freight, and air transportation projects may be considered and incorporated into future updates.