2050 Long Range Transportation Plan

DECEMBER 2025

APPROVED BY THE COLLIER MPO BOARD • DECEMBER 11, 2025

COLLIER Metropolitan Planning Organization

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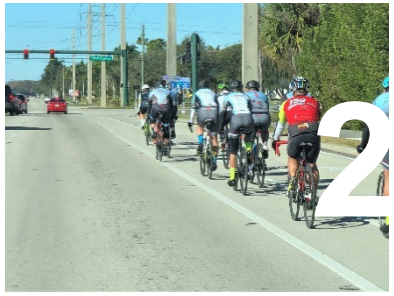
Introduction



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Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
AAM	Advanced Air Mobility
ACES	Automated, Connected, Electric, and Shared
ACS	American Community Survey
ADA	Americans with Disabilities Act
AHAC	Affordable Housing Advisory Committee
AOI	Area of Interest
AUIR	Annual Update and Inventory Report
BCC	Board of County Commissioners
BEBR	Bureau of Economic and Business Research (University of Florida)
BIL	Bipartisan Infrastructure Law
BPAC	Bicycle and Pedestrian Advisory Committee
BPMP	Bicycle & Pedestrian Master Plan
CAC	Citizens Advisory Committee
CAP	Climate Adaptation Plan
CAT	Collier Area Transit
CAV	Connected and Automated Vehicle
CCGMP	Collier County Growth Management Plan
CDP	Census designated place
CIGM	Collier Interactive Growth Model
CIE	Capital Improvement Element
CMC	Congestion Management Committee
CMP	Congestion Management Process
CRA	Community Redevelopment Agency
CST	Construction (phase)
CTIS	Connected Traveler Information System
CUTS	Coordinated Urban Transportation Studies
D1RPM	District 1 Regional Planning Model (FDOT)
DDI	diverging diamond interchange
E+C	Existing Plus Committed
EB	eastbound
ETDM	Efficient Transportation Decision Making
FAC	Freight Activity Center
FAST	Fixing America's Surface Transportation
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FMPP	Florida Metropolitan Planning Partnership
FMTP	Freight Mobility and Trade Plan
FPN	Financial Project Number
FTA	Federal Transit Administration
FY	fiscal year
HIN	high-injury network
IIJA	Infrastructure Investment and Jobs Act
ILC	Intermodal Logistics Center
ITS	Intelligent Transportation System
LCB	Local Coordinating Board for the Transportation Disadvantaged
LOS	level of service
LRTP	Long Range Transportation Plan
MFF	Moving Florida Forward Infrastructure Initiative
MOD	Mobility-On-Demand
MPO	Metropolitan Planning Organization
NB	northbound
NHS	National Highway System
PD&E	Project Delivery and Environment
PE	Preliminary Engineering (phase)
PIP	Public Involvement Plan
PM	performance measure
PPP	Public Participation Plan
PRPP	Pilot Passenger Rail Priorities Program
PTAC	Public Transit Advisory Committee
RAP	Resilience Action Plan
ROW	right-of-way
SAP	Safety Action Plan
SE	socioeconomic
SLR	sea level rise
SHS	State Highway System

SIS	Strategic Intermodal System
SPR	System Performance Report
SR	State Road
SS4A	Safe Streets and Roads for All
SU	Suballocated Urbanized
TA	Transportation Alternative
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
T-BEST	Transit Boardings Estimation and Simulation Tool
TCMA	Transportation Concurrency Management Area
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOC	Traffic Operations/Management Center
TRIP	Transportation Regional Incentive Program
TSM&O	Transportation Systems Management and Operations
TSPR	Transportation System Performance Report
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
V/C	volume-to-capacity
VMT	vehicle miles traveled
VRM	vehicle revenue mile(s)
YOE	year of expenditure

ES

Executive Summary

Executive Summary

Development of the Collier Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) began in March 2024 and culminated in its adoption in December 2025. This executive summary presents a brief overview of the process, the visions, and goals that guided the LRTP development as well as the Needs and Cost Feasible Plans in both tabular and map forms. The Cost Feasible Plan presents the investments planned to serve the travel needs of the Collier Metropolitan Area during the next 20 years.

Supporting documentation for the Collier MPO 2050 LRTP in the form of technical reports is provided in a separately bound Technical Compendium. The Collier MPO 2050 LRTP Appendices are also bound separately. Both documents can be found on the Collier MPO's website at www.colliermpo.org.

"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."

Established in 1982, the Collier MPO is responsible for the development and implementation of a balanced, integrated, and multimodal program that efficiently moves traffic throughout Collier County. The Collier MPO's jurisdiction includes Collier County (hereafter, "the County") and the cities of Naples, Marco Island, and Everglades City (refer to **Figure ES-1**). The MPO's goal is to ensure a continuing, comprehensive, and cooperative long-range planning process that establishes a county-wide vision for growth and the transportation system needed to serve it. The LRTP is a central part of achieving this vision. 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 Collier MPO 2045 LRTP update was adopted on December 11, 2020.

Figure ES-1. Collier MPO Jurisdiction

Source: Collier MPO *Transportation Improvement Program FY2026-FY2030* (Collier MPO 2025d)

Plan Process

Updating the Collier MPO 2050 LRTP was a technical, collaborative process that included participation by the MPO Board members, public outreach events and public surveys, briefings to the various MPO advisory committees, and advisory meetings with the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and MPO Board.

As illustrated on **Figure ES-2** and **Figure ES-3**, five key steps were involved in the LRTP development process. The five stages of the plan process were built upon past planning efforts, a technical review of forecast socio-economic growth, the financial outlook of the County, and input from County residents and elected officials. The MPO Board's adoption of the Collier MPO 2050 LRTP acknowledged these five steps, with input from the public, the MPO committees, and MPO Board, resulting in a financially constrained plan of transportation improvements.

LRTP Goals and Objectives

The 2050 LRTP development process began by establishing the plan's vision, 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. They refine the Collier MPO's vision and are a critical part of the planning process. The advisory committees endorsed and the MPO Board approved the 2050 LRTP Goals and Objectives.

Figure ES-2. Collier MPO 2050 LRTP Key Process Steps

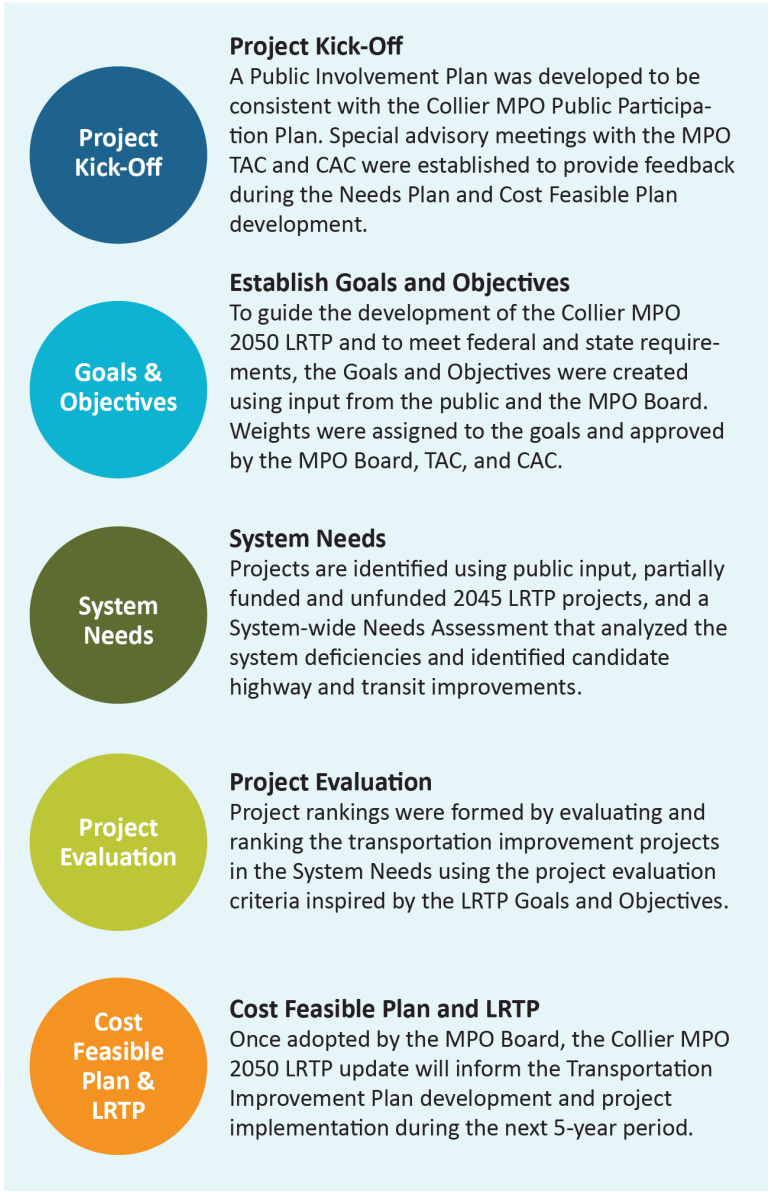
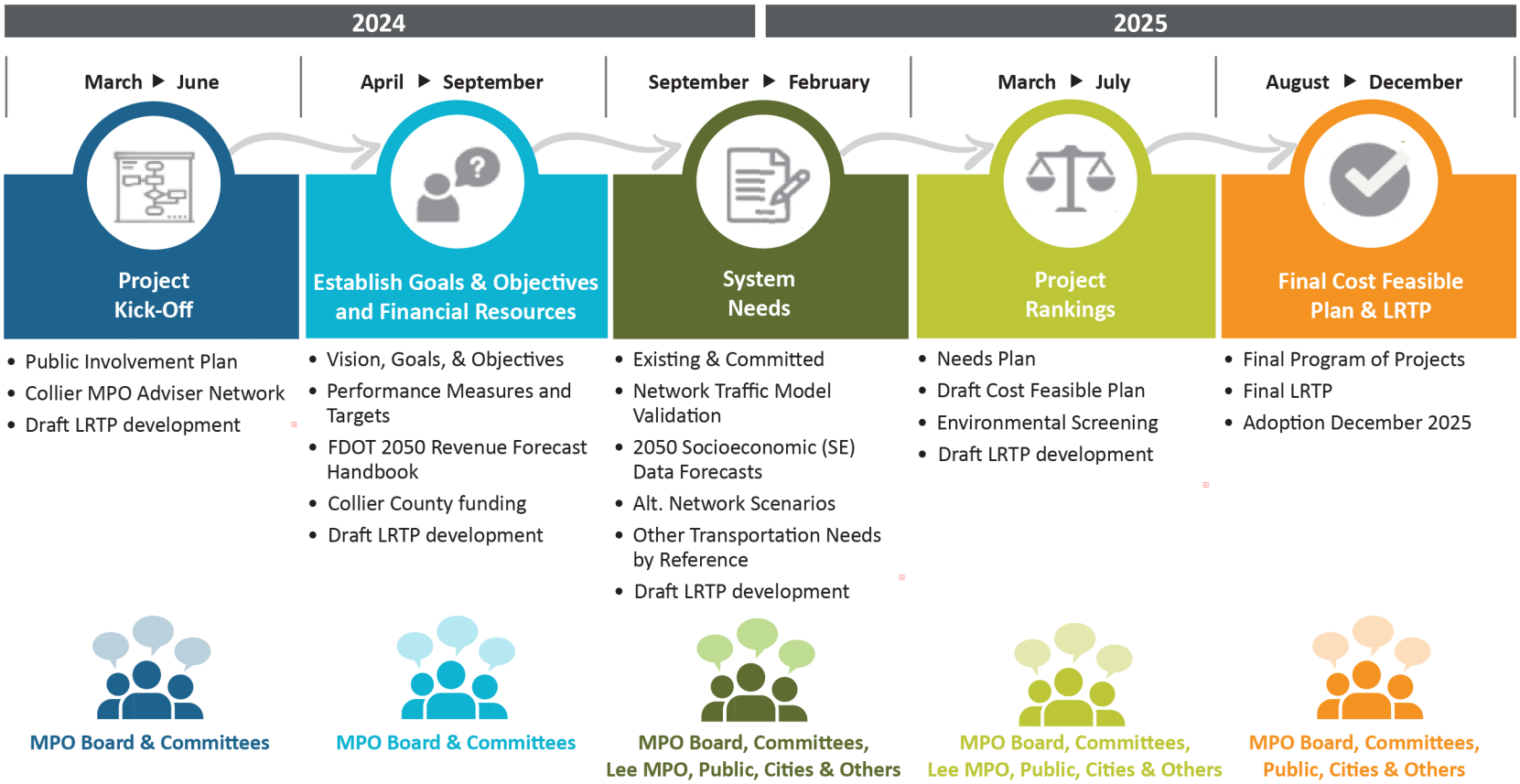


Figure ES-3. Plan Process



Evaluation Criteria for Project Selection

Evaluation criteria were used to evaluate and compare how well potential transportation projects met the goals and objectives. Additionally, each goal was assigned a weighting factor that emphasized certain goals that require more focus in the Collier MPO transportation system.

The project evaluation criterion showed the advantages and disadvantages of the proposed projects independently as well as in relation to each other. This type of evaluation was ultimately used to develop recommendations and prioritize transportation projects in the Needs Plan and Cost Feasible Plan. The following presents the

evaluation criteria and weighting factors used for each goal.

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

The total weighting factor for this goal is 8%.

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

The total weighting factor for this goal is 12%.

Project Evaluation Criteria:

- Minimize wetland encroachments by transportation projects
- Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)
- Minimize the adverse impacts on threatened and endangered species
- Preserve open space by improving infrastructure near key destinations

Goal #3: Improve System Continuity and Connectivity While Maintaining Existing Facilities

The total weighting factor for this goal is 10%.

Project Evaluation Criteria:

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

Goal #4: Reduce Roadway Congestion

The total weighting factor for this goal is 16%.

Project Evaluation Criteria:

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service
- Addresses capacity for intersections or roadways that have poor levels of service during peak travel times

Goal #5: Promote Freight Movement

The total weighting factor for this goal is 6%.

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

The total weighting factor for this goal is 12%.

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 total weighting factor for this goal is 10%.

Project Evaluation Criteria:

- Provides for trail improvements that implement the *Bicycle and Pedestrian Master Plan* (BPMP) (Collier MPO 2025b)
- Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers
- Provides multimodal improvements for transit-dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations
- Improves transit (frequency and reliability) within existing or future transit service areas or within a community redevelopment area (CRA); improves access to park-and-ride facilities; provides for bus rapid transit
- 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

The total weighting factor for this goal is 10%.

Project Evaluation Criteria:

- Improves access to regional travel by connecting to regional or State Interstate System (SIS) facilities (interstates, airports, ports, and so forth) or adjacent counties
- Improves access to tourist destinations
- Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
- Identified in partner agency (city, transit, county, MPO, and so forth) plans as a priority
- Improves vehicle or freight movement to an inter-modal facility

- Reduces household cost by providing for connectivity between housing and transportation

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

The total weighting factor for this goal is 8%.

Project Evaluation Criteria:

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

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

The total weighting factor for this goal is 4%.

Project Evaluation Criteria:

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

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

The total weighting factor for this goal is 4%.

Project Evaluation Criteria:

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

The Florida Department of Transportation (FDOT) *MPO Program Management Handbook* (updated 2024) outlines the federal requirements for the LRTP. The LRTP goals and objectives incorporate the federal planning factors required for all MPOs to address through planning. Table ES-1 illustrates which 2050 LRTP goals meet the federal planning factor requirements.

2050 Needs Plan

The 2050 LRTP Needs Plan identifies the multimodal transportation projects needed to address existing and future transportation network deficiencies within the Collier Metropolitan Area without considering funding limitations. Developing the Needs Plan is the starting point for understanding and prioritizing the region's overall transportation needs. The 2050 Needs Plan incorporates all transportation modes, including roadway needs for motorists and freight, transit, and bicycle and pedestrian users.

Roadway Needs Plan

Roadway project needs were evaluated by scoring each project using defined goals and objectives and the evaluation criteria described previously. The evaluation provided a score for each project that was used to rank the needs projects from highest to lowest. During the process, adjustments were made to the rankings as more testing was done or as information about projects schedules and commitments became known.

Table ES-1. LRTP Goals and Federal Planning Factors

	 **Goal 1:** Ensure the Security of the Transportation System for Users	 **Goal 2:** Protect Environmental Resources	 **Goal 3:** Improve System Continuity and Connectivity while Maintaining Existing Facilities	 **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 Equal Access in Transportation Planning and Land Use for Transit-Dependent Communities	 **Goal 10:** Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	 **Goal 11:** Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System
Safety						✓					
Security	✓										
Accessibility & Mobility			✓	✓			✓	✓			✓
Multimodal Connectivity			✓				✓		✓		✓
System Preservation										✓	
Economic Vitality					✓		✓				
Environmental Quality		✓							✓		
System Efficiency				✓	✓			✓			✓
Resiliency & Reliability	✓			✓						✓	
Transit & Tourism				✓			✓	✓	✓		

Development of the roadway needs also included collaboration with regional partners including the Lee County MPO for consistency between long-range plans and the FDOT District 1 travel model (D1RPM); coordination with the Collier County Transportation Management Division, Transportation Planning Section; scenario planning analysis; travel demand modeling; tribal coordination; and soliciting and incorporating public input.

Further, several coordination meetings with the TAC and CAC were held during the development of the Needs Plan. **Table ES-2** and **Figure ES-4** present the roadway needs in tabular and map formats, respectively.

Transit Needs Plan

The transit needs and improvements were based on those identified in the Collier County *Ten-Year Transit Development Plan 2026-2035* (TDP) (Collier MPO 2025f), which is incorporated by reference into this LRTP and was developed by Collier Area Transit (CAT) in coordination with the Collier MPO. Transit needs information identified in this document was used to project transit needs for the County and its municipalities for the next 20 years.

The identification of transit needs was guided by a review of existing plans and studies, baseline conditions, existing transit performance, public input, regional coordination, and the development of a transit demand analysis, which includes market assessments and transit modeling to identify gaps in the system.

Once the transit needs were identified, a quantitative/qualitative methodology was developed to evaluate and prioritize them based on weighing the benefits of each service improvement against the others. Three categories were identified for determining the criteria for evaluation: public outreach, transit markets, and productivity and efficiency. **Table ES-3** and **Figure ES-5** and present the transit needs in map and tabular formats, respectively.

Bicycle and Pedestrian Needs

The bicycle and pedestrian needs were based on those identified in the BPMP, which is incorporated by reference into this LRTP. The BPMP's Vision, Goals, Objectives, and Strategies were refined with input from the MPO's Bicycle and Pedestrian Advisory Committee (BPAC), public outreach, Collier MPO staff, and the consultant, and were vetted by the MPO TAC, CAC, and Board.

The BPMP employed a systematic approach to identify deficiencies and opportunities along the County's collector and arterial roads to develop a comprehensive understanding of the infrastructure gaps and needs within Collier County's bicycle and pedestrian network. Once the needs were identified, the BPMP's goals and objectives served as the prioritization criteria to develop a list of prioritized bicycle and pedestrian facilities.

Additionally, Collier MPO's member governments, including the cities of Naples, Marco Island, and Everglades City, each have their own bicycle-pedestrian master plans outlining prioritized projects to guide future development and infrastructure improvements.

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
1	49	Benfield Road	City Gate Boulevard North	Hacienda Lakes Parkway	New two-lane roadway (four-lane footprint)
2	56	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New two-lane roadway (four-lane footprint)
3	90	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New two-lane roadway (six-lane footprint)
4	83	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New two-lane roadway
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New two-lane roadway
6	79	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
7	75	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from two lanes to four lanes
8	65	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from two lanes to four lanes
9	91	Camp Keais Road Extension	Camp Keais Road	SR 29	New two-lane roadway (four-lane footprint)
10	80	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Extension	New four-lane roadway
11	11	Collier Boulevard (SR 951)	Pine Ridge Road	Golden Gate Boulevard	Capacity Improvement or Parallel Facility
12	8	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four lanes to six lanes
13	76	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line/ Logan Boulevard	New two-lane roadway

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
14	86	Corkscrew Road	SR 82	Lee County Line	Widen from two lanes to four lanes
15	6	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from four lanes to six lanes
16	51	Everglades Boulevard	I-75 (SR-93)	Golden Gate Boulevard	Widen from two lanes to four lanes
17	44	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Bch Road Extension	Widen from two lanes to four lanes
18	26	Everglades Boulevard	Oil Well Road	Immokalee Road	Widen from two lanes to four lanes
19	77	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two lanes to four lanes
20	84	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New four-lane roadway
21	73	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)
22	29	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Capacity Improvement or Parallel Facility
23	9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Widen from four lanes to six lanes
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from two lanes to four lanes (Future Study Area)
25	70	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
26	82	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Extension	New two-lane roadway (Future Study Area)
27	78	Green Boulevard Extension	Wilson Boulevard Extension	Everglades Boulevard	New two-lane roadway (Future Study Area)
28	81	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway (Future Study Area)

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
29	27	I-75 (SR 93)	Vicinity of Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp
30	47	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange, NB On-Ramp and SB Off-Ramp
31	45	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from four lanes to six lanes
33	2	Immokalee Road	Strand Boulevard	Northbrooke Road	Capacity Improvement or Parallel Facility
34	21	Immokalee Road	Logan Boulevard	Rose Boulevard	Capacity Improvement or Parallel Facility
35	42	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Capacity Improvement or Parallel Facility
36	72	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Capacity Improvement or Parallel Facility
37	4	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes milling and resurfacing of existing pavement)
38	12	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes M&R of existing pavement)
39	74	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd. over Collier Blvd.)
41	89	Keane Avenue	Inez Road	Wilson Boulevard Extension	New two-lane roadway
42	43	Little League Road Extension	SR-82	Westclox Street	New two-lane roadway (four-lane footprint)
43	92	Little League Road Extension	Lake Trafford Road	Immokalee Road	New two-lane roadway (four-lane footprint)

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
45	69	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	87	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from four lanes to six lanes
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four lanes to six lanes
48	28	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two lanes to four lanes
49	35	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two lanes to four lanes
50	53	Oil Well Road/CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two lanes to six lanes
51	58	Oil Well Road/CR 858	Camp Keais Road	SR 29	Widen from two lanes to four lanes (six-lane footprint)
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two lanes to four lanes
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two lanes to four lanes
56	38	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four lanes to six lanes
57	40	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	39	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two lanes to six lanes
59	57	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from two lanes to four lanes and extend four-lane roadway
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four lanes to six lanes
62	3	SR 29 / North Main Street	North 9th St	Immokalee Drive	Widen from two lanes to four lanes
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two lanes to four lanes
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd.)
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd.)
70	88	Vanderbilt Beach Road Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway in a four-lane footprint
71	52	Vanderbilt Drive	111th Avenue N/Bluebill Avenue	Woods Edge Parkway	Widen from two lanes to four lanes
72	48	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	66	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway
74	71	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two lanes to four lanes
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
76	59	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
77	67	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
81	50	Bridge at Wilson Boulevard, South End			New Bridge over Canal
83	61	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	10	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	46	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	36	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	55	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	41	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	24	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements

Table ES-2. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements
93	37	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
94	23	Airport Pulling Road (Intersection)	Orange Blossom Drive		Intersection Innovation/Improvements
95	17	Airport Pulling Road (Intersection)	Golden Gate Parkway		Intersection Innovation/Improvements
96	25	Airport Pulling Road (Intersection)	Radio Road		Intersection Innovation/Improvements
97	15	Airport Pulling Road (Intersection)	Davis Boulevard		Intersection Innovation/Improvements
99	32	Immokalee Road	Randall Boulevard	west of Wilson Boulevard	Widen from six lanes to eight lanes
100	13	Immokalee Road	Camp Keais Road		Roundabout/Intersection Improvement
101	-	I-75	Immokalee Road	Bonita Beach Road	Widen from six lanes to eight lanes
102	-	I-75	Immokalee Road		Modify interchange
103	-	I-75	Pine Ridge Road	Immokalee Road	Widen from six lanes to eight lanes
104	-	I-75	Golden Gate Boulevard	Pine Ridge Road	Widen from six lanes to eight lanes
106	68	Bridge at 16th Street SE	South of Golden Gate Boulevard		New Bridge over Canal

Note: DDI = diverging diamond interchange

Figure ES-4. 2050 Roadway Needs Plan Project Map

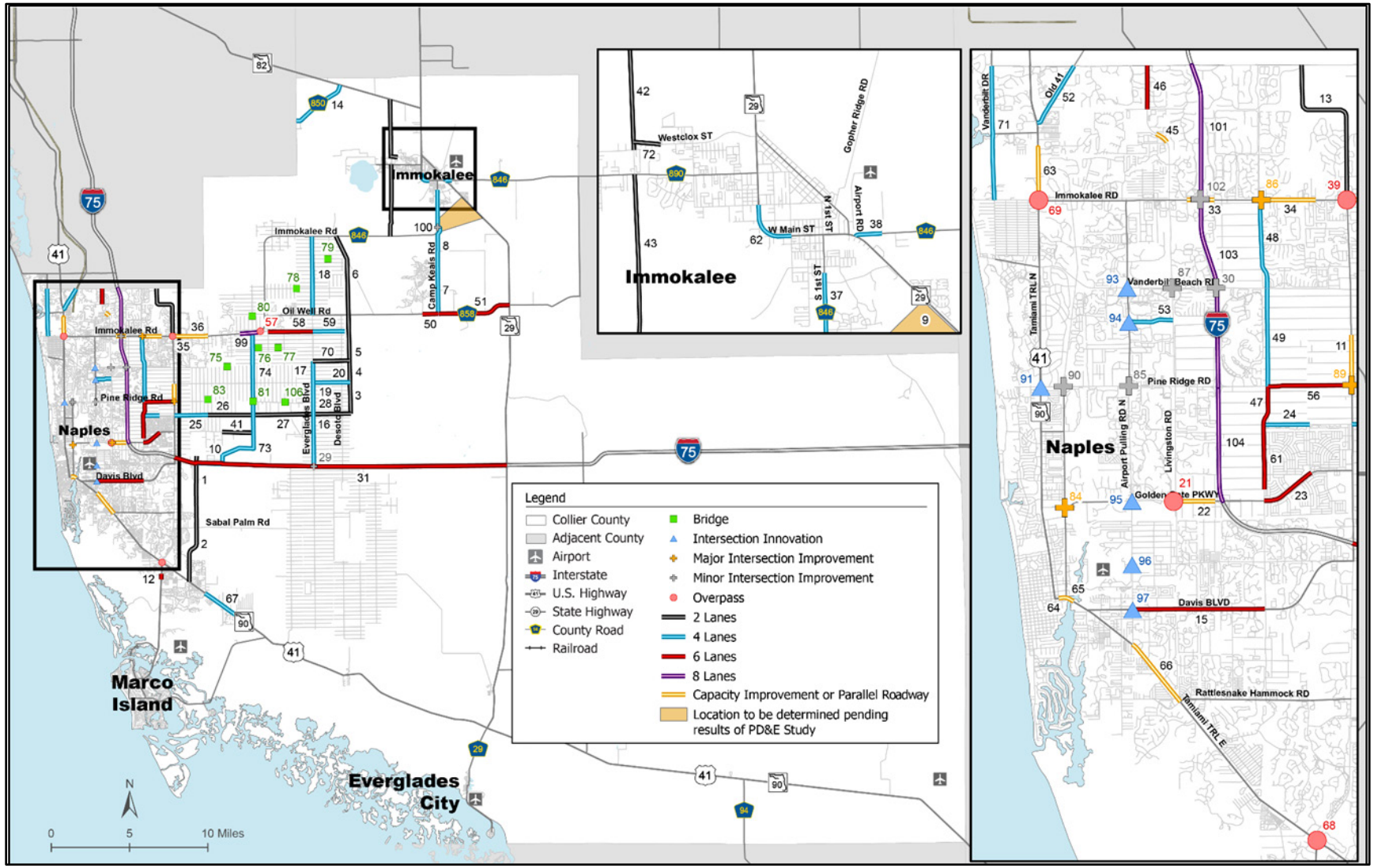


Table ES-3. Transit Needs Summary

Route Location	Rank	Improvement Description
Route Network and New Service		
New Bayshore Shuttle	1	The Bayshore CRA has requested that CAT help mitigate parking needs by operating two shuttles within the Bayshore CRA. The route would require one vehicle but would likely need two vehicles to provide 15-minute headways from Weeks Avenue to the Naples Botanical Garden from 11:00 a.m. to 9:00 p.m.
New Route 31 (Golden Gate Pkwy.) (Split Route 25 E-W)	1	Split and keep east-west alignment the same while changing the north-south alignment.
New Route 33 (Immokalee Rd.) (Split Route 27 E-W)	2	Extend the east-west alignment east to provide service along Immokalee Road from Walmart on Tamiami Trail to the Publix at the intersection of Immokalee Road and Randall Boulevard.
Route 32 (Collier Blvd.) (Split Route 27 N-S)	2	Extend the north-south alignment this alignment would provide service along Collier Boulevard from Immokalee Road to Tamiami Trail with a deviation to the Golden Gate Community Center on Golden Gate Parkway.
Realign Route 14 operate at 60 min. headway	3	Realign Routes 13 and 14 from a one-way pair to two bidirectional routes, with Route 14 operating along Goodlette-Frank Rd.
Realign Route 23 headway 60 to 40 minutes	3	Realign Route 23 to provide direct connections to the westernmost residential cluster on Lake Trafford Road, the County Health Department, several packing houses along New Harvest Road, and the easternmost residential cluster on Farm Workers Way. Reduce headway from 60 to 40 minutes.
Route 30 (Goodlette Frank Rd.) (Split Route 25 N-S)	3	Split and extend the north-south alignment this alignment would provide service along Goodlette-Frank Road from Immokalee Road to the Coastland Center Mall.
Express Premium Route to Lee County	4	Would operate as an express commuter service beginning at the Government Center and ending at the Florida Gulf Coast Town Center. Route would require one vehicle to provide 90-minute headway service from 6 a.m. to 8 p.m.
Realign Route 13 shorten to 40 min. headway	4	Reduce headway time to 40 minutes.
Frequency Improvements		
Route 15	1	Reduce headway time from 90 to 45 minutes.
Route 121	1	Add one morning and one evening trip during peak periods.

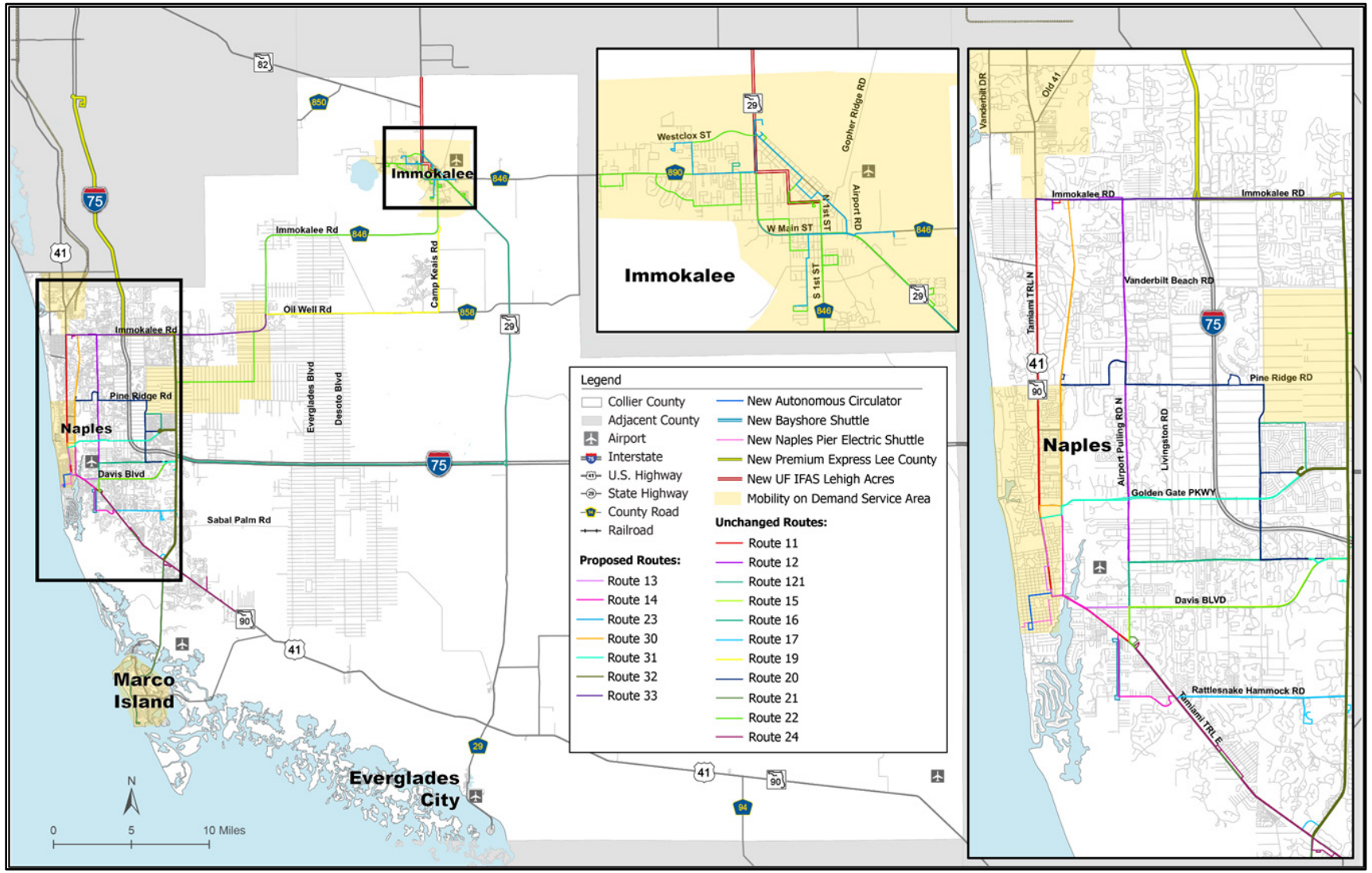
Table ES-3. Transit Needs Summary

Route Location	Rank	Improvement Description
Route 11	1	Reduce headway time from 30 to 20 minutes.
Route 12	1	Reduce headway time from 90 to 45 minutes.
Route 13	1	Reduce headway time from 60 to 30 minutes.
Route 17	2	Reduce headway time from 90 to 45 minutes.
Route 16	3	Reduce headway time from 90 to 45 minutes.
Route 14	3	Reduce headway time from 60 to 30 minutes.
Proposed Span Improvements		
Route 11	1	Extend service to 10:00 p.m.
Route 14	1	Extend service to 10:00 p.m.
Route 19	2	Extend service to 10:00 p.m.
Route 24	2	Extend service to 10:00 p.m.
Route 15	3	Extend service to 10:00 p.m.
Route 17	4	Extend service to 10:00 p.m.
Capital Infrastructure Needs Identified but Not Ranked		
Mobility-On-Demand	--	Uses on-demand information, real-time data, and predictive analytics that provides travelers the best transportation choice for their needs. Service can be requested via a mobile app, website, or by calling CAT. Helps solve the 'first/last mile' problem associated with limited access to transit. Five MOD Zones identified: Immokalee, Golden Gate Estates, North Naples, Naples Zone, and Marco Island. Further study is recommended.
New Autonomous Circulator – Downtown Naples	--	This circulator would address the parking shortage in downtown and would begin on S. 4th Ave. from S. 9th St. to S. 3rd St. and go south along S. 3rd St. to S. 13th Ave.
New Naples Pier Electric Shuttle	--	This shuttle would make stops at the Naples Pier, Crayton Cove, as well as shops and restaurants within the area south of S 6th Avenue.

Table ES-3. Transit Needs Summary

Route Location	Rank	Improvement Description
Immokalee/Lehigh Acres Regional Route	--	Would connect CAT's Immokalee Transfer Station to LeeTran's Lehigh Acres Park-and-Ride Transfer Facility, with a stop at University of Florida/IFAS satellite campus on State Road 29.
Regionwide Technology	--	CAT has recently completed technology upgrades including Automated Vehicle Location replacement, Automated Passenger Counters, onboard annunciators, and onboard information media. A farebox replacement project is currently underway.
Park-and-Ride Lots	--	Improve transit access through the development of park-and-ride lots.
Bus Stop Infrastructure	--	Continue to improve and add additional benches, shelters, bicycle storage facilities, and other infrastructure at bus stops to enhance the rider experience and potentially attract new riders.
Improve Americans with Disabilities Act (ADA) Accessibility	--	Improve bus stop safety and ADA accessibility throughout the entire system for all riders.
Replace and Add New Vehicles	--	Continue to replace existing fleet and add new vehicles to provide new service.

Figure ES-5. Transit Network Service Needs



The BPMP identifies priority projects to complete the SUN Trail and Spine Trail network. Two Project Development & Environment (PD&E) studies are underway for segments of the SUN Trail network in Collier County:

- The FPL Easement adjacent to Livingston Road
- Florida Heartland Regional Trail (formerly known as Collier to Polk Trail) (a district-wide study)

The BPMP also supports acquisition of right-of-way (ROW) to construct the Bonita-Estero Railroad Trail.

2050 Cost Feasible Plan

The 2050 LRTP Cost Feasible Plan identifies the multimodal transportation projects that can be funded through 2050 based on the estimated revenues.

Roadway Cost Feasible Projects

To develop the cost feasible roadway projects, planning-level costs were developed for each project phase including Preliminary Engineering (PRE-ENG), ROW, and Construction (CST). The project phase costs were developed using FDOT's 2024 Cost Per Mile Reports and recent roadway project costs within the County (FDOT n.d.c.). The cost components were applied to individual roadway projects from the Needs Plan to develop the roadway cost feasible projects for the LRTP.

Six alternative network scenarios were modeled using the D1RPM. The first two network scenarios were not financially constrained and helped refine and develop the list of project needs. Alternative 5 was a transit network scenario, which tested how transit improvements would impact the transportation system. Alternatives 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. Projects were also prioritized based on the project ranking in the Needs Plan, traffic modeling results, County input, and public input.

The Collier MPO Transportation Improvement Program (TIP) and FDOT Work Program are updated annually and extend to 2025. The cost feasible projects presented in herein are consistent with the TIP and FDOT Work Program.

Financial planning for statewide and metropolitan transportation plans is typically required for three periods: short range, intermediate range, and long range. Therefore, the cost feasible projects are presented in three multi-year planning periods: Fiscal Years (FY) 2031 to 2035, FY 2036 to FY 2040, and FY 2041 to FY 2050.

Table ES-4 summarizes the Plan Period 1 projects adopted in the FY 2026–FY 2030 TIP by project type and phase.

Table ES-5 presents the SIS roadway cost feasible projects by planning year and project phase. **Figure ES-6** presents a map of the projects and a distribution of the costs by phase.

Table ES-6 presents the FDOT Other Roads Projects and Local Roadway Projects by planning year and project phase. **Figures ES-7, ES-8,** and **ES-9** present these projects by planning years including the distribution of costs by phase.

Table ES-7 presents the partially funded projects within the FDOT Other Roads Projects and Local Roadway Projects, and **Figure ES-10** presents a map of partially funded projects for the entire planning period (FY 2031 to FY 2050).

Table ES-4. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	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 Rd.	New Rd. Construction	FDOT	417540-5	State	$96.27		$9.70	$13.82	$72.75
SR 29	N of New Market Rd.	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 Two to Four 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 Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Add Lanes and Reconstruct	County	446341-1	Local/State	$5.50				$5.50
Immokalee Rd.	Livingston Rd.	Logan Blvd.	Pave Shoulders	County	452247-1	Local/State	$22.00		$1.50		$20.50
I-75	Immokalee Rd.	Bonita Beach Rd.	Add Lanes and Reconstruct	FDOT	452544-3	State	$122.95		$9.14	$7.60	$106.22
I-75	at Immokalee Rd.		Modify Interchange	FDOT	452544-4	State	$71.54		$12.44	$7.60	$51.51
I-75	Immokalee Rd.	Pine Ridge Rd.	Add Lanes and Reconstruct	FDOT	452544-5	State	$30.46		$5.12	$11.60	$13.73
I-75	Pine Ridge Rd.	Golden Gate Pkwy.	Add Lanes and Reconstruct	FDOT	452544-6	State	$13.90		$4.20	$9.60	$0.10
Immokalee Rd.			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			

Table ES-4. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
CONGESTION MANAGEMENT SYSTEMS/INTELLIGENT TRANSPORTATION SYSTEMS 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
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 Beach Rd.	Immokalee Rd.	Add Through Lanes	County	440441-1	Local/Federal	$9.86				$9.86
Travel Time Data Collier County ITS			ITS Communication System	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

Table ES-4. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Lake Trafford Rd.			Sidewalk and Bike Lanes	County	443375-4	Federal	$0.57				$0.57
Linwood Avenue	Airport Pulling Rd.	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 Rd.	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
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 Place SW & 45th St. SW		Sidewalk	County	452065-1	Federal	$0.31		$0.04		$0.27
Vanderbilt Beach Road	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 Rd.	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		

Table ES-4. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
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 Pulling 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			
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			

Table ES-4. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
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 ES-5. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects ($ in millions)

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026–2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031–2034[b]			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031–2050
												Plan Period 3: 2035–2040		Plan Period 4: 2041–2050		
28[a]	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[a]	SR 29 (417540-6)	North of New Market Road	SR 82	Add Lanes and Reconstruct (two lanes to four lanes)	68.32	0.93	1.76	65.62								**0.00**
30[a]	SR 82 (430848-1)	Hendry County Line	Gator Slough Lane	Add Lanes and Reconstruct (two lanes to four lanes)	7.42	0.41		7.01								**0.00**
17[a]	I-75 (445296-1, 445296-2)	at Pine Ridge Road		Modify Interchange	1.18	0.03		1.15								**0.00**
16[a]	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 ES-5. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects ($ in millions)

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026–2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031–2034[b]			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031–2050
												Plan Period 3: 2035–2040		Plan Period 4: 2041–2050		
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[a]	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**				

[a]Project is included in E+C Network and not shown on **Figure 6-1** in Chapter 6 as these projects are included in the Collier MPO FY 2026–2030 TIP; refer to **Figure 4-2** in Chapter 4

[b]Fiscal years consolidated to account for work program overlap

Figure ES-6. Collier MPO 2050 LRTP SIS Cost Feasible Plan Projects

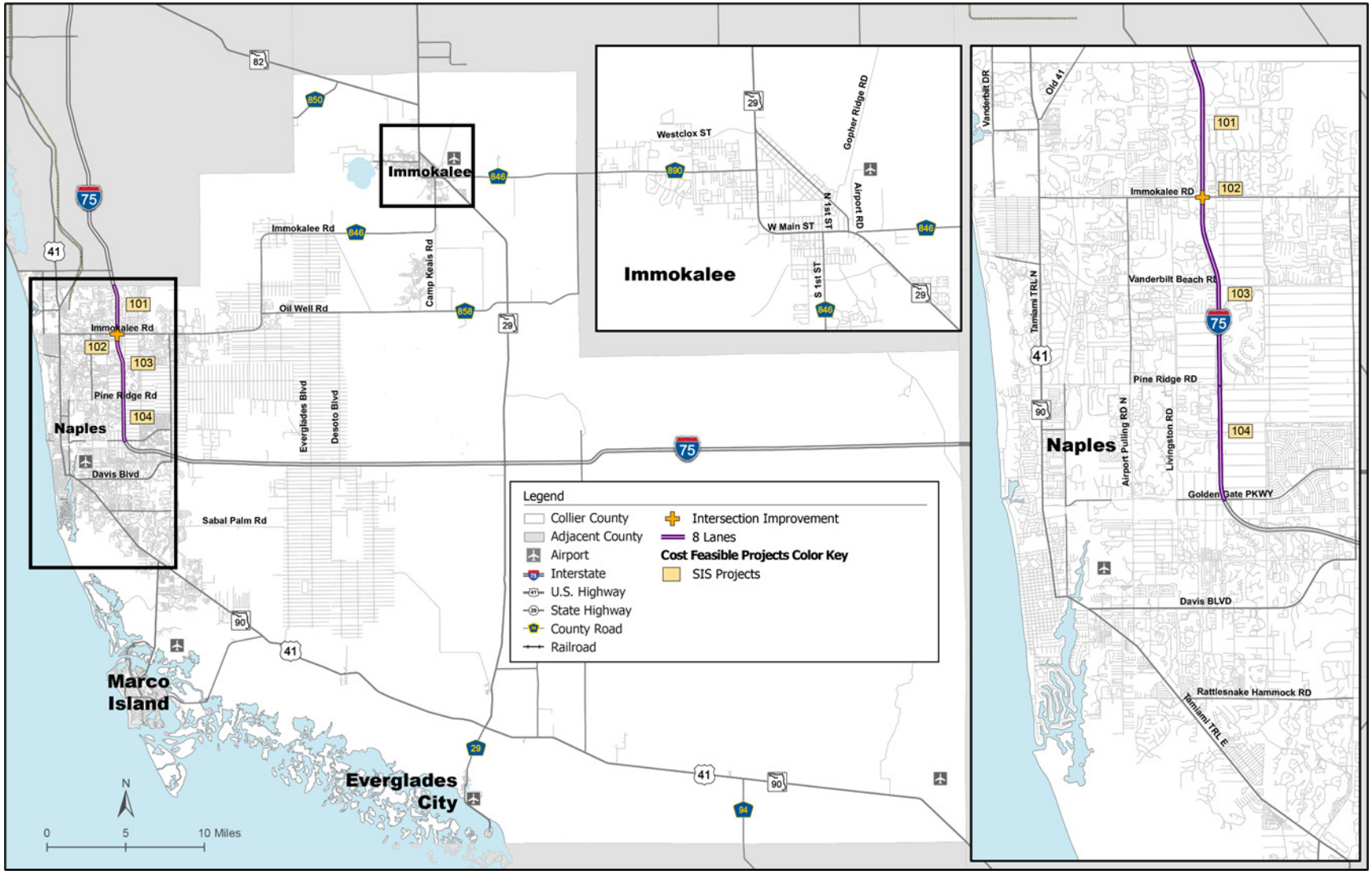


Table ES-6. Collier MPO 2050 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects ($ in millions)

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	Other Roads	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[a]						**$8.58**							County/ Other Roads	**$8.58**			$7.29	$1.29
12	Collier Blvd. (SR 951)	South of Manatee Rd.	North of Tower Road	Widen from four to six lanes	$14.80	$0						**$6.95**			**$14.68**				SHS/SU	**$21.64**	$19.42	$2.21		
47	Logan Blvd.	Green Blvd.	Pine Ridge Road	Widen from four to six lanes	$20.96	$0[a]						**$23.46**							County	**$23.46**				$23.46
61	Santa Barbara Blvd.	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes	$35.78	$0[a]						**$40.26**							County	**$40.26**				$40.26
81	Bridge at Wilson Blvd., South End			New Bridge over Canal	$8.50	$0[a]						**$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[a]						**$8.58**							County	**$8.58**				$8.58
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
56	Pine Ridge Road	Logan Blvd.	Collier Blvd.	Widen from four to six lanes	$36.55	$0									**$8.53**			**$32.57**	County	**$41.10**				$41.10
74	Wilson Blvd	Golden Gate Blvd.	Immokalee Rd.	Widen from two to four lanes	$88.37	$0[a]									**$137.86**				County	**$137.86**				$137.86
21	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)	$62.61	$0[a]					**$5.22**	**$43.41**			**$24.21**				County/ Other Roads	**$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 16th Street SE	South of Golden Gate Blvd		New Bridge over Canal.	$6.66	$0												**$12.91**	County	**$12.91**				$12.91
				Total	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$5.22**	**$165.63**	**$12.50**	**$0.00**	**$185.29**	**$1.54**	**$0.65**	**$53.40**		**$411.75**	**$19.42**	**$52.21**	**$14.87**	**$375.24**

[a] *Project partially funded through Collier County Capital Improvement Plan*
SHS = State Highway System
SU = Suballocated Urbanized (Area Funds)

Figure ES-7. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2031–FY2035)

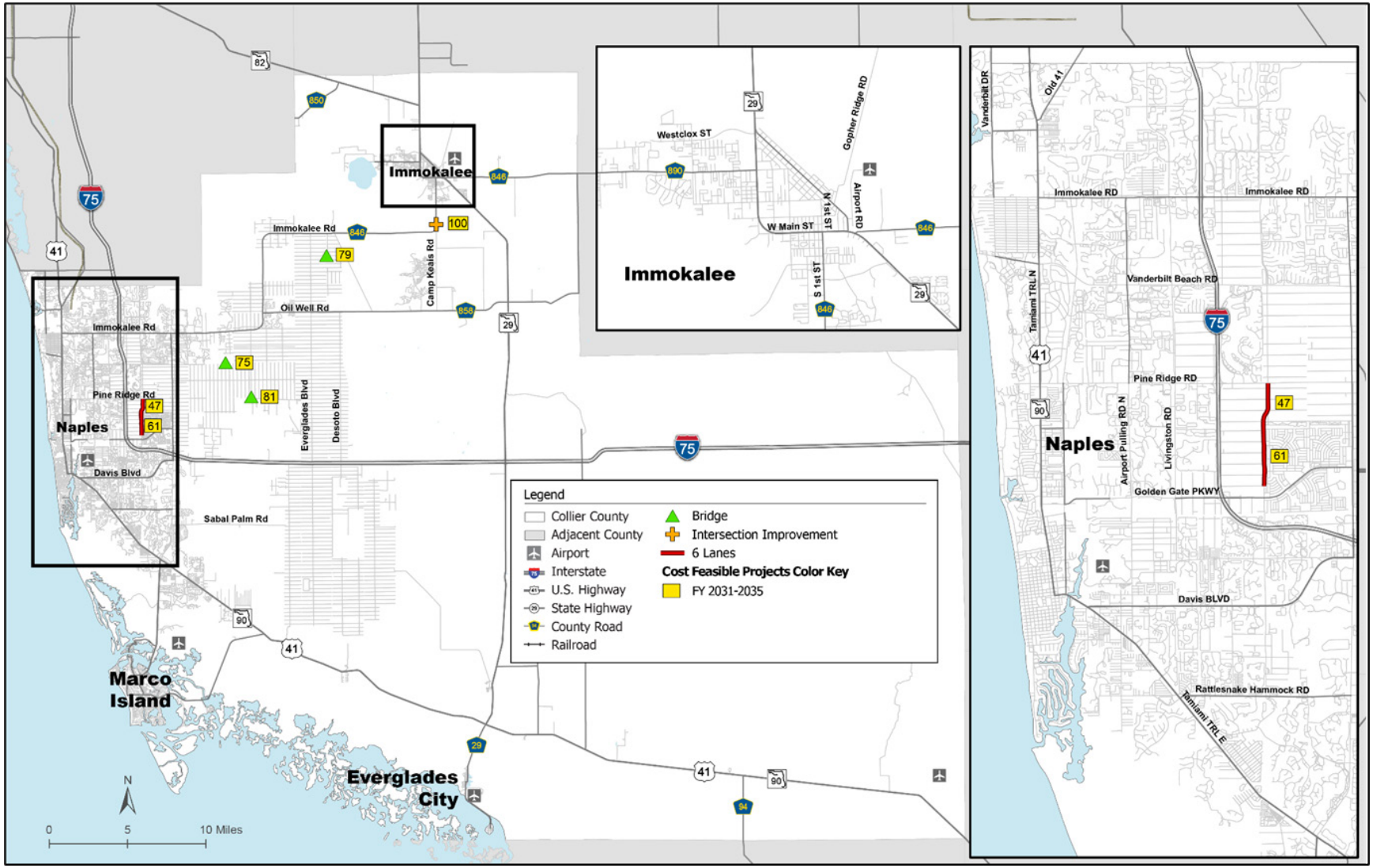


Figure ES-8. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2036–FY2040)

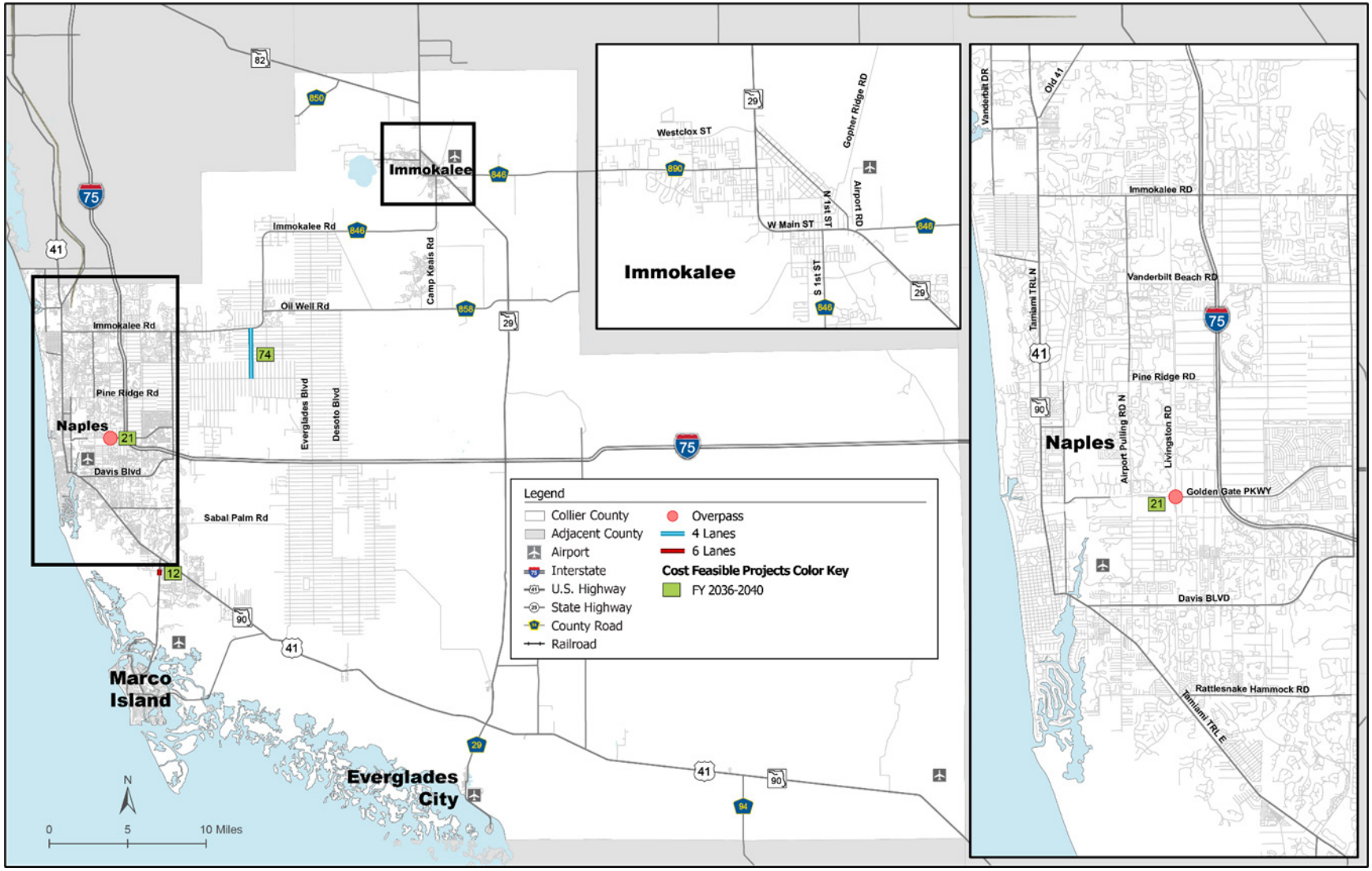


Figure ES-9. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2041–FY2050)

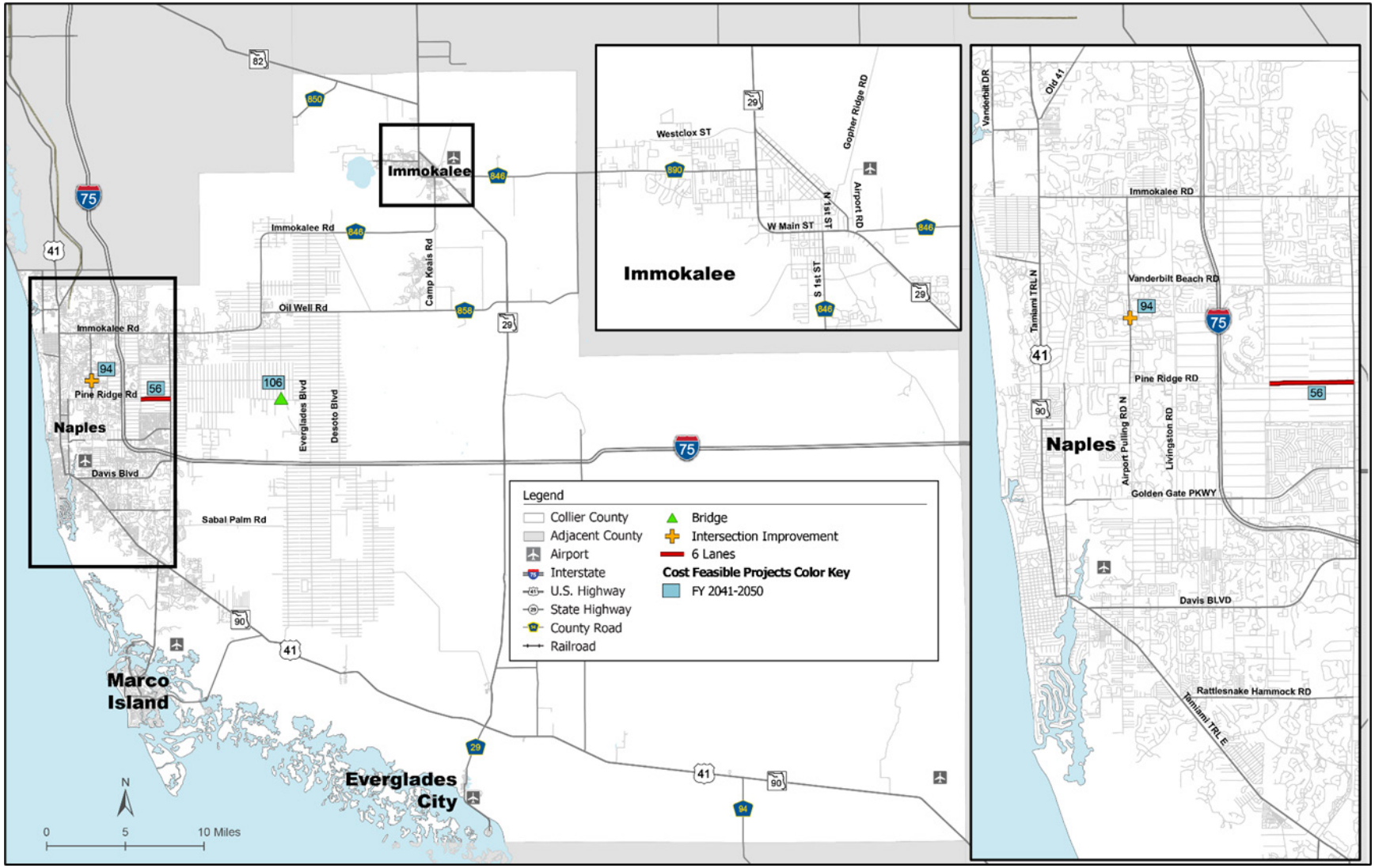
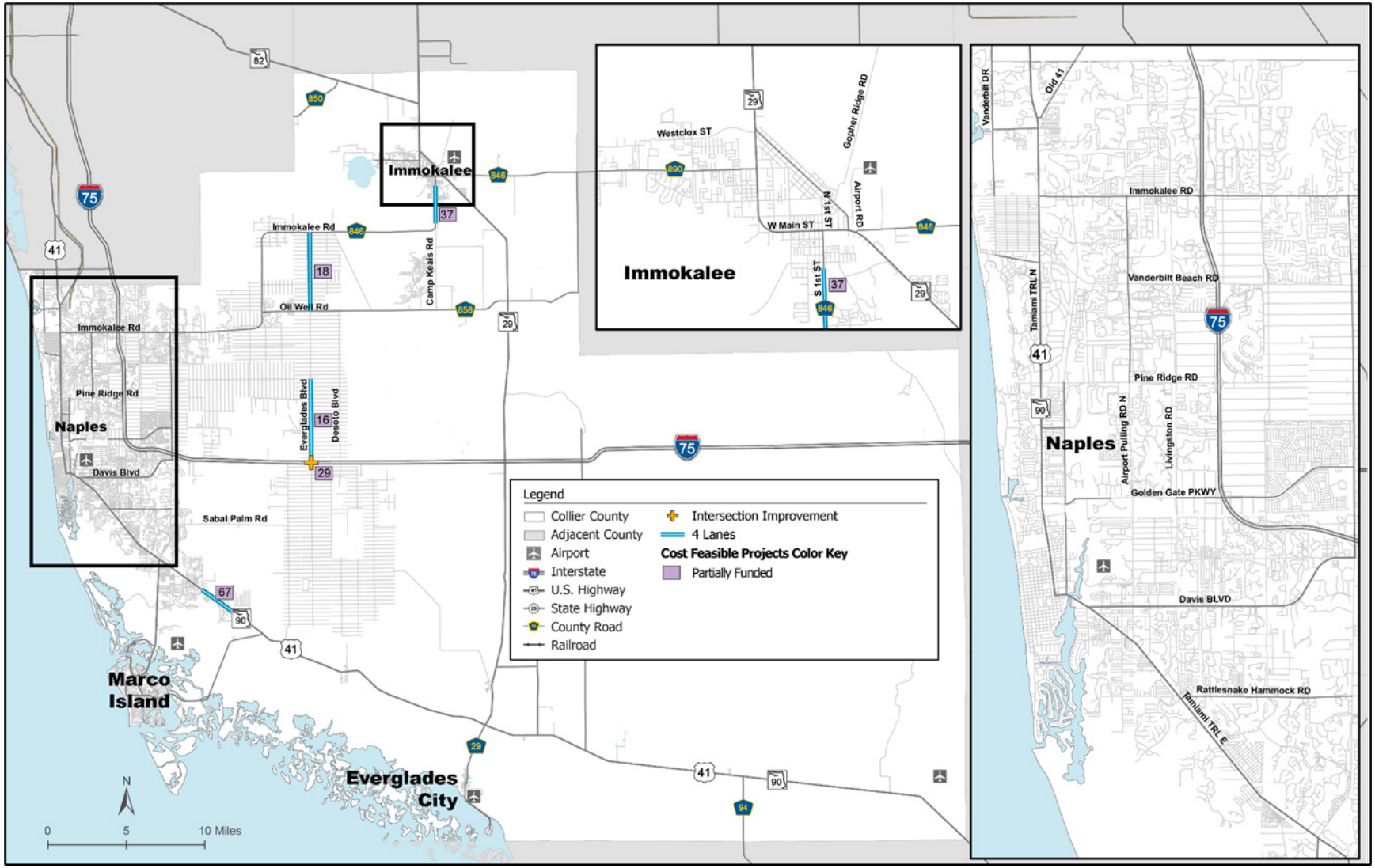


Table ES-7. Collier MPO 2050 LRTP Cost Feasible Plan Projects – Partially Funded Projects (FY2031–FY2050) ($ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024 $)	TIP Funding 2026-2030	Plan Period 1 TIP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Total YOE Costs	SHS (non-SIS)	SU	Other Roads	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 Blvd.		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 Rd.	6 L Farm Rd.	Widen from two to four lanes	$58.58					$10.13								$25.38	**$35.51**	$30.42	$5.09			SHS/ SU
16	Everglades Blvd.	I-75 (SR-93)	Golden Gate Blvd.	Widen from two to four lanes	$147.31					$8.19						$23.41	$25.86	$123.11	**$180.56**				$180.56	County
18	Everglades Blvd.	Oil Well Rd.	Immokalee Rd.	Widen from two to four lanes	$141.51											$37.61	$23.40	$15.43	**$76.44**			$15.43	$61.01	Other Roads/ County
37	Immokalee Rd. (CR 846)	Camp Keais Rd.	Carver Street	Widen from two to four 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 ES-10. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map – Partially Funded (FY2041–FY2050)



Figures ES-11 and ES-12 present the total costs by project phase and funding source, respectively, for the FDOT Other Roads and Local Roads cost feasible projects for this 2050 LRTP update.

Figure ES-11. Total Costs by Project Phase for FDOT Other Roads and Local Roads Funded Projects (2031–2050) (YOE $ in millions)

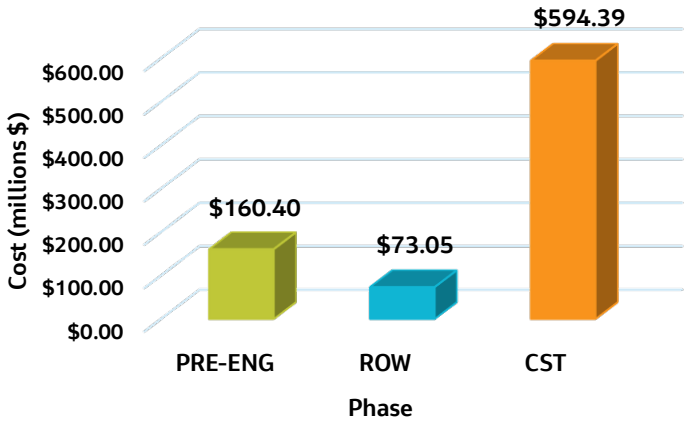
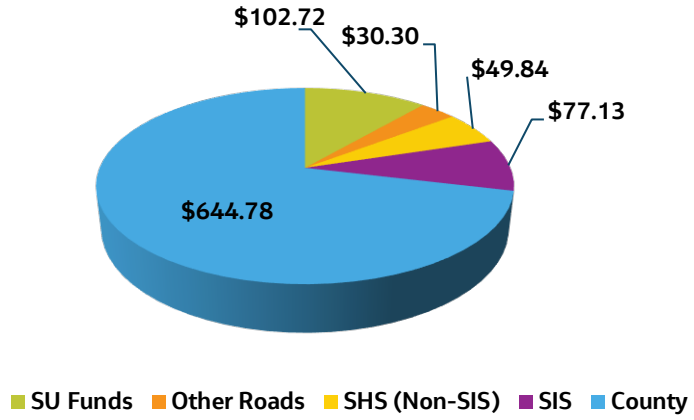


Figure ES-12. Total Costs by Funding Source 2031–2050 (YOE $ in millions)



Congestion Management Projects

Congestion management and ITS projects are generally short-term and immediate action projects. Therefore, their role in the LRTP process is modest and is more thoroughly addressed in the congestion management process. The current TIP includes several improvements to the traffic management center, arterial monitoring cameras, and other improvements that address safety, active roadway management, and bicycle and pedestrian facilities. Refer to Table ES-4 for congestion management and ITS projects funded for construction in the 2026–2030 TIP.

Other Consideration for SU Funds

In addition to congestion management and bridge projects, the MPO allocates its Transportation Management Area SU funds to planning, bicycle/pedestrian facilities, and safety projects. These five categories are often referred to as "SU Box" funds by the MPO. The Planning 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 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, Congestion Management Process, Safety Action Plan, freight studies, and other plans and studies that are integral to updating the LRTP.

Safety projects will be vetted by the Congestion Management Committee, BPAC, TAC, and CAC before going to the MPO Board for adoption. The MPO may also choose to use Safety Box funds to supplement FDOT funding on safety projects that address the MPO's and FDOT's shared Vision Zero Safety Performance Targets. **Table ES-8** presents the presents the SU funds by planning year and project phase. **Figure ES-13** presents a summary of the allocation of SU funds through 2050.

Bicycle and Pedestrian Cost Feasible Projects

The BPMP 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 maximum 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 the individual agencies and the MPO bicycle and pedestrian advisory process.

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.

Numerous 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. Based on the funding availability and prioritized results, the transit cost feasible projects are summarized in **Table ES-9**.

Figure ES-13. SU Box Funding Allocation Through FY 2031–FY 2050 ($ in millions)

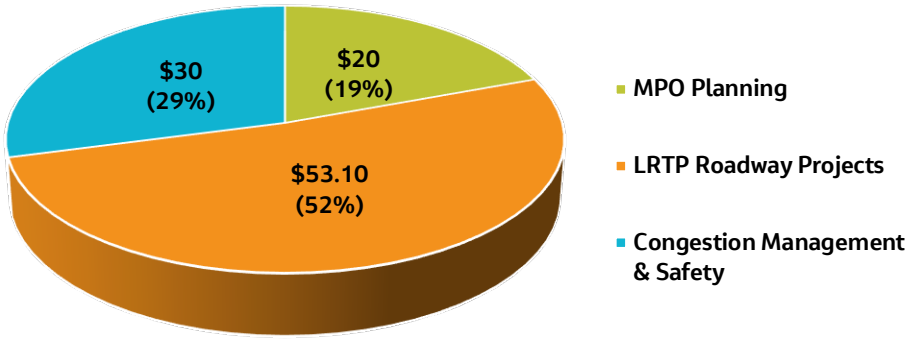


Table ES-8. SU Box Funds by Planning Year and Project Phase

Allocation Type	Fund	Plan Period 2: 2031-2035	Plan Period 3: 2036-2040	Plan Period 4: 2041-2050	Total Cost 2031-2050
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

Table ES-9. 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

Table ES-9. 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)
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.

1 Introduction

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

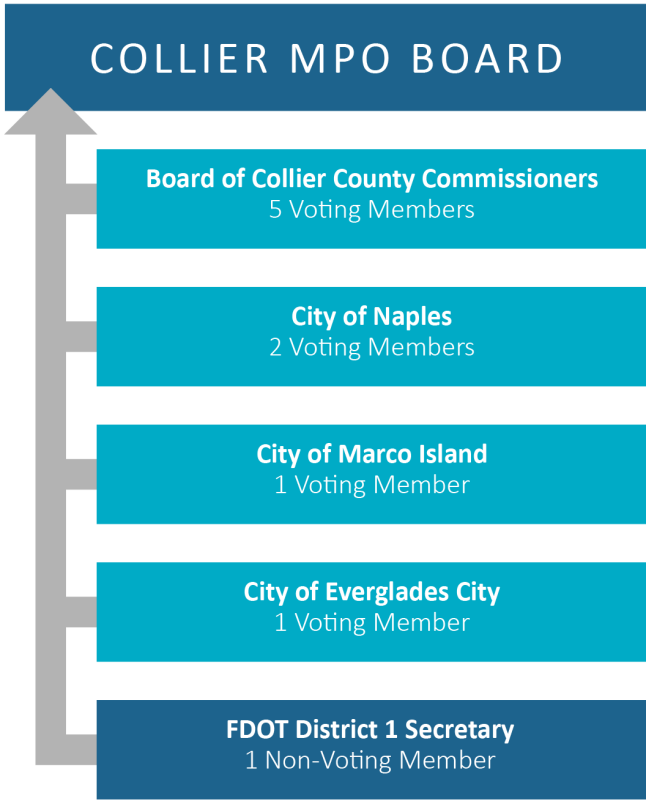


Figure 1-2. Collier MPO Jurisdiction

Source: Collier MPO Transportation Improvement Program FY2024-FY2028 (Collier MPO 2023)

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

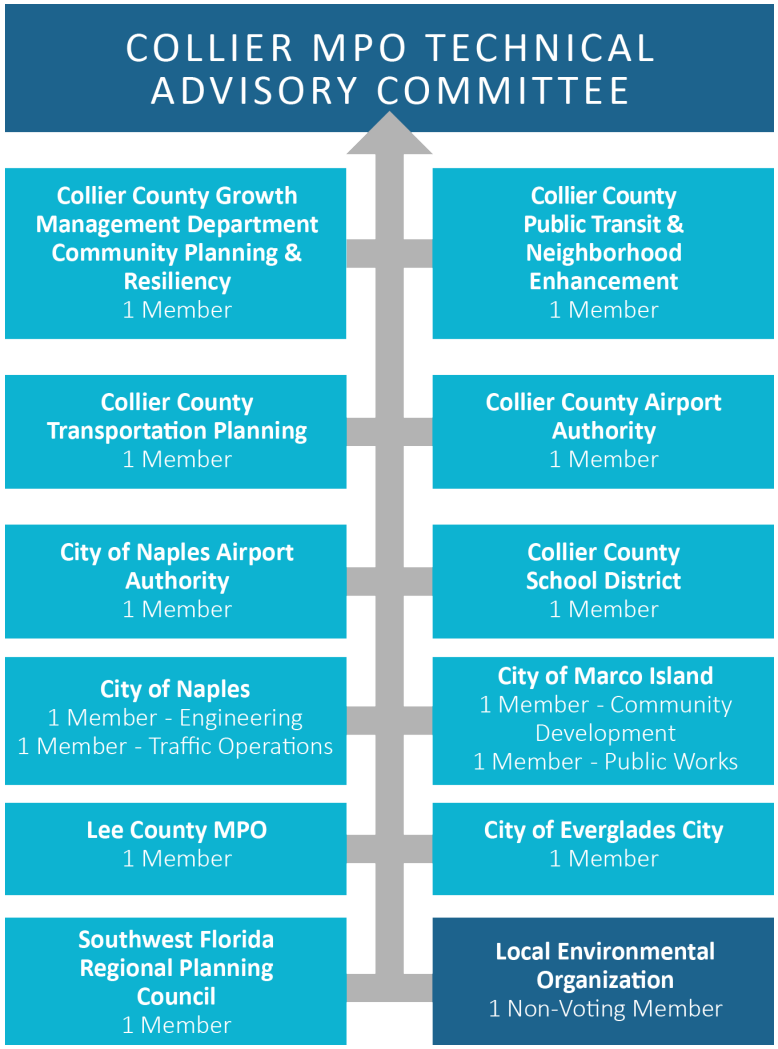
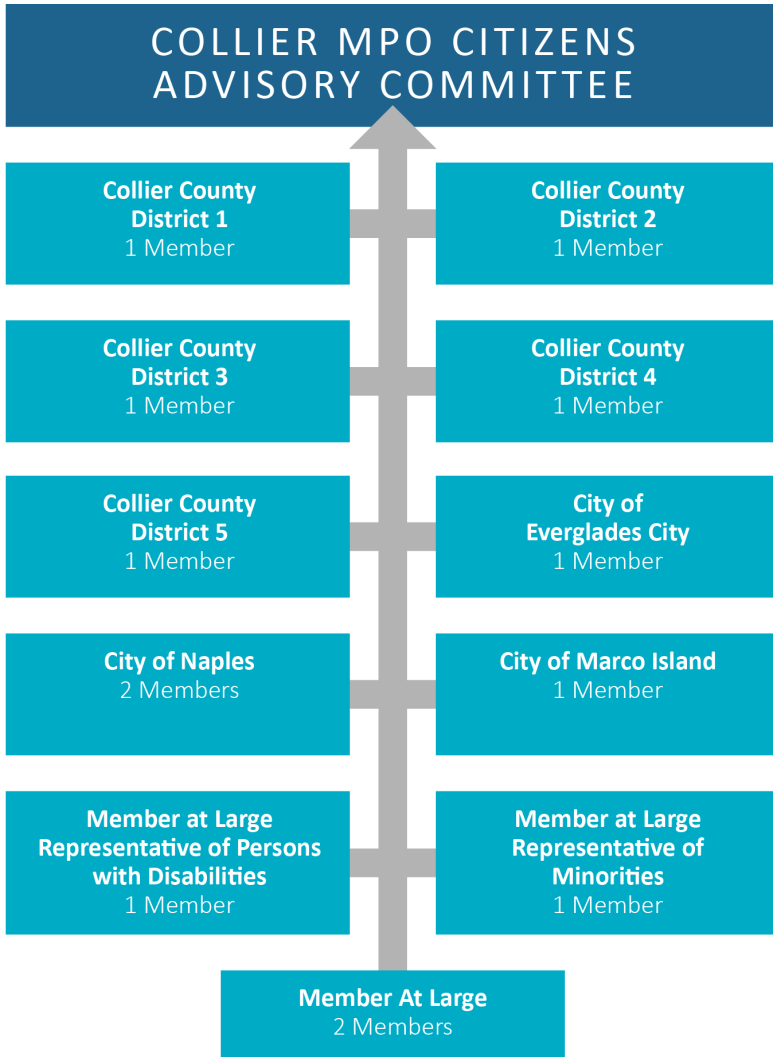


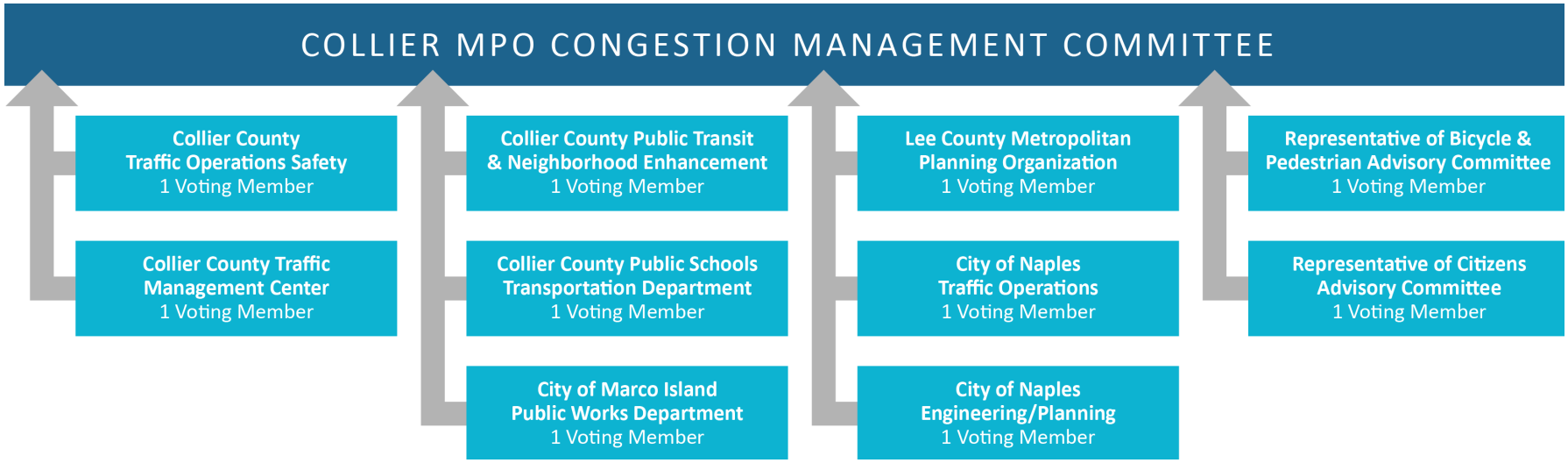
Figure 1-4. Citizens Advisory Committee



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.

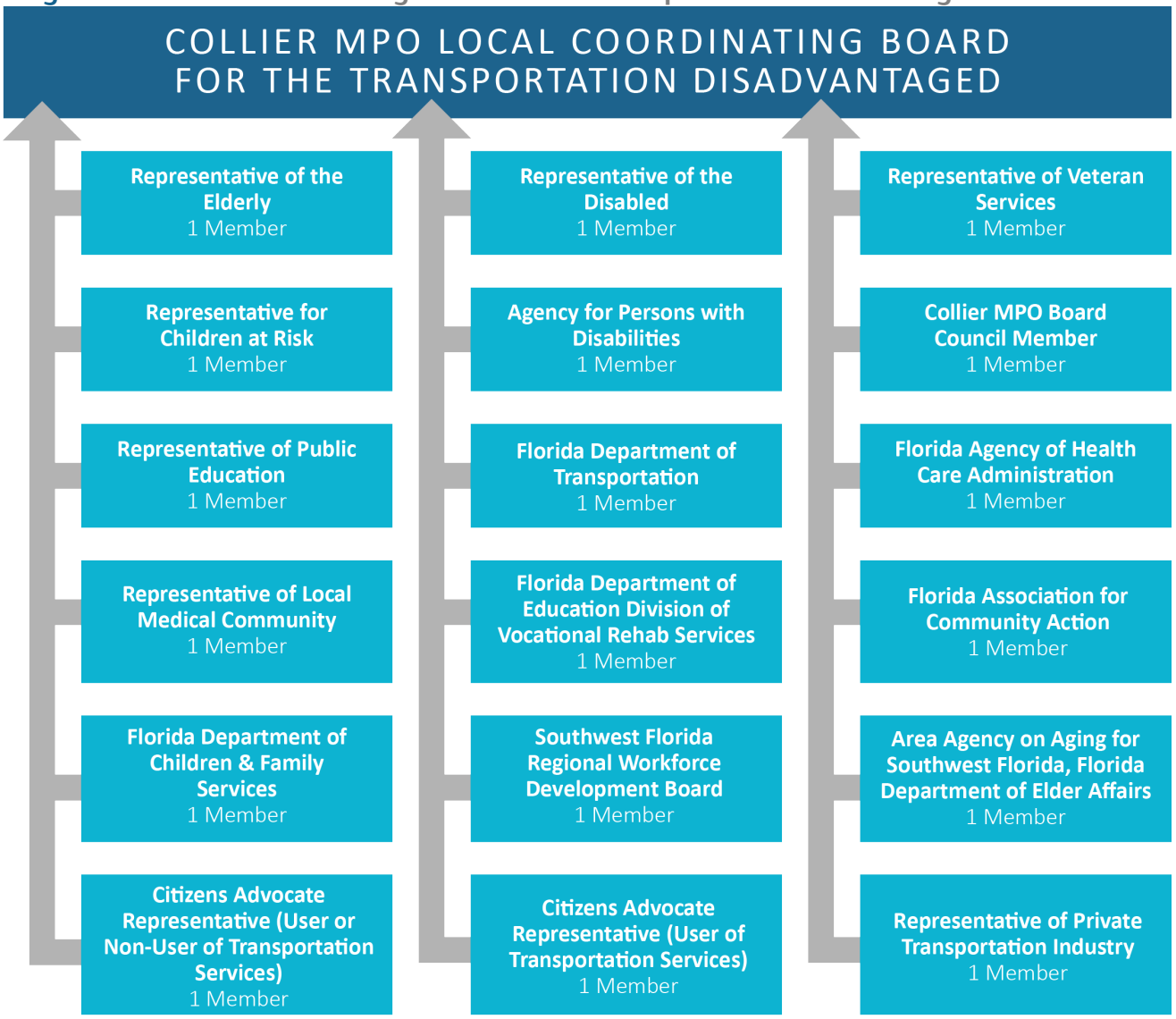
Figure 1-5. Congestion Management Committee



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 chair. 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

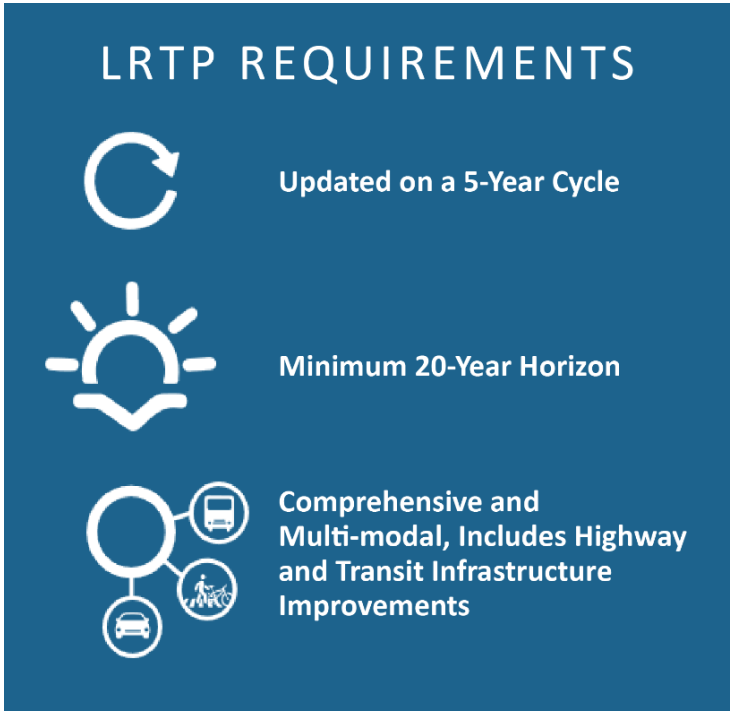


1.2 What Is the Long Range Transportation Plan?

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 2020a). 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 plans. **Figure 1-7** presents the MPO committees and the transportation plans within their responsibility.

As shown on **Figure 1-7**, the CMC contributed to the Congestion Management Process (Collier MPO 2022a) and *Safe Streets and Roads for All Comprehensive Safety Action Plan* (SS4A) (Collier MPO 2025c), which address congestion and safety; the BPAC contributed to the *Bicycle & Pedestrian Master Plan* (BPMP) (Collier MPO 2025b), which is incorporated into the bicycle and pedestrian section of the LRTP; and Collier County's Public Transit Advisory Committee (PTAC) contributed to the *Ten-Year Transit Development Plan 2026-2035 (TDP)* Major Update (Collier MPO 2025f), 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.

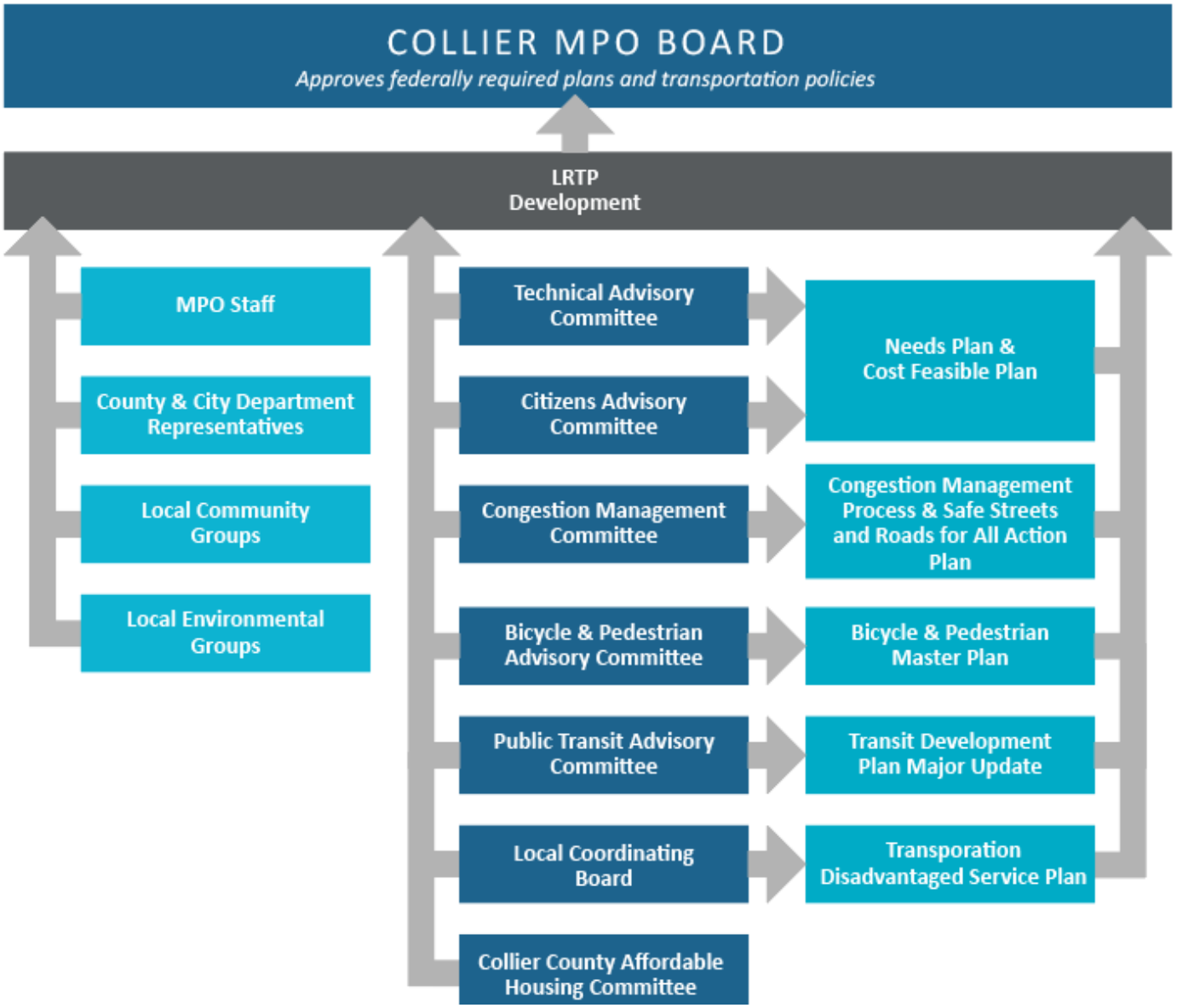
It is important to note that the Transportation System Performance Report (TSPR) is not being updated for FY2023-FY2024, as it was removed from the UPWP by the MPO Board, and TSPR funds were instead reallocated to support the LRTP.

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.

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

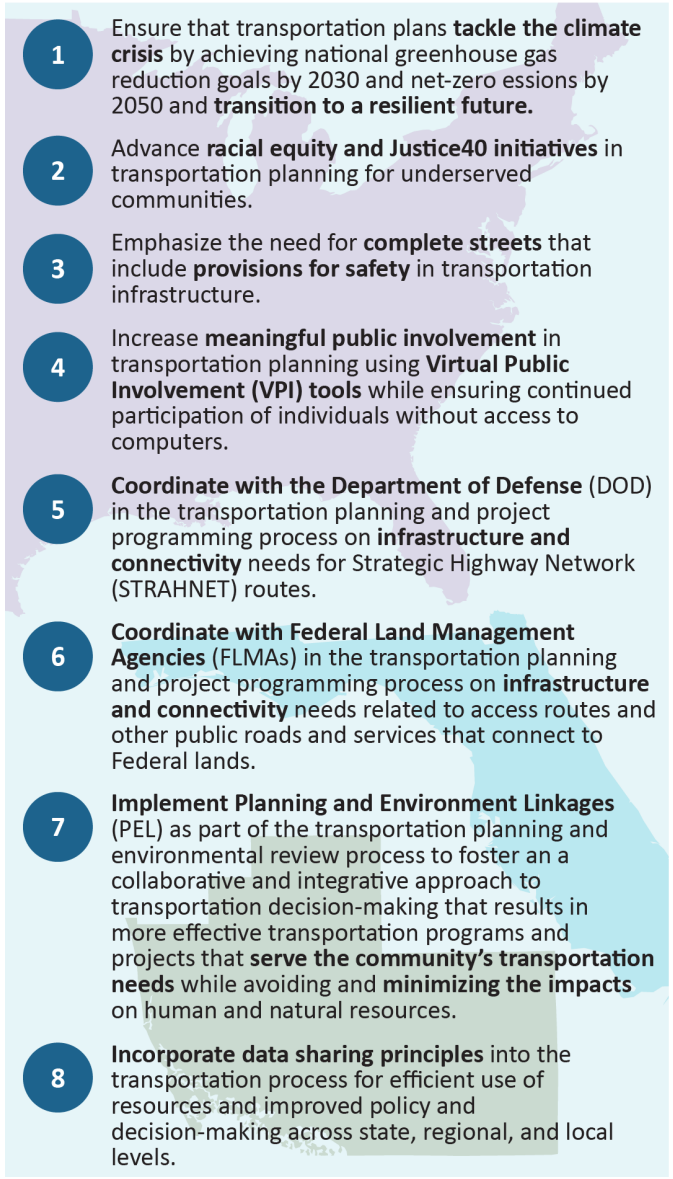
1.3.1 Federal

The FDOT *MPO Program Management Handbook* (FDOT 2023e) 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



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*).

Additionally, in June 2021, FHWA and FTA issued the Florida FY21 FHWA/FTA Fiscal Constraint White Paper (FHWA and FTA 2021b) which provides strategies for implementing federal fiscal constraint documentation requirements.

The Collier MPO 2050 LRTP update's adherence to the 2021 White Paper and the 2018, 2012, and 2008 FHWA Expectations Letters is summarized in **Appendix A**.

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 IIJA.

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 Autonomous, 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

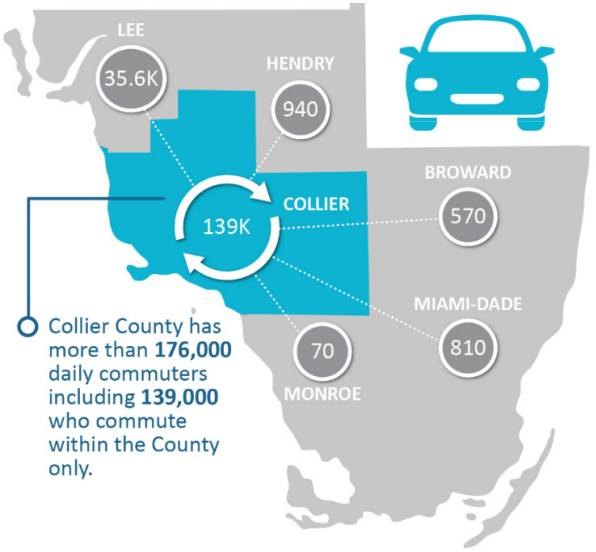
In addition to adhering to these requirements, other statutory requirements set forth by the state of Florida regarding LRTP development are presented in Appendix A.

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: USCB n.d.a.

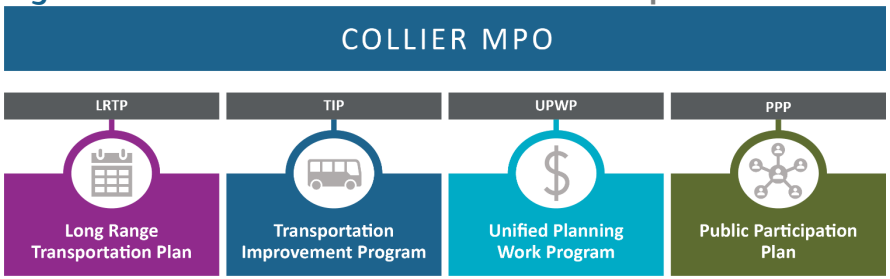
The Collier MPO provides for creation of a region-wide multimodal transportation planning process in accordance with federal and state guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One. According to the UPWP (approved and adopted May 2024), the 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.
- Participates in quarterly joint MPO, CAT, and FDOT transit coordination meetings.

- 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



2

Plan Process

2. Plan Process

2.1 Plan Process

This chapter describes the process to develop the Collier MPO 2050 LRTP update and provides a comprehensive overview of the public and stakeholder engagement included in the planning process. The Goals and Objectives, Needs Plan, and Cost Feasible Plan that are outlined in this chapter are described in more detail in Chapters 3, 4, and 6, respectively.

Updating the Collier MPO 2050 LRTP was a technical, collaborative process that included participation by the MPO Board members, various MPO advisory committees (described in Chapter 1), agencies/stakeholders, and members of the public. As illustrated on **Figure 2-1** and **Figure 2-2**, five key steps are involved in the LRTP development process.

The five stages of the LRTP process were built on past planning efforts, a technical review of forecast socioeconomic growth, the financial outlook of the County, and input from County residents, stakeholders, and elected officials. The MPO Board's adoption of the Collier MPO 2050 LRTP acknowledged these five steps, with input from the public, the MPO committees, and MPO Board, resulting in a financially constrained plan of transportation improvements.

Figure 2-1. Collier MPO 2050 LRTP Key Process Steps

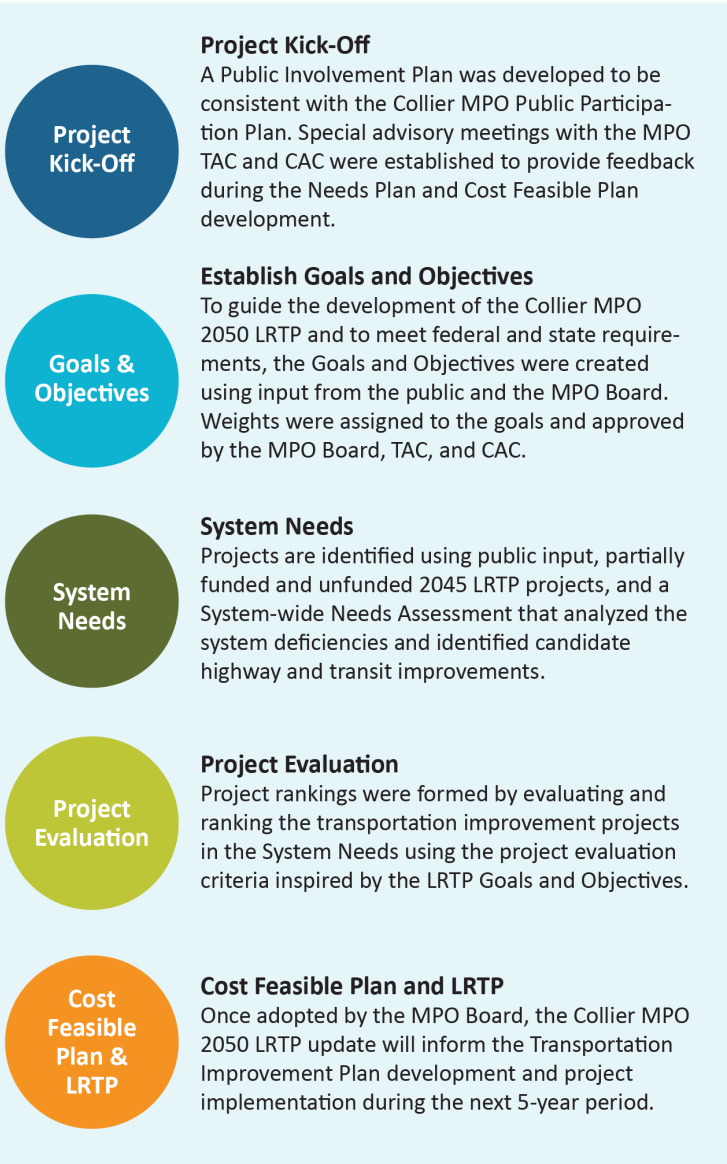
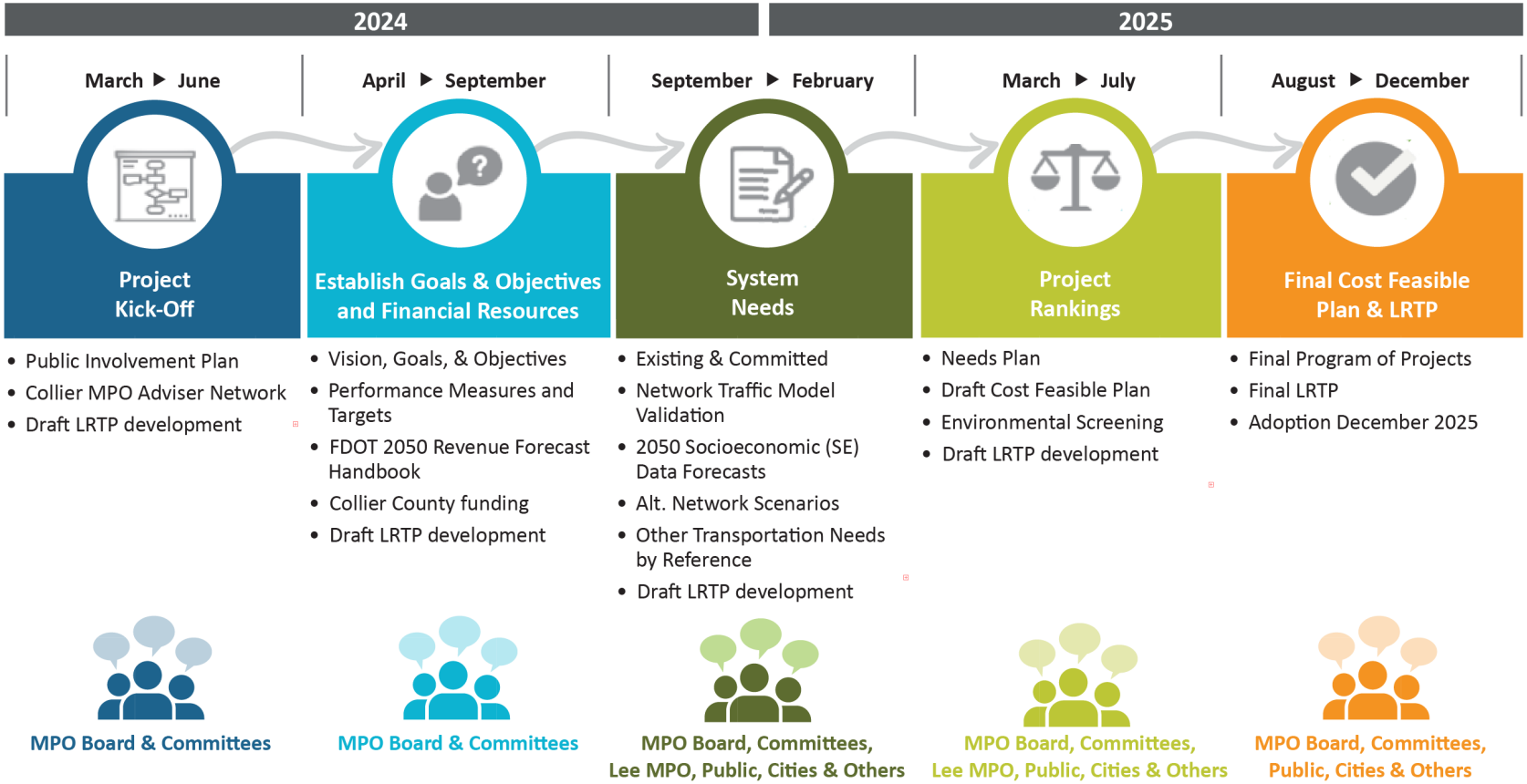


Figure 2-2. Plan Process

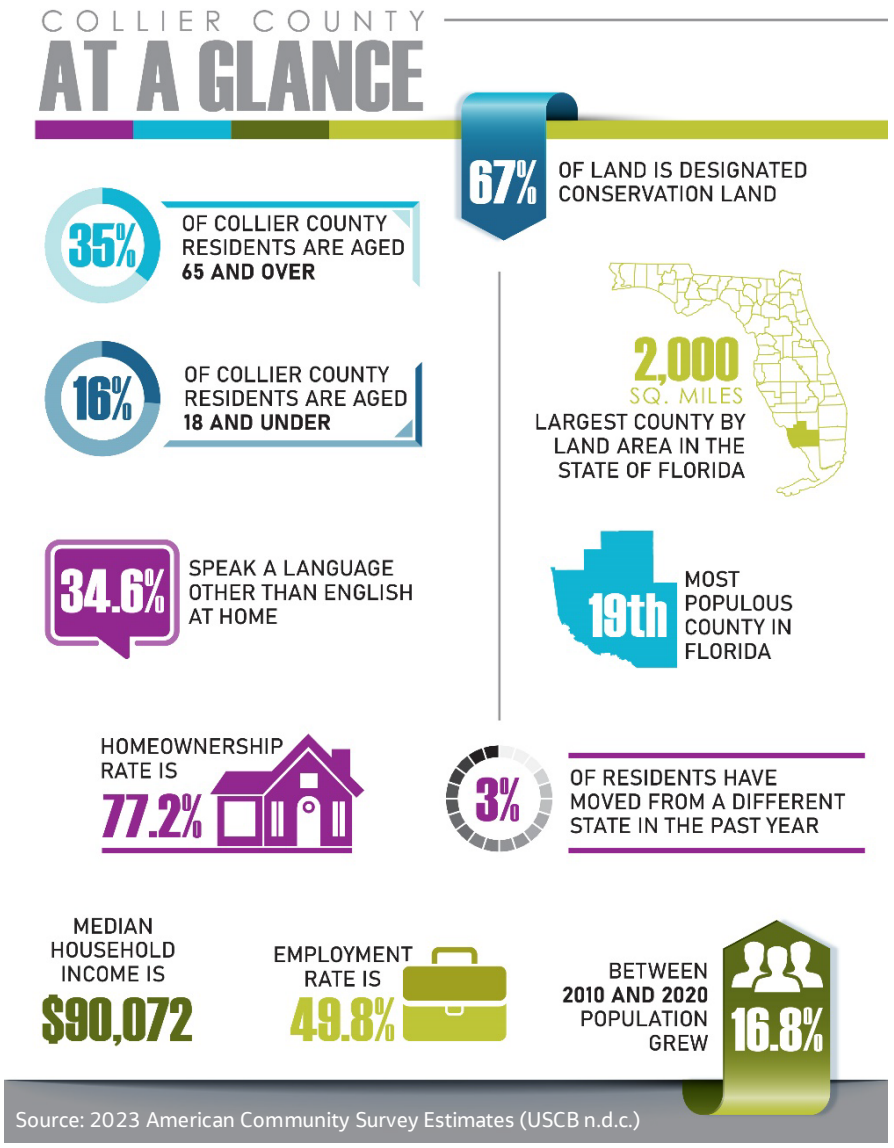


2.2 County Overview

Collier County is the largest county in Florida by land area at approximately 2,000 square miles. Of the 67 counties in the state, it is the 19th most populous county with approximately 1.8% of Florida's population. The County has experienced extensive growth in the last decade. Between the years 2010 and 2020, the U.S. Census estimates the County's population grew 16.8%. Based on the U.S. Census Bureau's 2024 population estimates, the total population of Collier County is approximately 416,000 (USCB n.d.b.).

One of the most unique attributes of Collier County is its commitment to land conservation. Approximately 67% of the County's land area has a land use designation of Conservation, which is intended to protect natural resource areas and vital wildlife habitats within the County (Collier County 2023c). These conservation lands also provide recreational opportunities and help sustain the County's beautiful natural environment.

Collier County contains three unique municipalities – the cities of Naples, Marco Island, and Everglades City. These incorporated cities are largely built out with adopted Comprehensive Plans and zoning regulations in place to guide decision-making for future infill and redevelopment within their jurisdictional boundaries. The cities are generally characterized by traditional, interconnected grids of local and collector streets, with short blocks and walkable residential neighborhoods interspersed with mixed-use residential and commercial districts of various development densities.



2.2.1 City of Naples

The City of Naples has accommodated substantial development over the years, blending residential areas with commercial hubs and natural preserves. The City is known for its upscale waterfront properties, beaches, golf communities, and vibrant downtown.

The City is the largest in residential population of the three municipalities within the County. In the 2020 Census, the population was reported to be 19,115 residents (USCB n.d.g). The 2024 full-time residential population was estimated at 22,000 with a potential seasonal population of more than 33,500 in the winter months (City of Naples 2023). Naples is also the largest city in Collier County in terms of land area. The City has a council-manager form of government that is comprised of a mayor and six council members, all of whom are elected City-wide on a non-partisan basis.

2.2.2 City of Marco Island

The City of Marco Island is located on the largest barrier island of the chain of islands off the southwest Florida coast known as the Ten Thousand Islands. Marco Island has a council-manager form of government with seven council members.

Based on 2024 population estimates, the City has approximately 16,500 residents. The City estimates the potential seasonal population as approximately 40,000 in the winter months. According to the City website, more than 1,700 vacant lots remain on the island and new homes are constructed at a rate of 200 to 300 a year (City of Marco Island n.d.).

2.2.3 Everglades City

Everglades City is the smallest in population and land size of the three municipalities in Collier County. According to the 2020 U.S. Census, the year-round population estimate of the City is 352 residents (USCB n.d.d.). The City is comprised of a mayor and five council members, all of whom are elected City-wide on a non-partisan basis.

Everglades City is surrounded by seven national and state parks including the Everglades National Park Gulf Coast Visitor Center, which is located within the city limits. It has a strong ecotourism industry, estimating approximately 1.3 million visitors annually (City of Everglades City 2020). In January 2019, the City was designated as an official Trail Town by Florida's Office of Greenways and Trails.

2.2.4 Immokalee

Immokalee is an unincorporated community and Census-designated place (CDP) in northeastern Collier County. Based on the 2020 US Census, the total population of Immokalee was 24,557, with an employment rate of 63.1% (USCB n.d.e.). The median household income is $46,143. The Immokalee CDP has a rich and diverse community, with 77.5% of its population speaking a language other than English at home, and the most common language being Spanish.

2.2.5 Seminole Tribe of Florida

The Seminole Tribe of Florida maintains reservation land in Immokalee, offering essential community resources, including residential areas, cultural centers, and the Seminole Hotel and Casino. Governed by a structured, two-tier system, the Tribe operates under a tribal council and a board of directors. The Tribal Council is the chief governing body, composed of a chairman, a vice-chairman and council representatives from each reservation.

2.2.6 Miccosukee Tribe of Florida

The Miccosukee Tribe maintains property and traditional villages throughout Collier County as well as reservation lands at the Broward County/Collier County border. The Tribe is governed by a tribal council, which oversees legislative and executive functions, and various departments that handle community services, law enforcement, and economic development.

2.2.7 Planning Communities

As presented on **Figure 2-3**, three municipalities and 12 planning communities lie within the County (Collier County n.d.a.). With the absence of a designated urban service area or an urban growth boundary, the Collier County Growth Management Plan (CCGMP) (Collier County 2023c) includes two primary designations within the Future Land Use Map: Urban and Rural/Agricultural. In addition to the Urban and Rural/Agricultural designations, the Future Land Use Element also identifies Estates and Conservation designations in some areas of the County. All lands within the County geography fall into one of these four categories, which helps shape the pattern of urban development and land use controls.

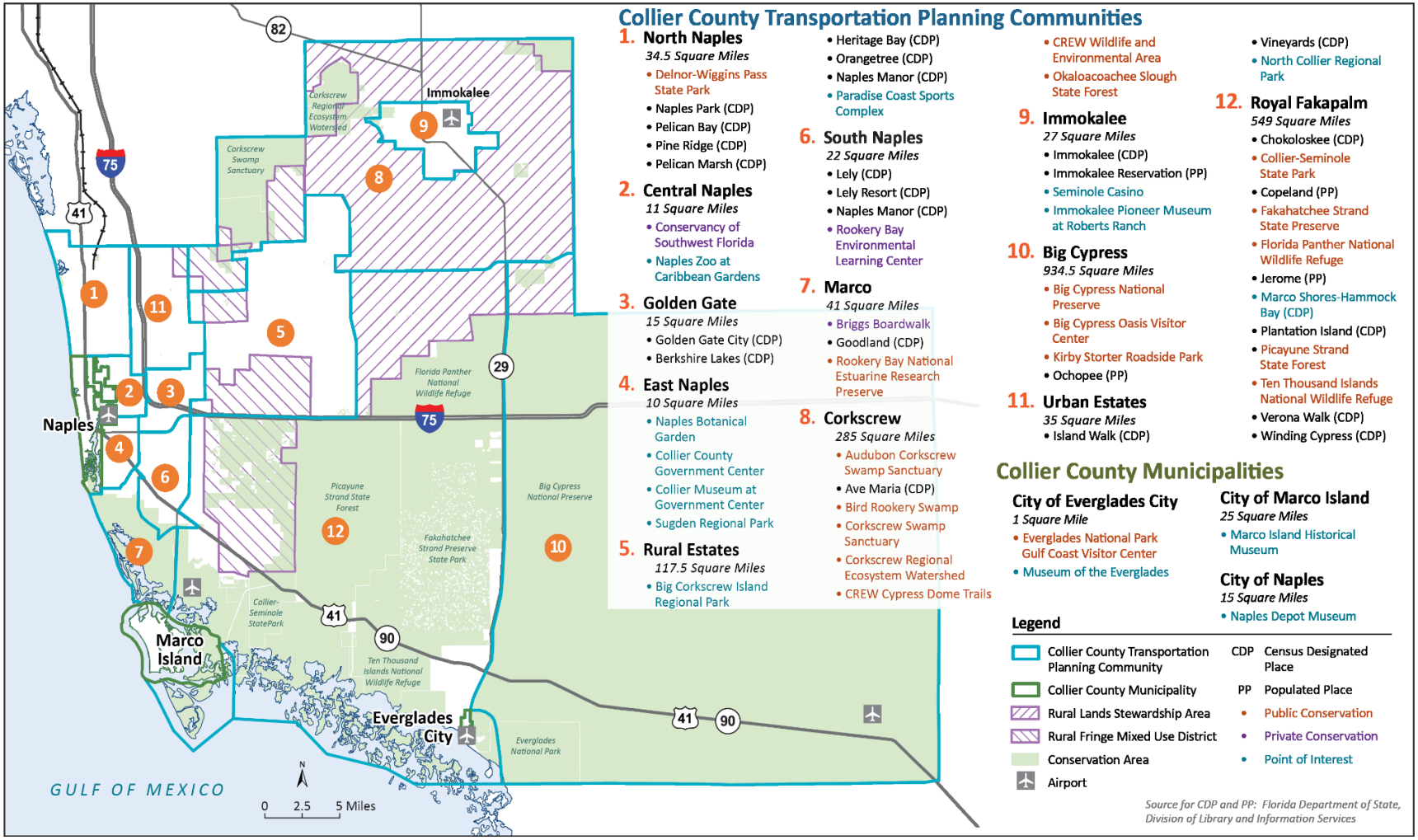
Eight of the planning communities have land use designations of Urban as follows:

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

The remaining four are designated as Rural/Agricultural, Estates, or Conservation:

- Royal Fakapalm
- Big Cypress
- Rural Estates
- Corkscrew

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



Source: Collier County Planning Communities Map (Collier County n.d.a.)

While growth is expected to continue in urban planning communities, many of them are approaching build-out, causing development to spread to rural planning communities. The Urban designation promotes a diversity of urban development and a wide variety of land uses within the designation and is configured to guide concentrated population growth and intensive land development away from areas of great sensitivity and toward areas more favorable to development.

The Rural/Agricultural designation does not prevent development but instead limits the range of land uses within the designation lands. Collier County uses a zoning technique known as the Transfer of Development Rights, which permanently protects land with conversation value by redirecting development to a more suitable area planned to accommodate growth and development. The Collier County Future Land Use Element (Collier County 2023c) states that the Transfer of Development Rights are primarily applicable to the Rural Fringe Mixed Use District and Rural Lands Stewardship Area as a key component of the County's overall strategy to direct incompatible land uses away from important natural resources, including large, connected wetland systems and habitat that supports federal- and state-listed species.

The Estates designation includes areas that are already divided into semi-rural residential parcels. Expansion of the Estates designation areas is discouraged (Collier County 2023c).

The Conservation designation aims to conserve and maintain the natural resources within Collier County including environmental, recreational, and economical benefits. Any proposals for development within Conservation areas must be reviewed rigorously (Collier County 2023c).

2.3 Forecasting Growth

A major element of the Collier MPO 2050 LRTP development was to determine the travel demand within the MPO boundary. Travel demand estimation is a critical part of long-range transportation planning because it helps inform the capacity of the transportation system to meet future needs. By quantifying the extent and locations of anticipated population and employment growth areas, the demand for travel in 2050 can be estimated using regional travel demand models. Travel demand models test various transportation improvements to determine how well they meet future demands and use base-year and future-year socioeconomic (SE) data (associated with each LRTP update cycle). For the Collier MPO 2050 LRTP update, the base year was 2019 and the forecast year was 2050.

2.3.1 Forecasting Methodology

Travel demand models are driven in part by the interaction of land use activities and socioeconomic characteristics of the transportation network. SE data, such as population, households, employment, and schools, that are located in each Traffic Analysis Zone (TAZ), are inputs to the travel demand model. A TAZ is a small geographic unit used in travel demand models to create trip generation rates for all land uses within the TAZ, and thus cumulatively for the entire region. The

Collier MPO 2050 LRTP update includes 729 TAZs for Collier County, as presented in **Appendix B**.

2.3.1.1 Base Year (2019)

Prior to beginning the 2050 LRTP update, FDOT validated and calibrated the District 1 Regional Planning Model (D1RPM) travel model for the base year 2019 using actual traffic counts and 2019 SE data for each TAZ. Normally, the base year for an LRTP update in 2050 would be the year 2020. However, to avoid the outlier effects of the COVID-19 pandemic on the future year (2050) traffic demand, FDOT selected 2019 for the base year of the model rather than 2020. The pandemic drastically altered travel behavior—reducing traffic volumes because of lockdowns, remote work, and economic disruptions. By selecting 2019, FDOT ensures that the model is built on more typical traffic patterns, providing a stable foundation for long-term planning.

Metro Forecasting Models, under contract to Collier County beginning in March 2022, developed the 2019 SE data by TAZ beginning with the 2020 Census data and removed dwelling units and associated population and employment data after 2019 to accurately reflect the 2019 base year conditions. Additionally, FDOT made minor adjustments to the data, particularly regarding employment, as part of the model validation process to ensure planning consistency districtwide. Therefore, the 2019 SE data described in this document are based on the 2019 SE data from the FDOT D1RPM Development Landing Page (FDOT 2024e).

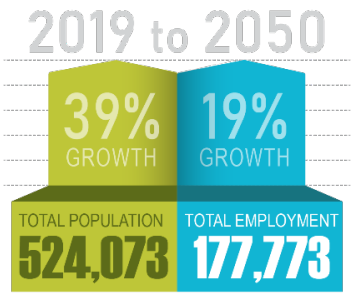
2.3.1.2 Forecast Year (2050)

Estimating the horizon year (2050) SE data was primarily completed through the Collier Interactive Growth Model (CIGM). The CIGM is a proprietary land use model that identifies when and where growth is most likely to occur over time. The forecasting method used to develop this model considers decades of historic Census data and the land buildout potential to produce a growth curve that is unique to the study area. The CIGM then uses a series of algorithms to anticipate residential development and distribute it to where it is most likely to occur over time.

When estimating future growth, the CCGMP requires that the County's Capital Improvement Plan be based on the University of Florida's Bureau of Economic and Business Research (BEBR) data mid-range (or medium) population projection (Policy 4.9, Future Land Use Element). Because of this planning requirement, the CIGM SE growth projections were adjusted such that the total population did not exceed BEBR medium population estimates. Because BEBR data are not available at the TAZ level, the CIGM projections were used to obtain population estimates for each TAZ.

2.3.2 Summary of Socioeconomic Data

Table 2-1 summarizes and compares the 2019 and 2050 SE data. Total residential population is forecasted to increase 39% by 2050 to 524,087 (Figure 2-4). Total employment is forecasted to increase by 19% (Figure 2-5). The number of single-family and multi-family dwelling units are anticipated to grow by 32% (Figure 2-6). Additionally, total school enrollment and number of hotel/motel rooms are expected to increase by 88% and 33%, respectively (Figures 2-7 and 2-8).



The most substantial increases in housing and employment are primarily located in the following areas:

- Rural Land Stewardship Area
- Rural Mixed Fringe District

Table 2-1. Summary of 2019 and 2050 SE Data

Socioeconomic Data	Estimated 2019 SE Data[a]	Forecasted 2050 SE Data[a]	Growth
Total Residential Population	377,646	524,087	39%
Total Employees	149,122	177,773	19%
Total Housing	226,095	298,530	32%
Total School Enrollment (including colleges)	57,864	108,707	88%
Total Hotel/Motel Rooms	7,877	10,445	33%

[a] Source: FDOT D1RPM Development Landing Page Accessed February 3, 2025

The Collier 2050 LRTP *2019 and 2050 Socioeconomic Data Technical Memorandum* (prepared under separate cover) presents further details on the development of the SE data and forecasting.

Figure 2-4. Population Growth Areas

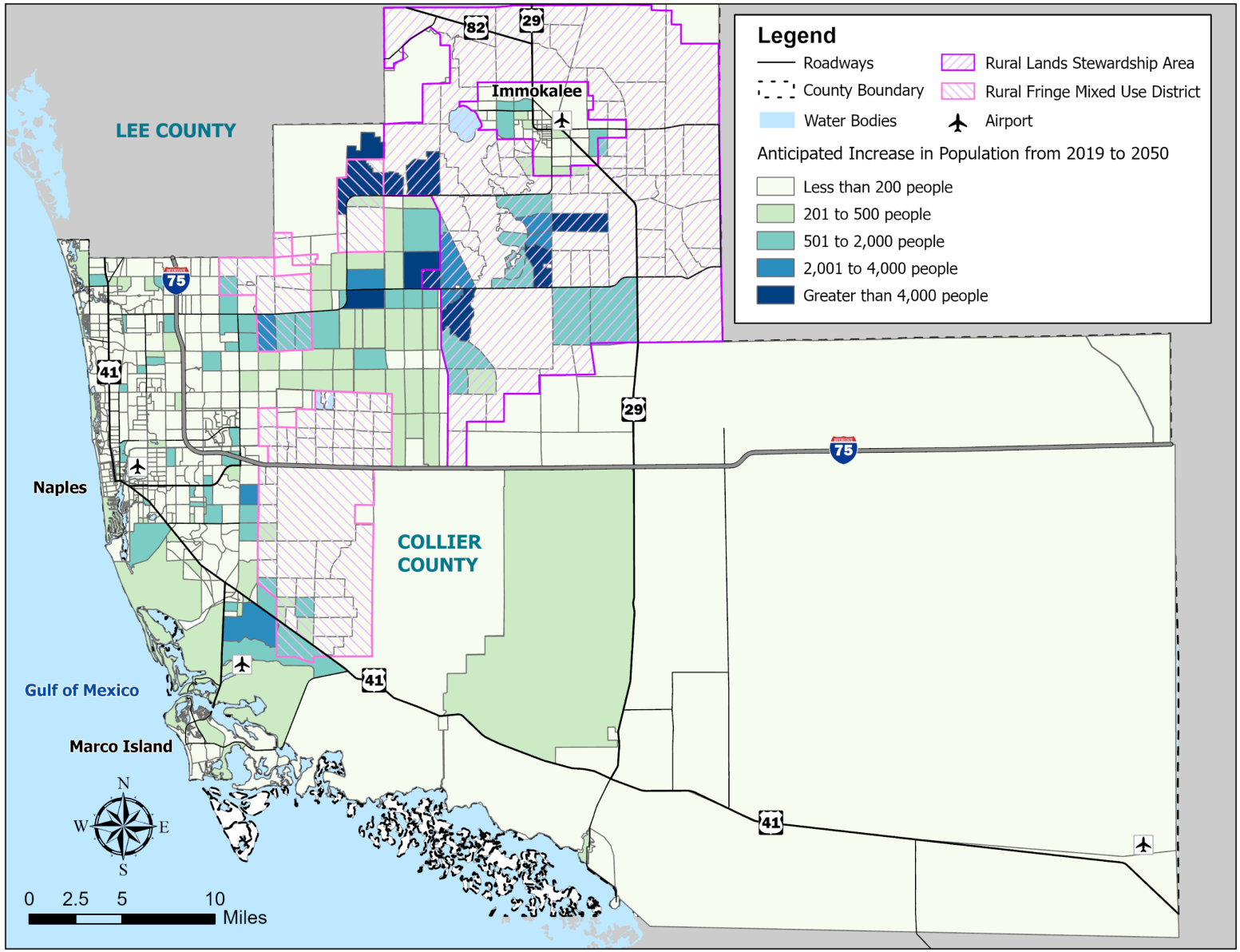


Figure 2-5. Employment Growth Areas

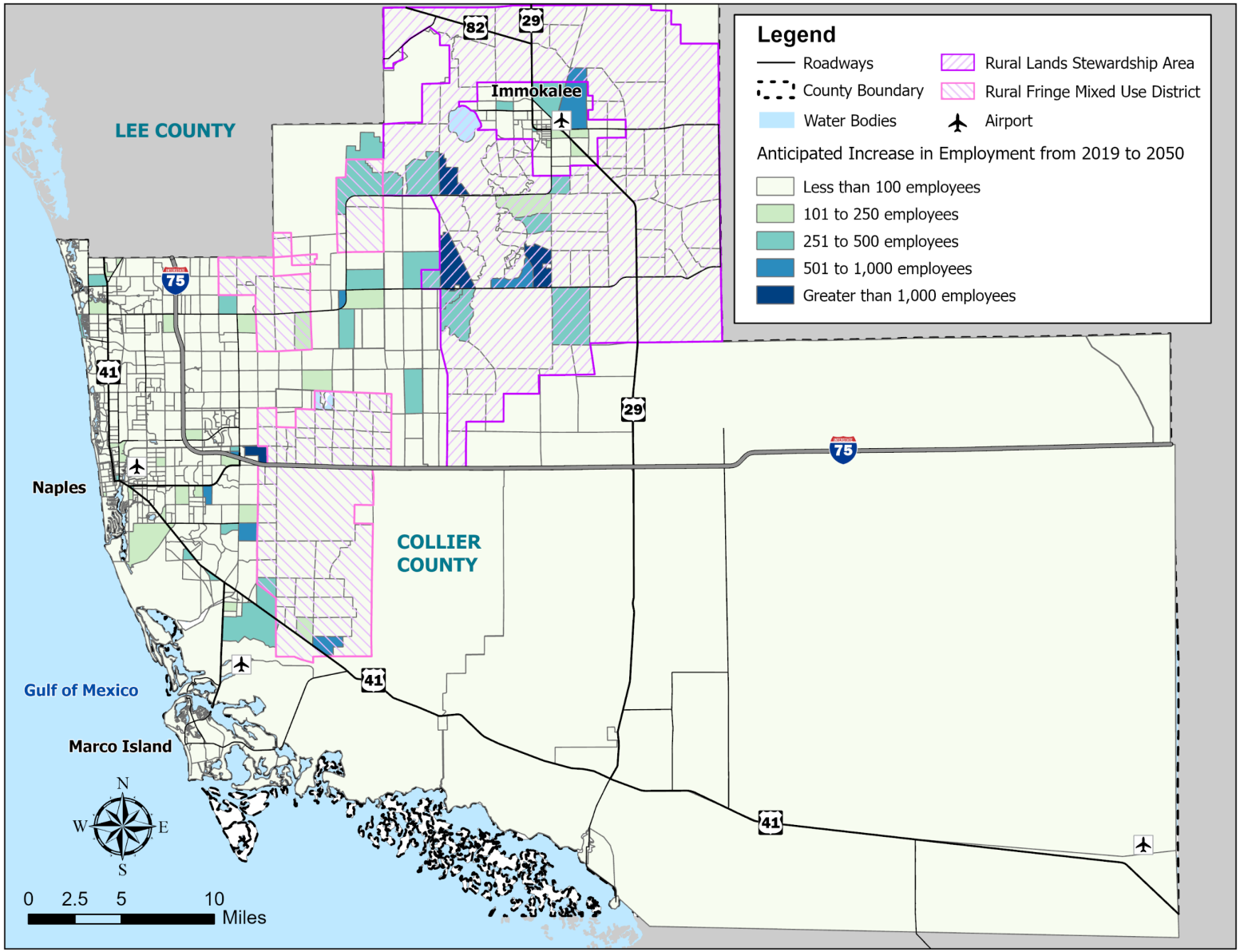


Figure 2-6. Housing Growth Areas

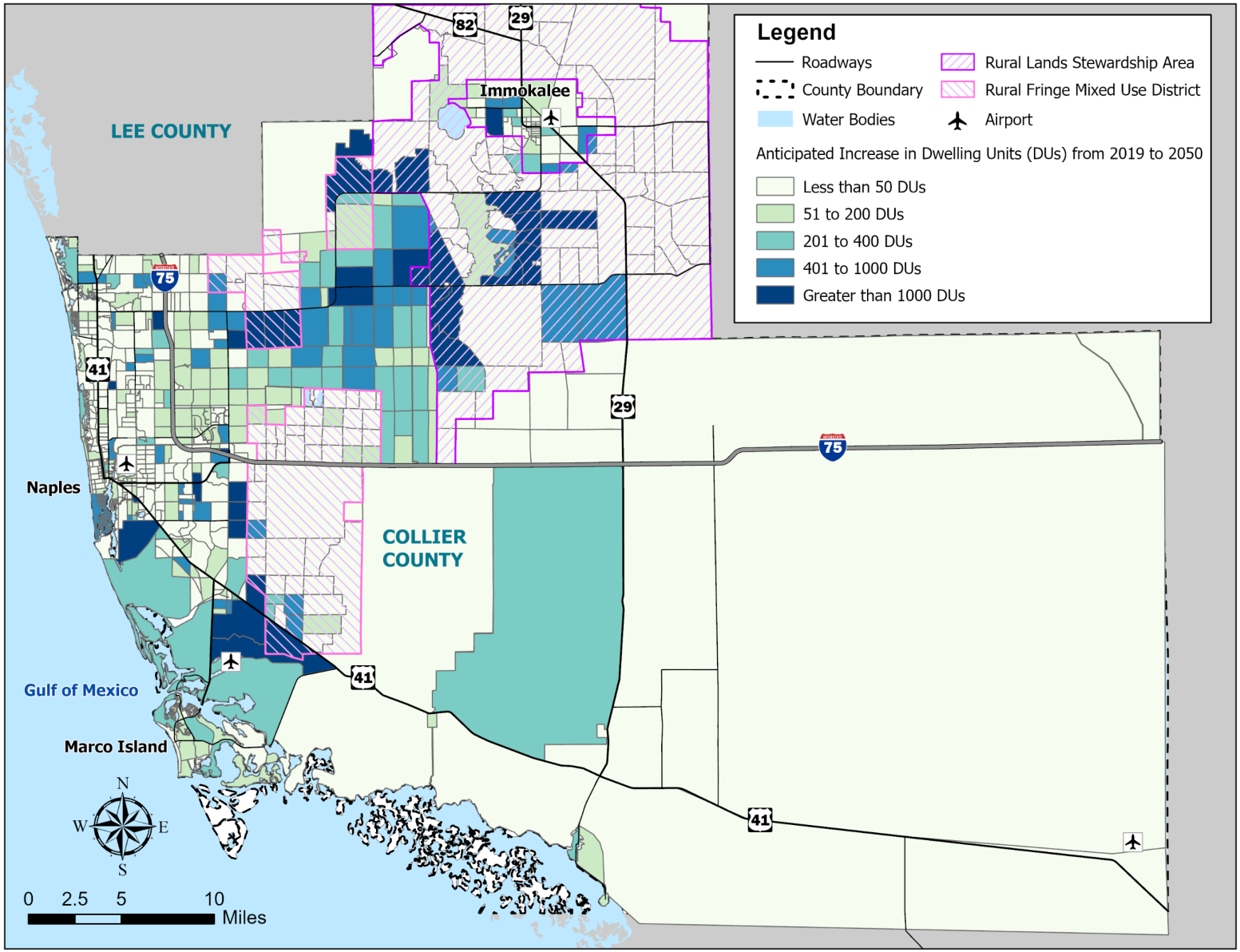


Figure 2-7. School Enrollment Growth Areas

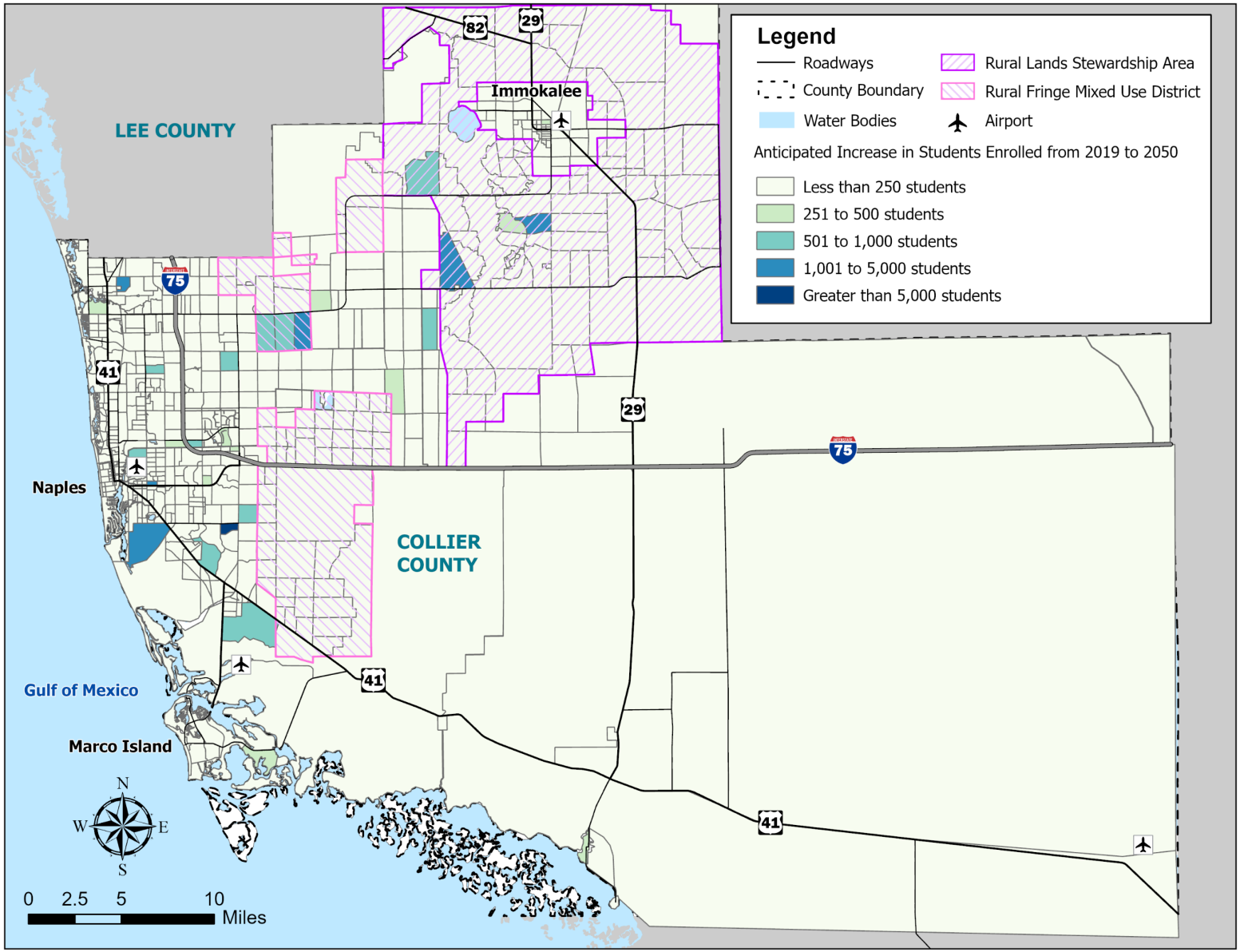
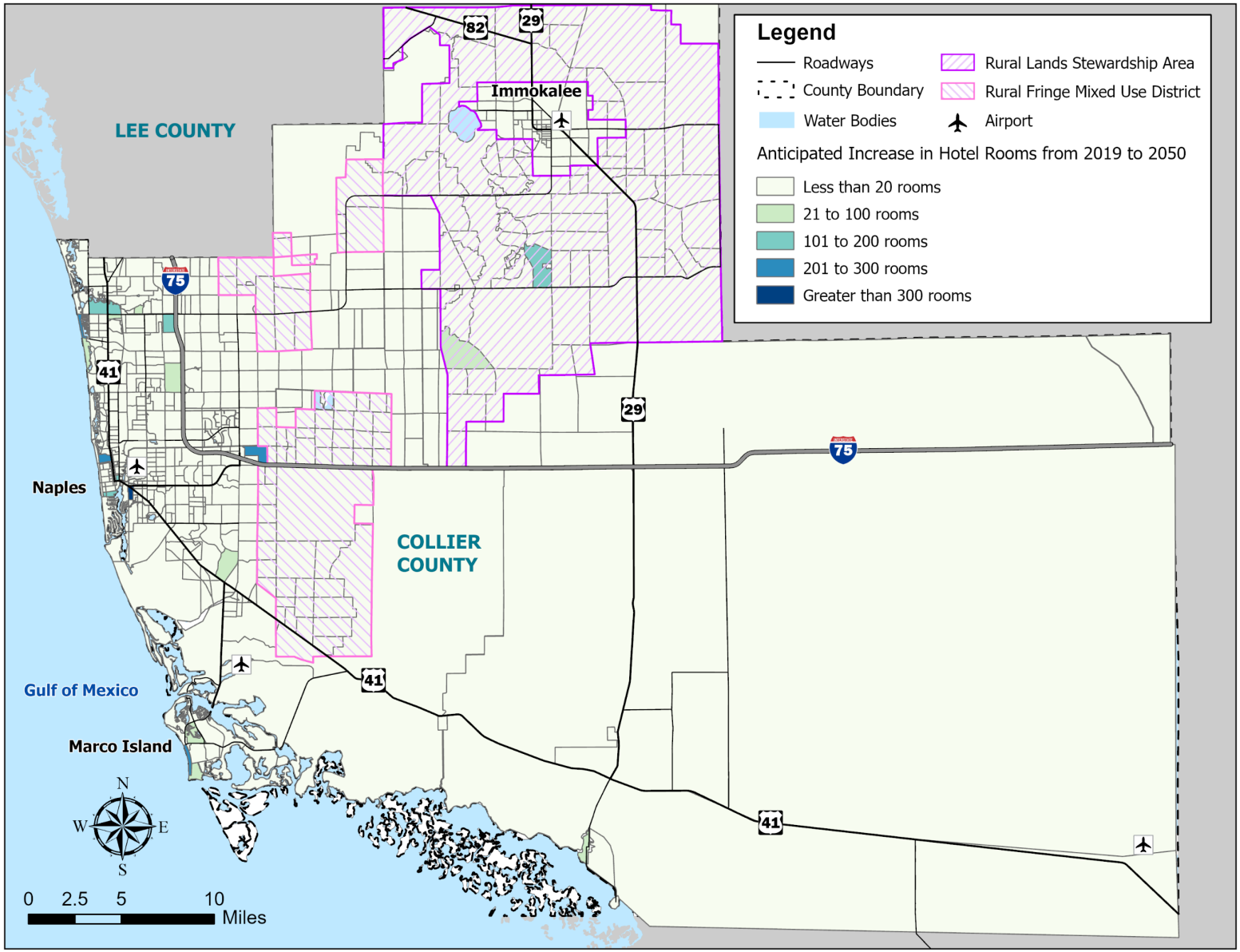


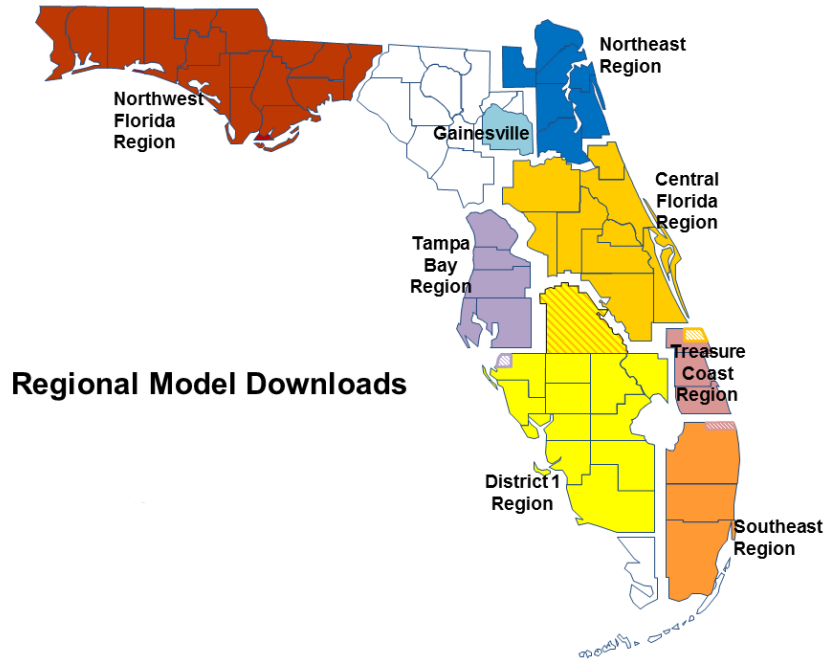
Figure 2-8. Hotel/Motel Room Growth Areas



2.3.3 Travel Model Development Process

FDOT requires regional and local transportation planning agencies to use an FDOT-approved travel demand model (if available) for their planning area. Travel models simulate responses people make about how to travel, given various possible network configurations and capacities of highways and transit service. Figure 2-9 presents the approved FDOT travel demand models in Florida. Because Collier County is located within FDOT District 1, the D1RPM was used for the Collier MPO 2050 LRTP update.

Figure 2-9. FDOT-Approved Travel Demand Models



Source: FDOT Regional Model Downloads (FDOT n.d.e.)

The D1RPM covers all of District One's 12 counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota as well as a small portion of Osceola County near Interstate 4.

To be consistent with the base year, the model was validated to approximate 2019 conditions. The 2050 forecast data that had been distributed to each TAZ were then used as inputs to estimate travel demand and potential project performance to meet that demand in 2050. The Collier MPO provided FDOT with the SE data for 2019 and 2050 as inputs for the D1RPM model, and FDOT provided all travel model runs during the Collier MPO 2050 LRTP update.

2.3.3.1 Existing Plus Committed Network

Future-year roadway configurations, or alternative scenario travel networks, were developed by modeling the Existing Plus Committed (E+C) travel network using 2050 SE data to estimate future deficiencies. The E+C network includes all new road or capacity projects that have been implemented since 2019 (existing), plus all projects that have construction funded through FY2028 (committed). Once potential deficiencies were understood, the new projects were identified as alternative network scenarios for input to the model. In addition to advisory meetings with the TAC and CAC, the MPO held several coordination meetings with FDOT and Collier County staff throughout the model development process to ensure planning consistency.

2.3.3.2 Alternative Network Scenarios

The following six alternative network scenarios were modeled and evaluated for the Collier MPO 2050 LRTP update.

- Alternative 1: Needs Plan (financially unconstrained)
- Alternative 2: Connectivity Run (financially unconstrained)
- Alternative 3: Cost Feasible Refinement I (financially constrained)
- Alternative 4: Cost Feasible Refinement II (financially constrained)
- Alternative 5: Transit Run (financially unconstrained)
- Alternative 6 (Final): Cost Feasible Plan (financially constrained)

Alternatives 1, 2, and 5 are financially unconstrained, allowing consideration of roadway and transit improvements without budget limitations. These model alternatives assess potential improvements and their impacts without financial restrictions. Alternatives 3, 4, and 6 apply financial constraints to refine the list of cost-feasible projects, ensuring the model run prioritizes realistic and budget-conscious solutions.

The 2050 LRTP *Scenario Network Modeling Technical Memorandum* (provided under separate cover) provides additional details on the development and modeling of the six alternatives. Each of these six alternative network scenarios ultimately contributes to the development of the final Needs Plan and Cost Feasible Plan.

2.4 Public and Stakeholder Participation

The major steps defined in the public participation process are consistent with the major milestones in the LRTP development process. Public outreach techniques during the Collier MPO 2050 LRTP update included newsletters, website updates, social media, surveys, interactive maps, and pop-up outreach events. The 2050 LRTP *Public and Stakeholder Involvement Summary* (provided under separate cover) presents a detailed summary of the public outreach efforts and results. **Table 2-2** presents a summary of the public and stakeholder outreach throughout the 2050 LRTP update.

2.4.1 Public Involvement Plan

The LRTP update process began with developing the Collier MPO 2050 LRTP *Public Involvement Plan* (PIP) (provided under separate cover), which was presented to the TAC/CAC and MPO Board on August 26 and September 13, 2024, respectively. The PIP identifies outreach efforts and techniques that give officials, agencies, local government, interested parties, and the public an opportunity to participate in the planning process. The PIP also identifies methods to measure the effectiveness of outreach. Advisory meetings with the TAC and CAC were established during the early phases of the Collier MPO 2050 LRTP update. The advisory meetings provided valuable feedback during the development of the E+C Network alternatives for network scenario planning, Needs Plan development, and the Cost Feasible Plan development.

Table 2-2. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	TAC/CAC	8/26/2024
	MPO Board	9/13/2024
Provided update on E+C Network and D1RPM Alternatives	TAC/CAC	9/23/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	Miccosukee Tribe	10/16/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	Seminole Tribe	10/17/2024
Provided update on E+C Deficiency Analysis, Alternative 1, and Draft Roadway Needs List	TAC/CAC	11/25/2024
	MPO Board	12/13/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	Immokalee CRA/MSTU	12/11/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	Bayshore/Gateway Triangle CRA	1/9/2025
Provided update on the results of Alternatives 1 & 2, Other Needs, and Stakeholder Coordination	TAC/CAC	1/27/2025
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	City of Marco Island	2/18/2025
Community Outreach Event Number 1: Provided draft Roadway Needs List and Surveys at the Golden Gate Farmers Market	Members of the Public	2/22/2025
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	City of Everglades City	2/4/2025
Requested feedback on LRTP Draft Roadway Needs	National Park Service	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	U.S. Fish and Wildlife Service	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	National Estuarine Research Reserve – Rookery Bay and Cape Romano	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	Florida State Forests – Florida Department of Agricultural and Consumer Sciences	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	Delnor-Wiggins Pass State Park	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	South Florida Water Management District	2/20/2025

Table 2-2. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Requested feedback on LRTP Draft Roadway Needs	National Audubon Society – Corkscrew Swamp Sanctuary	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	Conservancy of Southwest Florida	2/20/2025
Requested feedback on LRTP Draft Roadway Needs from Freight Representatives (via email)	Troyer Brothers	2/20/25
	FDOT	
	Oakes Farms	
	CCLP Citrus	
	Lipman Produce	
	Bowman	
	Seminole Tribe	
	Garguilo Farms	
Requested feedback on LRTP Draft Roadway Needs	Regional, State and Federal Land Management Agencies	2/20/2025
Requested feedback on LRTP Draft Roadway Needs	Florida Panthers Wildlife Refuge	2/21/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	TAC/CAC	2/24/2025
	MPO Board	3/14/2025
Community Outreach Event Number 2: Provided draft Roadway Needs List and Surveys at the Immokalee Cattle Drive & Jamboree	Members of the Public	3/8/2025
Provided draft Roadway Needs List and Surveys at the Airport Road Widening Project Public Meeting	Members of the Public	3/27/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	Miccosukee Tribe	4/2/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	Seminole Tribe	4/8/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	East of 951 Ad Hoc Advisory Committee	4/15/2025
Presentation of Final Roadway Needs Projects, Alternatives 3, 4, & 5 Results, Draft Chapter 5 and Financial Resources Tech Memo, and Draft Cost Feasible Projects	TAC/CAC	8/25/2025
	MPO Board	9/12/2025

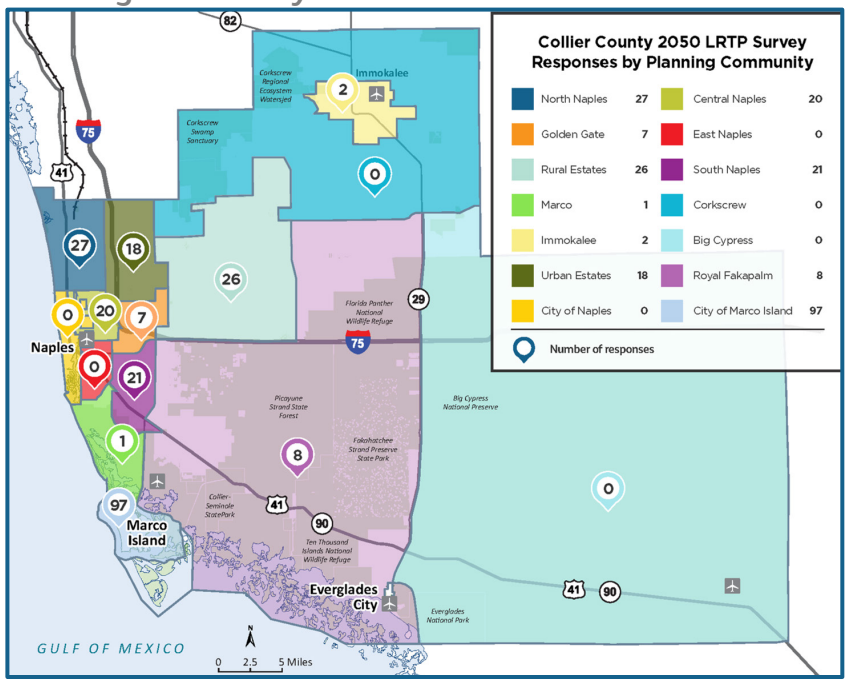
Table 2-2. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Community Outreach Event Number 3: Provided draft Cost Feasible Projects and Comment Forms at the Golden Gate Farmers Market	Members of the Public	10/4/2025
Community Outreach Event Number 4: Provided draft Cost Feasible Projects and Comment Forms at the Immokalee Pioneer Pumpkin Palooza	Members of the Public	10/11/2025
Virtual Public Meeting (hosted by Collier MPO) LRTP overview, process, and draft Cost Feasible Projects	Members of the Public	10/29/2025
Presentation of Draft LRTP	TAC/CAC	10/27/2025
	MPO Board	11/14/2025
Presentation of Final Draft LRTP for Committee Endorsement and Board Approval	TAC/CAC	11/24/2025
	MPO Board	12/11/2025

2.4.2 Visioning and Needs Survey

At the outset of the 2050 LRTP update, the MPO released a survey to understand the current and long-term needs of Collier area residents. This Visioning and Needs Public Survey was posted on the Collier MPO website and on the County's social media pages and open from August 15, 2024 through January 1, 2025. The survey was available in English, Spanish, and Haitian-Creole language options. A total of 275 responses were received, with the majority coming from the City of Marco Island, North Naples, and Rural Estates (refer to **Figure 2-10**).

Figure 2-10. Visioning and Needs Survey Responses by Planning Community



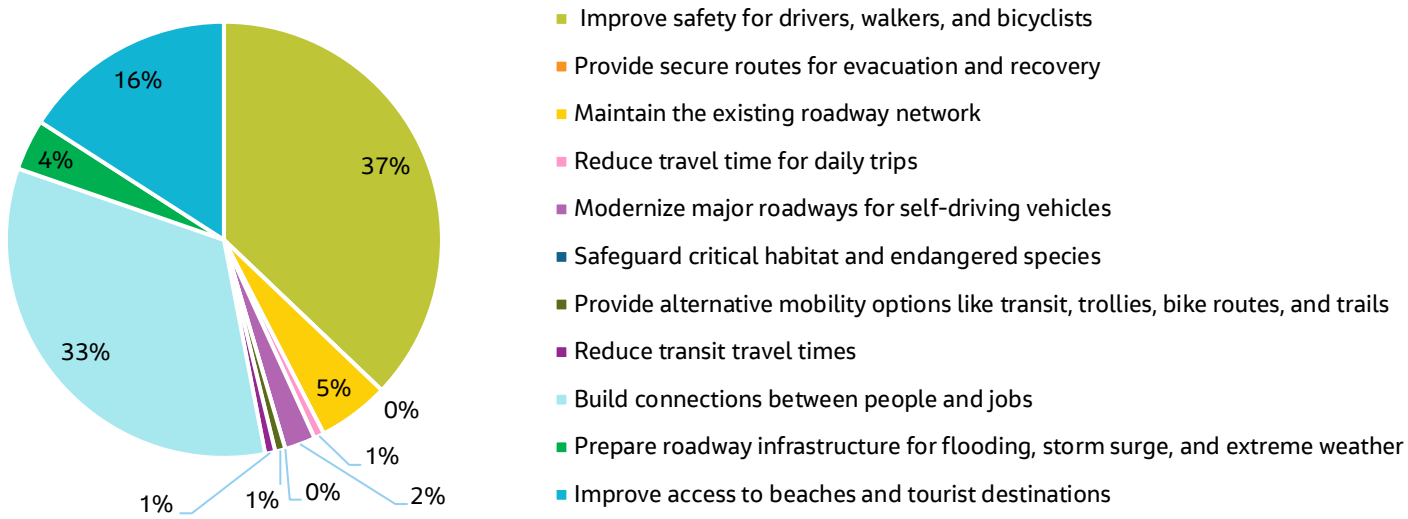
Results of the survey indicated strong support for prioritizing safety improvements as well as resiliency and stormwater mitigation. For a detailed summary of survey responses, refer to the *2050* LRTP *Public and Stakeholder Involvement Summary* (provided under separate cover).

2.4.3 Draft Roadway Needs Interactive Map and Survey

Another public outreach method included the use of online interactive maps to collect input on the Draft Roadway and Cost Feasible projects. The Draft Roadway Needs Interactive Map was available to the public between March 11, 2025, and June 30, 2025. It provided an online map viewer of the proposed roadway needs projects with descriptions. Users could view the projects, add likes or dislikes, and input ideas related to any roadway projects within the County. The Interactive Needs Map also included an accompanying survey and online comment form.

This survey asked respondents to identify their top priorities for the Collier County Transportation system. **Figure 2-11** presents the percentage of respondents that ranked each of the transportation priorities as their top priority for Collier County.

Figure 2-11. Top Transportation Priorities in Collier County



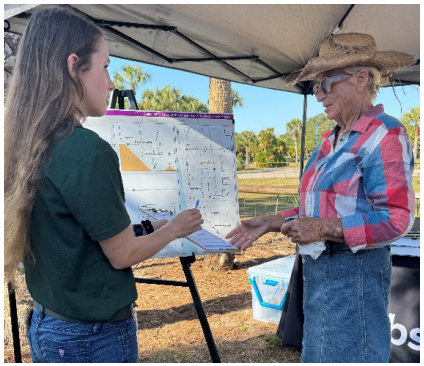
2.4.4 Draft Roadway Cost Feasible Projects Interactive Map

An Interactive Draft Roadway Cost Feasible Projects map was developed after the Needs Map. This map operated in a similar manner; however, it included the financially constrained draft cost feasible project list. This map was available for public input from October 2, 2025 to November 14, 2025.

2.4.5 Community Outreach Events

To further engage the public on LRTP updates, the MPO hosted information booths at local community events. During these events, staff distributed surveys, newsletters, maps, and comment forms to members of the public.

The first set of events occurred during the Roadway Needs development phase at the Golden Gate Community Market (February 22, 2025) and the Immokalee Cattle Drive and Jamboree (March 8, 2025). A map showing the Draft Roadway Needs projects was provided along with a paper survey form, where members of the public could provide comments and express their opinions and suggestions related to the proposed roadway improvements. A QR code to the interactive Needs Map was also provided at this event.



Staff discusses LRTP Roadway Needs Projects at the Immokalee Cattle Drive & Jamboree on March 8, 2025.

The second set of community events occurred during the Cost Feasible Plan development phase at the Golden Gate Farmers Market (October 4, 2025) and Immokalee Pioneer Pumpkin Palooza (October 11, 2025). A map of the Draft Cost Feasible Projects was provided at these events, along with comment forms. A QR code was also provided to give participants access to the online interactive map.

2.4.6 Virtual Public Meeting

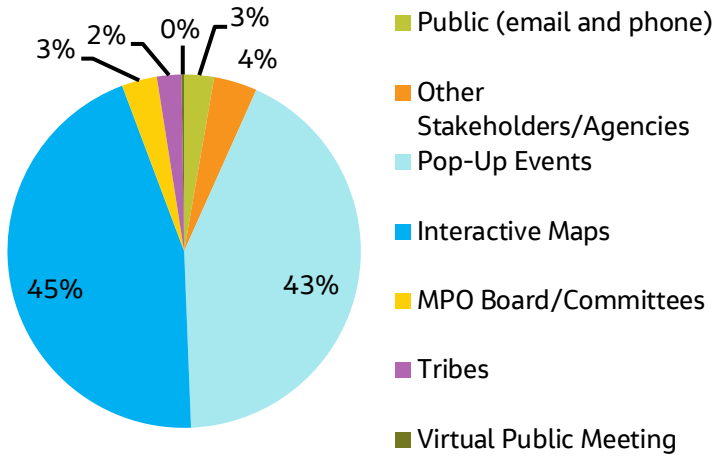
The Collier MPO also held a virtual public meeting via the Zoom platform during the Cost Feasible development phase of the LRTP. This meeting occurred on October 29, 2025, from 5:00-6:00 PM. MPO staff provided a presentation which gave an overview of the LRTP process and provided the Roadway Needs and Cost Feasible project maps.

2.4.7 Outreach Results

As a result of the public outreach, the MPO received a number of comments from members of the public and various agencies. The following summarizes the results of the outreach.

A total of 403 comments were received as a result of ongoing coordination. **Figure 2-12** summarizes the comments received throughout the LRTP development process. The majority of the comments came from members of the public from online interactive maps and at information booths at pop-up outreach events. Additional comments received from agencies and stakeholders during coordination meetings and via phone or email are listed in **Table 2-2**.

Figure 2-12. Summary of Agency, Stakeholder, and Public Comments



3

2050 LRTP Planning Context and Decision-Making Framework

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. The federal planning factors for LRTP development 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

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

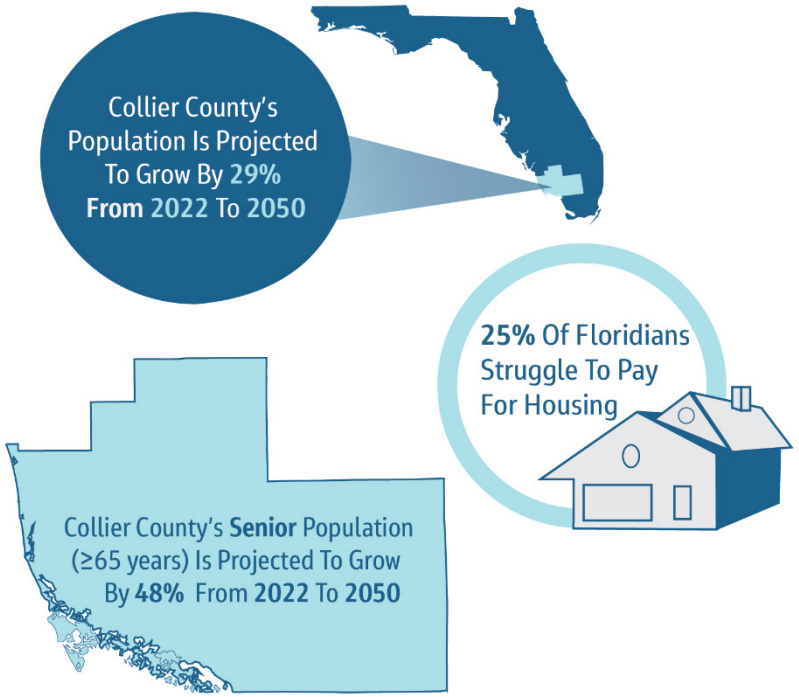
3.1.3.2 Collier County Community Housing Plan

Under the IIJA, 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 (AHAC), 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. Further, the LRTP is a multimodal plan that incorporates the needs and cost feasible projects through the MPO's other plans which are incorporated by reference. These plans include the Congestion Management Process, Bicycle and Pedestrian Master Plan, Safety Action Plan, and Transit Development Plan.

The roadway needs and cost feasible projects are partly developed during the LRTP process through coordination with FDOT District One and their approved regional planning model. Because the transportation network is a multimodal network that must consider multiple factors including safety, congestion, and sustainability; the roadway goals and objectives were developed to guide the roadway projects and their influence on other transportation modes. Each of the plans incorporated by reference into this LRTP update have distinct goals and objectives that were considered when developing the roadway goals and objectives.

The LRTP goals and objectives and evaluation framework were developed to reflect the roadway needs within Collier County. These goals and objectives guide the LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document roadway project priorities while also considering other transportation modes. The 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 IIJA. 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 while Maintaining Existing Facilities
- **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 Equal Access in Transportation Planning and Land Use for Transit-Dependent Communities
- **Goal #10:** Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making
- **Goal #11:** Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System

The Collier MPO staff presented these goals and associated objectives for consideration by the CAC and TAC during their regular meetings on August 26, 2024. They were accepted to carry forward in the 2050 LRTP by the Collier MPO Board on September 13, 2024.

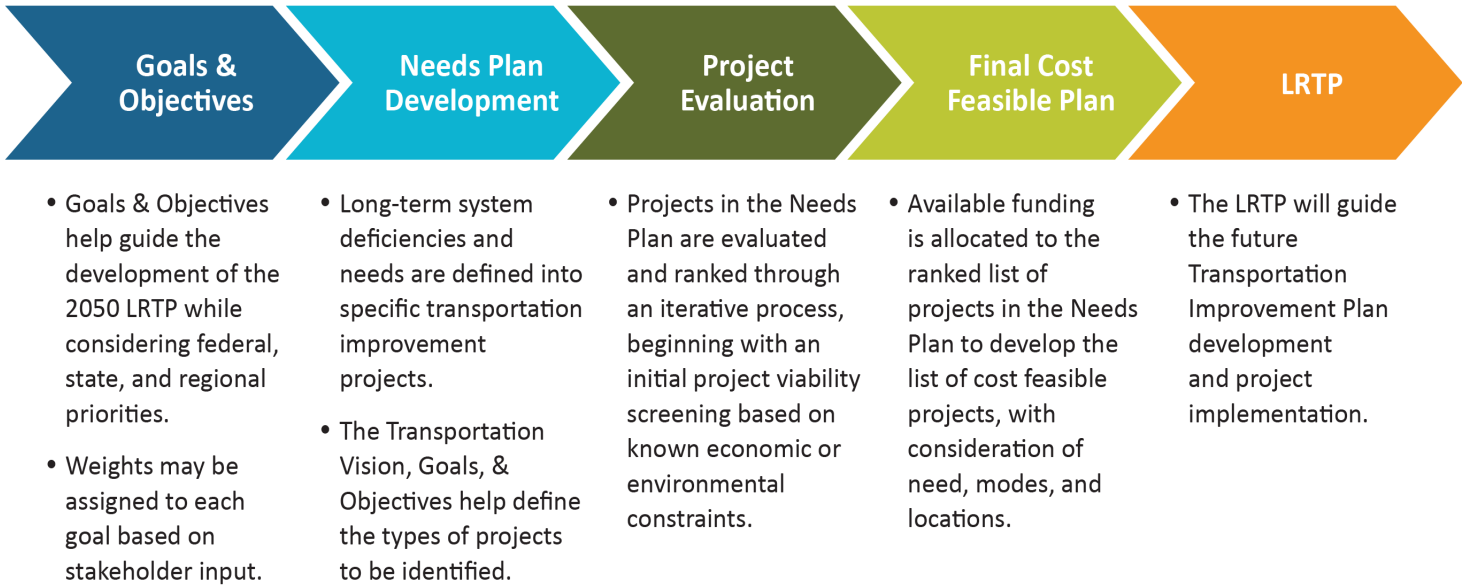
3.2.1 Priorities: Goals, Objectives, and Evaluation Criteria

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.

Figure 3-3. LRTP Development Framework



To support the performance-based process emphasized in the IIJA, 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 2021a).

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
- Preserve open space by improving infrastructure near key destinations

Goal #3: Improve System Continuity and Connectivity while Maintaining Existing Facilities

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 16%.

Objectives:

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2050 E+C network
- Reduce travel delay between residential areas and key destinations

Project Evaluation Criteria:

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service
- Addresses capacity for intersections or roadways that have poor levels of service during peak travel times

Goal #5: Promote Freight Movement

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 12%.

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 a multimodal transportation network that promotes healthful living, improve air quality, and improve residents' quality of life.

The total weighting factor for this goal is 12%.

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

Goal #9: Promote Sustainability and Equal Access in Transportation Planning and Land Use for Transit-Dependent 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: Promote 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: Promote 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 multimodal transportation system
- Consider new guidance and developments during the LRTP process

Project Evaluation Criteria:

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

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 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 and ultimately guide the 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 compare how well potential transportation projects meet the goals and objectives. The evaluation criteria under each goal are assigned performance measures that are used to "score" each project against the criteria. Evaluation criteria are based on a point system in which the total score represents how well a project meets the goal. Ultimately, this type of evaluation is used to develop recommendations and prioritize transportation projects. The evaluation criteria and performance measures listed in **Table 3-1** demonstrate the scoring methodology for project evaluation and selection.

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

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

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

Goal	Evaluation Criteria	Performance Measures	Weighting
		21–30 = -3 31–40 = -4 40 or more = -5 (max)	
	2D –Preserve open space by improving infrastructure near key destinations.	Proximity of transportation project to key destination. Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0	3
3. Improve System Continuity and Connectivity while Maintaining Existing Facilities Total Weighting Factor: 10%	3A - Improves existing infrastructure deficiencies	Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0	5
	3B - Improves connectivity with new transportation links to address system gaps	Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0	5
4. Reduce Roadway Congestion Total Weighting Factor: 16%	4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility	Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0	8
	4B - Improves intersections and roadways with poor levels of service	Do volume-to-capacity ratios decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0	4
	4C – Improves congestion at intersections and roadways with existing peak time congestion as documented in the County's Annual Update and Inventory Report	Does the project improve capacity for intersections or roadways that have Level of Service D or higher during peak travel times? Yes = 5; No = 0	4

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

Goal	Evaluation Criteria	Performance Measures	Weighting
5. Promote Freight Movement Total Weighting Factor: 6%	5A - Enhances operation of the facility identified as a major freight route	Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2045 LRTP? Yes = 5; No = 0	6
6. Increase the Safety of Transportation System Users Total Weighting Factor: 12%	6A - Enhances safety of transportation system users	Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0	2
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	High crash location or segment? Yes = 5; No = 0	3
	6C – Promotes traffic calming	Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0	2
	6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users	High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0	3
	6E – Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities	Does this project improve safety (Federal Highway Administration proven safety countermeasures) near a school, senior center, Census block groups with high populations of people living with a disability, and Census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5; No = 0	2

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

Goal	Evaluation Criteria	Performance Measures	Weighting
7. Promote Multimodal Solutions Total Weighting Factor: 10%	7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan	New or improved trail/greenways = 5 No new or improved trail = 0	2
	7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2
	7C - Provides multimodal improvements for transit-dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2
	7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT	Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 Provides for BRT = 5 No improvement = 0 Projects with no existing or planned bus routes = 0	2
	7E - Improves bicycle or pedestrian access to transit	Improve Access = 5 No improvement = 0	2
	7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	Improvement = 5 No improvement = 0	2
8. Promote the Integrated	8A - Improves access to regional travel by connecting to regional or SIS facilities	Improves access = 5 Does not improve access = 0	2

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

Goal	Evaluation Criteria	Performance Measures	Weighting
Planning of Transportation and Land Use Total Weighting Factor: 10%	(interstates, airports, ports, etc.) or adjacent counties		
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	1
	8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)	Yes = 5 No = 0	2
	8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority	Was this project identified as a priority by partnering agencies or have prior investments such as planning, design, or right-of-way? ROW Acquisition = 5 Design = 4 Planning Study Underway or Done = 3 Identified as a Need by Partner Agency = 1 No Prior Investment = 0	3
	8E - Improves vehicle or freight movement to an intermodal facility	Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park-and-ride, etc.)? Yes = 5 No = 0	1
	8F – Reduces household cost by providing for connectivity between housing and transportation	Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0	1
9. Promote Sustainability and Equal Access in	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.)?	8

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

Goal	Evaluation Criteria	Performance Measures	Weighting
Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8%		Project in target area = 5 Project not in target area = 0	
10. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making 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 Within 0.25 miles of NOAA 1-foot sea level rise low-lying area = 3 Not in high-risk area = 0	2
	10B – Promotes housing and transportation in areas that better withstand extreme weather	Is this project a new facility within a high-risk area? Within 0.25 mile of NOAA 1-foot sea level rise flooding or low-lying area = 0 Not in high-risk area = 5	2
11. Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System Total Weighting Factor: 4%	11A - Uses technological improvements (ITS, Transit Signal Priority, etc.) that will foster the development and growth of emerging mobility in the multimodal transportation system	Yes = 5 No = 0	4

4

2050 Needs Plan

4. 2050 Needs Plan

4.1 Needs Plan Overview

The 2050 LRTP Needs Plan identifies the multimodal transportation projects needed to address existing and future transportation network deficiencies within the MPO's jurisdiction. Developing the Needs Plan is the starting point for understanding and prioritizing the region's overall transportation needs, and it is completed without considering funding limitations. Once the applicable transportation revenues available to the Collier MPO are applied to the Needs Plan, the number of projects that can be constructed to address the needs is reduced.

4.1.1 Needs Plan Policy Constraints

While the projects identified as transportation needs are not fiscally constrained, associated policy and environmental constraints exist. The following policy constraints are noted in the *Collier County Growth Management Plan* (CCGMP) (amended November 2023):

- All future roadway capacity improvements shall include provisions for both bicycles and pedestrians [B. Intermodal & Multi-modal Transportation].
- County facilities are to be maintained at a level of service (LOS) standard "D" or "E" as measured on a peak hour basis; LOS calculations are to be based on traffic experienced for 10 months of the year with peak seasonal and tourist months of February and March omitted [D. Implementation Strategy].
- County roadways are physically constrained once they are developed to a maximum of six lanes or when intensive land use development is immediately adjacent to roads prohibiting expansion. Roadways identified as constrained shall be subject to growth restrictions to not further degrade their LOS [D. Implementation Strategy].
- Environmental, historical, archeological, aesthetic, or social impact considerations may restrict road expansion as determined by action of the Board of County Commissioners [D. Implementation Strategy].

Environmental constraints include conservation lands in the northeastern and southeastern parts of the County, wetlands, threatened and endangered species habitats, and primary and secondary canal systems throughout the County.

Collier County also maintains policies to guide the planning of future facilities, including these policies from the CCGMP:

- The County will provide for the protection and acquisition of existing and future right-of-way (ROW). Sufficient ROW shall be acquired to facilitate arterial and collector roads as appropriate to meet the needs of the LRTP or other adopted transportation studies, plans or programs, appropriate turn lanes, medians, bicycle and pedestrian facilities, drainage canals, a shoulder sufficient for pull offs, and landscaping areas [Objective 3 & Policy 3.3].
- The County is considering the viability of a Thoroughfare Corridor Protection Plan ordinance to preserve

ROW for corridors or projects listed in the LRTP. This policy includes adoption of Corridor Preservation Maps and Tables and Critical Intersection Maps and Tables; and limits land uses within the corridors to direct incompatible land uses away from environmentally sensitive resources [Policy 3.5].

- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by providing for the safe movement of nonmotorized vehicles in new construction and reconstruction of roadways [Policy 4.6].
- Establish an integrated and connected road network to provide multiple, viable alternative travel modes or routes for common trips within the Northwest Transportation Concurrency Management Area (TCMA) and the East Central TCMA. Maintain 85% of the roadways within the TCMAs at or above the County LOS standard [Policies 5.6 & 5.7].
- Transportation projects are to be pursued in a manner consistent with the findings of the County Annual Update and Inventory Report (AUIR) [Policy 6.5].
- Encourage safe and efficient mobility for people traveling in rural areas that is compatible with the character of the County's rural areas. Examine the maintenance and operational needs of the rural roadway system, addressing the mobility needs of rural residents to include availability of roads for rural-to-urban travel, travel within the rural area, and for emergency evacuation purposes [Objective 10 & Policy 10.1].
- Improve transit services for the transportation-disadvantaged in rural areas [Policy 10.2].
- Encourage the efficient use of transit services now and, in the future, consider intergovernmental efforts to coordinate public transit service between Naples and Bonita Springs in Lee County [Policy 12.4].

4.1.1.1 City of Naples Comprehensive Plan

The *City of Naples Comprehensive Plan* (updated June 10, 2025) (City of Naples 2025) puts forth the following policy constraint with the primary objective of protecting residential neighborhoods:

- Protect the character of existing and future residential neighborhoods by maintaining the integrity of the City's identified collector and arterial circulation plan and, where possible, manage traffic flow to protect the residential neighborhoods [Objective 1].

The City of Naples also maintains policies to guide the planning of future facilities, including the following:

- Evaluate proposed street improvements in Naples that may potentially increase through traffic volumes to protect residential neighborhoods [Policy 1-1].
- Maintain LOS C as a goal for the arterials and all major collectors, except for Fifth Avenue South between U.S. 41 and Gulf Shore Boulevard [Policy 1-3].
- Naples shall not permit construction of vehicle road overpasses or flyovers in favor of feasible alternative planning solutions that will improve the long-term traffic circulation patterns in the City [Policy 1-10].

- Evaluate programs to modify peak hour travel demand and reduce the number of VMT per capita [Policy 2-5].
- Assist the Southwest Florida Land Preservation Trust in acquiring necessary easements and funding for the design and construction of a greenway bicycle/ pedestrian pathway [Policy 3-3].
- Maintain or reduce hurricane evacuation times [Objective 4].
- Enhance the safety, connectivity, and mobility of existing and future pedestrian and bicycle pathways [Objective 7].
- Continue to coordinate with the Collier MPO to evaluate the potential for developing an efficient public transportation system and mechanisms to reduce the reliance on private motor vehicles [Objective 8].
- Establish a transportation mobility program to identify and implement strategies to reduce greenhouse gas emissions. Focus on programs, policies, and code adoptions that have a net impact of reduced travel delays, reduced vehicular trips, reduced vehicle trip length, and measures to improve the efficiency of travel [Objective 9].

4.1.1.2 City of Marco Island Comprehensive Plan

The City of Marco Island *2040 Comprehensive Plan* (City of Marco Island 2021) puts forth policy constraints, with the objective of preserving the existing street network:

- The City shall vigorously preserve its existing street network and evaluate opportunities to enhance and expand connectivity between adjacent and parallel roads [Policy 1.3.4].

The City of Marco Island also maintains policies to guide the planning of future facilities, including the following:

- Maintain designated LOS for arterial, collector, and local roads on Marco Island. Marco Island's adopted LOS reflects generalized maximum daily volumes as derived from peak hour traffic conditions:
  - Arterials: LOS D (except County Road [CR] 951 from Jolley Bridge to CR 92—LOS C)
  - Collectors: LOS D
  - Local Roads: LOS D [Policy 1.2.1]

4.1.1.3 City of Everglades City Comprehensive Plan

The *City of Everglades City 2045 Comprehensive Plan* (City of Everglades City 2022) puts forth policy constraints, with the objective of prioritizing the functionality of the improvements:

- The City shall prioritize transportation improvements with highest priority given to safe and efficient

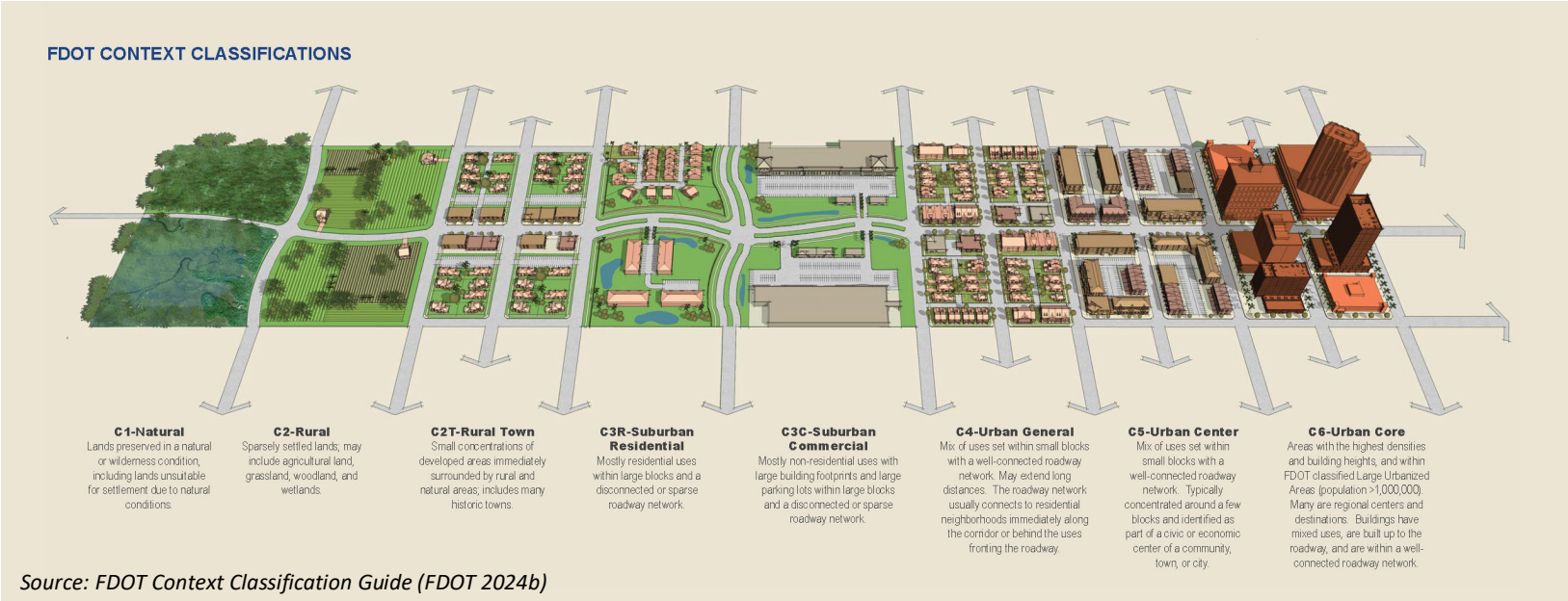
multimodal access to schools, parks and other locations commonly accessed by children, followed by improvements to support multimodal access between housing and non-residential uses, particularly for affordable housing multimodal access to employment opportunities [Policy T-1.5.1].

4.1.2 Planning Future Facilities

Context-sensitive solutions serve the transportation needs of users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers. A context-sensitive transportation system is guided by principles that enhance safety, quality of life, and economic development. In September 2014, FDOT adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a) (FDOT 2014). Additionally, the City of Naples and the Collier County BCC approved Complete Streets Resolutions in November 2015 and January 2019, respectively. The *City of Marco Island Comprehensive Plan* also references the adoption of a Complete Streets policy.

These policies are context-sensitive with an approach that provides a transportation system design that considers local land development patterns. Roadways are to be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system presented on **Figure 4-1** broadly identifies the various built environments existing in Florida. Identifying the context classification is a preliminary step in planning and design,

Figure 4-1. FDOT Context Classifications



Source: FDOT Context Classification Guide (FDOT 2024b)

as different context classifications will have different design criteria. The context classification of each roadway must be considered, along with its transportation characteristics and the built form to understand who uses or could use it, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

The 2050 Needs Plan incorporates various transportation modes, including roadway needs for motorists and freight, transit, bicycles, pedestrians, and air transportation. The following sections detail the needs for projects related to these transportation modes. This chapter breaks down the 2050 Needs Plan by Roadway Needs, Bicycle and Pedestrian Needs, Transit Needs, and Air Transportation Needs.

4.2 Roadway Needs

Roadway Needs encompass a variety of transportation projects including capacity and non-capacity improvements. The initial approach to developing the list of roadway project needs included a review of the following plans and studies:

- Collier MPO Safe Streets for All Comprehensive Safety Action Plan, October 2025
- FDOT Districtwide Bus Rapid Transit Feasibility Study, February 2025
- 2024 Collier County Annual Update & Inventory Report/Capital Improvement Element, January 2025
- FDOT Draft 2055 Florida Transportation Plan Performance Report, January 2025
- FDOT Freight Mobility and Trade Plan, October 2024
- FDOT Five Year Work Program Fiscal Year (FY) FY25-29 (Adopted July 1, 2024)
- FDOT Strategic Intermodal System 2030 – 2050 Long Range Cost Feasible Plan, July 2024
- Collier MPO Transportation Improvement Program FY 2026 – FY 2030 (Adopted June 14, 2025, Amended September 22, 2025)
- FDOT Resilience Action Plan, July 2023
- FDOT Resilience Quick Guide: Incorporating Resilience in the MPO Long Range Transportation Plan, April 2023
- FDOT Moving Florida Forward Infrastructure Initiative (2023)
- FDOT 2045 Florida Transportation Plan, July 2022
- Collier MPO Congestion Management Process 2022 Update (approved April 2022)
- FDOT Strategic Intermodal System Policy Plan, March 2022
- Florida Strategic Highway Safety Plan, March 2021
- City of Naples Airport Authority, Naples Airport Master Plan, February 2021
- Collier MPO 2045 Long Range Transportation Plan, approved December 11, 2020
- Collier County Airport Authority Immokalee Regional Airport, Airport Layout Plan Update, April 2019

- Collier County Growth Management Plan Capital Improvement Element, adopted November 12, 2019
- Collier County Community Housing Plan, October 24, 2017
- Collier 2040 LRTP Freight Congestion Considerations Technical Memorandum, November 2015

Additional approaches to developing the Needs Plan included collaboration with local and regional partners including:

- FDOT District 1
- Lee County MPO
- Collier County Transportation Management Services and Transportation Engineering Division
- Cities of Naples, Marco Island, and Everglades City
- Seminole and Miccosukee Tribes
- Collier MPO Boards and Committees
- Community Redevelopment Agencies
- Other Local and State Agencies
- Members of the Public

4.2.1 Existing Plus Committed Projects

As described in Chapter 2, the initial list of project needs was developed by modeling the E+C travel network. The E+C network includes all new road or capacity projects that have been implemented since 2023 (existing), plus all projects that have construction funded through Fiscal Year 2028 (committed). **Table 4-1** and **Figure 4-2** present the E+C roadway projects in tabular and graphic formats, respectively.

FDOT modeled the E+C travel network using the D1RPM travel demand model and the 2050 socioeconomic data discussed in Chapter 2. The modeling result identified deficiencies in the roadway network including which roadway segments were expected to be deficient in 2050 if no further improvements were made to the surrounding network. Deficiencies were measured using the ratio of the forecasted traffic volume in Average Annual Daily Traffic (AADT) to the capacity of the roadway segment (at LOS D), referred to as the volume-to-capacity (V/C) ratio. A roadway is considered over capacity if the V/C ratio is greater than 1.0.

Figure 4-3 presents the 2050 Roadway Network Deficiencies Map, which reflects the anticipated roadway congestion in 2050 if no improvements to the network are made beyond the E+C projects. The following roadway facilities are predicted to experience high (V/C = 1.15 to 1.5) and significant (V/C > 1.5) levels of congestion in 2050.

Table 4-1. 2028 Existing Plus Committed (E+C) Roadway Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality
Existing (2019–2023)					
1	Marbella Lakes Dr.	Livingston Rd.	Whippoorwill Ln.	Existing two-lane road	Collier County
2	State Road (SR) 82	Gator Slough Ln.	SR 29	Existing four-lane road	FDOT FPN 430849-1
3	Veterans Memorial Blvd.	Secoya Reserve Cir.	Livingston Rd.	Existing four-lane road	Collier County
4	Veterans Memorial Blvd.	Aubrey Rogers High School	Secoya Reserve Cir.	New four-lane road	Collier County
5	Whippoorwill Ln.	Stratford Ln.	Marbella Lakes Dr.	New two-lane road	Collier County
6	Whippoorwill Ln.	Pine Ridge Rd..	Stratford Ln.	Existing two-lane road	Collier County
Committed (2023–2028)					
7	10th Ave. SE			New Bridge	Collier County
8	16th St. NE	South of 10th Ave.		New Bridge	Collier County
9	23rd St. SW	16th Ave. SW		Intersection Improvements	Collier County
10	Airport Pulling Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from four to six lanes	FDOT FPN 440441-1/ Collier County
11	Collier Blvd..	City Gate Blvd.	Green Blvd.	Widen from four to six lanes	Collier County
14	Everglades Blvd..	8th Ave. NE	Oil Well Rd.	Widen from two to four lanes	Collier County
15	Goodlette-Frank Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from two to four lanes	FDOT FPN 446341-1/ Collier County
16	I-75	Collier Blvd.		Interchange improvements	FDOT FPN 425843-2
17	I-75	Pine Ridge Rd.		Interchange improvements - DDI	FDOT FPN 445296-1
18	I-75	Immokalee Rd.		Interchange improvements - DDI	FDOT FPN 452544-4
19	Immokalee Rd.	Livingston Rd.	Logan Blvd.	Restripe WBR to WBT	Collier County
20	Immokalee Rd.	Livingston Rd.		Intersection improvements	Collier County
21	Immokalee Rd.	Oil Well Rd.		Intersection Improvements	Collier County
22	Livingston Rd.	Entrada Ave.		Intersection Improvements	Collier County

Table 4-1. 2028 Existing Plus Committed (E+C) Roadway Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality
23	Oil Well Rd.	Everglades Blvd.	Oil Well Grade Rd.	Widen from two to four lanes	Collier County
24	Oil Well Rd.	Desoto Blvd.		Intersection Improvements	Collier County
25	Pine Ridge Rd.	Napa Blvd.		Intersection Improvements	Collier County
26	Randall Blvd.	Immokalee Rd.	8th St.	Widen from two to four lanes	Collier County
27	Randall Blvd.	Immokalee Rd.		Intersection improvements	Collier County
28	SR 29	CR 846	New Market Rd.	New two-lane road	FDOT FPN 417540-5
29	SR 29	New Market Rd.	SR 82	Widen from two to four lanes	FDOT FPN 417540-6
30	SR 82	Hendry County Line	Gator Slough Ln.	Widen from two to four lanes	FDOT FPN 430848-1
31	US 41	Golden Gate Pkwy		Intersection Improvements	FDOT FPN 446451-1
32	Vanderbilt Beach Rd.	Wilson Blvd.	16th St.	New two-lane road	Collier County
33	Vanderbilt Beach Rd.	16th St	Everglades Blvd.	New two-lane road	Collier County
34	Vanderbilt Beach Rd.	Collier Blvd.	Wilson Blvd.	Widen from two to six lanes	Collier County
35	Vanderbilt Beach Rd.	US 41	East of Goodlette-Frank Rd.	Widen from four to six lanes	Collier County
36	Veterans Memorial Blvd.	Old US 41	Secoya Reserve Cir.	New four-lane road	Collier County
37	Veterans Memorial Blvd.	Old US 41	US 41	New four-lane road	Collier County

Sources: *2024 Collier County Annual Update & Inventory Report/Capital Improvement Element* (AUIR/CIE), *Collier MPO 2045 LRTP*, *CAT Ten-Year Transit Development Plan 2021-2030*, *Collier MPO Transportation Improvement Program FY2024-FY2028*, *FDOT Five Year Work Program 2025-2029*.
FPN = Financial Project Number

Figure 4-2. 2050 Existing Plus Committed (E+C) Roadway Projects Map

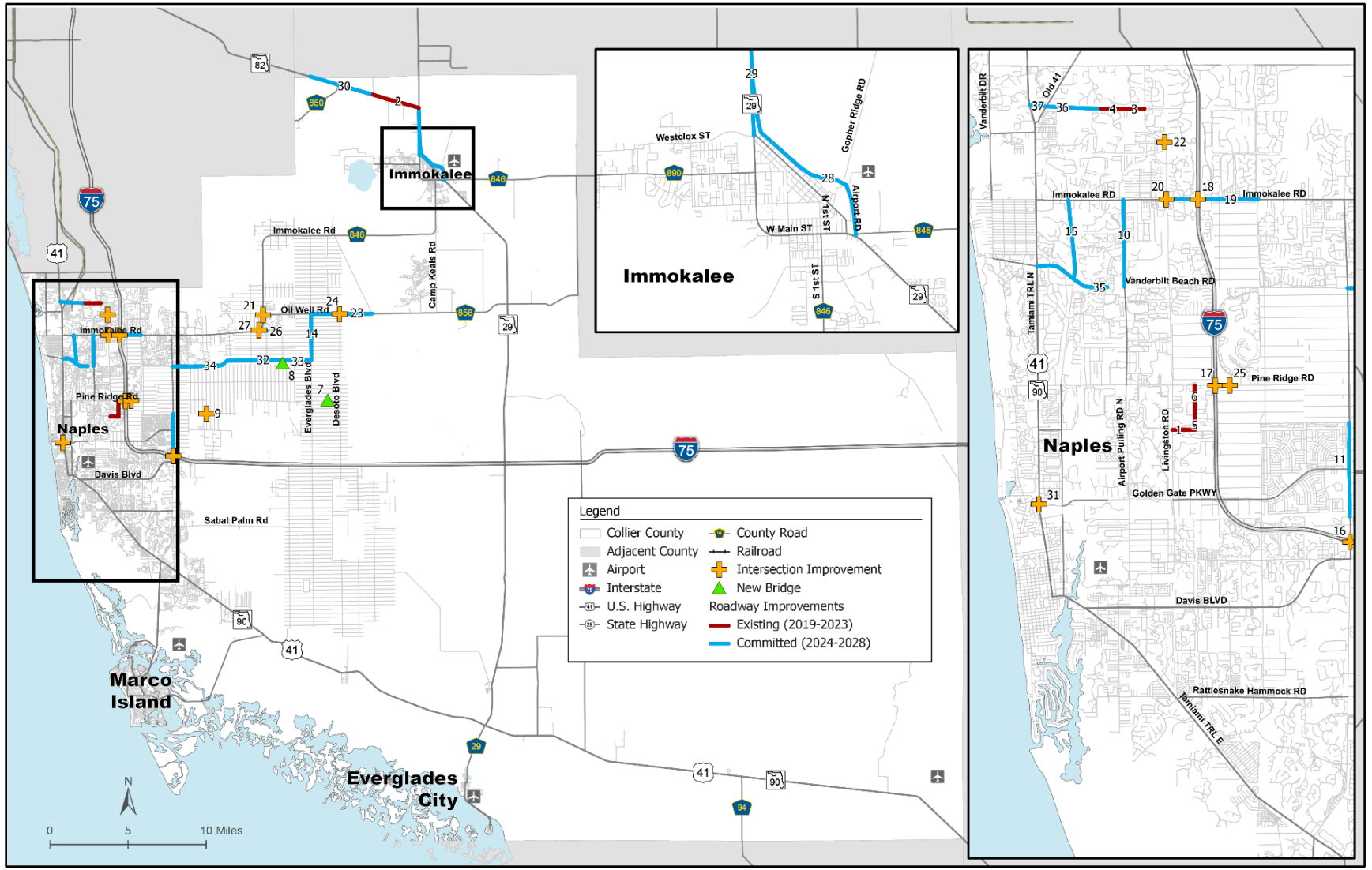
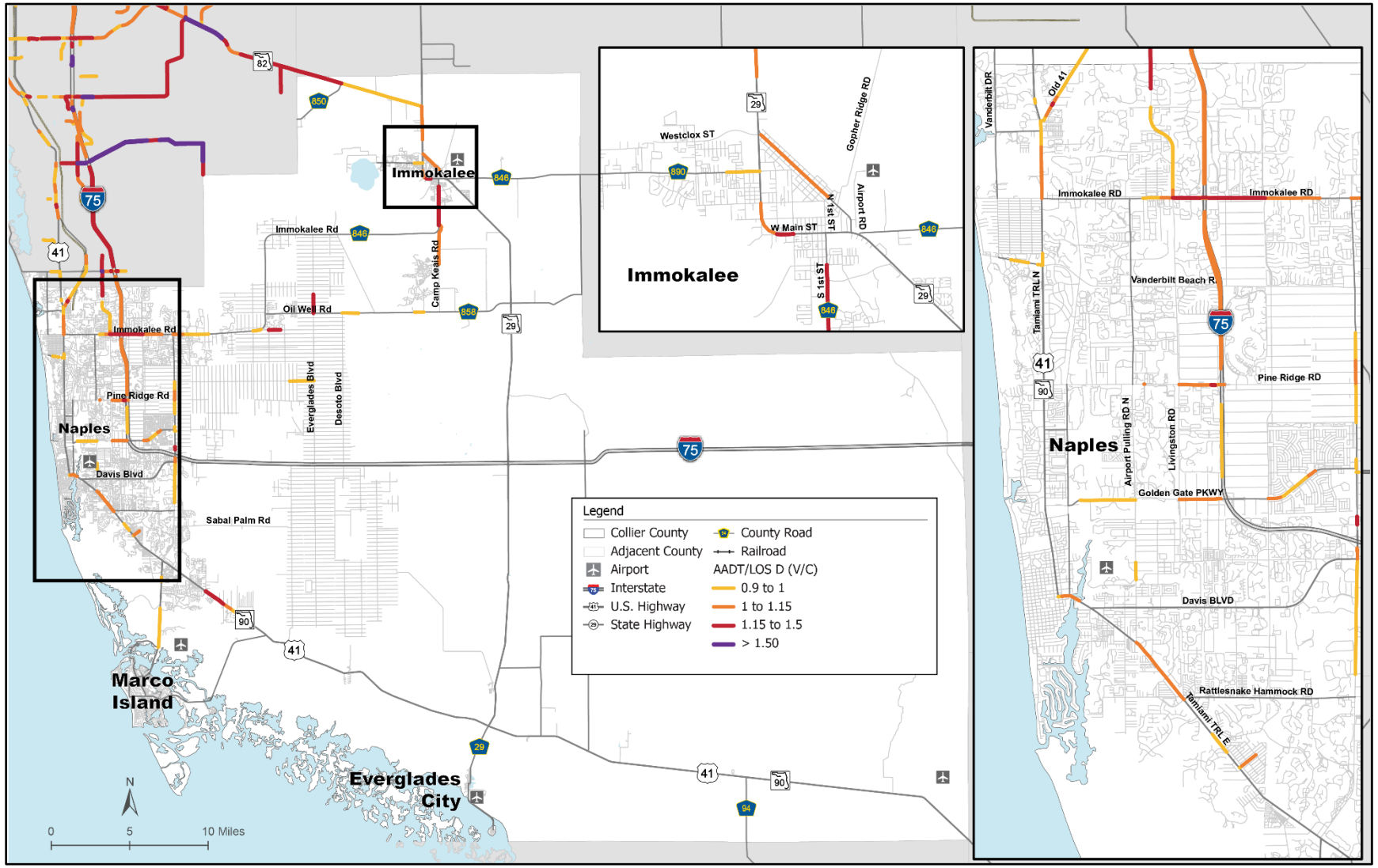


Figure 4-3. 2050 E+C Network Roadway Deficiencies Map



4.2.1.1 2050 Facilities with High Degree of Congestion (V/C = 1.15 to 1.5)

- Immokalee Road from Livingston Road to East of I-75 Interchange
- Immokalee Road from Valewood Drive to Preserve Lane
- Immokalee Road from Collier Boulevard to East of Founders Place
- Everglades Boulevard N from Oil Well Road to 43rd Avenue E
- Collier Boulevard from Magnolia Pond Drive to City Gate Boulevard N
- Randall Boulevard from 8th Street NE to West of 16th Street NE
- South 1st Street from Camp Keais Road to Eustis Avenue
- Livingston Road from Mediterra Boulevard E to Talis Park Drive
- Old US 41 from Collier Center Way to Turtle Creek Boulevard
- Pine Ridge Road from Whippoorwill Lane to I-75 Interchange

4.2.2 Other Roadway Needs Considerations

Once the initial list of roadway project needs was developed based on the E+C roadway deficiency modeling, other roadway-related needs were evaluated to develop a more comprehensive project needs list. Considerations included review of existing planning studies, freight needs, resilience needs, and congestion management strategies, which included safety issues and Transportation Systems Management and Operations (TSM&O).

4.2.2.1 Existing Planning Studies

The MPO reviewed the following existing County planning studies to identify potential projects eligible for the roadway Needs Plan. The following list reflects completed or currently underway studies since the 2045 LRTP update (Collier MPO 2020a).

Annual Update and Inventory Report

The AUIR is an essential resource for assessing the County's infrastructure. The 2024 report provides thorough evaluation of program areas such as transportation, stormwater, water and wastewater, and parks to determine whether existing infrastructure aligns with the service levels outlined in the CCGMP. This analysis informs planning and investment decisions, ensuring infrastructure keeps pace with County growth.

Golden Gate City Master Plan

The purpose of the Golden Gate City Master Plan includes evaluating previously identified infrastructure needs and

identifying additional improvements within Golden Gate City. The plan includes development of an implementation plan for improvements, as well as recognizing potential funding opportunities. Improvements evaluated in the Plan include adding sidewalks and bicycle lanes; improving landscaping, drainage, lighting, and pavement; and adding or replacing utilities such as potable water, wastewater, irrigation, and fiber optic cable. The Golden Gate Master Plan is expected to be completed in the summer of 2026.

Golden Gate Parkway Corridor Congestion Study

This study evaluates traffic congestion along Golden Gate Parkway from west of Livingston Road to east of the I-75 Interchange. The study will identify improvements to relieve congestion, improve travel time, and enhance safety for all users, with an emphasis on improvements to the Livingston Road intersection. The study is anticipated to be completed in June 2026.

Veteran's Memorial Boulevard Extension Phase II

The extension of Veteran's Memorial Boulevard from Aubrey Rogers High School to US 41 has long been recognized as a need in the County. The 2035, 2040, and 2045 LRTPs included this project as a need, and multiple studies completed to date have reaffirmed the need for this extension. The recent completion of Aubrey Rogers High School has further increased demand for these improvements. In addition to relieving traffic congestion on parallel facilities, such as Immokalee Road and Bonita Beach Road, the project will also enhance safety and access through inclusion of sidewalks and shared-use pathways. As of late 2025, the project is in the conceptual design and permitting phase.

Wilson Boulevard Extension Corridor Study

This study's goal is to determine a preferred corridor alignment to connect Golden Gate Boulevard East and Collier Boulevard. It builds off of the previous 2005 Wilson Boulevard Extension Study that identified three corridors for further evaluation and provided near- and long-term recommendations (Collier County n.d.c). The new study is evaluating use of County-owned property to facilitate corridor development, as well as assessing environmental impacts, land uses and potential funding/implementation. The project was on hold as of August 2025 but is expected to move forward.

Immokalee Road Corridor Congestion Study

The Immokalee Road Corridor Congestion Study evaluated intersection concepts along the corridor to enhance traffic operations and safety concerns based on current and future travel demands (Collier County 2021b). The Collier BCC approved the study and the recommendations on October 12, 2021. The study recommendations included:

- Implementing an adaptive traffic signal control system
- Developing a phasing plan for the addition of combined through/right-turn lanes, and incorporate into the Capital Improvement Element of the CCGMP

- Implementing a grade-separated overpass at Immokalee Road and Livingston Road and provide additional turn lanes
- Implementing a Diverging Diamond Interchange at the Immokalee Road/I-75 Interchange in coordination with FDOT
- Implementing a Partial Displaced Left Turn also known as a Continuous Flow Intersection at Immokalee Road and Logan Boulevard
- Pursuing other recommended activities as necessary to manage congestion and improve the operational efficiency, safety, and functionality of this corridor and transportation network
- Continued engagement with impacted stakeholders through the design and construction process

Immokalee Transportation Network Plan

The *Immokalee Transportation Network Plan* was completed in January 2024 and was developed based on recommendations from the *Immokalee Area Master Plan* (adopted December 10, 2019). The *Immokalee Transportation Network Plan* identified potential connectivity improvements to the transportation network within Immokalee to improve connections between residential areas, community facilities, and commercial services. The Plan also established a set of priorities for these multimodal network improvements.

Collier Boulevard III Bridge Location Study

The Collier Boulevard Bridge Location Study evaluated various locations for a new bridge crossing of the CR 951 Canal to provide access between Collier Boulevard to 39th Street SW (Collier County 2022). The study recommendations included a new bridge location at 27th Avenue SW with a new signalized intersection. The study and recommendations were approved by the Collier BCC on July 12, 2022.

East of CR 951 Bridge Reevaluation Study

In August 2008, the County conducted the East of CR 951 Infrastructure and Services Horizon Study to evaluate missing bridge connections based on system-wide infrastructure needs. The study's stakeholders identified twelve preferred canal crossing locations and ranked the bridges based on criteria related to mobility, service efficiency, and emergency response. The new bridges would be strategically located throughout the Golden Gate Estates area to reduce trip lengths and travel demand on already congested collector roadways and to provide the greatest opportunity to reduce response time for first responders. On May 25, 2021, the Collier BCC approved five of the bridge crossings listed in **Table 4-2** for programming for the design phase. The BCC also recommended to reconsider and reevaluate the remaining five crossing locations in the future.

Table 4-2. East of CR 951 Bridge Reevaluation Study Bridges

Map ID	New Bridge Projects
Approved for design	
78[a]	47th Ave. NE (between Immokalee Rd. & Everglades Blvd.)
75[a]	North End of 13th St. NW (north of Golden Gate Blvd.)
7[b]	10th Ave. SE (between Everglades Blvd. and Desoto Blvd.)
81[a]	Wilson Blvd. S (south of Golden Gate Blvd.)
79[a]	62nd Ave. NE (between Everglades Blvd. and 40th St. NE)
Recommended for future reevaluation	
106[a]	16th St. SE (south of Golden Gate Blvd.)
80[a]	Wilson Blvd. N (south of 33rd Ave NE)
76[a]	18th Ave. NE (between Wilson Ave & 8th St. NE)
77[a]	18th Ave. NE (between 8th St. NE & 16th St. NE)
83[a]	23rd St. SW (south of Golden Gate Blvd.)

[a] Refer to Figure 4-16, 2050 Needs Plan Roadway Projects Map
[b] Refer to Figure 4-2, 2050 Existing Plus Committed (E+C) Roadway Projects Map

In addition to County planning studies, the MPO also reviewed the following FDOT studies that are within Collier County to identify potential projects eligible for the roadway Needs Plan. The following list reflects completed or currently underway studies since the 2045 LRTP update (Collier MPO 2020a).

SR 29 Immokalee Project Development and Environment (PD&E) Study (FPID 417540-5)

This PD&E Study evaluated the potential widening of the existing two-lane undivided segment of SR 29 to four lanes as well as the addition of an alternative corridor that bypassed downtown Immokalee (FDOT n.d.j.). The study resulted in a Preferred Alternative that consists of widening SR 29 to four lanes from Oil Well Road to CR 846 and from New Market Road to SR 82. The Preferred Alternative also includes a new four-lane bypass roadway from CR 846 to north of Heritage Boulevard. The study's Location and Design Concept Approval was received on June 19, 2024.

SR 29 from I-75 to Oil Well Road PD&E Study (FPID 434490-1)

The objective of this PD&E Study is to evaluate improvements along SR 29 that accommodate projected travel demand, specifically increased freight and commuter traffic, improve safety conditions, and enhance emergency evacuation for the Southwest Florida region as well as address the need for improved regional connectivity. The project was included in the Collier MPO 2040 LRTP.

Old 41 (CR 887) PD&E Study (FPID 435110-1)

This Study is evaluating two segments of Old 41 as part of this project, which are from US 41/Tamiami Trail to the Lee County Line and from the Collier County Line to Bonita Beach Road. The goal of this PD&E study is to evaluate and document potential engineering and environmental effects of proposed improvements needed to

relieve existing congestion and accommodate future travel demand along Old 41/CR 887. Improvements may include the potential widening of the roadway up to four lanes, as well as safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path. The study is anticipated to be complete by June 2026. The MPO Board approved a motion on February 14, 2025, to reevaluate the PD&E to focus on improving intersections and adding bicycle and pedestrian facilities.

4.2.2.2 Moving Florida Forward Infrastructure Initiative

In 2023 the Florida legislature passed the Moving Florida Forward Infrastructure Initiative (MFF) to focus on critical needs on state-owned roadways. The initiative funds improvements to ensure that transportation infrastructure can meet future demands, including investments in major interstates and arterial roadways.

A total of $4 billion dollars from the General Revenue Surplus has been dedicated to MFF to advance construction on these projects around the state that will address congestion, improve safety, ensure the resilience of our transportation network, and enhance Florida's supply chain and economic growth (FDOT n.d.g.).

Through MFF, five projects in Collier County have been programmed for construction along the I-75 corridor:

- I-75 Widening from Immokalee Road to Bonita Beach Road (FPID 452544-3)
- I-75 Widening from Pine Ridge Road to Immokalee Road (FPID 452544-5)
- I-75 Widening from Golden Gate Parkway to Pine Ridge Road (FPID 452544-6)
- I-75 at Immokalee Road Interchange Improvements (FPID 452544-4)
- I-75 at Pine Ridge Road) Interchange Improvements (FPID 445396-1) – in construction

The I-75 widening projects include adding one travel lane in each direction (from six to eight lanes) to increase capacity. These segments were part of the I-75 Southwest Connect South Corridor Managed Lanes Study (FPID 442519-1) that included the limits from south of Collier Boulevard (SR 951) in Collier County to north of Bayshore Road (SR 78) in Lee County, as well as the I-75 from Golden Gate Parkway to Corkscrew Road PD&E Study (FPID 452544-1). Both studies are part of the District One I-75 Southwest Connect program, which was created to identify and construct transportation solutions that address the long-term needs of the interstate corridors in Southwest Florida.

Additionally, the I-75 Southwest Connect program included the I-75 at Immokalee Road Interchange PD&E Study to improve traffic operations and enhance safety at the interchange. Through MFF, a diverging diamond interchange will be advanced for construction at this interchange.

MFF is also advancing the construction of a diverging diamond interchange at I-75 and Pine Ridge Road. Reconstruction of this interchange is underway. Improvements are expected to significantly reduce delays on Pine Ridge Road and improve safety for all users.

While not funded through MFF, the interchange at I-75 and Collier Boulevard/SR 951 (425843-2) is also under construction to reconstruct the existing diamond interchange to a modified diamond interchange. This project was also part of the I-75 Southwest Connect program, which included a PD&E study (425843-1) to improve traffic operations and enhance safety at the interchange.

4.2.2.3 Freight Needs

There are no Intermodal Logistic Centers (ILCs) in Collier County. However, two of the state's three existing ILCs are located within the District One region: Central Florida ILC in Polk County and America's Gateway ILC in Glades County. Both are designated SIS facilities and serve as major inland ports within the region (FDOT 2023j).

Rail access to the County is limited to a 1-mile section of the Seminole Gulf Railway in the far northwest corner of the County. In addition to providing traditional rail freight transportation, the rail line supplies regional trucking and logistical services, as well as warehousing and distribution from its distribution center located in North Fort Myers.

I-75 is the only limited-access facility within the County and is a major element of the Florida SIS and freight network. It serves as the primary transportation facility connecting Collier County with its immediate neighboring counties, the rest of Florida, and the National Highway System (NHS). It also serves as a major commuter corridor.

Regional Freight Corridors and Distribution Routes

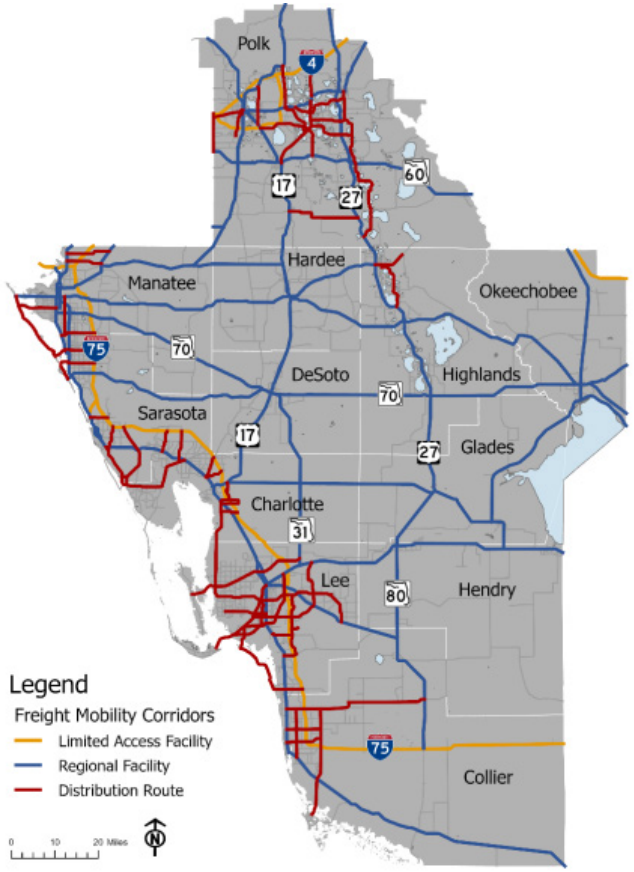
A freight network is defined in FDOT *District One Freight Mobility and Trade Plan (District One FMTP)* (FDOT 2023a) as including limited-access facilities, regional freight mobility corridors, and freight distribution routes that support the state and regional economy and provided details on Collier County's freight network within District One's region.

The regional freight corridors function as connectors between limited-access facilities and regional freight activity centers. The District One FMTP provides a comprehensive assessment of its region's freight network. The Plan further informs the statewide FDOT *Freight Mobility & Trade Plan* (FDOT 2024d) (FDOT FMTP) to support federal and state funding requests for improvements to the District's regional freight network. **Figure 4-4** presents the freight mobility corridors within District One. Collier County's regional freight facilities consist of:

- SR 29 (I-75 to Hendry County Line)
- SR 82 (SR 29 to Hendry County Line)
- US 41 (Monroe County/Miami-Dade County Line to Lee County Line)
- CR 951/Collier Boulevard (US 41 to CR 846/ Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)

- CR 846/Immokalee Road (US 41 to CR 858/Oil Well Road)
- Golden Gate Boulevard (US 41 to CR 951/Collier Boulevard)
- CR 896/Pine Ridge Road (US 41 to CR 951/Collier Boulevard)

Figure 4-4. District One Freight Mobility Corridors



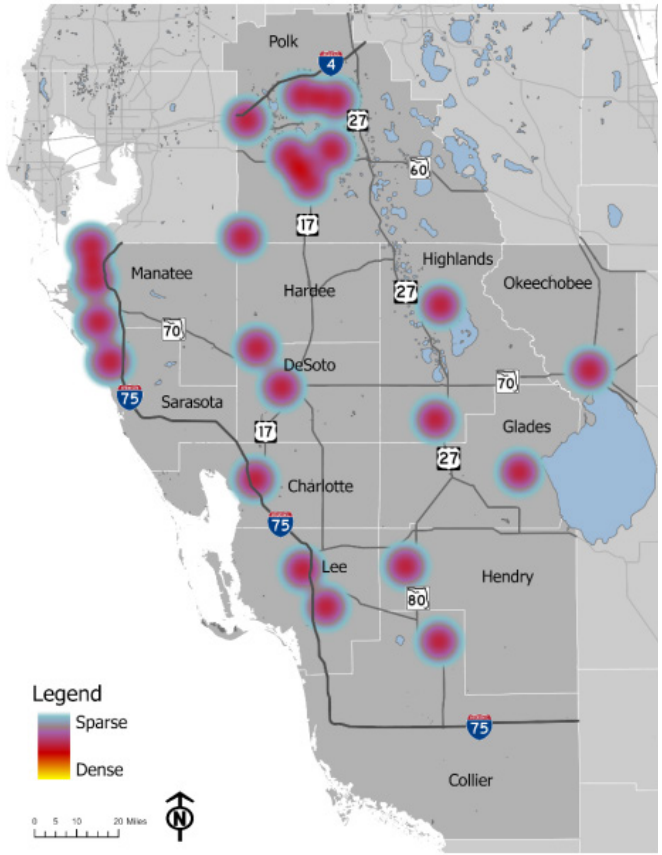
Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

Review of 2024 traffic data at FDOT Florida Traffic Online reveals that truck traffic volumes along I-75 are greatest north of Immokalee Road where volumes exceed 9,900 trucks per day, or more than 8% of total AADT (FDOT 2024c). The portion of I-75 between Pine Ridge Road and Immokalee Road experiences truck volumes exceed 9,200 per day (or 9% of the total AADT). The data also reveal the highest daily truck traffic along SR 29 is just north of Immokalee (Westclox Street) at 2,935 trucks per day, which makes up approximately 13% of the total AADT. The segment of US 41 with the most truck traffic is north of Pine Ridge Road, where truck volumes reach more than 1,800 truck per day (or 4.23% of total AADT).

Freight Activity Centers

Freight Activity Centers (FACs) are locations where significant freight-related activities occur, such as warehousing, distribution, manufacturing, and intermodal freight transfer. The District One FMTP also identified FACs within its region (refer to **Figure 4-5**). Note that the northeastern portion of Collier County includes one FAC located in the Immokalee area, which is likely attributed to the freight-related activities associated at the Immokalee Regional Airport. The airport is located on 1,333 acres of land adjacent to SR 29 and is a designated Florida Rural Enterprise Zone and HUB Empowerment Zone. Additionally, in and around the airport property is a designated 60-acre Foreign Trade Zone with numerous manufacturing-related businesses.

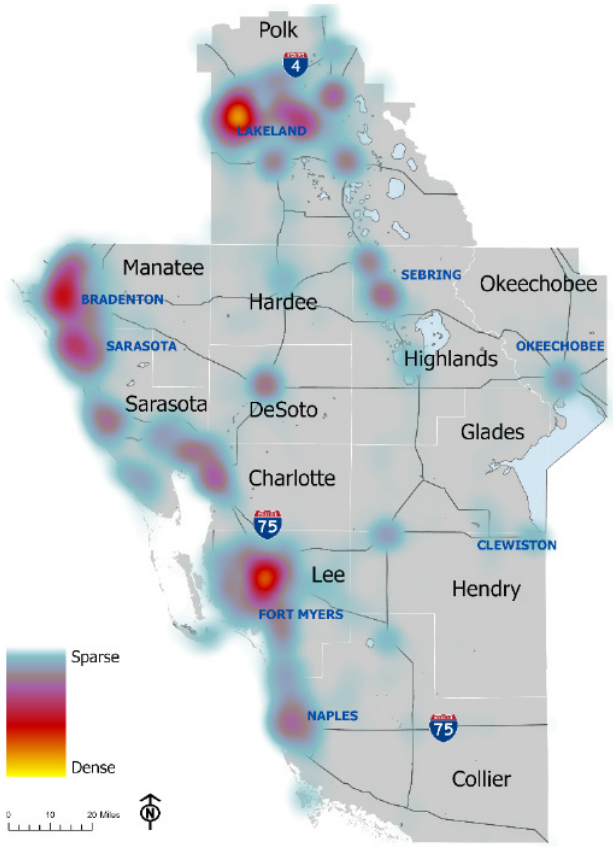
Figure 4-5. District One Freight Activity Centers



Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

When compared to the District One region, Collier County has a low density of warehouses, distribution centers, and third-party logistics providers. These facilities are primarily in the western portions of the County along the I-75 corridor, with some sparse density in the Immokalee area as well (refer to **Figure 4-6**).

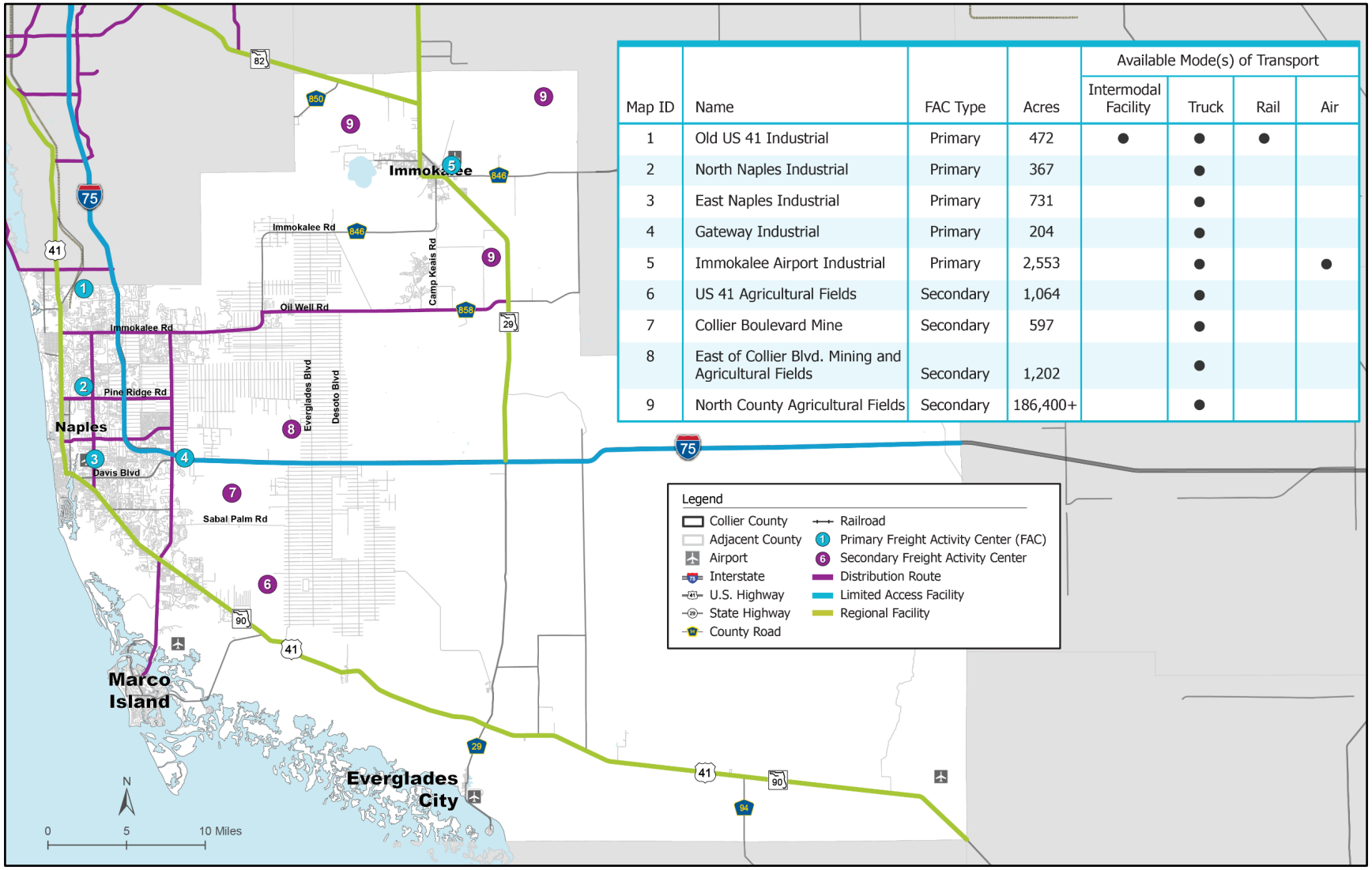
Figure 4-6. District One Warehouses, Distribution Centers & Third Party Logistics Companies Clusters



Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

The Collier MPO *2040 Freight Congestion Considerations Technical Memorandum* also identified Primary and Secondary FACs in the County and found that Primary FACs within the County are concentrated where industrial land uses are more prevalent and Secondary FACs are located around agricultural land uses (refer to **Figure 4-7**) (Renaissance Planning 2015).

Figure 4-7. Freight Network and Activity Centers



Map ID	Name	FAC Type	Acres	Available Mode(s) of Transport			
				Intermodal Facility	Truck	Rail	Air
1	Old US 41 Industrial	Primary	472	●	●	●	
2	North Naples Industrial	Primary	367		●		
3	East Naples Industrial	Primary	731		●		
4	Gateway Industrial	Primary	204		●		
5	Immokalee Airport Industrial	Primary	2,553		●		●
6	US 41 Agricultural Fields	Secondary	1,064		●		
7	Collier Boulevard Mine	Secondary	597		●		
8	East of Collier Blvd. Mining and Agricultural Fields	Secondary	1,202		●		
9	North County Agricultural Fields	Secondary	186,400+		●		

The District One FMTP notes that the primary freight related activities in Collier County make up more than 15 million total square feet of land uses in the County which include:

- Warehouse and Distribution Centers
- Light Manufacturing, Fruit, Vegetable, and Meat Packing Plants
- Airports, Bus Terminals, and Marine Terminals
- Wholesale Outlets, Produce Houses, and Manufacturing Outlets

The District One FMTP also notes that the top import commodity for Collier County is furniture or fixtures, while instruments, photo, and optical equipment are Collier County's top export commodity. Therefore, Collier County contributes 2.74% of Florida's total import tonnage and 12.32% of total export tonnage.

State-wide Freight Planning

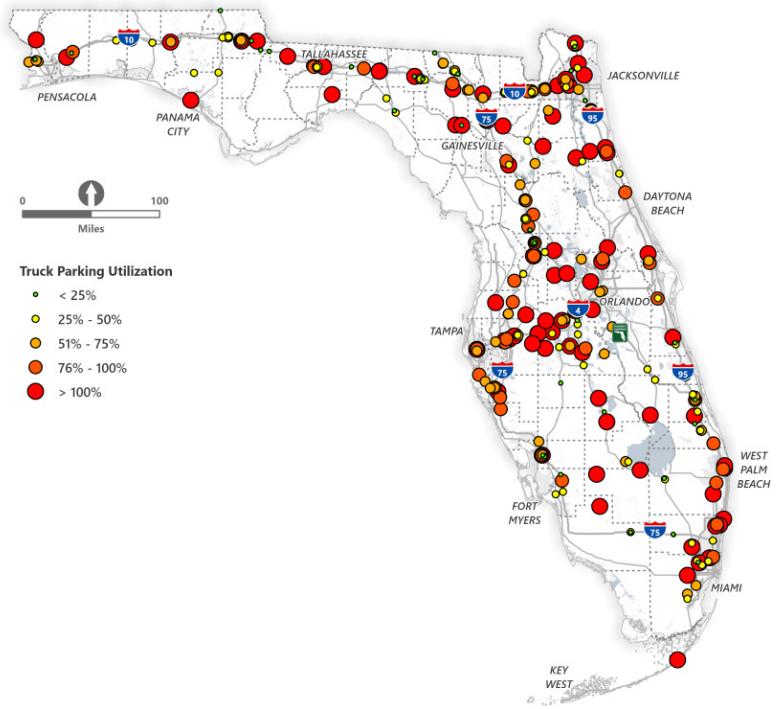
The statewide FDOT FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The Plan highlights freight-related needs and issues that were derived from an analysis of Florida's freight performance and input from stakeholders. The top three issues identified in the Plan were congestion/bottlenecks, truck parking, and empty backhaul.

An increasing volume of vehicle traffic, comprising both freight trucks and passenger traffic, contributes to heightened congestion. While the FDOT FTMP did not pinpoint any major truck bottlenecks within Collier County, the adjacent counties of Lee, Broward, and Miami-Dade report such challenges. FDOT's proposed improvements along SR 29 from Oil Well Road to SR 82 (FPID 417540) include an alternative route for regional truck traffic to not only enhance the livability of down-town Immokalee and improve access for local traffic, but to improve the circulation of freight in the area.

In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations. In particular, the FDOT FTMP shows that the truck parking in the Immokalee area is operating at over 100% utilization (refer to **Figure 4-8**).

Truck empty backhaul occurs when a truck returns empty from its destination to its point of origin. On average, 41.9% of Class 9 trucks left the state empty on I-95, I-10, and I-75 in 2022 (FDOT 2024d). According to the District One FMTP, District One plans to analyze Florida industries to determine the level of contribution to empty backhaul.

Figure 4-8. Statewide Truck Parking Supply Locations



Source: *FDOT Freight Mobility & Trade Plan* (FDOT 2024d)

4.2.2.4 Safety Needs

The Collier MPO *Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (SAP)* (Collier MPO 2025c) analyzes traffic crash data to identify hazardous streets and intersections in the County. It defines a high-injury network (HIN), highlighting areas that would benefit most from safety countermeasures. The plan categorizes priority locations into two tiers: Tier I, which includes the top 15% of high-risk locations, and Tier II, covering the next 15%. These tiers apply to intersections, urban roadway segments, and rural roadway segments and apply to all modes of travel. **Tables 4-3, 4-4,** and **4-5** list the top ten Tier I intersections, urban roadway segments, and rural roadway segments, respectively. **Figure 4-9** also presents this information graphically.

Table 4-3. Top 10 HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Oil Well Road & FL-29	Royal Fakapalm	7	1
Golden Gate Parkway & Collier Blvd.	Golden Gate	3	2
Neapolitan Way & Tamiami Trail	City of Naples	4	3
Airport Pulling Road & Pine Ridge Crossing	Central Naples	4	4
FL-82 & Corkscrew Rd.	Corkscrew	4	5
Tamiami Trail & Goodlette-Frank Rd.	City of Naples	4	6
Tamiami Trail & Airport Pulling Rd.	East Naples	4	7
Golden Gate Parkway & Goodlette-Frank Rd.	City of Naples	4	8
Davis Boulevard & Airport Pulling Rd.	East Naples	4	9
Davis Boulevard & Collier Blvd.	Royal Fakapalm	3	10

The evaluation of safety risk for intersections and street segments in Collier County is based on three equally weighted criteria:

- Severe Crash Risk Score: prioritizes locations with a high number killed or serious injury crashes (KSI) from 2019-2023
- Facility Risk Score: assesses the physical characteristics of roadways to determine crash likelihood
- Relative Risk Score: compares severe crash occurrences within similar roadway types to identify underperforming areas.

Together, these criteria guide the development of the HIN, ensuring targeted safety improvements in the most critical locations.

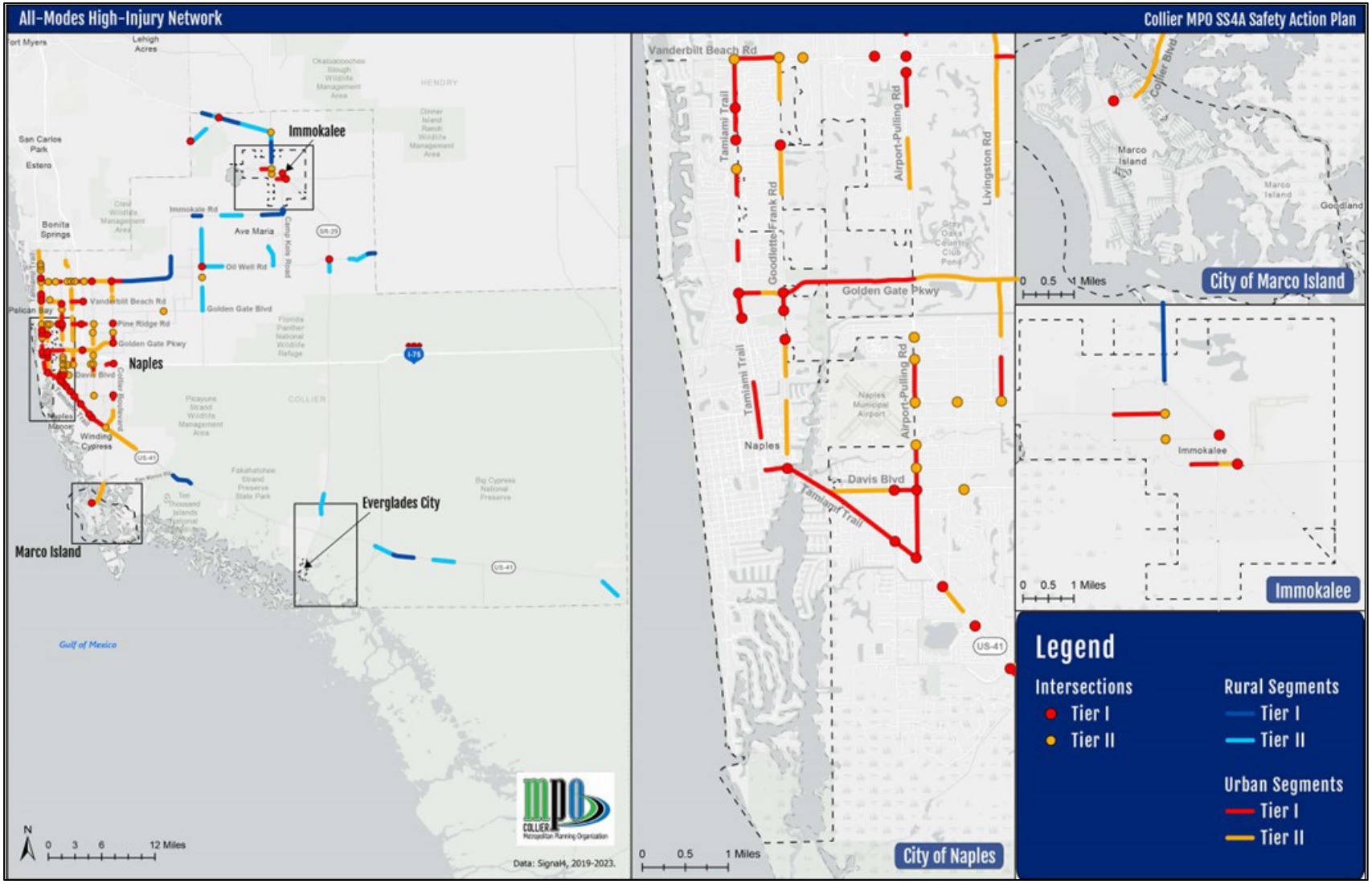
Table 4-4. Top 10 HIN Tier I Urban Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	KSI	Rank
Pine Ridge Rd.	I-75 West Ramp	I-75 East Ramp	Urban Estates	0.13	3	1
Tamiami Trl.	Bayshore Dr.	Airport Pulling Rd.	East Naples	0.25	5	2
Airport Pulling Rd.	Cougar Dr.	Naples Blvd.	North Naples	0.18	3	3
W Main St.	S 9th St.	Immokalee Rd.	Immokalee	0.45	7	4
Airport Pulling Rd.	Estey Ave.	North Rd.	East Naples	0.21	3	5
Tamiami Trl.	4th Ave N	7th Ave N	City of Naples	0.28	4	6
Collier Blvd.	Golden Gate Pkwy.	Green Blvd.	Golden Gate	0.99	13	7
Tamiami Trl.	Barefoot Williams Rd.	Lely Resort Blvd.	South Naples	0.63	7	8
Pine Ridge Rd.	I-75 East Ramp	Napa Blvd.	Urban Estates	0.19	2	9
5th Ave S	9th St. S	Goodlette-Frank Rd.	City of Naples	0.20	2	10

Table 4-5. Top 10 HIN Tier I Rural Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	KSI	Rank
Oil Well Rd.	¾ Mile West of County Line Rd.	County Line Rd.	Corkscrew	0.68	3	1
N 15th St.	New Market Rd.	Johnson Rd.	Corkscrew	1.97	8	2
Immokalee Rd.	Orange Tree Blvd.	Oil Well Rd.	Rural Estates	0.36	1	3
Immokalee Rd.	Majestic Trails Blvd.	Wilson Blvd. N	Rural Estates	1.84	4	4
Immokalee Rd	Oil Well Rd.	41st Ave NE	Rural Estates	1.02	3	5
Immokalee Rd.	Randall Blvd.	Orange Tree Blvd.	Rural Estates	0.60	1	6
Immokalee Rd.	¼ Mile East of Redhawk Ln.	Everglades Blvd. N	Rural Estates	0.80	2	7
FL-82	Hendry County Line	S Church Rd.	Corkscrew	0.82	2	8
Immokalee Rd.	Montserrat Ln.	Majestic Trails Blvd.	Rural Estates	2.00	2	9
Immokalee Rd.	½ Mile East of 25675 Immokalee Rd.	Camp Keais Rd.	Corkscrew	2.34	4	10

Figure 4-9. All Modes High-Injury Network



Source: Collier MPO SAP (Collier MPO 2025c)

4.2.2.5 Congestion Management Needs

Congestion management describes the activities used to help reduce the negative impacts of traffic congestion and improve roadway performance in urban areas. Transportation planning agencies, such as the Collier MPO, follow a detailed Congestion Management Process when making decisions about the best ways to address traffic congestion in specific areas, and eventually how improvement strategies should be prioritized for available funding.

As discussed in Chapter 1, the Collier MPO Congestion Management Committee is responsible for creating and amending the CMP and for prioritizing candidate congestion management projects to be funded with federal and state funding. As presented in **Figure 4-10**, the CMP is an eight-step process that an urban area follows to improve the performance of its transportation system by reducing the negative impacts of traffic congestion.

The CMP Update (Collier MPO 2022a) was approved by the MPO Board in April 2022. The CMP includes Congested Corridor Factsheets (Collier MPO 2022b), which contain detailed information on ten of the most congested corridors in Collier County and recommend multimodal strategies for alleviating congestion. **Figure 4-11** presents congestion hot spot locations in the County. **Table 4-6** provides more information about these congestion hot spot locations.

To address commuting congestion between Collier and Lee Counties, 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. The Regional Roadway Network (refer to **Figure 4-12**) was approved by both MPO Boards in 2017. The updated Collier MPO CMP and Joint Regional Element and updated Regional Roadway Network map will be incorporated by reference into the 2050 LRTP at a future date to better inform roadway needs.

Figure 4-10. Congestion Management Process Eight-Step Framework

Figure 4-11. Collier County Congested Corridors Map

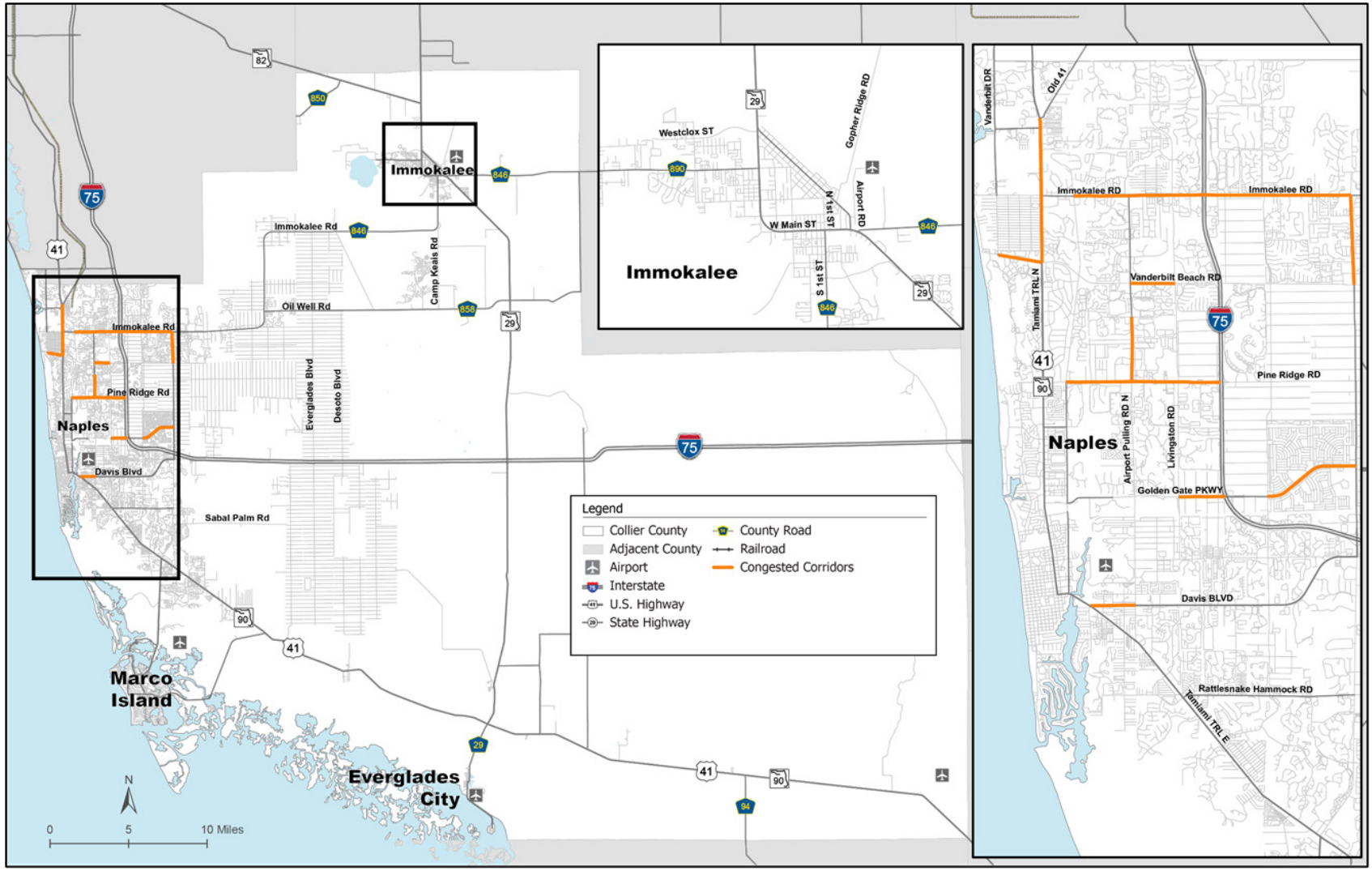
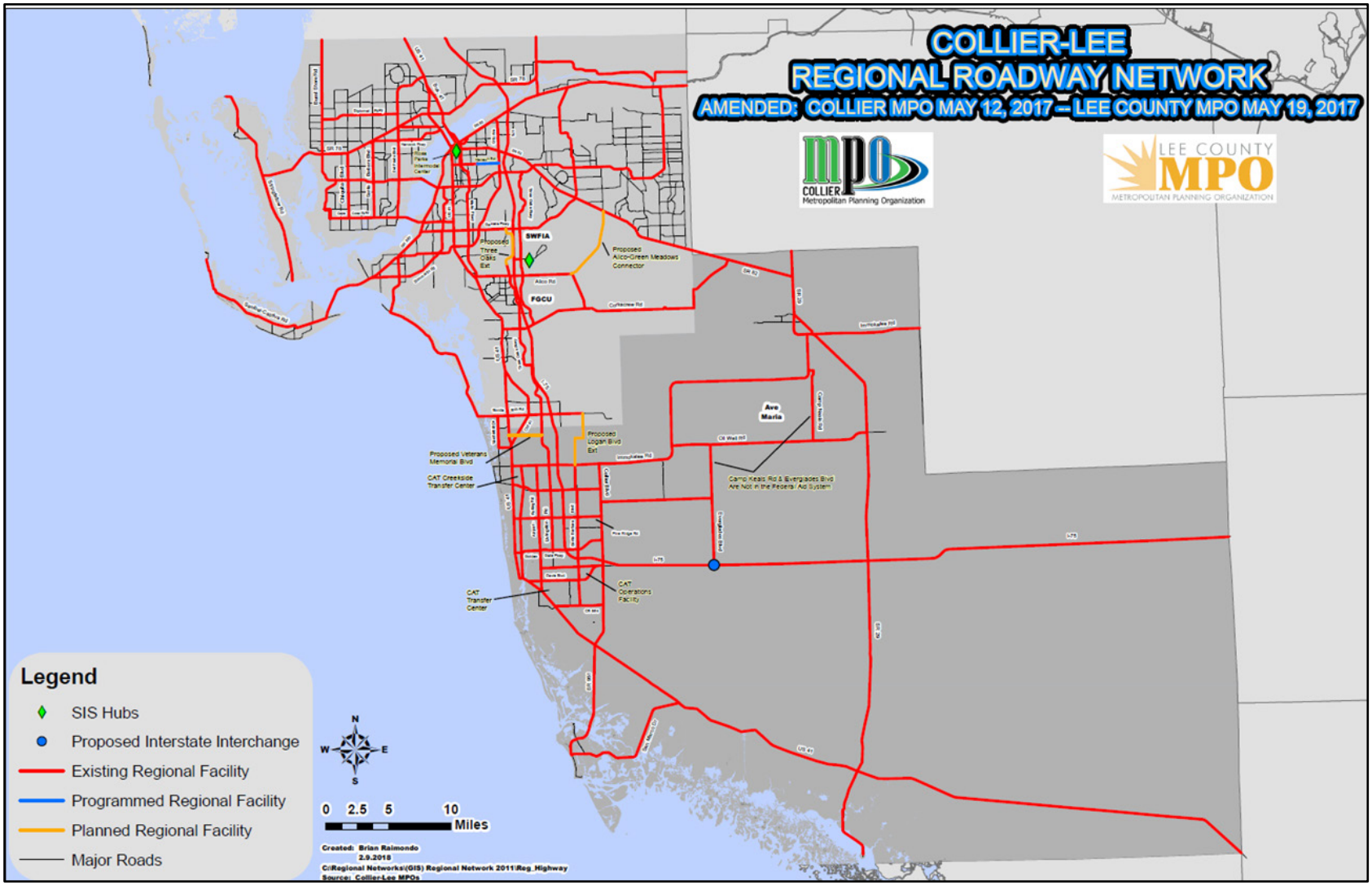


Table 4-6. Collier County Congested Corridors

Road	From	To	Corridor Challenges	Average Daily Duration of Bottleneck Conditions
Airport-Pulling Rd.	Pine Ridge Rd.	Orange Blossom Dr.	• Freight & small truck traffic • School traffic • Signal coordination	14 minutes
Collier Blvd.	Vanderbilt Beach Rd.	Immokalee Rd.	• Surrounding roadway network • Access to I-75	1 minute
Davis Blvd.	US 41	Airport-Pulling Rd.	• Traffic on US 41 • Freight & small truck traffic	9 minutes
Golden Gate Pkwy.	Livingston Rd.	I-75	• Commuter traffic • Freight & small truck traffic	11 minutes
Golden Gate Pkwy.	Santa Barbara Blvd.	Collier Blvd.	• School traffic • Trips from surrounding neighborhoods • Local and regional traffic	8 minutes
Immokalee Rd.	Goodlette-Frank Rd.	Collier Blvd.	• I-75 interchange • High-intensity land uses	32 minutes
US 41	Vanderbilt Beach Rd.	Old US 41	• Regional traffic • High activity areas & visitor destinations	4 minutes
Pine Ridge Rd.	Goodlette-Frank Rd.	I-75	• I-75 interchange • Mix of trip purposes	22 minutes
Vanderbilt Beach Rd.	Airport-Pulling Rd.	Livingston Rd.	• Commuter traffic • Potential bicycle & pedestrian conflicts	3 minutes
Vanderbilt Beach Rd.	Vanderbilt Dr.	US 41	• Seasonality • Beach trips	2 minutes

Source: Collier MPO CMP *Congested Corridor Factsheets* (Collier MPO 2022b)

Figure 4-12. Lee County/Collier Regional Roadway Network



4.2.2.6 Transportation System Management and Operations Strategies

TSM&O include Transportation System Management (TSM) approaches and ITS technologies that are noted in the Collier MPO CMP as effective strategies to mitigate congestion. TSM strategies are a low-cost but effective way to reduce congestion particularly for:

- Intersection and signal improvements
- Special events management strategies
- Incident management

These multimodal strategies are designed to maximize the efficiency, safety, and use of existing and planned transportation infrastructure. ITS projects are effective in maximizing a transportation system's efficiency. Based on the Collier MPO CMP 2022 Update, strategies related to ITS projects in Collier County include:

- Expanded traffic signal timing & coordination
- Traffic signal equipment modernization
- Traveler information devices
- Communications networks & roadway surveillance

Candidate ITS projects within Collier County include:

- Those which are consistent with FDOT's current ITS Regional Architecture
- Updates to existing equipment and software deployed in the region
- Improved incident management
- Enhancements to City of Naples, Collier County Traffic Operations/Management Centers (TOCs), including studies and implementing their recommendations
- Improved use of social media and public information technologies

Within Collier MPO's jurisdiction, both the City of Naples and Collier County manage TOCs in close coordination with each other and with FDOT to remain in full compliance with the FDOT Statewide ITS architecture.

The CMP identified roadway facilities as candidates for ITS and active roadway management strategies. **Figure 4-13** summarizes the projects and associated recommendations along with projects adopted in the FY 2026-2030 TIP (refer to **Table 6-1** in Chapter 6).

While these projects are part of the roadway needs, the LRTP-level modeling (D1RPM) is not sensitive enough to determine whether congestion is relieved by implementing these strategies. Evaluation and prioritization of these projects is conducted by the MPO CMC using Strategy Evaluation Criteria that are used to screen project submittals for consistency with CMP goals, strategies, and congestion corridors identified by the CMP (refer to **Figure 4-12**).

In addition, the *2045 Florida Transportation Plan Policy Element* (FDOT 2020) notes that the traditional definition of transportation infrastructure must be broadened to include communications backbone or technologies that allow the transportation system to function. Building on existing ITS and TSM&O infrastructure, FDOT will plan

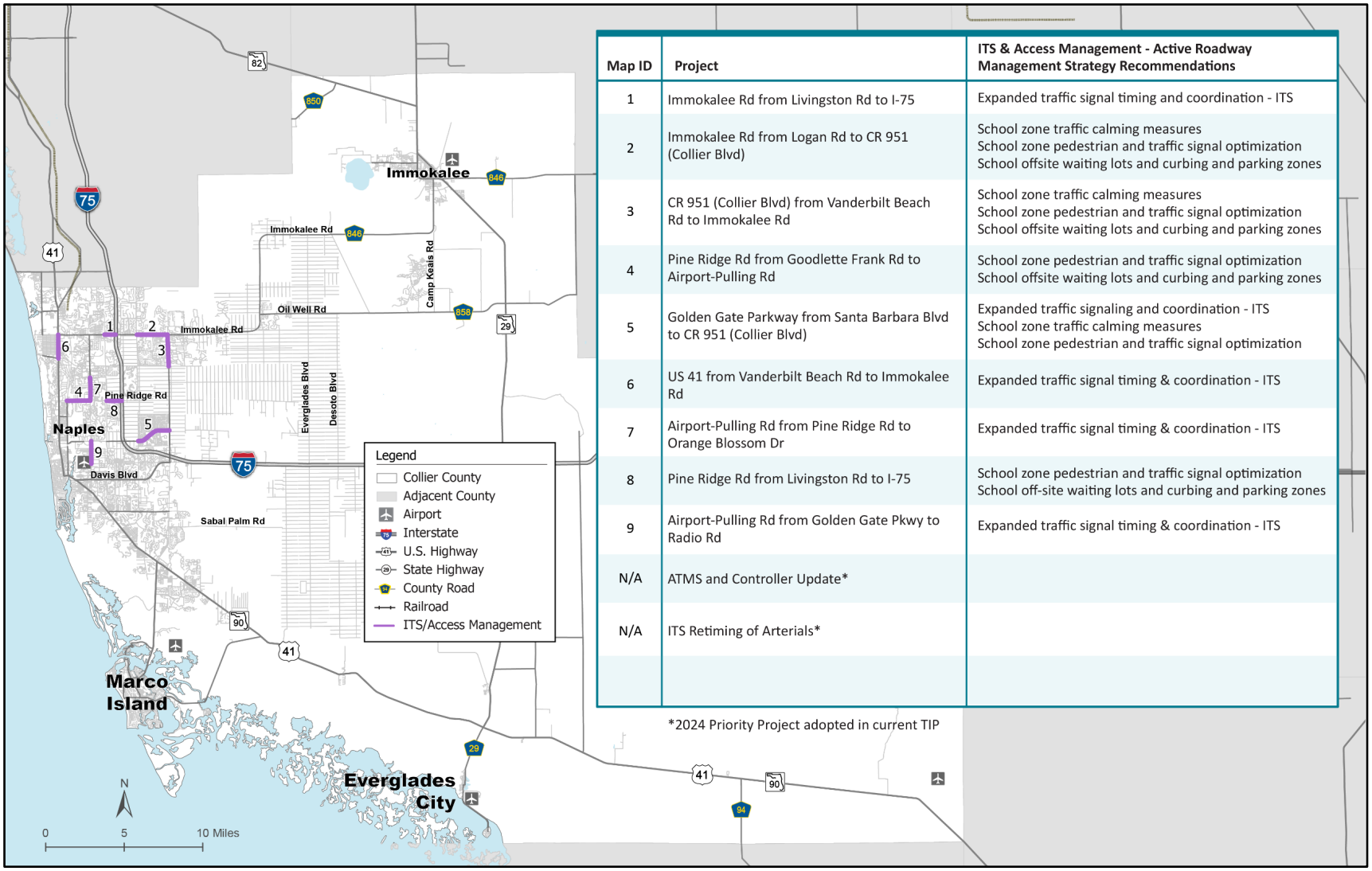
and invest in the following technologies to improve the state's transportation information technology infrastructure, or "infostructure."

- Deploy surface transportation infrastructure to support automated, connected, electric, and shared vehicles and other emerging technologies
- Support statewide broadband connectivity, particularly to rural and underserved areas, to supplement access to services and expand use of transportation technologies
- Adapt and accommodate emerging air and space technologies
- Adapt and accommodate emerging logistics technologies
- Support smart region/city initiatives to leverage transportation technology and data
- Identify, respond to, and mitigate cybersecurity and data security threats to transportation systems

The 2045 Florida Transportation Plan Implementation Element (FDOT 2022b) provides a strategy that focuses on information and communications technologies that enable advanced technology applications across all modes and systems. Traditionally, transportation systems have been planned by mode with an emphasis on moving vehicles safely and efficiently. With a growing range of mobility options enabled by technology and data, FDOT is now emphasizing a shift to enhancing mobility for people and freight. This shift will require updates to existing decision-making processes, guidelines, and manuals; new approaches to performance measures with more emphasis on connectivity, convenience, and accessibility; and improvements to data and business processes to allow for better flow of information and payment across systems.

Both the CMP and the bicycle/pedestrian planning process strongly consider crash data as an important component of the project identification and selection process. As improvements are made to these facilities, special attention is placed on identifying solutions that enhance safety for motorists, pedestrians, and bicyclists. Traffic crashes are highly correlated with intersection locations, and consideration of operational and ITS improvements to major and minor intersections will address many of the high crash locations. Input from the LRTP into those continuing processes provides valuable guidance in the identification of safety-related improvements.

Figure 4-13. ITS & Access Management Roadway Projects



Map ID	Project	ITS & Access Management - Active Roadway Management Strategy Recommendations
1	Immokalee Rd from Livingston Rd to I-75	Expanded traffic signal timing and coordination - ITS
2	Immokalee Rd from Logan Rd to CR 951 (Collier Blvd)	School zone traffic calming measures School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
3	CR 951 (Collier Blvd) from Vanderbilt Beach Rd to Immokalee Rd	School zone traffic calming measures School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
4	Pine Ridge Rd from Goodlette Frank Rd to Airport-Pulling Rd	School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
5	Golden Gate Parkway from Santa Barbara Blvd to CR 951 (Collier Blvd)	Expanded traffic signaling and coordination - ITS School zone traffic calming measures School zone pedestrian and traffic signal optimization
6	US 41 from Vanderbilt Beach Rd to Immokalee Rd	Expanded traffic signal timing & coordination - ITS
7	Airport-Pulling Rd from Pine Ridge Rd to Orange Blossom Dr	Expanded traffic signal timing & coordination - ITS
8	Pine Ridge Rd from Livingston Rd to I-75	School zone pedestrian and traffic signal optimization School off-site waiting lots and curbing and parking zones
9	Airport-Pulling Rd from Golden Gate Pkwy to Radio Rd	Expanded traffic signal timing & coordination - ITS
N/A	ATMS and Controller Update*	
N/A	ITS Retiming of Arterials*	

*2024 Priority Project adopted in current TIP

Source: Collier MPO *Congestion Management Process* (Collier MPO 2022a) and *Transportation Improvement Program FY 2026-2030* (Collier MPO 2025d)

Connected and Automated Vehicles Deployment

Connected and Automated Vehicles (CAV) continue to be emerging technologies. The FDOT CAV Program has gained significant momentum since 2017. FDOT's *CAV Business Plan* (FDOT 2019) identified seven focus areas including policies, funding, education, outreach, partnership, and advancing research (**Figure 4-14**) to carry the CAV Program from initialization through full-scale implementation and operations. Florida's CAV Initiative was developed from the *CAV Business Plan* and now applies lessons learned from past or ongoing CAV projects to future projects. The CAV Program deploys projects statewide including the Collier Countywide Connected Traveler Information System (CTIS). Collier County leveraged existing funded projects (to maximize connected vehicle data) to provide real-time travel information. Real-time information allows travelers to make more informed decisions and to realize a vision of maximum mobility and safety in trips in and around Collier County.

The project deployed a CTIS that uses connected vehicle data on US 41, SR 951, and SR 84 within the County. Further, the CTIS project deployed the following advanced transportation and congestion management technologies:

- Advanced mobile traveler information system
- Advanced transportation management technologies
- Transportation system performance data collection, analysis, and dissemination systems
- Advanced safety systems including vehicle-to-infrastructure communications

Figure 4-14. CAV Program Focus Areas

4.2.2.7 Resilience Needs

In 2020, FDOT adopted a policy that defines resilience as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. Collier County is particularly susceptible to sea level rise (SLR), flooding, and storm surge and therefore must consider resilience projects that may help mitigate these impacts.

Federal Regulation 23 CFR 450.306(b)(9) requires MPOs, in cooperation with the state and public transportation operators, to "improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation" in the long-range transportation planning process. The FDOT *Resilience Quick Guide* provides guidance on planning for resilience

and considers objectives and strategies in other planning areas, as presented on Figure 4-15.

Figure 4-15. Resiliency Planning Considerations

Source: FDOT Resilience Quick Guide (FDOT 2023f)

Resilience Planning and Studies

The following plans and studies were reviewed as part of the assessment of resilience needs.

- Assessing the Role of Natural and Nature-Based Features in Enhancing Coastal Resilience of Urban and Natural Ecosystems in the 21st Century (ACUNE+). Collier County, City of Naples, City of Marco Island, and City of Everglades City teamed with Florida Gulf Coast University and the University of Florida to sponsor a new initiative aiming to explore how watershed flow, precipitation, and urban stormwater affect coastal flooding. The study also assesses potential wetland restoration efforts based on their ability to mitigate future storm-related flooding and wave damage to residential areas (ACUNE n.d.). A future LRTP update will include the results of the study to better inform roadway needs.
- **U.S. Army Corps of Engineers Collier County Coastal Storm Risk Management Feasibility Study.** This study began in October 2018. As of January 2025, the study has been placed on hold. A future LRTP update will include the results of the study to better inform roadway needs.
- **Climate Adaptation Plan (CAP).** The City of Naples and Collier County are developing the CAP to prepare for potential impacts on public health, infrastructure, and ecosystems in the community. The City conducted a Climate Vulnerability Assessment (Collier County 2025b) to understand key public assets and infra-structure that are at risk to impacts posed by SLR,

coastal storms, extreme heat, and precipitation. Findings from the final CAP will be incorporated by reference into the LRTP at a future date to better inform the needs.

- **FDOT Resilience Action Plan (RAP) (FDOT 2023i):** The RAP identified a list of roadways that are vulnerable to current and future flooding. The RAP defines prioritization criteria to guide decisions on the state highway system network. The prioritization is based on the number of hazards affecting a location including 100-year floodplain, Category 3 hurricane storm surge, and projected 2 feet of SLR. High Tier geographic areas are affected by all three hazards, while Medium Tier areas are affected by two of the three hazards. This assessment is used to inform the FDOT *Five-Year Work Program*, the *Strategic Intermodal System Second Five-Year Plan*, and the *Strategic Intermodal System Cost Feasible Plan*.

Based on the assessment of these plans, resilience needs within Collier County are summarized in **Table 4-7**. These roadway segments were identified based on various sources including the RAP Project List, RAP Data Viewer High Tier Segments, the FDOT Environmental Screening Tool for Intermediate Sea Level Rise, and various plans and studies. It is important to note that these needs are unfunded.

Table 4-7. Resilience Needs in Collier County (Unfunded)

Road Name/ Description	From	To	Source
US 41 (SR 90) near Lely Canal	Lely Canal	Lely Canal	RAP Data Viewer - High Tier Segment
US 41 (SR 90) near Henderson Creek	Henderson Creek	Henderson Creek	RAP Data Viewer - High Tier Segment
US 41 (SR 90) various segments	SR 92	SR 29	RAP Data Viewer - High Tier Segment
5th Ave S (US 41)	9th St. S	Goodlette-Frank Rd.	Environmental Screening Tool (Intermediate Level)
Tamiami Trail (US 41)	Shores Ave.	Wiggins Pass Rd.	Environmental Screening Tool (Intermediate Level)
Vanderbilt Dr.	111th Ave.	Wiggins Pass Rd.	Environmental Screening Tool (Intermediate Level)
Collier Blvd. (951)	N Barfield Drive	US 41	Environmental Screening Tool (Intermediate Level)
SR 29	US 41	CR 837	RAP Appendix A Project List

4.2.3 Ranking the Roadway Needs

Once a comprehensive list of the roadway project needs was developed, they were scored using the defined goals,

objectives, and evaluation criteria described in Chapter 3 and the *Goals, Objectives, and Evaluation Framework for the Collier MPO 2050 Long Range Transportation Plan Technical Memorandum* (prepared under separate cover). The resulting score for each project was used to assist in ranking the needs projects from highest to lowest. **Appendix D** provides the complete Evaluation Matrix, which presents how each project was scored across the evaluation criteria and how they ranked.

4.2.4 2050 Roadway Needs Results

Table 4-8 and **Figure 4-16** identify the 2050 roadway needs projects in tabular and graphical format, respectively. Roadway needs projects total more than $4.5 billion in estimated present-day cost.

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
1	49	Benfield Road	City Gate Boulevard North	Hacienda Lakes Parkway	New two-lane roadway (four-lane footprint)
2	56	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New two-lane roadway (four-lane footprint)
3	90	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New two-lane roadway (six-lane footprint)
4	83	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New two-lane roadway
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New two-lane roadway
6	79	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
7	75	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from two lanes to four lanes
8	65	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from two lanes to four lanes
9	91	Camp Keais Road Extension	Camp Keais Road	SR 29	New two-lane roadway (four-lane footprint)

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
10	80	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Extension	New four-lane roadway
11	11	Collier Boulevard (SR 951)	Pine Ridge Road	Golden Gate Boulevard	Capacity Improvement or Parallel Facility
12	8	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four lanes to six lanes
13	76	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line/ Logan Boulevard	New two-lane roadway
14	86	Corkscrew Road	SR 82	Lee County Line	Widen from two lanes to four lanes
15	6	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from four lanes to six lanes
16	51	Everglades Boulevard	I-75 (SR-93)	Golden Gate Boulevard	Widen from two lanes to four lanes
17	44	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Bch Road Extension	Widen from two lanes to four lanes
18	26	Everglades Boulevard	Oil Well Road	Immokalee Road	Widen from two lanes to four lanes
19	77	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two lanes to four lanes
20	84	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New four-lane roadway
21	73	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)
22	29	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Capacity Improvement or Parallel Facility
23	9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Widen from four lanes to six lanes

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from two lanes to four lanes (Future Study Area)
25	70	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
26	82	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Extension	New two-lane roadway (Future Study Area)
27	78	Green Boulevard Extension	Wilson Boulevard Extension	Everglades Boulevard	New two-lane roadway (Future Study Area)
28	81	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway (Future Study Area)
29	27	I-75 (SR 93)	Vicinity of Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp
30	47	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange, NB On-Ramp and SB Off-Ramp
31	45	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from four lanes to six lanes
33	2	Immokalee Road	Strand Boulevard	Northbrooke Road	Capacity Improvement or Parallel Facility
34	21	Immokalee Road	Logan Boulevard	Rose Boulevard	Capacity Improvement or Parallel Facility
35	42	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Capacity Improvement or Parallel Facility
36	72	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Capacity Improvement or Parallel Facility

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
37	4	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes milling and resurfacing of existing pavement)
38	12	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes M&R of existing pavement)
39	74	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd. over Collier Blvd.)
41	89	Keane Avenue	Inez Road	Wilson Boulevard Extension	New two-lane roadway
42	43	Little League Road Extension	SR-82	Westclox Street	New two-lane roadway (four-lane footprint)
43	92	Little League Road Extension	Lake Trafford Road	Immokalee Road	New two-lane roadway (four-lane footprint)
45	69	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	87	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from four lanes to six lanes
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four lanes to six lanes
48	28	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two lanes to four lanes
49	35	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two lanes to four lanes
50	53	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two lanes to six lanes

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
51	58	Oil Well Road/CR 858	Camp Keais Road	SR 29	Widen from two lanes to four lanes (six-lane footprint)
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two lanes to four lanes
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two lanes to four lanes
56	38	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four lanes to six lanes
57	40	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	39	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two lanes to six lanes
59	57	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from two lanes to four lanes and extend four-lane roadway
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four lanes to six lanes
62	3	SR 29 / North Main Street	North 9th St	Immokalee Drive	Widen from two lanes to four lanes
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two lanes to four lanes

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd.)
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd.)
70	88	Vanderbilt Beach Road Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway in a four-lane footprint
71	52	Vanderbilt Drive	111th Avenue N/Bluebill Avenue	Woods Edge Parkway	Widen from two lanes to four lanes
72	48	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	66	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway
74	71	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two lanes to four lanes
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
76	59	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	67	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
81	50	Bridge at Wilson Boulevard, South End			New Bridge over Canal
83	61	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	10	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	46	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	36	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	55	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	41	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	24	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements
93	37	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
94	23	Airport Pulling Road (Intersection)	Orange Blossom Drive		Intersection Innovation/Improvements

Table 4-8. 2050 LRTP Roadway Needs

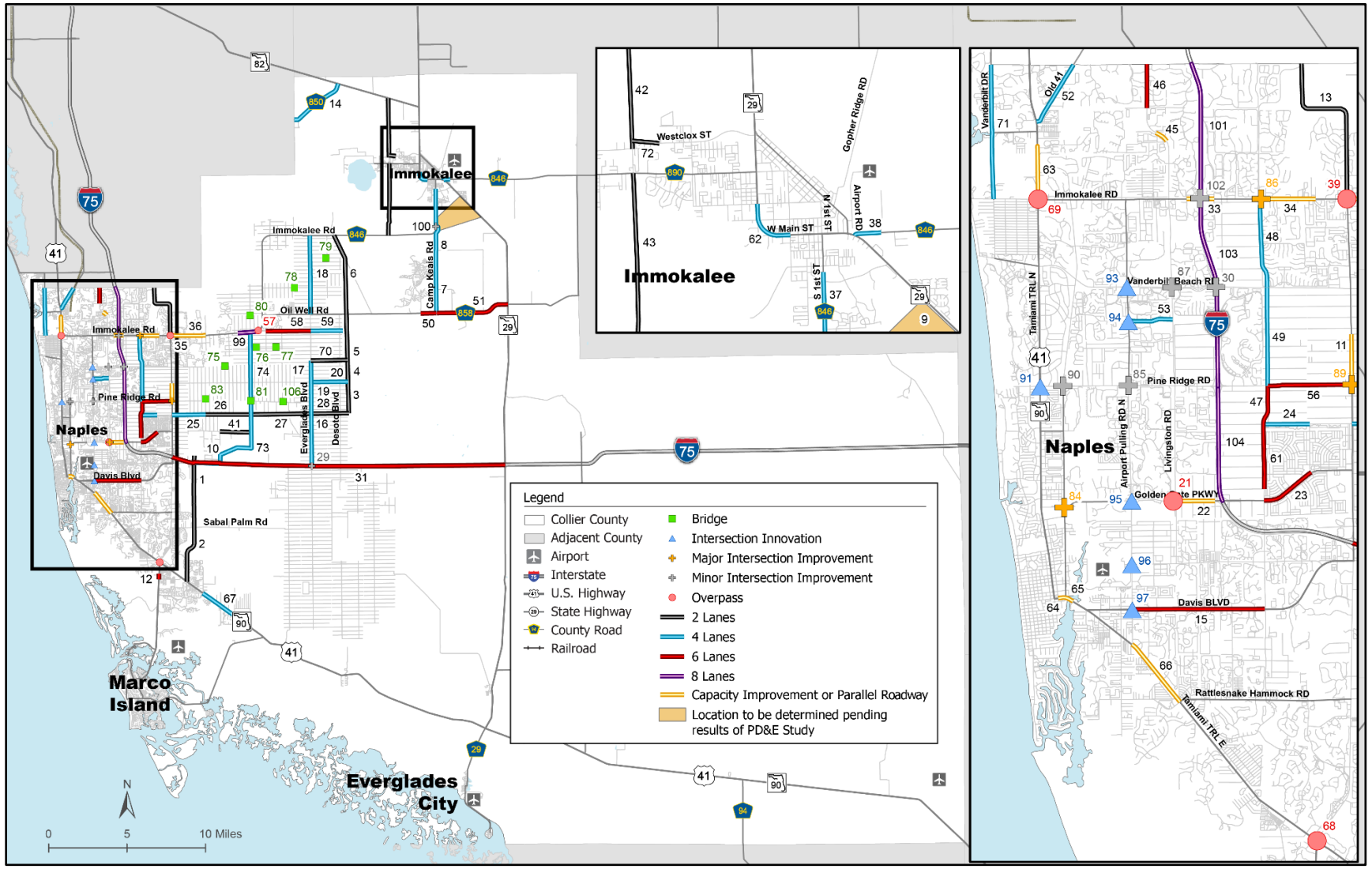
Map ID	Needs Ranking	Project	From	To	Description
95	17	Airport Pulling Road (Intersection)	Golden Gate Parkway		Intersection Innovation/Improvements
96	25	Airport Pulling Road (Intersection)	Radio Road		Intersection Innovation/Improvements
97	15	Airport Pulling Road (Intersection)	Davis Boulevard		Intersection Innovation/Improvements
99	32	Immokalee Road	Randall Boulevard	west of Wilson Boulevard	Widen from six lanes to eight lanes
100	13	Immokalee Road	Camp Keais Road		Roundabout/Intersection Improvement
101	-	I-75	Immokalee Road	Bonita Beach Road	Widen from six lanes to eight lanes
102	-	I-75	Immokalee Road		Modify interchange
103	-	I-75	Pine Ridge Road	Immokalee Road	Widen from six lanes to eight lanes
104	-	I-75	Golden Gate Boulevard	Pine Ridge Road	Widen from six lanes to eight lanes
106	68	Bridge at 16th Street SE	South of Golden Gate Boulevard		New Bridge over Canal

EB = eastbound

DDI = diverging diamond interchange

NB = northbound

Figure 4-16. 2050 Needs Plan Roadway Projects Map



4.3 Bicycle and Pedestrian Needs

Bicycle and pedestrian facilities are an integral part of the County's transportation network. They facilitate access to public transportation and provide alternative mobility choices. In October 2025, the Collier MPO approved and updated a *Bicycle/Pedestrian Master Plan* endorsed by the BPAC that addresses pedestrian and bicycle needs (Collier MPO 2025b).

The 2025 BPMP continues policies established in the previous 2019 BPMP for including bicycle and pedestrian facilities along all collector and arterial roads, updates the applicability of the MPO's Design Guidelines to reference FDOT's Design Manual, updates FDOT's Complete Streets Policy to reference FDOT's Context Classification System, cross-references the MPO's Comprehensive SAP, and describes the MPO's process for identifying priorities for funding improvements. The policies continue the commitment that MPO staff report performance measures and targets to the MPO Board on an annual basis.

4.3.1 Vision, Goals, and Strategies

The BPMP's Vision, Goals, Objectives, and Strategies were refined with input from the MPO's BPAC, public outreach, Collier MPO staff, and the consultant, and were vetted by the MPO TAC, CAC, and Board. The overall Vision is:

"To create a safe and connected network of active transportation facilities in Collier County that promotes and encourages the use of bicycle and pedestrian pathways which support business and recreation for community access and well-being."

The BPMP goals became the basis for the development of strategies, policies, and project prioritization criteria. These goals and strategies include:

- **Safety**. Enhance safety for cyclists, pedestrians, and micromobility users by promoting education and enforcement as the primary strategies, followed by engineering solutions.
- **Connectivity**. Ensure accessibility and ease of use for all modes of transportation by developing a seamless network that connects key points of interest.
- **Economy**. Contribute to economic growth and community vitality by developing bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options.
- **Education.** Empower users with the knowledge to navigate the network confidently and effectively by promoting awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement.
- **Health**. Support public health initiatives by designing pathways that encourage active transportation.
- **Efficiency.** Alleviate roadway congestion by promoting walking and biking as preferred modes of transportation by supporting the design, implementation and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior and reduce dependence on motor vehicles.

- **Interactive Map.** Provide a valuable resource for navigation and planning by creating and maintaining a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share.

4.3.2 Identification of Network Needs

The BPMP employed a systematic approach to identify deficiencies and opportunities along the County's collector and arterial roads to develop a comprehensive understanding of the infrastructure gaps and needs within Collier County's bicycle and pedestrian network:

1. **Plans Review** – A thorough review of local, regional, and state plans, policies, and studies was conducted. Locally adopted plans and formal studies are incorporated by reference into the BPMP to ensure projects identified from those efforts are eligible for MPO funding.
2. **Inventories** – An inventory of existing, programmed and planned bicycle and pedestrian improvements along collector and arterial roads was completed to establish baseline conditions. The same inventory was conducted for the regional SUN Trail network. Upon completion of the inventory, the MPO collaborated with Naples Pathways Coalition to produce a joint map published in March 2025.
3. **Public Input** - The Collier MPO posted an interactive map and surveys on its website and social media to attract community and agency participation. Participants could review and comment on existing conditions and deficiencies. The results of that engagement and findings were summarized on the MPO's project website along with the inventory maps and tables.
4. **SS4A Safety Action Plan – Bike-Ped Serious Injury and Fatality Crashes and High Injury Network** – The Crash Analysis and Safety Focus section of the BPMP builds on data and insights from the Comprehensive Safety Action Plan, which is supported by the federal SS4A grant. This analysis examines the severity and distribution of crashes involving vulnerable road users, such as pedestrians and cyclists, which represent a disproportionate percentage of severe traffic incidents in Collier County. By focusing on high-risk corridors, crash trends, and contributing factors, the analysis identified which bicycle-pedestrian facilities should be prioritized for improvement. The results of the crash data analysis conducted for the MPO's SAP serve as supporting documentation for prioritizing bicycle-pedestrian facilities.
5. **Gap and Needs Analysis** - Using GIS data, the needs analysis included overlaying the collected data, public input, and draft policies to identify missing links and segment deficiencies in the bicycle and pedestrian network. Throughout the process, regular updates on the needs and priorities were provided to the BPAC and presented to the TAC and CAC in August and September 2025. Further refinement of the prioritization criteria, network gaps, facility needs, and priority projects continued throughout the development of the Plan.

Potential facility improvements identified through gap analysis were grouped into three categories.

The first grouping of identified facilities involves **collector and arterial roadways**, major corridors that connect multiple communities and support higher traffic volumes. This includes regionally identified facilities that serve as key connectors within the broader transportation network.

The second grouping includes **residential streets** that were identified as potential opportunities for bicycle and pedestrian improvements because of their proximity to schools, parks, and areas with higher reliance on public transportation. These locations provide opportunities to improve access to community destinations and enhance connectivity for pedestrians and bicyclists where implementation may be more feasible. In addition to the identified facilities for local roads in unincorporated Collier County, the local road needs assessment conducted as part of the 2019 Bicycle and Pedestrian Master Plan remains eligible for consideration.

The third grouping includes segments located near or within a 0.75-mile radius of **transit-dependent areas**. These gaps were identified by mapping the influence areas around transit-dependent populations and evaluating the proximity of those areas to existing public bus stops. Segments were considered gaps if they lacked any existing bicycle or pedestrian facilities, or if the only facility present was a minimal paved shoulder.

The gaps and needs analysis considered programmed, planned, and existing facilities. This analysis identified substantial miles of roadway lacking any type of bicycle or pedestrian facility as shown in the tables in the BPMP of the three groupings of potential facilities. It also shows that there are 195 arterial road centerline miles where sidewalks are the only facility available for cyclists to use, representing less than ideal conditions.

While the public requested improved facilities on approximately 90 roadway miles, many requested improvements are already in the planning or programmed stage (refer to **Appendix E**). The FY26-30 TIP includes the construction of 54 miles of sidewalks on local residential roads. Another 20 miles of sidewalks are planned but not programmed yet.

New roadway construction and widening projects in Collier County now routinely include a combination of bicycle and pedestrian facilities. Nearly 50 miles of combined bicycle and pedestrian facilities are programmed for construction as part of various road improvements. Approximately 80 miles of new shared use paths could ultimately be constructed within the MPO's SUN Trail network. The Needs Analysis in the BPMP provides a comprehensive analysis of the bicycle and pedestrian needs in Collier County.

4.3.3 Prioritized Bicycle and Pedestrian Facilities

Once bicycle-pedestrian needs were identified, the BPMP's goals and objectives served as the prioritization

criteria to develop a list of prioritized bicycle and pedestrian facilities.

Collier MPO's member governments include the cities of Naples, Marco Island, and Everglades City, each with its own bicycle-pedestrian master plan outlining prioritized projects to guide future development and infrastructure improvements. The following sections provide an overview of these bicycle-pedestrian plans and their priorities.

4.3.3.1 City of Naples

The City of Naples *2022 Bicycle and Pedestrian Master Plan Update* (City of Naples 2022) focuses on enhancing traffic safety and accessibility for bikers and pedestrians. This planning process aims to ensure the city's network of parks and open spaces remains interconnected and safe for all users while effectively addressing the mobility and recreational needs of residents and visitors. The Master Plan identifies the following priorities:

- **Closing Network Gaps:** Installing sidewalks, bike lanes, and shared-use paths in priority areas like Downtown Naples, Gulf Shore Boulevard N, and Crayton Road to create a continuous network.
- **Addressing Crash Hotspots:** Improving safety at high-incident locations such as U.S. 41 near 5th Avenue S and Goodlette-Frank Road and at Crayton Road intersections with high-visibility crosswalks, raised crosswalks, and pedestrian beacons.
- **Enhancing Multi-Use Trails:** Upgrading trails like the Gordon River Greenway and connections to Naples Pier with better lighting, pavement, and access.
- **Bicycle Safety:** Enhancing bike lanes with green boxes, adding bike detection, and incorporating bike lanes where feasible.
- **Traffic Calming:** Implementing speed humps, raised intersections, and roundabouts to improve neighborhood safety.
- **Connectivity to Schools and Parks:** Improving pedestrian and bicycle access to key locations like Fleischmann Park, Lowdermilk Park, and Naples High School.
- **Intersection Upgrades:** Improve safety and communications, visibility, and Americans with Disabilities Act (ADA) compliance at deficient intersections.

Future updates to the Master Plan approved by Naples City Council will automatically become eligible for funding under BPMP and the LRTP.

4.3.3.2 City of Marco Island

The City of Marco Island *Bike Path Master Plan* (City of Marco Island 2025) is focused on enhancing its multi-modal infrastructure to support a safe, connected, and sustainable network. As presented on **Figure 4-17**, priority projects have been identified to expand bike lanes, shared-use paths, and other key transportation routes. These projects aim to improve connectivity across the island, close existing network gaps, and promote a more accessible environment for pedestrians and cyclists. The City of Marco Island gained official Trail Town status

in October 2025, reinforcing its commitment to providing multimodal options.

The following priority projects from the Master Plan are funded.

- **Bald Eagle Drive:** Funded for construction in FY 2027, this project will provide new bike lanes, enhancing connectivity between North Collier Boulevard and San Marco Road.
- **Seagrape Drive, Swallow Avenue, and Castaways Street:** These corridors are funded for bike lane installations and are scheduled for construction by FY 2025. These improvements will enhance safety and close existing network gaps in southern Marco Island.
- **Sandhill Street (Leland Way to Winterberry Drive):** A shared-use path is programmed and funded for FY 2025, improving multimodal connectivity in the central portion of the island.

The following priority was identified in the Master Plan as an unfunded need:

- **Elkam Circle Loop:** This priority segment, connected to North Collier Boulevard and North Barfield Drive, remains unprogrammed but is recognized as an important extension of the island's multimodal network.

Future updates to the Plan approved by the Marco Island City Council will automatically become eligible for funding under the BPMP and LRTP.

Figure 4-17. Marco Island Bike Path Master Plan Priority Projects

Source: *Marco Island Bike Path Master Plan* (City of Marco Island 2025)

4.3.3.3 Everglades City

Everglades City has made significant strides in enhancing its transportation infrastructure for pedestrians and cyclists, starting with the adoption of its first *Bike/Pedestrian Master Plan* in 2020 (City of Everglades City 2020). A major milestone in the City's efforts came in 2019 when Everglades City was officially recognized as a Florida Trail Town, which further strengthened its commitment to improving non-motorized transportation options. Future updates to the *Bike/Pedestrian Master Plan* approved by the City of Everglades City Council automatically become eligible for funding under the BPMP and the LRTP.

Recently completed projects include:

- **437096-1 Copeland Avenue South, Everglades City BPMP Phase 2:** The sidewalk on the east side of the roadway has been completed with final funding for construction in FY 2025. This sidewalk provides a connection from the Circle/Broadway Avenue south to the Chokoloskee Bridge.
- **County Road 29 Lane Re-purpose:** The re-surfacing and striping to create buffered bike lanes on Collier Avenue and Copeland Avenue South was provided through the Collier County Roadway Maintenance Department activities. The bike lanes now provide a continuous connection from the northern entry bridge to the Chokoloskee Causeway paved shoulders.

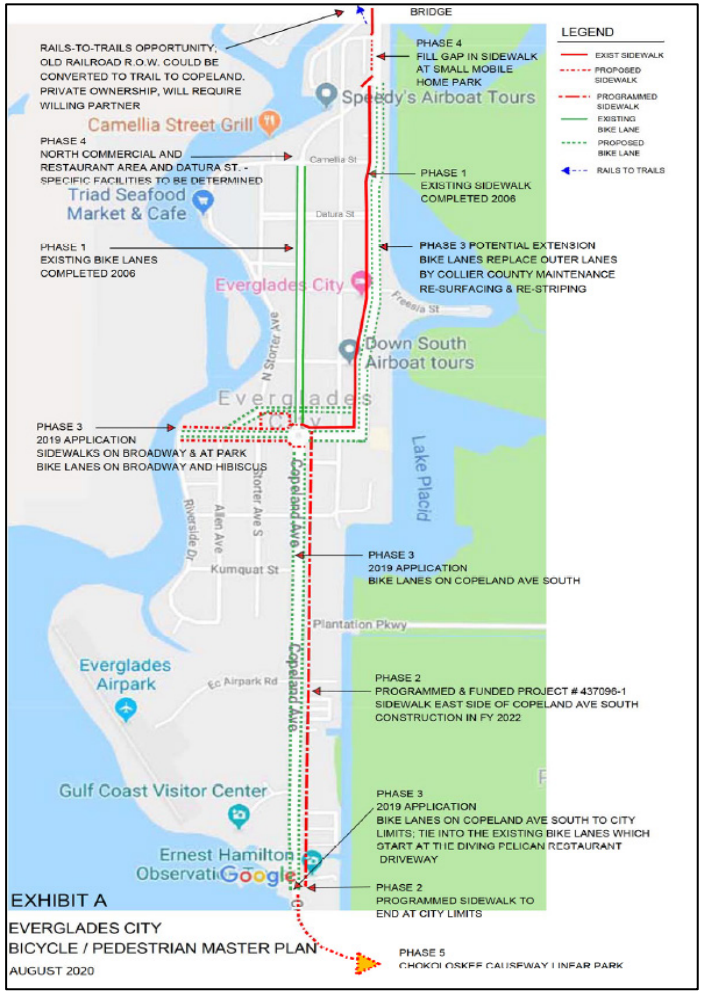
Priority projects for Everglades City include:

- Planned and Programmed Improvements
  - **448265-1 Broadway Avenue and Hibiscus Avenue, Everglades City BPMP Phase 3**: Funded for design in FY 2026 and construction in FY 2028, the proposed bike lanes and sidewalks will connect to existing facilities and extend access to the central historic district, including City Hall, McLeod Park, the Museum, and the Bank Building.
  - **452052-1 Datura Street, Camellia Street, Collier Avenue (CR29), and School Drive East, Everglades City BPMP Phase 4:** Funded for design in FY 2028, the proposed bike lanes and sidewalks will provide safer routes and promote walking and biking to the Everglades City School and to businesses in the north part of town.
- Connecting to Regional Networks
  - Developing connections to regional bicycle and pedestrian facilities, such as linking local routes to the SUN Trail Network, including the Gulf Coast Trail, the Florida Heartland Regional Trail (formerly known as Collier to Polk Trail) and the Florida Wildlife Corridor, to enhance the area as a Trail Town destination.

These efforts reflect Everglades City's ongoing dedication to building a more sustainable and accessible bicycle/pedestrian network that serves both the local population and seasonal residents as well as thousands of tourists who come to visit Everglades National Park and other ecotourism outlets. Through the implementation of its Bicycle-Pedestrian Master Plan (refer to **Figure 4-18)** and

the recognition as a Florida Trail Town, Everglades City has laid the groundwork for future improvements that will enhance both local mobility and regional connectivity.

Figure 4-18. Everglades City BPMP Priority Projects



Source: *Everglades City BPMP* (City of Everglades City 2020)

4.3.3.4 Unincorporated Collier County

Needs identified in the BPMP, Community Redevelopment Agency (CRA) Master Plans, Walkability Studies, other community master plans, and the Regional SUN Trail Network are eligible for funding under the BPMP and incorporated by reference into the 2050 LRTP. Eligible projects in unincorporated Collier County focus on closing the remaining gaps in the network, prioritizing key travel corridors, underserved communities, and locations with safety concerns.

4.3.3.5 SUN Trail Alignments and Spine Pathway Corridors

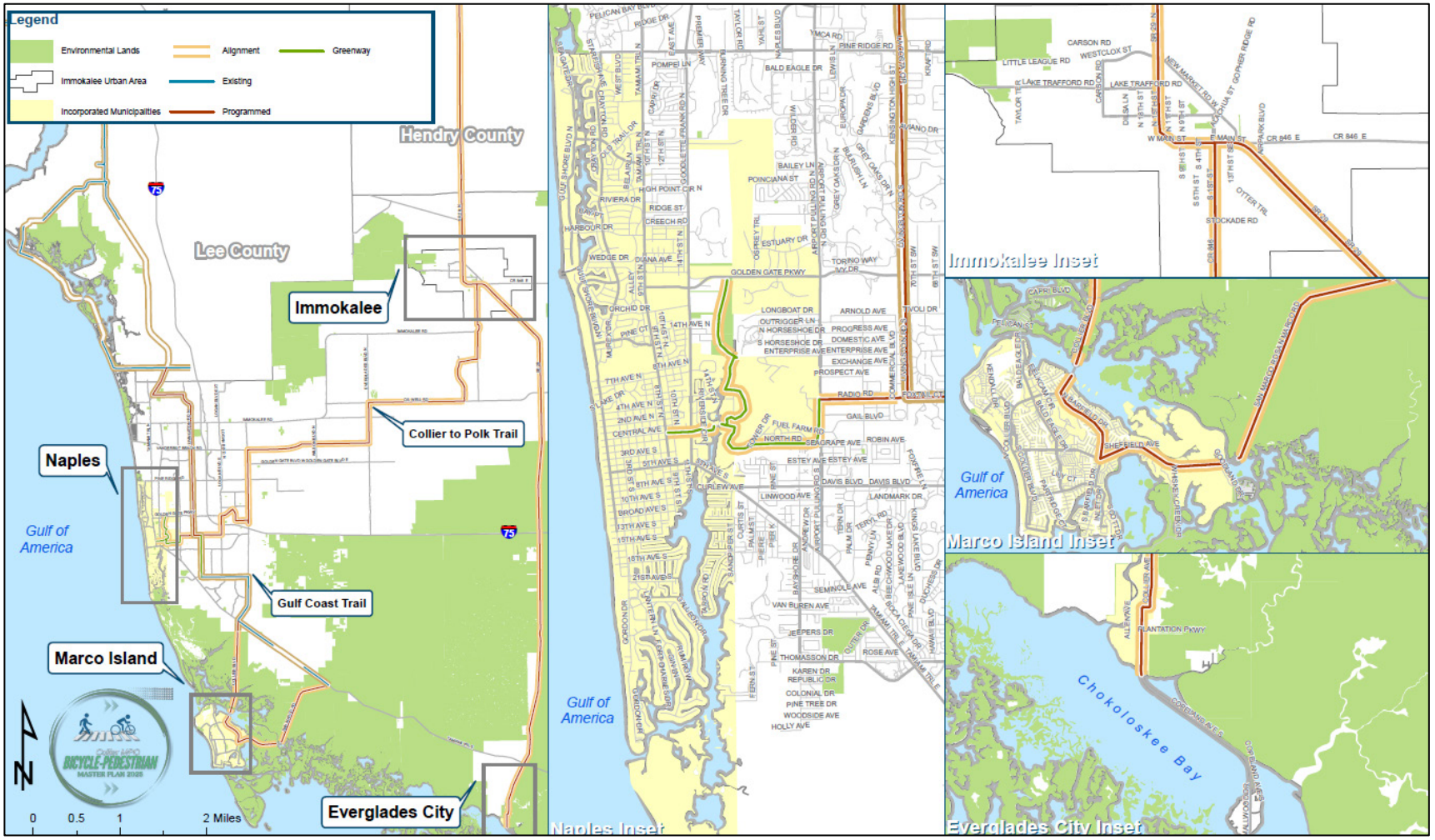
The SUN Trail program is a statewide initiative managed by the Florida Department of Environmental Protection Office of Greenways and Trails and FDOT aimed at developing a network of paved, shared-use paths for bicyclists and pedestrians across Florida. This program seeks to promote safe, non-motorized transportation options while enhancing recreational opportunities. The initiative connects communities, facilitates regional travel, and supports the growth of sustainable transportation networks. The SUN Trail program funds trails that are part of the Florida Greenways and Trails System Priority Trails.

The Gulf Coast Trail and the Florida Heartland Regional Trail comprise Collier County's regional bicycle and pedestrian infrastructure. These two SUN Trail alignments coincide with the Paradise Coast Trail vision outlined by the Naples Pathways Coalition and connect Collier County

to neighboring counties. Figure 4-19 presents the planning status of major segments of these trails.

The regional trail network is undergoing more detailed planning through a combination of SUN Trail funding, MPO funding, and County and/or FDOT roadway plans.

Figure 4-19. SUN Trail Alignments Planning Status



Source: *Collier MPO BPMP* (Collier MPO 2025b)

Two PD&E Studies are underway for segments of the SUN Trail network in Collier County:

- The FPL Easement adjacent to Livingston Road
- Florida Heartland Regional Trail (a district-wide study)

The outcome of the PD&E studies for the Florida Heartland Regional Trail and the FPL easement on Livingston Road will provide guidance for prioritizing future phases of segments on Collier County's SUN Trail network.

In addition, the BPMP supports acquisition of ROW to construct the proposed Bonita-Estero Rail Trail.

4.4 Transit Needs

This section summarizes the needs and improvements identified in the Collier County *Ten-Year Transit Development Plan 2026-2035* (Collier MPO 2025a), which is incorporated by reference into this LRTP and was developed by CAT in coordination with the Collier MPO. The TDP is a 10-year horizon plan to support the development of an effective multimodal transportation system within a specific jurisdiction. TDPs are required to be a transit provider's planning, development, and operational guidance document – fostering a crucial link between a transit system and the livability in the communities that it serves. Transit agencies are required to do major updates to their TDPs every 5 years and provide annual progress reports in the interim years as a prerequisite to receive State Block Grant funds. Transit needs information identified in the TDP was used to assess transit needs for the County and its municipalities through 2050.

4.4.1 Goals and Objectives

CAT established seven goals to help fulfill their vision and mission for the County and its municipalities. These goals guide the transit needs and improvement development process.

- Goal 1: Operate reliable, convenient, and cost-effective mobility services that safely and efficiently meet the mobility needs of Collier County's workers, residents and visitors.
- Goal 2: Increase the resilience of Collier County, protecting our infrastructure and natural resources, by providing attractive and convenient mobility alternatives that will reduce adverse environmental impacts within our communities.
- Goal 3: Build meaningful partnerships that increase awareness and education of and about mobility options and increase the viability of mobility services to promote livability and enhance economic and social well-being.
- Goal 4: Coordinate the development and provision of mobility services with local, regional, state planning efforts and through public and private partnerships.
- Goal 5: Use technologies and innovations in service delivery to improve productivity, efficiency, reliability, and cost-effectiveness of mobility services and operations.
- Goal 6: Monitor and improve mobility service quality and service standards.

- Goal 7: Maximize the use of all funding sources available, including through partnerships with businesses, employers, and other institutions, to increase and improve access to mobility services and mobility for workers, residents, and visitors.

4.4.2 Development of Transit Needs

The identification of transit needs was guided by a review of existing plans and studies, baseline conditions, existing transit performance, public input, regional coordination, and the development of a transit demand analysis, which includes market assessments and transit modeling to identify gaps in the system.

4.4.2.1 Existing Plans and Studies

The initial process for developing the list of transit needs included a review of local, regional, state, and federal planning documents.

Southwest Florida Passenger Rail Feasibility Study

In addition to documents noted in the TDP, the Passenger Rail Priorities Program was reviewed for its 2025 Project Priority List. This list notes the Southwest Florida Passenger Rail Feasibility Study (Project ID LEEC – 24 - 01), which is supported by all four southwest Florida Coastal MPOs including Collier, Lee, Charlotte County – Punta Gorda, and Sarasota/Manatee. The study will investigate the feasibility of running an intercity or high-speed rail along I-75 connecting all four metropolitan areas with the existing and planned passenger rail network in Tampa. The results and recommendations from the study will help guide FDOT, the four MPOs, and local governments to coordinate, collaborate, plan, and fund the next phases (MPOAC Freight and Rail Committee n.d.).

4.4.2.2 Public Outreach

Public outreach occurred throughout the development of the TDP. Community members, elected officials, and other stakeholders were invited to engage with the TDP planning team through online and onboard public surveys, stakeholder interviews, targeted listening group sessions for the employment and social services sectors, public transit advisory committee meetings, public workshops, and a 30-day public comment period.

4.4.2.3 Existing Transit Evaluation

The existing transit evaluation process consisted of three elements: identifying existing transit service in the County and its municipalities, comparing CAT transit performance against similarly sized peer transit agencies, and developing a trend analysis that summarizes the results from the peer review analysis.

Existing Transit Service

CAT operates a fleet of 34 buses that provide service on 16 fixed-route bus lines to the public 7 days per week. Daily service typically begins between 5:30 a.m. and 6:00 a.m. and ends later in the evening between 7:30 p.m. and 8:00 p.m. CAT also provides door-to-door paratransit service through CAT Connect for people with a qualifying

disability that are otherwise not able to access the fixed-route buses.

CAT operates out of the County-owned Radio Road Transit facility. This facility offers connections for pedestrians, bicyclists, drop-off passengers, and nearby park-and-ride passengers at its Intermodal Transfer Station. A new transfer station was recently constructed in Immokalee and includes bus bays and passenger facilities. Additionally, CAT operates the seasonal Paradise Beach Trolley on Fridays, Saturdays, and Sundays from February to April, providing free shuttle service to Collier County beaches.

Peer and Trend Analysis

The peer comparison and trend analysis examine the CAT transit system's performance and compare services to peer agencies. The peer comparison and trend analysis provided a starting point for understanding CAT's transit system operating environment over time when compared to other similar sized transit systems. Key trends between 2021 and 2022 included:

- Performance Measures
  - Passenger trips, passenger miles, and vehicle revenue hours, vehicles operating at max service, and operating expense all declined in 2021 but increased in 2022.
  - Vehicles available at max service increased in 2021 and decreased in 2022.
  - Vehicle revenue miles decreased.
  - Fare revenue increased.
  - CAT was just below the peer average for passenger miles and vehicle revenue miles in 2022, and fairly below the average for the remaining performance measures above.
- Effectiveness Measures
  - Passenger trips per capita, passenger miles per capita, and passenger trips per revenue hour declined in 2021 but increased in 2022.
  - Vehicle revenue miles per capita decreased.
  - Passenger trips per vehicle revenue mile stayed steady.
  - CAT is at the peer average for passenger trips per revenue hour, just below the average for the passenger miles per capita and vehicle revenue miles per capita, and below average for the remaining effectiveness measures above.
- Efficiency measures
  - Operating expense per passenger trip and operating expense per passenger mile both decreased.

- Operating expense per capita, operating expense per vehicle revenue mile, operating expense per vehicle revenue hour, and vehicle revenue miles per vehicle declined in 2021 but increased in 2022.
- Farebox recovery ratio and average fare increased in 2021 and decreased in 2022.
- CAT is above the peer average for vehicle revenue miles per vehicle, at average for average fare, and below average for the remaining efficiency measures above.

4.4.2.4 Transit Demand Analysis

The transit demand analysis for the MPO boundary area included an evaluation of two main rider markets: the discretionary market and traditional market. This analysis was conducted to help determine whether the existing transit routes effectively serve areas with characteristics supportive of transit and to identify areas for future transit investment.

Discretionary Market Assessment

The discretionary market refers to people who may choose to ride transit but who have other mobility options. Previous studies have shown that most CAT riders are not discretionary riders. The analysis was based primarily on population and employment density to categorize areas in the County that have enough population or employment density to support fixed-route transit services. While much of the area falls under the "Minimum" transit-investment category, there are employment-based areas that have "High" or "Very High" transit-investment potential east of Naples Airport, in Immokalee, around Pine Ridge Road, and along the Tamiami Trail (US 41). Household unit-based areas with "High" transit-investment potential include City of Naples, Marco Island, north/south of Pine Ridge Road, along US 41, Immokalee Road west of Logan Boulevard, and in Immokalee.

Traditional Market Assessment

The traditional market assessment refers to people that are more likely to use transit because they have limited mobility options and depend on public transit for most transportation. Demographic factors including population density, older adults, youth, and households below the federal poverty level, which were used to create transit propensity scores for each census block group. Areas with "High" or "Very High" propensity scores include west of Naples airport, east of Collier Boulevard, near US 41, and near Lee County.

4.4.2.5 Ridership Projections

Transit demand and mobility needs were evaluated for the CAT fixed-route system using the Transit Boardings Estimation and Simulation Tool (T-BEST). The model assumes that technology, transit routes, and existing roadway connectivity are the same as today. The model relied on socioeconomic forecasts from the 2045 D1RPM for population and employment growth rates. **Table 4-9** provides the ridership forecast by route in the years 2026 and 2035. The model projected a nearly 12% increase in transit ridership for all routes by 2035. Routes 121, 21,

Table 4-9. Transit Ridership and Growth Rates with No Improvements, 2026–2035[a]

Route	2026 Average Annual Ridership	2035 Average Annual Ridership	2026–2035 Absolute Change	2026–2035 Average Growth Rate
11	133,083	149,106	16,023	12.05%
12	71,636	78,108	6,472	9.03%
13	53,944	60,451	6,507	12.06%
14	45,155	50,810	5,655	12.52%
15	87,628	95,448	7,820	8.92%
16	50,935	55,304	4,369	8.58%
17	28,256	31,430	3,174	11.23%
19	112,352	126,605	14,253	12.69%
20	23,402	25,700	2,298	9.82%
21	13,261	15,289	2,028	15.29%
22	35,986	40,281	4,295	11.94%
23	27,832	31,491	3,659	13.15%
24	97,743	109,635	11,892	12.17%
25	22,957	25,820	2,863	12.47%
27	39,467	45,354	5,887	14.92%
29	25,696	29,195	3,499	13.62%
121	26,731	32,181	5,450	20.39%
Totals	**896,064**	**1,002,208**	**106,144**	**11.85%**

Source: Collier County TDP (CAT 2025)
[a] Based on T-BEST model

and 27 are forecast to experience the highest average percentage growth. Routes 11, 19, and 24 are expected to have the highest absolute growth during the next 10 years. The TDP suggests the highest ridership increases are possible by expanding service in areas with high population density and growth.

4.4.2.6 Gap Overview

The gap analysis compares existing service coverage to transit market analysis results. The goal was to identify gaps in public transit where travel demand is high but where transit service is less than predicted demand, and where transit stops may have barriers.

The gap analysis from the TDP noted that the areas that have potential for being underserved are located west and east of US 41 south of Bonita Beach Road. Other major areas that are underserved include North Naples, Immokalee, Collier Boulevard between Rattlesnake Hammock Road and Radio Road, and areas east of Goodlette-Frank Road.

4.4.2.7 Transit Needs Results

The evaluation baseline conditions, existing transit performance, public input, regional coordination, and transit demand and gap analysis helped identify a set of transit needs for the County and its municipalities.

A quantitative and qualitative methodology was developed to evaluate transit needs and prioritize them based on weighing the benefits of each service improvement against the others.

Table 4-10. Transit Needs Evaluation Measures

Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of interest in specific alternatives (Very High, High, Moderate, Low)	40%	40%
Transit Markets	Traditional Market	Percent serving poverty	15%	30%
	Proximity to Employment Market	Percent of countywide employment market served	15%	
Productivity and Efficiency	Productivity	Trips per hour (T-BEST-generated trips and revenue hours of service)	15%	30%
	Cost Efficiency	Cost per trip (including new trips)	15%	
Total			**100%**	**100%**

Source: Collier MPO and CAT *Ten-Year Transit Development Plan 2026-2035* (Collier MPO 2025f)

Three categories were identified for determining the criteria for evaluation: public outreach, transit markets, and productivity and efficiency. Table 4-10 presents the criteria, measure of effectiveness, and weighting used to rank the needs.

Transit needs include extending operating hours for current bus routes, realigning routes to create more efficient service, increasing how often buses provide service, and providing new service to underserved areas. Operation and maintenance of existing transit routes also continues to be a need.

Table 4-11 lists new transit needs identified in the TDP through 2050. Figure 4-20 presents these needs in map form. The needs listed are organized by type of improvement: route network and new service, frequency improvements, span improvements, and capital infrastructure. The needs identified are intended to address specific mobility, parking, congestion concerns as well as pilot and test the application of new technologies and emerging mobility concepts. Capital infrastructure needs include continued rehabilitation of public transportation facilities (such as bus shelters) and replacement of bus and service vehicles. However, new capital needs include studies for future services, modernization of the system through improvements in technology, and addition of a series of park-and-ride lots that would improve access to transit.

Additionally, the TDP noted program recommendations that include policy considerations and other improvements for CAT's transit service including:

- Potential service along I-75 and potential transfer hubs along Immokalee Road may require further study
- A Mobility On Demand (MOD) demand and operations requirements pilot study
- Conducting a transit fare study approximately every 5 years to assess CAT's fare structures and whether modification is needed.
- Carrying out comprehensive operations analysis studies in between major TDP updates
- Integrating advanced bus shelter technology, including solar lighting, real-time displays, charging ports, and interactive kiosks
- Exploring opportunities to implement artificial intelligence for improved rider experience, such as predictive scheduling to reduce wait times, detailed recommendations for multimodal trip planning, reduce trip booking times, demand forecasting, fuel efficiency, and predictive maintenance.
- Implementing end-to-end trip planning software allowing riders to plan trips using all types of CAT services and connect to third-party applications for "first and last mile" including park-and-ride, ride share, microtransit, and micromobility
- Integrating Internet of Things to provide real-time data for improved decision-making and service delivery, enabling better route planning, accurate responsiveness, and predictive maintenance scheduling
- Consider recommendations from the recently completed park-and-ride study and implement new lots and improvements as opportunities arise
- Continued exploration, piloting and assessment of alternative fuel technologies to promote efficiency and diversify CAT's fleet

In addition to program recommendations, the TDP identifies additional recommendations through 2050. These recommendations are listed as follows:

- Expand regional transit services between Collier and Lee Counties
- Broader implementation of (Mobility-On-Demand) MOD services
- Brand buses on the beach and those associated with proposed MOD services
- Establish a coordinating committee with the region's local planning departments to review transportation needs and ensure funding and strategies are in place for implementation
- Establish transit service policies to adopt in Collier County's land development regulations
- Modify the Land Development Code and Development Review processes to include recommendations from the 2020 Transit Impact Analysis by coordinating with Collier County and local municipalities
- Continue coordination with LeeTran to explore a seamless fare system between LeeTran and CAT

Table 4-11. Transit Needs Summary

Route Location	Rank	Improvement Description
Route Network and New Service		
New Bayshore Shuttle	1	The Bayshore CRA has requested that CAT help mitigate parking needs by operating two shuttles within the Bayshore CRA. The route would require one vehicle but would likely need two vehicles to provide 15-minute headways from Weeks Avenue to the Naples Botanical Garden from 11:00 a.m. to 9:00 p.m.
New Route 31 (Golden Gate Pkwy.) (Split Route 25 E-W)	1	Split and keep east-west alignment the same while changing the north-south alignment.
New Route 33 (Immokalee Rd.) (Split Route 27 E-W)	2	Extend the east-west alignment east to provide service along Immokalee Road from Walmart on Tamiami Trail to the Publix at the intersection of Immokalee Road and Randall Boulevard.
Route 32 (Collier Blvd.) (Split Route 27 N-S)	2	Extend the north-south alignment this alignment would provide service along Collier Boulevard from Immokalee Road to Tamiami Trail with a deviation to the Golden Gate Community Center on Golden Gate Parkway.
Realign Route 14 operate at 60 min. headway	3	Realign Routes 13 and 14 from a one-way pair to two bidirectional routes, with Route 14 operating along Goodlette-Frank Rd.
Realign Route 23 headway 60 to 40 minutes	3	Realign Route 23 to provide direct connections to the westernmost residential cluster on Lake Trafford Road, the County Health Department, several packing houses along New Harvest Road, and the easternmost residential cluster on Farm Workers Way. Reduce headway from 60 to 40 minutes.
Route 30 (Goodlette Frank Rd.) (Split Route 25 N-S)	3	Split and extend the north-south alignment this alignment would provide service along Goodlette-Frank Road from Immokalee Road to the Coastland Center Mall.
Express Premium Route to Lee County	4	Would operate as an express commuter service beginning at the Government Center and ending at the Florida Gulf Coast Town Center. Route would require one vehicle to provide 90-minute headway service from 6 a.m. to 8 p.m.
Realign Route 13 shorten to 40 min. headway	4	Reduce headway time to 40 minutes.
Frequency Improvements		
Route 15	1	Reduce headway time from 90 to 45 minutes.
Route 121	1	Add one morning and one evening trip during peak periods.

Table 4-11. Transit Needs Summary

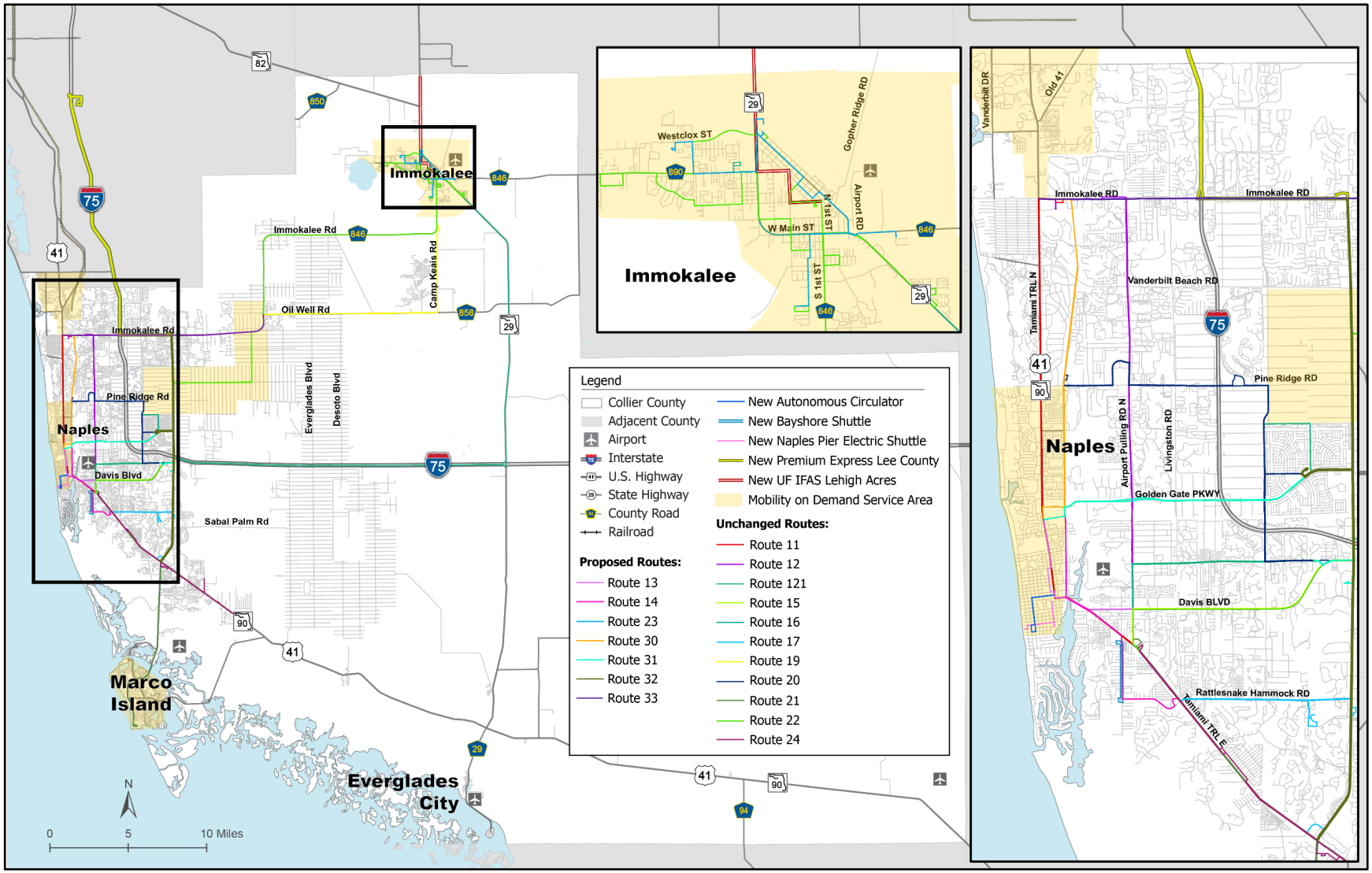
Route Location	Rank	Improvement Description
Route 11	1	Reduce headway time from 30 to 20 minutes.
Route 12	1	Reduce headway time from 90 to 45 minutes.
Route 13	1	Reduce headway time from 60 to 30 minutes.
Route 17	2	Reduce headway time from 90 to 45 minutes.
Route 16	3	Reduce headway time from 90 to 45 minutes.
Route 14	3	Reduce headway time from 60 to 30 minutes.
Proposed Span Improvements		
Route 11	1	Extend service to 10:00 p.m.
Route 14	1	Extend service to 10:00 p.m.
Route 19	2	Extend service to 10:00 p.m.
Route 24	2	Extend service to 10:00 p.m.
Route 15	3	Extend service to 10:00 p.m.
Route 17	4	Extend service to 10:00 p.m.
Capital Infrastructure Needs Identified but Not Ranked		
Mobility-On-Demand	--	Uses on-demand information, real-time data, and predictive analytics that provides travelers the best transportation choice for their needs. Service can be requested via a mobile app, website, or by calling CAT. Helps solve the 'first/last mile' problem associated with limited access to transit. Five MOD Zones identified: Immokalee, Golden Gate Estates, North Naples, Naples Zone, and Marco Island. Further study is recommended.
New Autonomous Circulator – Downtown Naples	--	This circulator would address the parking shortage in downtown and would begin on S. 4th Ave. from S. 9th St. to S. 3rd St. and go south along S. 3rd St. to S. 13th Ave.
New Naples Pier Electric Shuttle	--	This shuttle would make stops at the Naples Pier, Crayton Cove, as well as shops and restaurants within the area south of S 6th Avenue.

Table 4-11. Transit Needs Summary

Route Location	Rank	Improvement Description
Immokalee/Lehigh Acres Regional Route	--	Would connect CAT's Immokalee Transfer Station to LeeTran's Lehigh Acres Park-and-Ride Transfer Facility, with a stop at University of Florida/IFAS satellite campus on State Road 29.
Regionwide Technology	--	CAT has recently completed technology upgrades including Automated Vehicle Location replacement, Automated Passenger Counters, onboard annunciators, and onboard information media. A farebox replacement project is currently underway.
Park-and-Ride Lots	--	Improve transit access through the development of park-and-ride lots.
Bus Stop Infrastructure	--	Continue to improve and add additional benches, shelters, bicycle storage facilities, and other infrastructure at bus stops to enhance the rider experience and potentially attract new riders.
Improve Americans with Disabilities Act Accessibility	--	Improve bus stop safety and ADA accessibility throughout the entire system for all riders.
Replace and Add New Vehicles	--	Continue to replace existing fleet and add new vehicles to provide new service.

Source: Collier MPO and CAT Ten-Year Transit Development Plan (Collier MPO 2025f)

Figure 4-20. Transit Network Service Needs



4.5 Air Transportation Needs

Collier County includes General Aviation airports that are non-SIS facilities. These airports tend to have less air and ground congestion, lower taxi times, proximity to local market areas, and less demanding ground support needs. There are four publicly owned General Aviation airports within the Collier MPO Jurisdiction:

- Naples Municipal Airport (Airport ID APF)
- Immokalee Regional Airport (Airport ID IMM)
- Marco Island Executive Airport (Airport ID MKY)
- Everglades Airpark (Airport ID X01)

The Collier County Airport Authority, which is a branch of the local government overseen by the Collier County BCC, oversees the development and management of the airports in Immokalee, Marco Island, and Everglades City. The City of Naples Airport Authority is charged with the operation, development, and improvements of the Naples Airport. The closest international airport (SIS Facility) to the Collier County area is the Southwest Florida International Airport (RSW), which is located to the north in Fort Myers in Lee County.

4.5.1 Naples Airport

Naples Airport is located in the City of Naples and is bounded by Corporate Flight Drive to the north, North Road to the south, Airport Pulling Road to the east, and the Gordon River to the west. The airport includes three runways with a maximum runway length of 6,600 feet. Primary public access to the airport is at the intersection of Radio Road and Airport Pulling Road. In FY 2022, there were 122,281 takeoffs and landings. The airport typically houses 360 aircraft, which significantly increases during the seasonal months (Naples Airport Authority n.d.). There is no regularly scheduled passenger service at this airport. However, it maintains a Title 14 CFR, Part 139 Airport Operating Certificate to accommodate both scheduled and unscheduled operations. According to the *Naples Airport Master Plan* (ESA 2021), in 2017 the airport operated at 56% capacity and is forecasted to operate at 84% capacity by 2038. The *Naples Airport Master Plan* includes capital improvements through 2039, and there are no plans to expand the airport. The roadway project needs include intersection improvements at Airport Pulling Road and Radio Road to accommodate future airport operations.

4.5.2 Immokalee Regional Airport

The Immokalee Regional Airport is on 1,333 acres and bordered by Immokalee Road to the south and Airway Road to the west. The airport includes two runways with a maximum runway length of 5,000 feet. CR 846/ Immokalee Road and Airpark Boulevard provides public access to the airport. This airport has been designated for a 60-acre Foreign Trade Zone, which includes portions of the Florida Tradeport Industrial Park. The industrial park covers 400 acres and is accessed by Airpark Boulevard. The airport also includes the Immokalee Regional Raceway (International Hot Rod Association Drag Strip) and is used for aerial firefighting and crop dusting operations.

The *Immokalee Regional Airport, Airport Layout Plan Update* (Collier County Airport Authority 2017) notes that the airport operations are expected to grow through 2037 requiring some airfield improvements. The roadway project needs include widening Immokalee Road from SR 29 to Airpark Boulevard to accommodate future airport operations.

4.5.3 Marco Island Executive Airport

The Marco Island Executive airport is located 12 miles south of downtown Naples. The airport covers 140 acres and contains one asphalt runway that measures approximately 5,000 feet. The airport can accommodate smaller general aviation aircraft as well as business jets.

4.5.4 Everglades Airpark

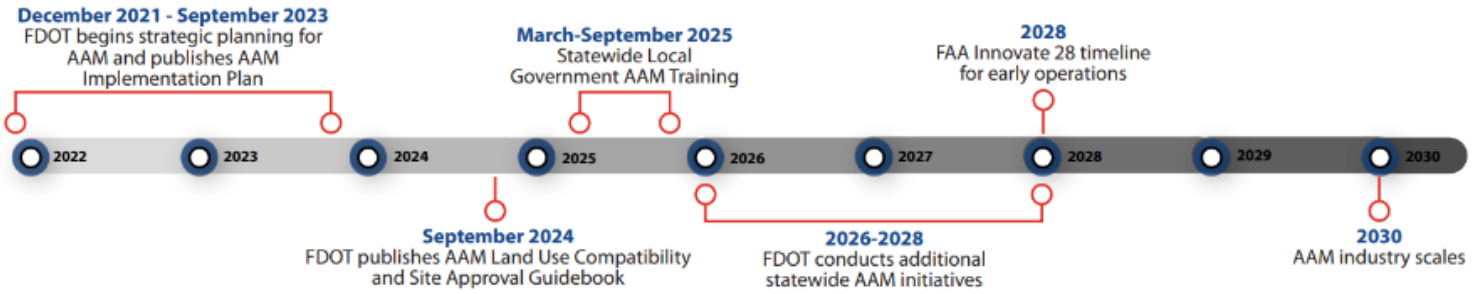
The Everglades Airpark is located on 29 acres and is immediately southwest of the Big Cypress National Preserve and is surrounded on three sides by the waters of the Everglades National Park. The Fakahatchee Strand State Preserve and Collier Seminole Park are to the north. The airpark primarily supports recreational flying, environmental patrol, and flight training. It includes one 2,400-foot-long runway and is considered Collier County's Eco-tourism Airport.

4.6 Advanced Air Mobility

Advanced Air Mobility (AAM) is an emerging air-based transportation mode that uses electric vertical take-off and landing aircraft to carry passengers and cargo to provide essential services in urban and rural settings. The Federal Aviation Administration will oversee AAM aircraft certification and their integration into the National Airspace System. The *FDOT Plan of Action for AAM: Leading the Highway in the Sky's Development* (FDOT 2025c) notes that with advancements in energy power systems, aerospace and manufacturing technologies, and artificial intelligence, AAM is positioned to revolutionize how people and goods travel.

Figure 4-21 presents FDOT's timeline for AAM. Florida began planning for AAM in 2021 and in June 2025, the Florida Governor signed legislation incorporating AAM

Figure 4-21. Advanced Air Mobility Timeline



into the state's regulatory framework, advancing the industry across the state, and directed FDOT to facilitate additional state investments.

With plans to accelerate statewide AAM initiatives, local governments and agencies are encouraged to plan for land use considerations and site approval processes for proposed AAM takeoff and landing facilities. In September 2024, FDOT issued the *AAM Land Use Compatibility & Site Approval Guidebook* (FDOT 2024f). This guidebook provides local governments with a background on AAM, the land use considerations for vertiport development, proactive planning steps to prepare for AAM, and a step-by-step process for vertiport site approval at the local, federal, and state level.

5

Financial Resources

5. Financial Resources

The Collier MPO 2050 LRTP financial plan establishes the basis for determining how many of the Needs Assessment projects can be included in the Cost Feasible Plan. The financial plan recognizes all revenues by source that reasonably can be expected to be available during the planning period. The available revenues and planning-level cost estimates are applied to each project from the Needs Assessment to develop the Cost Feasible Plan.

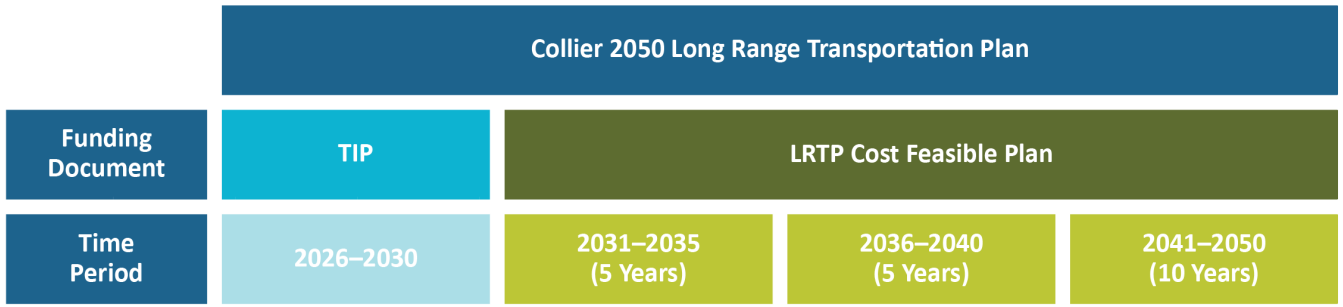
5.1 Overview

Ensuring that financial resources will be available to fund the multimodal transportation projects by 2050 is a crucial element of the Collier MPO 2050 LRTP. The premise of the long-range revenue forecast is rooted in federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991. All transportation acts since that time have continued the requirement for a financial plan. Consistent with the requirements of Title 23 United States Code Section 134 (23 USC 134) and Section 339.175(7)(b), Florida Statutes, the revenues identified for the 2050 LRTP are reasonably expected to be available during the planning period through 2050. This chapter summarizes transportation revenues available to fund multimodal transportation projects within the County and its municipalities through 2050. This chapter further documents the assumptions used to develop the future revenues.

In accordance with federal statutes, FDOT, in coordination with the Florida Metropolitan Planning Organization Advisory Council (MPOAC),[1] provides long-range revenue forecasts to assist Florida MPOs. These forecasts help MPOs comply with federal requirements for developing cost-feasible transportation plans and demonstrate a coordinated planning effort for transportation facilities and services in Florida.

As presented in **Figure 5-1**, financial planning for statewide and metropolitan transportation plans is typically required for three periods: long range (20 or

Figure 5-1. Planning Periods Summary (Revenue Bands)



[1] https://www.mpoac.org/

more years), intermediate range (10 to 15 years), and short range (5 years). It is important to note that long-range revenue and program forecasts are general in nature to encourage a variety of approaches and technologies to meet the goals and objectives.

The revenues and, ultimately, the cost-feasible project costs in this LRTP update are shown in year-of-expenditure (YOE) dollars to reflect inflation. Federal guidance (23 CFR 450.324(F)(11)) notes that revenue and cost estimates must use an inflation rate to reflect the YOE dollars. The YOE represents the value of money at the time it will be collected. The YOE dollars are based on reasonable financial principles and information and are developed in cooperation between the MPO, state, and public transportation operator(s).

The Collier MPO 2050 LRTP *Financial Resources Technical Memorandum* (provided under a separate cover) describes each revenue source, revenue forecasting assumptions, and the methodology for developing statewide estimates of federal and state revenues.

5.2 Roadway and Transit Revenue Projections

Revenue projections include federal, state, and county sources. The County and its municipalities have historically funded transportation projects using local sources, such as fuel taxes, impact fees, and General Fund transfers (ad valorem) in addition to federal and state revenues. It is assumed that the County and its municipalities will continue to use these revenue sources to fund transportation projects from 2026 through 2050. **Table 5-1** summarizes the total projected revenues in YOE dollars that are anticipated to be available for the 2050 LRTP.

5.3 Roadway and Transit Federal/State Funding

Projections of federal and state roadway and transit revenues for use in LRTPs are developed by FDOT. Through enhanced federal, state, and MPO cooperation and guidance provided by the MPOAC, FDOT has provided a long-range revenue estimate through 2050 that is documented in FDOT's *2050 Revenue Forecast Handbook* (FDOT 2023h). These revenues are for capacity and non-capacity programs consistent with statewide priorities. **Table 5-2** highlights these revenue amounts in YOE format per federal guidance. The following provides a brief description of each revenue source.

- **Surface Transportation Block Grant:** Additional federal funds are distributed to an urban area that has a population greater than 200,000 (known as a Transportation Management Area [TMA]), as designated by the U.S. Census Bureau following the 2020 Census.
- **Transportation Alternatives (TA) Program:** TA funds are funds set aside from each state's Surface Transportation Block Grant apportionment. Revenue estimates for TA are developed into categories based on population, and the TA-Urbanized Area apportionment applies to the Collier MPO. Designed solely to

fund non-automobile-based projects, nine eligible project types can be funded by these revenues, as outlined in 23 USC 213(b) and 101(a)(29).

- **Strategic Intermodal System (SIS):** The SIS capacity program provides funds for construction, improvements, and associated ROW acquisition on the State Highway System (SHS) roadways that are designated as part of the SIS. In the County, State Road (SR) 29, SR 82, and I-75 are part of the SIS network.
- **State Highway System (SHS):** This capacity program provides funds for construction, improvements, and associated ROW acquisition on SHS roadways that are not designated as part of the SIS. In the County, US 41, I-75, SR 84 (Davis Boulevard), SR 951 (Collier Boulevard) south of US 41, SR 29, and SR 82 are part of the SHS network.
- **Highway Safety Improvement Program (HSIP):** The HSIP funds the FDOT Safety Office's management of the FHWA engineering safety program throughout the state. Projects funded by the HSIP include low-cost (typically $1,000,000 or less) safety improvements along the SHS that address specific safety problems involving serious and fatal injury-related crashes.
- **State Highway System Resurfacing, Bridge, and Operations and Maintenance:** This non-capacity program provides funding for maintaining the SHS. These funds can be used for resurfacing roadways, bridge maintenance, and operations and maintenance programs along the SHS.
- **Other Roads: Non-SIS, Non-SHS:** This capacity program provides funds for construction, improvements, and associated ROW acquisition on roadways that are not designated as part of the SHS or SIS and could also include other programs like the Small County Outreach Program (SCOP) and the County Incentive Grant Program (CIGP).
- **Transportation Regional Incentive Program (TRIP):** This program is intended to encourage regional planning by providing matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. The Collier MPO has partnered with the Lee County MPO to develop a regional roadway network that identifies regional facilities that could be eligible for TRIP funding. Projected TRIP funding is allocated throughout the state at the districtwide level. However, because this revenue source is not directly allocated to the Collier MPO, it was not assumed as a revenue source for developing the 2050 Cost Feasible Plan.
- **Federal and State Transit Revenues:** Estimates of federal and state transit revenues are based on information provided in the FDOT Revenue Forecasting Guidebook.

Table 5-1. 2050 LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
Revenues Dedicated to Transit Operations		
Federal/State	Transit Formula: Transit Block Grant and Transportation Disadvantaged	$58,561,520
Federal	Transit Operating	$121,315,110
State	Transit Operating	$9,830,600
Local	Transit Operating	$49,588,590
Local	Fares and Other Local Revenues	$22,944,760
Local	Collier County General Fund Contributions for CAT Enhancements and Transportation Disadvantaged	$149,523,770
Local	Transit Block Grant – Local Match	$36,669,736
	Subtotal – Transit Operations	**$448,434,086**
Revenues Dedicated to Transit Capital Projects		
Federal	Transit Capital	$58,111,318
Federal/State	Transit Infrastructure Grants - Community Project Funding/Congressionally Directed Spending	$0
State	Transit Capital	$2,893,452
Local	Transit Capital	$2,893,452
	Subtotal – Transit Capital	**$63,898,222**
	Total Transit Revenues	**$512,332,307**
Revenues Dedicated to State Highway Safety Improvement Program		
Federal/State	Non-Capacity Programs – Highway Safety Improvement Program (HSIP)	**$34,751,601**
Revenues Dedicated to Roadway Operations and Maintenance		
Federal/State	Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance (state-maintained facilities)	$1,054,953,578
County	General Fund (Ad Valorem)	$11,592,000
County	Fuel Tax	$47,100,041
	Total for Operations and Maintenance	**$1,113,645,619**
Revenues Dedicated for Collier MPO 2050 LRTP Roadway Projects		
Federal	Surface Transportation Block Grant (STBG) - SU	$103,078,386
Federal	Transportation Alternatives (TA) – Urban Area	$29,766,655

Table 5-1. 2050 LRTP Revenue Projections Summary

Jurisdiction	Funding Source	Total 2031–2050 (YOE)
State	Strategic Intermodal System (SIS)	$77,128,000
State	State Highway System (SHS)	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$30,300,000
County	Transportation Impact Fees	$400,000,000
County	General Fund (Ad Valorem)	$181,608,000
County	Fuel Tax (91% of $638,000,000 Net Revenues)	$463,576,799
	Total for Collier MPO 2050 LRTP Roadway Projects	**$1,335,297,840**

Table 5-2. Federal and State Revenue Projections (YOE)

Jurisdiction	Funding Source	2031–2035	2036–2040	2041–2050	Total 2031–2050
Federal and State	Transit Formula: Transit Block Grant and Transportation Disadvantaged	$11,385,846	$11,760,863	$23,809,257	$46,955,965
Federal and State	Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance	$259,852,068	264,803,989	530,297,521	$1,054,953,578
Federal and State	Non-Capacity Programs – Highway Safety Improvement Program	$8,758,874	$8,717,976	$17,274,752	$29,766,655
Federal	Surface Transportation Block Grant (STBG) - SU	$25,768,807	$25,809,569	$51,500,009	$103,078,386
Federal	Transportation Alternatives (TA) – Urbanized Area	$7,475,933	$7,457,228	$14,833,494	$29,766,655
State	Strategic Intermodal System (SIS)	-	$77,128,000	-	$77,128,000
State	State Highway System (SHS)	$11,990,000	$12,470,000	$25,380,000	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$7,290,000	$7,580,000	$15,430,000	$30,300,000
State	Transportation Regional Incentive Program (TRIP)	$4,409,341	$4,587,180	$9,270,479	$18,267,000
	Total Revenues	**$336,930,869**	**$420,314,805**	**$687,795,512**	**$1,445,041,185**

5.4 Local Revenue Projections and Sources

In addition to federal and state funding, local revenue sources help build and maintain the transportation network within the County and its municipalities.

By creating a partnership between local jurisdictions and FDOT that combines local revenues such as impact fees and other non-traditional transportation funding sources (for example, TRIP, sales tax initiatives, and others) with FDOT funds, the MPO, FDOT, and the local governments have the potential to fund a significant number of local and state capacity projects that support safety, growth, economic enhancements, and development. This also allows the MPO to invest more in citizen priorities like Complete Streets initiatives, transit, and sidewalk/bike path facilities.

The following briefly describes each County funding element:

- **Transportation Impact Fees (TIFs):** TIFs provide revenue for financing the addition and expansion of roadway facilities needed to accommodate specific new growth and development.
- **Fuel Taxes:** Fuel taxes represent a major portion of Collier County's local transportation revenues. Fuel tax revenue is dedicated to both transportation capacity expansion and maintenance and operations. Fuel taxes collected by the cities within the County were not considered during the LRTP.
- **General Fund/Ad Valorem:** The County uses General Fund/Ad Valorem revenues to help fund capacity expansion and debt service, using taxable values. The County transfers General Fund/Ad Valorem dollars into the Transportation Capital 3081 Fund to support the maintenance and improvement of the transportation network. The County also transfers General Fund/Ad Valorem into the Public Transit and Neighborhood Enhancement (PTNE) services, which includes local, general revenue funding for Transportation Disadvantaged (Fund 4033) and Collier Area Transit Enhancements (Fund 4030). It was assumed that the County will continue to transfer General Fund/Ad Valorem revenues to these funds at their current level through FY 2050.
- **Sales Tax:** The Collier County 1-cent infrastructure sales surtax was approved in 2018 and set to expire in 2025 or when revenues exceeded $490 million. It sunset early on December 31, 2023, after generating approximately $539 million, with $487 million allocated to the County and its municipalities. The remaining reserves will be held for future capital projects, but its use must be approved by the Infrastructure Surtax Citizens Oversight Committee. Therefore, the remaining reserves were not considered for the 2050 LRTP Update.
- **County Debt Repayment Expenditures:** The County's debt repayment schedule was also considered. The County estimates debt repayments to equal $20 million per fiscal year.

5.5 Summary of Reasonable Available Funding for 2050 LRTP Roadway Projects

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

5.6 Bicycle and Pedestrian Funding

Similar to roadway and transit funding sources, there are multiple funding sources for bicycle and pedestrian projects. Funding sources for bicycle and pedestrian projects may overlap with funding sources available for roadway improvements. The primary funding sources available for bicycle and pedestrian projects presented in the BPMP are through federal programs, as discussed in the following:

- **National Highway Performance Program:** These funds were established under BIL and provide support for projects or program projects that are on an eligible facility or an eligible activity that supports national performance goals. Bicycle and pedestrian improvements associated with an NHS facility are eligible.
- **Surface Transportation Block Grant (STBG) Program:** The STBG Program provides the most flexible funding among all federal-aid transportation programs. Specifically, the STBG-Transportation Alternatives provides funding for programs and projects defined as transportation alternatives. Transportation alternatives are defined as non-automobile-based projects and include recreational trails, pedestrian and bicycle, and Safe Routes to School (SRTS) projects.
- **Highway Safety Improvement Program (HSIP):** This program provides funds to reduce traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands and can be used for pedestrian and bicycle safety improvements. States may obligate funds under HSIP to carry out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trails.

- **Recreational Trails Program (RTP):** This federally funded competitive grant program provides financial assistance to city, county, state, or federal governments; organizations approved by the state; or state- and federally recognized Indian tribal governments for the development of recreational trails, trailheads, and trailside facilities.
- **Federal Transit Administration Funds:** Some FTA funds may be used to fund the design, construction, and maintenance of pedestrian and bicycle projects that enhance or are related to public transportation facilities.
- **National Highway Traffic Safety Administration (NHTSA) Funds:** NHTSA provides funding to states for implementing priority-area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Emphasis areas under the pedestrian and bicycle safety program include:
  - Increasing awareness and understanding of safety issues and compliance with traffic laws
  - Development and use of a systematic approach to identify locations and behaviors prone to bicycle and pedestrian crashes and implementing multidisciplinary countermeasures
  - Creating urban and rural built environments that support and encourage safe walking and biking
- **SUN Trail Network Funds:** SUN Trail funds are managed by the FDEP Office of Greenways and Trails.

Not all funding for bicycle and pedestrian projects is done through traditional funding programs. Alternative funding sources include the following:

- Collier County and its associated municipalities have jurisdictional authority over land use and zoning and can, therefore, work with developers to address gaps in bicycle and pedestrian infrastructure and make connections as new homes, communities, and shopping areas are constructed.
- The MPO can form partnerships with other agencies to implement projects.
- Bicycle and pedestrian improvements can be incorporated into roadway construction projects or funded independently. For example, Collier County typically funds transportation improvements that incorporate bicycle and pedestrian facilities using local funds on County-owned roads.
- Local transportation improvements incorporating bicycle and pedestrian facilities can often be funded through local impact fees, transportation surtaxes, and general funds, which provide additional resources for enhancing mobility and connectivity within communities.
- The County and its municipalities can apply for funding related to state and federal grant programs, SRTS programs, NHTSA, and the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

5.7 Airport Funding

The primary funding mechanisms for airports include federal grants through the Federal Aviation Authority's (FAA) Airport Improvement Program, Passenger Facility Change local user fee, and tenant rents and fees (ACI-NA n.d.). The following text details funding sources for the major airports within the Collier Metropolitan Area. Table 5-3 presents the projected airport capital revenues.

According to the Naples Airport Authority's adopted FY 2025 operating and capital budget, Naples Airport is estimated to have approximately $30.9 million for capital projects in FY 2025. Naples Airport is also projected to maintain an operating reserve in the amount of $16 million in FY 2025 (Naples Airport Authority 2024). Additional short-term revenue projections for FY 2026 through FY 2029 were provided to the MPO by the Naples Airport Authority in July 2024. Based on those projections, it is estimated that approximately $4.3 million in net revenue (following operating and capital expenses) will be available for Naples Airport between FY 2026 and FY 2029.

The Collier County Airport Authority oversees the development and management of the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport. The Airport Authority is a branch of the Collier County government and is overseen by the BCC. The projected capital revenues for each airport were determined through coordination with the Airport Authority in November 2024.

Table 5-3. Airport Capital Revenue Projections

Airport	Funding Source	2026–2030	2031–2035	2036–2040	2041–2050	TOTAL
Collier County Airport Authority						
Immokalee Regional Airport	FAA, FDOT, Local, PPP	$8,400,000	$15,000,000	$17,500,000	$36,782,000	**$77,682,000**
Everglades Airpark	FAA, FDOT, Local, PPP	$12,000,000	$1,200,000	$3,860,000	$11,400,000	**$28,460,000**
Marco Island Executive Airport	FAA, FDOT, Local, PPP	$4,100,000	$7,000,000	$9,250,000	$13,950,000	**$34,300,000**
City of Naples						
Naples Airport	FAA, FDOT	$4,279,932[a]				**$4,279,932**

[a] *For FY 2026 through FY 2029 only*

6

Cost Feasible Plan

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[1]
- Right-of-Way (ROW)
- Construction (CST)

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 (FDOT n.d.c.). 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.

[1] The PE phase includes PD&E studies and environmental mitigation.

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, the public was 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 TAC, CAC, and MPO 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): FY2026 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 FY2026-2030 TIP (Planning Period 1) and the FY2026-2030 FDOT Work Program. Should funding for a project phase in this LRTP be advanced from 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–FY2035 = 1.29 (Plan Period 2)
- FY2036–FY2040 = 1.56 (Plan Period 3)
- FY2041–FY2050 = 1.94 (Plan Period 4)

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 (FY2026–FY2030) by project type and phase. Note that Table 6-1 includes projects funded in the TIP as approved by the MPO Board in June 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 FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	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 Rd.	New Rd. Construction	FDOT	417540-5	State	$96.27		$9.70	$13.82	$72.75
SR 29	N of New Market Rd.	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 Two to Four 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 Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Add Lanes and Reconstruct	County	446341-1	Local/State	$5.50				$5.50
Immokalee Rd.	Livingston Rd.	Logan Blvd.	Pave Shoulders	County	452247-1	Local/State	$22.00		$1.50		$20.50
I-75	Immokalee Rd.	Bonita Beach Rd.	Add Lanes and Reconstruct	FDOT	452544-3	State	$122.95		$9.14	$7.60	$106.22
I-75	at Immokalee Rd.		Modify Interchange	FDOT	452544-4	State	$71.54		$12.44	$7.60	$51.51
I-75	Immokalee Rd.	Pine Ridge Rd.	Add Lanes and Reconstruct	FDOT	452544-5	State	$30.46		$5.12	$11.60	$13.73
I-75	Pine Ridge Rd.	Golden Gate Pkwy.	Add Lanes and Reconstruct	FDOT	452544-6	State	$13.90		$4.20	$9.60	$0.10
Immokalee Rd.			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			

Table 6-1. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
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
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 Beach Rd.	Immokalee Rd.	Add Through Lanes	County	440441-1	Local/Federal	$9.86				$9.86
Travel Time Data Collier County ITS			ITS Communication System	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

Table 6-1. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Lake Trafford Road			Sidewalk and Bike Lanes	County	443375-4	Federal	$0.57				$0.57
Linwood Avenue	Airport Pulling Rd.	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
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 Place SW & 45th St. SW		Sidewalk	County	452065-1	Federal	$0.31		$0.04		$0.27
Vanderbilt Beach Road	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 Rd.	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		

Table 6-1. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Vanderbilt Beach Road	Airport Pulling 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			
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											

Table 6-1. Collier MPO FY2026–FY2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number	Funding Source	Total TIP Funding 2026–2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
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			

YOE = year of expenditure

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

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026–2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031–2034[b]			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031–2050
												Plan Period 3: 2035–2040		Plan Period 4: 2041–2050		
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/ CST	PRE-ENG	ROW/ CST	
28[a]	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[a]	SR 29 (417540-6)	North of New Market Road	SR 82	Add Lanes and Reconstruct (two lanes to four lanes)	68.32	0.93	1.76	65.62								**0.00**
30[a]	SR 82 (430848-1)	Hendry County Line	Gator Slough Lane	Add Lanes and Reconstruct (two lanes to four lanes)	7.42	0.41		7.01								**0.00**
17[a]	I-75 (445296-1, 445296-2)	at Pine Ridge Road		Modify Interchange	1.18	0.03		1.15								**0.00**
16[a]	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)

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026–2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031–2034[b]			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031–2050
												Plan Period 3: 2035–2040		Plan Period 4: 2041–2050		
						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[a]	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**				

[a]Project is included in E+C Network and 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

[b]Fiscal years consolidated to account for work program overlap

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

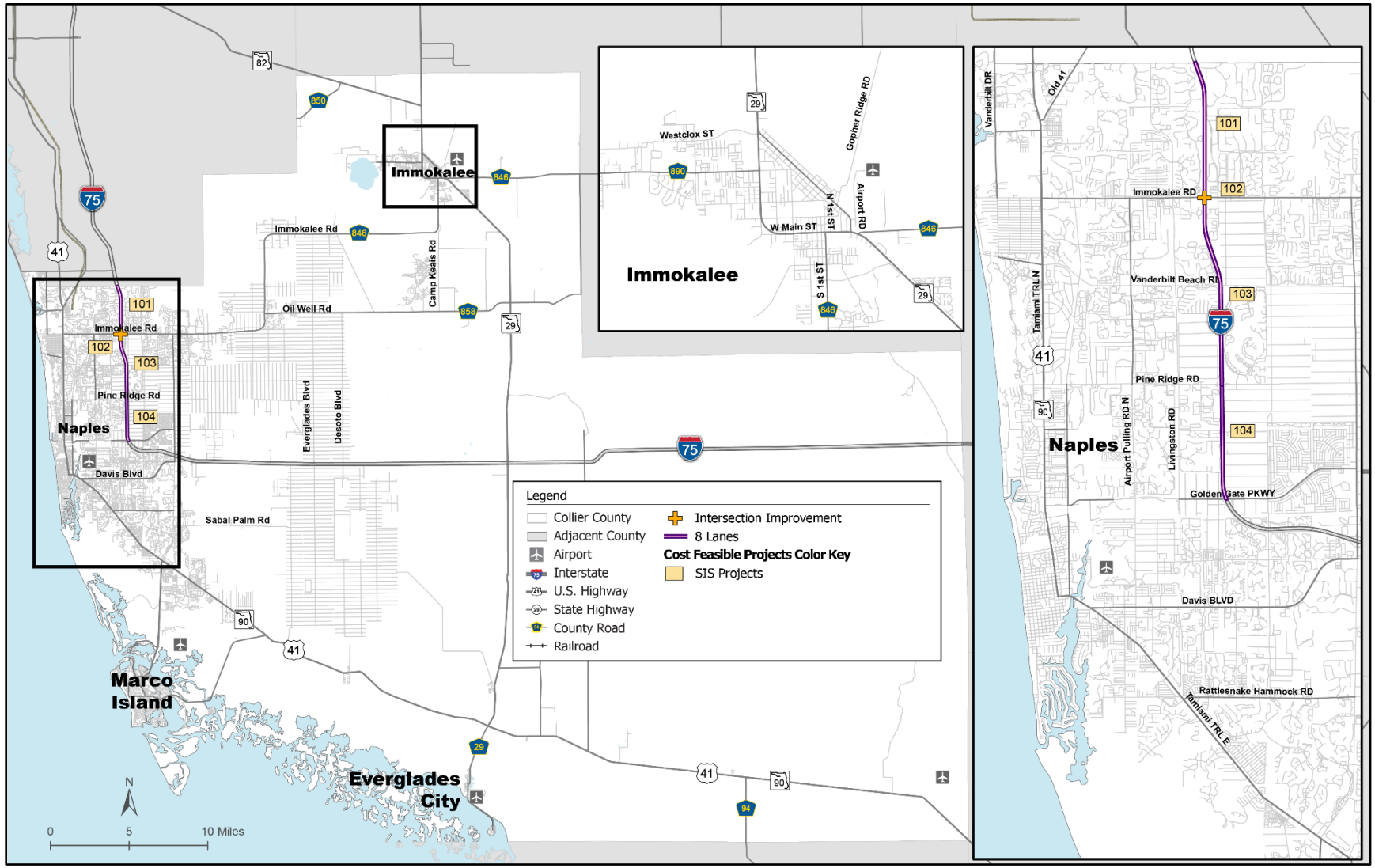


Table 6-3. Collier MPO 2050 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects ($ in millions)

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	Other Roads	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/ Other Roads	**$8.58**			$7.29	$1.29
12	Collier Blvd. (SR 951)	South of Manatee Rd.	North of Tower Road	Widen from four to six lanes	$14.80	$0						**$6.95**			**$14.68**				SHS/SU	**$21.64**	$19.42	$2.21		
47	Logan Blvd.	Green Blvd.	Pine Ridge Road	Widen from four to six lanes	$20.96	$0*						**$23.46**							County	**$23.46**				$23.46
61	Santa Barbara Blvd.	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes	$35.78	$0*						**$40.26**							County	**$40.26**				$40.26
81	Bridge at Wilson Blvd., 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 four to six lanes	$36.55	$0									**$8.53**			**$32.57**	County	**$41.10**				$41.10
74	Wilson Blvd	Golden Gate Blvd.	Immokalee Rd.	Widen from two to four 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/ Other Roads	**$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 16th Street SE	South of Golden Gate Blvd		New Bridge over Canal.	$6.66	$0												**$12.91**	County	**$12.91**				$12.91
				Total		$0.00	$0.00	$0.00	$0.00	$0.00	$5.22	$165.63	$0.00	$0.00	$185.29	$1.54	$0.65	$53.40		$411.75	$19.42	$2.21	$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 – Plan Period 2 (FY2031–FY2035)

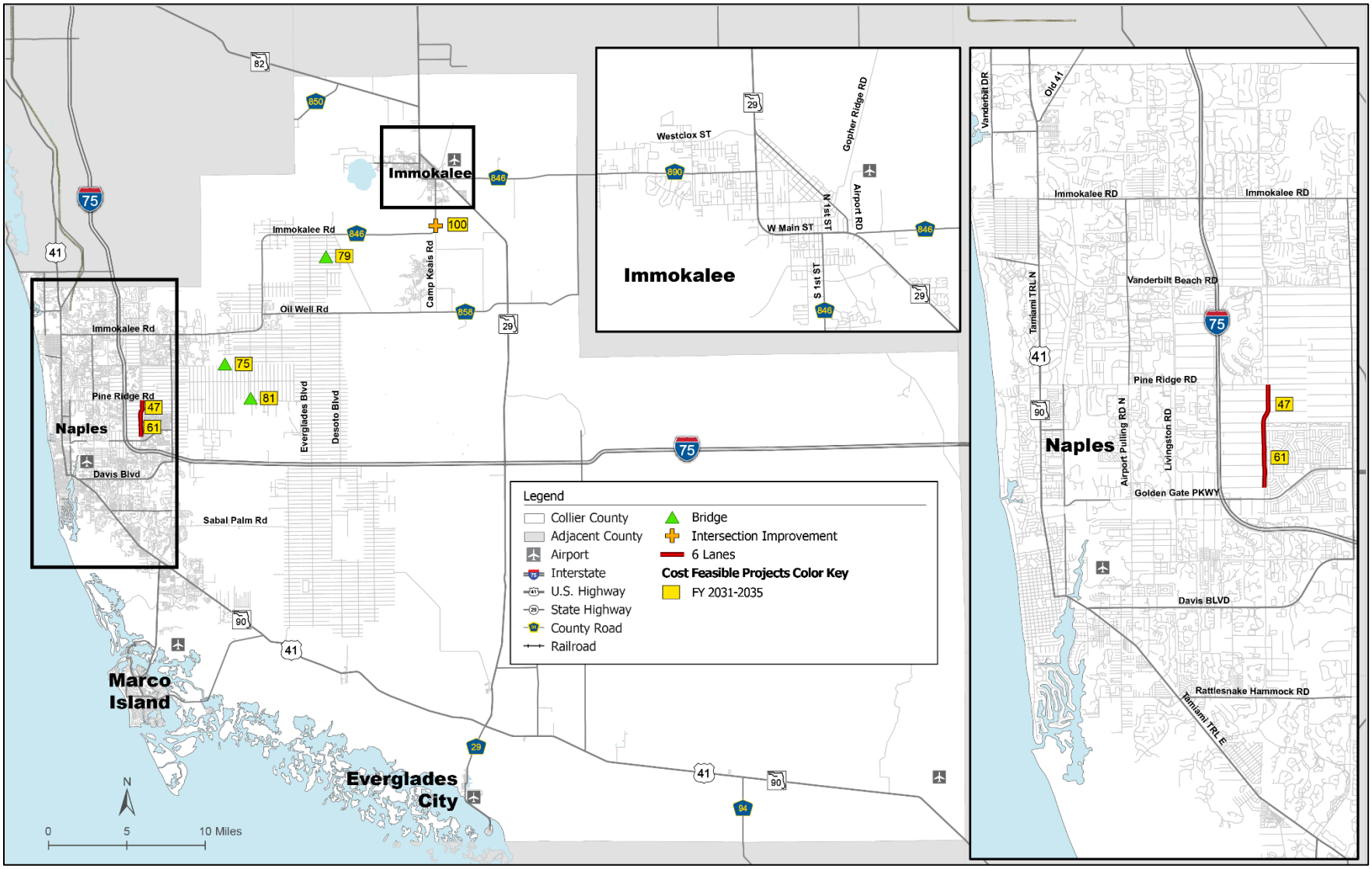


Figure 6-3. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map – Plan Period 3 (FY2036–FY2040)

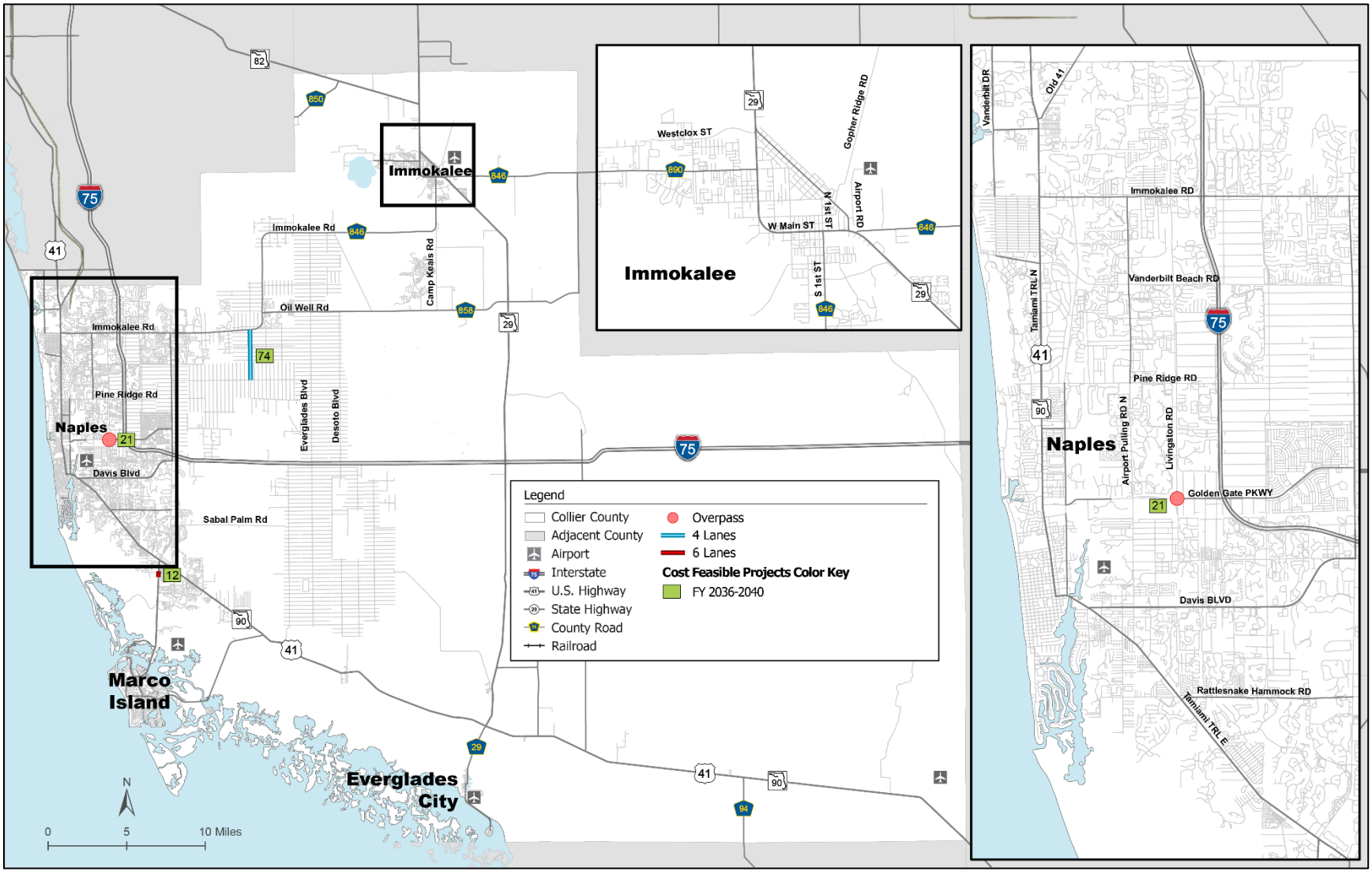


Figure 6-4. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map – Plan Period 4 (FY2041–FY2050)

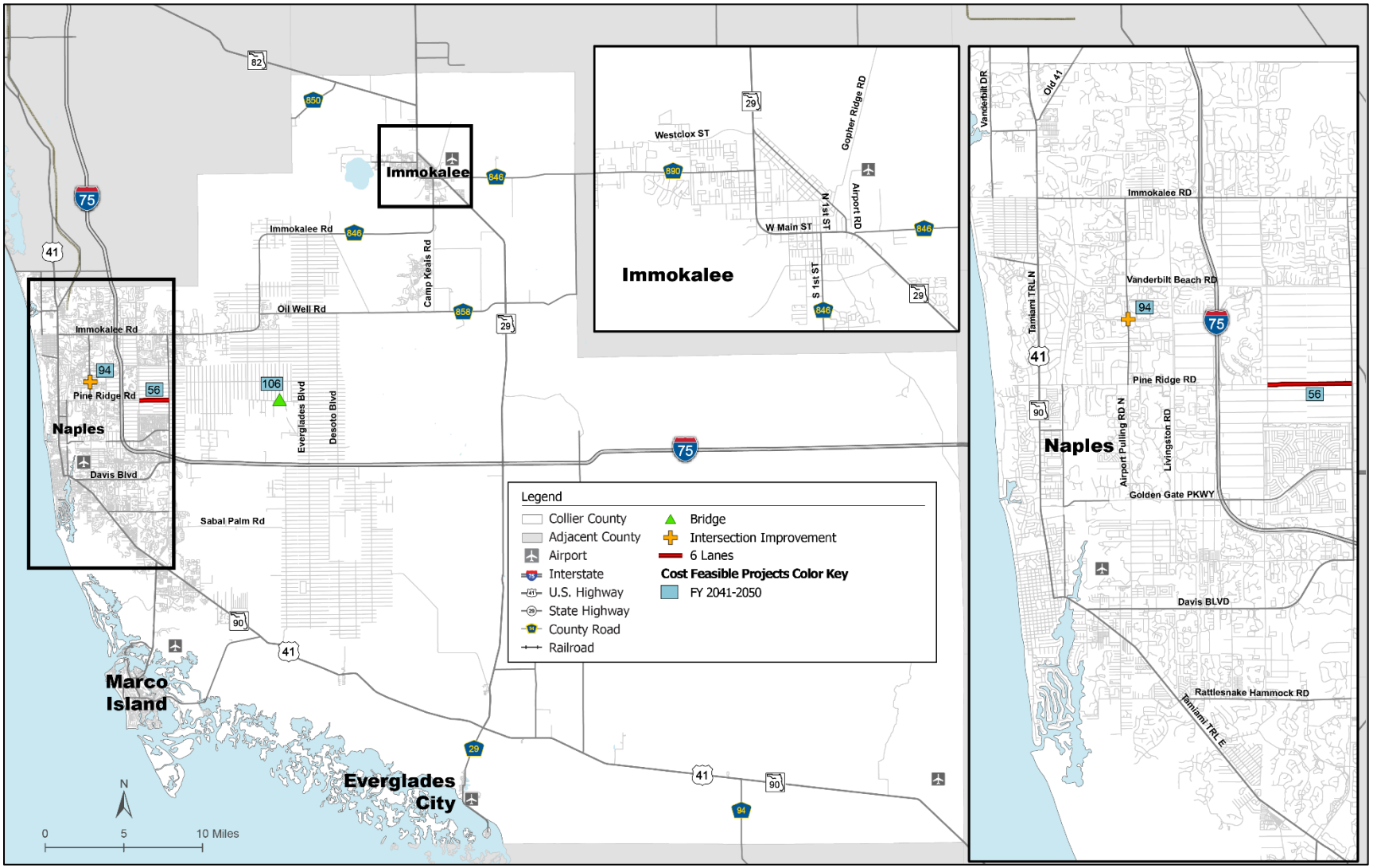


Table 6-4. Collier MPO 2050 LRTP Cost Feasible Plan Projects – Partially Funded Projects (FY2031–FY2050) ($ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024 $)	TIP Funding 2026-2030	Plan Period 1 TIP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Total YOE Costs	SHS (non-SIS)	SU	Other Roads	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 Blvd.		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 Rd.	6 L Farm Rd.	Widen from two to four lanes	$58.58					$10.13								$25.38	**$35.51**	$30.42	$5.09			SHS/ SU
16	Everglades Blvd.	I-75 (SR-93)	Golden Gate Blvd.	Widen from two to four lanes	$147.31					$8.19						$23.41	$25.86	$123.11	**$180.56**				$180.56	County
18	Everglades Blvd.	Oil Well Rd.	Immokalee Rd.	Widen from two to four lanes	$141.51											$37.61	$23.40	$15.43	**$76.44**			$15.43	$61.01	Other Roads/ County
37	Immokalee Rd. (CR 846)	Camp Keais Rd.	Carver Street	Widen from two to four 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)

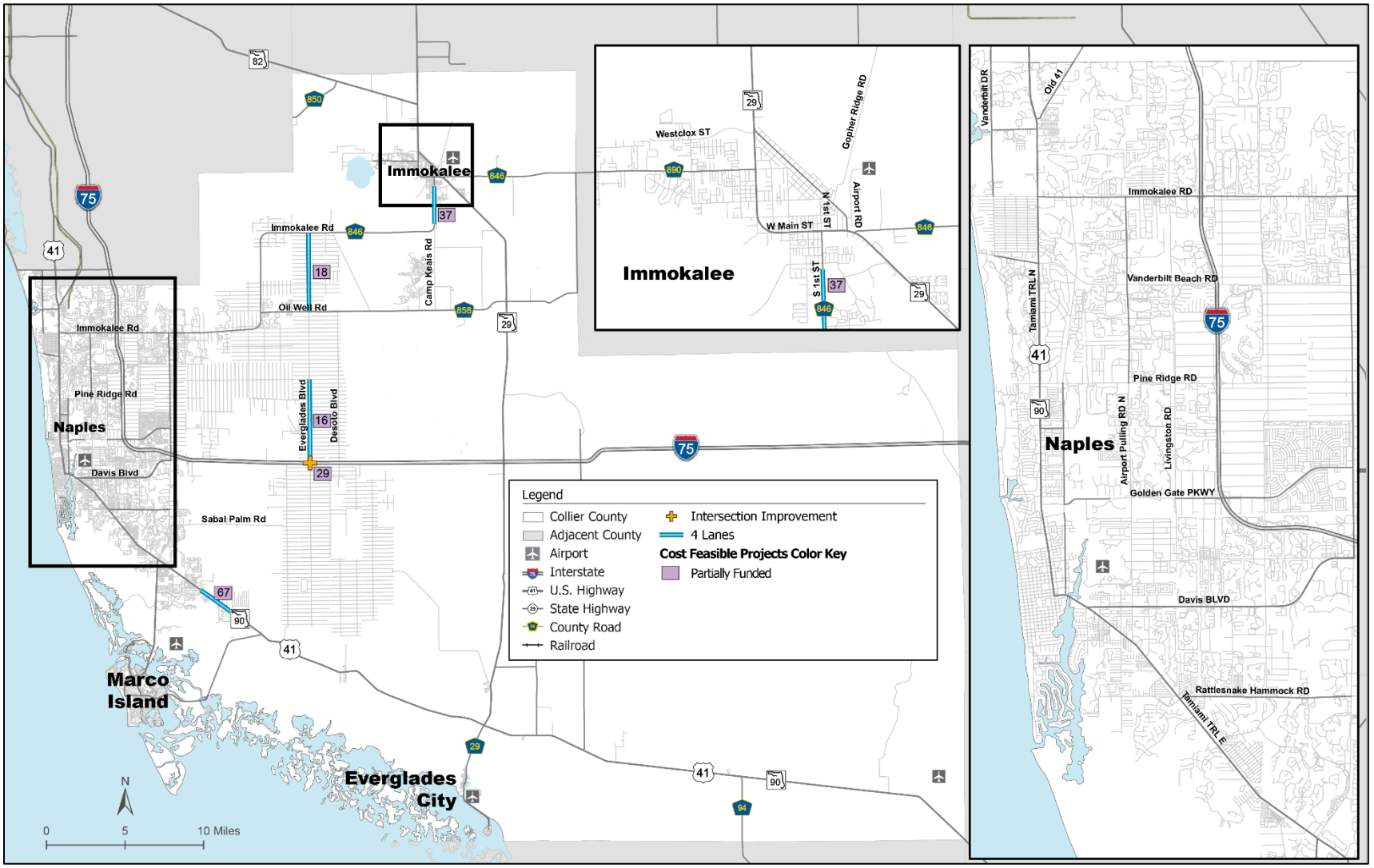


Figure 6-6 presents the total costs by project phase for FDOT's SIS cost feasible projects within the County. Figures 6-7 and 6-8 present the total costs by project phase and funding source, respectively, for cost feasible projects funded through FY2050.

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

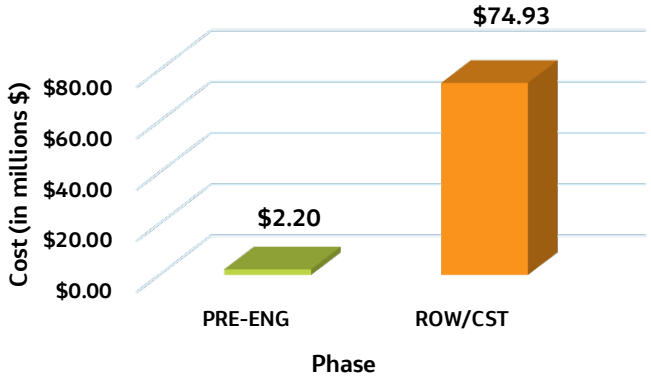


Figure 6-7. Total Costs by Project Phase for FDOT Other Roads and Local Roads Funded Projects (2031–2050) (YOE $ in millions)

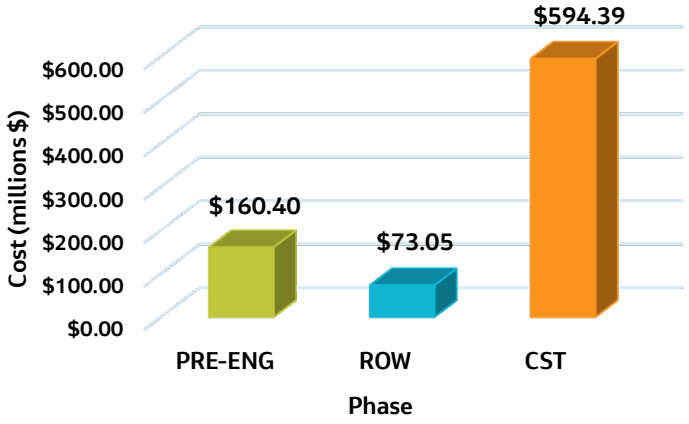
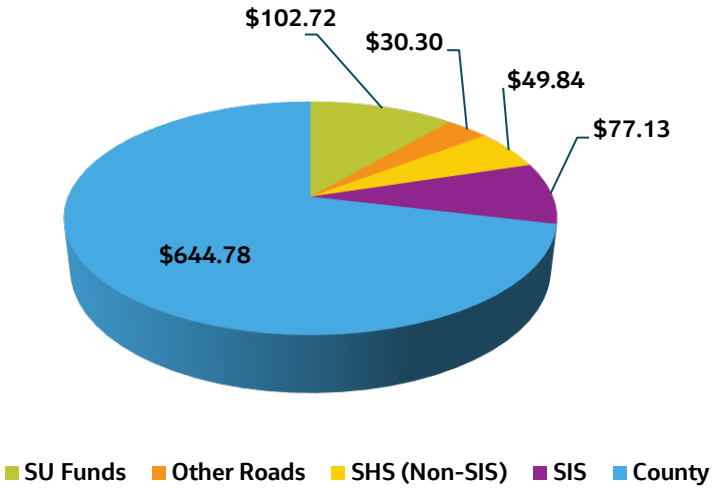


Figure 6-8. Total Costs by Funding Source 2031–2050 (YOE $ in millions)



6.1.2 Funding of Other Roadway Needs

6.1.2.1 East of CR 951 Bridges

In November 2018 the citizens of Collier County approved a 1% infrastructure surtax that was subsequently sunset on December 31, 2023. During the period it was active, the tax generated more than $520 million in revenues. The BCC 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)

The16th 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, 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 Bridge Projects in **Table 6-1**).

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 is 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 6-5** 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 of more than 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 $29.8 million in TA funds for future bicycle-pedestrian improvement priorities identified in the Collier MPO BPMP. **Table 6-6** 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.

To clearly demonstrate the fiscal constraint of this 2050 Cost Feasible Plan, **Tables 6-7** and **6-8** provide details on the anticipated 2050 LRTP (FY2031–FY2050) 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 (FY2026–FY2031) projects with the remaining balance to also demonstrate the TIP's fiscal constraint.

Table 6-5. 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		X	X	X			X	X

Table 6-5. 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
Roundabout	X	X	X	X	X	X		
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	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 (Collier MPO 2025c)

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
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)

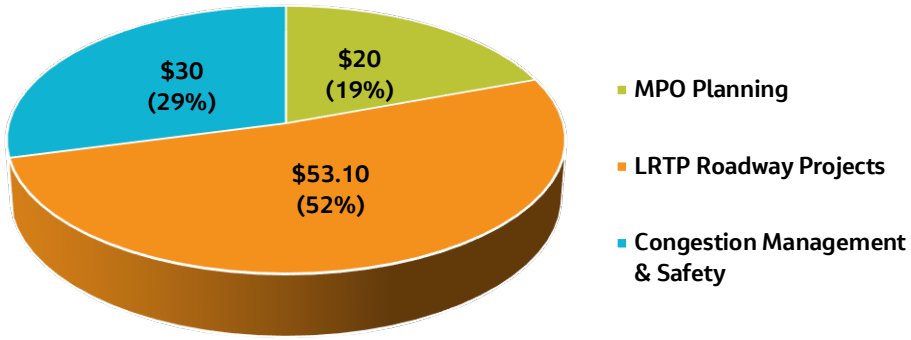


Table 6-7. Collier MPO 2050 LRTP Revenue Sources (FY 2031–FY 2050)

Federal Sources	FY2031–FY2035	FY2036–FY2040	FY2041–FY2050	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	**FY2031–FY2035**	**FY2036–FY2040**	**FY2041–FY2050**	**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)	**FY2031–FY2035**	**FY2036–FY2040**	**FY2041–FY2050**	**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**

[a] Based on FDOT's SIS Second Five-Year Plan (FY2029/2030–FY2033/2034)

Table 6-8. Collier MPO 2050 LRTP Project Costs (FY2031–FY2050)

Federal Expenditures	FY2031–FY2035	FY2036–FY2040	FY2041–FY2050	Total
SU Funds	$25,768,807	$25,802,887	$51,144,168	**$102,715,862**
TA Funds [a]	$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 [b]	$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**

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

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

Table 6-9. Total Revenue and Costs for LRTP Projects (FY2031–FY2050)

Revenue Source	Revenue/Costs	Amount
Plan Period 2 (FY2031–FY2035)		
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**[a]
Plan Period 3 (FY2036–FY2040)		
Federal	Revenues	$33,266,797
	Costs	$33,260,115
	Balance	**$6,682**[a]
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 (FY2041–FY2050)		
Federal	Revenues	$66,333,503
	Costs	$65,977,662
	Balance	**$355,841**[a]
State	Revenues	$40,810,000
	Costs	$40,810,000
	Balance	**$0**
Local	Revenues	$316,958,670
	Costs	$316,958,670
	Balance	**$0**

[a]Remaining balances may be used to address planning consistency

Table 6-10. Total Revenue and Costs for Collier MPO's TIP (FY2026–FY2030)

Revenue Source	Revenue/Costs	Amount
TIP / Plan Period 1 (FY2026–FY2030)		
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 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 operations and maintenance costs during these planning periods will align with the projected revenues 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 Handbook* (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 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 that support and maintain the transportation infrastructure once it is constructed and operations
- **Product Support:** includes preliminary engineering, construction engineering and inspection, ROW 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, reprographics, 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 TIP

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. Upon review of the 2050 LRTP Cost Feasible Plan, the following 11 projects qualify for ETDM screening. In October 2025, the FDOT District One ETDM Coordinator performed an Area of Interest (AOI) for 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

These projects will require ETDM screening prior to a PD&E study. The AOI data provided by FDOT appear consistent with the environmental screening results detailed in the Roadway Needs Evaluation Maps and Matrix (refer to **Appendices C** and **D**, respectively). The evaluation criteria used for the environmental screening is outlined in **Chapter 3** (Table 3-1), which informed the rankings and priorities for the LRTP update.

The MPO corresponded via email with the Environmental Technical Advisory Team regarding the projects eligible for ETDM screening. Email correspondence included an invitation to review and discuss opportunities and concerns related to the project AOIs.

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.

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 standalone 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 issue a Call for Projects based on the MPO 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.

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 two-lane roadway (four-lane footprint)
2	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New two-lane roadway (four-lane footprint)
3	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New two-lane roadway (six-lane footprint)
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New two-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New two-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
7	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from two to four lanes
8	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from two to four lanes
9	Camp Keais Road Extension	Camp Keais Road	SR 29	New two-lane roadway (four-lane footprint)
10	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Ext.	New four-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 two-lane roadway
14	Corkscrew Road	SR 82	Lee County Line	Widen from two to four lanes
15	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from four to six lanes
17	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	Widen from two to four lanes
19	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two to four lanes
20	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New four-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 two to four lanes (Future Study Area)
25	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
26	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Ext.	New two-lane roadway (Future Study Area)
27	Green Boulevard Extension	Wilson Boulevard Ext	Everglades Boulevard	New two-lane roadway (Future Study Area)

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
28	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane Roadway (Future Study Area)
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 four to six 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 two to four lanes with sidewalks, bike lanes, and curb & gutter (includes milling & resurfacing 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 two-lane roadway
42	Little League Road Extension	SR-82	Westclox Street	New two-lane roadway (four-lane footprint)
43	Little League Road Extension	Lake Trafford Road	Immokalee Road	New two-lane roadway (four-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 four to six lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two to four lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two to four lanes
50	Oil Well Road/CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two to six lanes
51	Oil Well Road/CR 858	Camp Keais Road	SR 29	Widen from two to four lanes (six-lane footprint)
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two to four lanes
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two to four lanes
57	Randall Boulevard	Immokalee Road		Major Intersection Improvement

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
58	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two to six lanes
59	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from two to four lanes and extend four-lane roadway
62	SR 29/North Main Street	North 9th Street	Immokalee Drive	Widen from two to four 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 two-lane roadway in a four-lane footprint
71	Vanderbilt Drive	111th Avenue N/Bluebill Ave.	Woods Edge Parkway	Widen from two to four lanes
72	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-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 at 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

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
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
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 six to eight lanes

6.3.1 Transit Cost Assumptions

In the CAT FY2026-2035 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 operations 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 vehicle 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 30- to 40-foot fixed route buses from 2024 purchase orders, while the total net cost of paratransit vehicles was 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

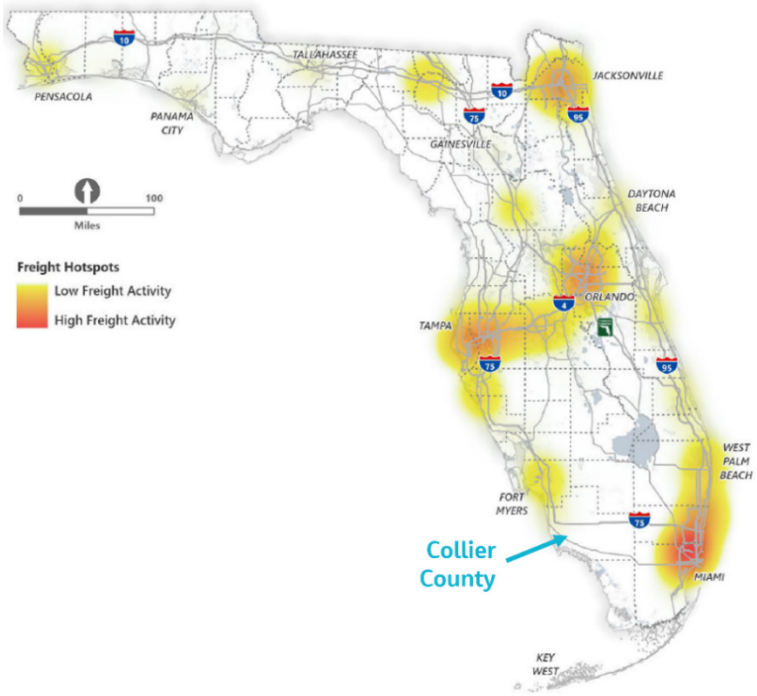
Funded Need	Plan Period 1: 2026–2030 (YOE)	Plan Period 2: 2031–2035 (YOE)	Plan Period 3: 2036–2040 (YOE)	Plan Period 4: 2041–2050 (YOE)	Total Costs 2031–2050 (YOE)
Operating					
Maintain Existing Fixed Route	$49,589,477.58	$55,506,408.79	$62,129,338.07	$147,382,699.76	$265,018,446.63
Maintain Existing 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* 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 6-10**. 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 6-10. Freight Hotspot Locations



Source: FDOT FMTP (FDOT 2024d)

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 5 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.

7

Implementation

7. Implementation

The Collier MPO is responsible for implementing the investments and strategies included in this LRTP. This chapter describes how the MPO will implement the LRTP investments in coordination with federal, state, and local partners. Major planning partners for the Collier MPO 2050 LRTP update include the Collier MPO Board and committees; Collier County, the cities of Naples, Marco Island, and Everglades City; FDOT; MPO Adviser Network; local tribal governments; and Lee County (through the Lee County MPO Interlocal Agreement).

7.1 Implementation Framework

The LRTP reflects and guides Collier MPO's commitment to ensuring the priority projects, programs, and policies are carried out successfully, while complying with transportation planning and requirements as described in federal authorizing legislation. As noted in Chapter 1, the MPO carries out a *Continuing*, *Cooperative*, and *Comprehensive* long-range planning process that establishes a countywide vision for the transportation system. As part of this process, FHWA and FTA jointly issued a Planning Rule[1] requiring MPOs to establish targets for federally developed performance measures to evaluate the regional transportation system presented in their LRTPs. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to the seven national goals outlined in Chapter 1.

Under this framework, the three FHWA performance measures (PMs) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management, and transit safety. The Planning Rule and the PM rules also specify how MPOs should set targets, report performance, and integrate performance management into their LRTP and TIP. **Table 7-1** presents the federal PMs and the targets adopted by the Collier MPO Board.

7.2 System Performance Report

FHWA requires that MPOs prepare a System Performance Report (SPR) every 5 years and include PMs required for all MPOs across the country, which allows for planning consistency. FDOT developed an SPR template for each Florida MPO that evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress in meeting the targets in comparison with baseline data and previous reports. The SPR includes five categories of system performance.

[1] The Final Rule modified 23 CFR Part 450 and 49 CFR Part 613.

Table 7-1. Collier MPO Adopted Performance Measures and Targets

	Measure	Target
Safety (PM1)	Fatalities	0
	Serious Injuries	0
	Fatality Rate	0
	Injury Rate	0
	Nonmotorized Fatalities & Serious Injuries	0
Pavement (PM2)	Condition of NHS Interstate Pavements	≥60% in *good* condition in 2 & 4 years
		≤5% in *poor* condition in 2 & 4 years
	Condition of NHS Non-Interstate Pavement	≥40% in *good* condition in 2 & 4 years
		≤5% in *poor* condition in 2 & 4 years
Bridge (PM2)	NHS Bridge Deck Area Condition	≥50% in *good* condition in 2 & 4 years
		≤10% in *poor* condition in 2 years ≤5% in *poor condition* in 4 years
System Performance & Freight Reliability (PM3)	% of Person-Miles on the Interstate that are reliable	≥75% in 2 & 4 years
	% Person-Miles on Non-Interstate NHS that are reliable	≥50% in 2 years ≥60% in 4 years
	Truck Travel Time Reliability Index	≤1.75 in 2 years ≤2.0 in 4 years

ULB = Useful Life Benchmark
VRM = Vehicle Revenue Miles

	Measure	Target
Transit Asset Management	Transit Rolling Stock	Over the road bus (30): ≤4% have met or exceeded ULB
		Cutaway bus (28): ≤4% have met or exceeded ULB
		Mini van (5) : ≤25% have met or exceeded ULB
		Automobiles (1): ≤100% have met or exceeded ULB
	Transit Facilities	≥25% of facilities <3.0 on FTA's Transit Economic Requirements Model scale (1 [Poor] to 5 [Excellent])

	Safety Performance Target Category	Motor Bus (Fixed Route)	Demand Response (Paratransit)
Transit Safety Performance	Total No. of Fatalities	0.0	0.0
	Fatality Rate/100,000 (VRM)	0.0	0.0
	Total No. of Injuries	3.67	3.0
	Injury Rate/100,000 VRM	0.27	0.23
	Total No. of Safety Events	4	3
	Safety Event Rate/100,000 VRM	0.29	0.23
	System Reliability (mean distance between major mechanical failures in miles)	13,234.98	64,510.32

The following measures are focused largely on the highway and major roadway network receiving the majority of federal transportation funding:

- Highway Safety
- Bridge and Pavement
- System Performance, Freight, Congestion Mitigation, and Air Quality
- Transit Asset Management
- Transit Safety (planning only)

MPO partners and constituents can review current and past SPRs by visiting the respective MPO website and by attending public MPO meetings in which the reports are reviewed and adopted.

The Collier MPO SPR is included in this 2050 LRTP update as **Appendix F**. The SPR is comparable to the Collier MPO *Fiscal Year 2024 Annual Report*, which also presents ongoing improvements and monitoring.

7.2.1 Federal Planning Factor Consistency

The LRTP goals and objectives discussed in Chapter 3 incorporate the federal planning factors required for all MPOs to address through planning. **Table 7-2** illustrates which 2050 LRTP goals meet the federal planning factor requirements.

7.3 Planning Programs

The Collier MPO implements the LRTP through short- and long-term transportation plans and through programs and projects, which is done in partnership with the County and associated municipalities that design, develop, and deliver policies, programs, and infrastructure projects identified in the LRTP.

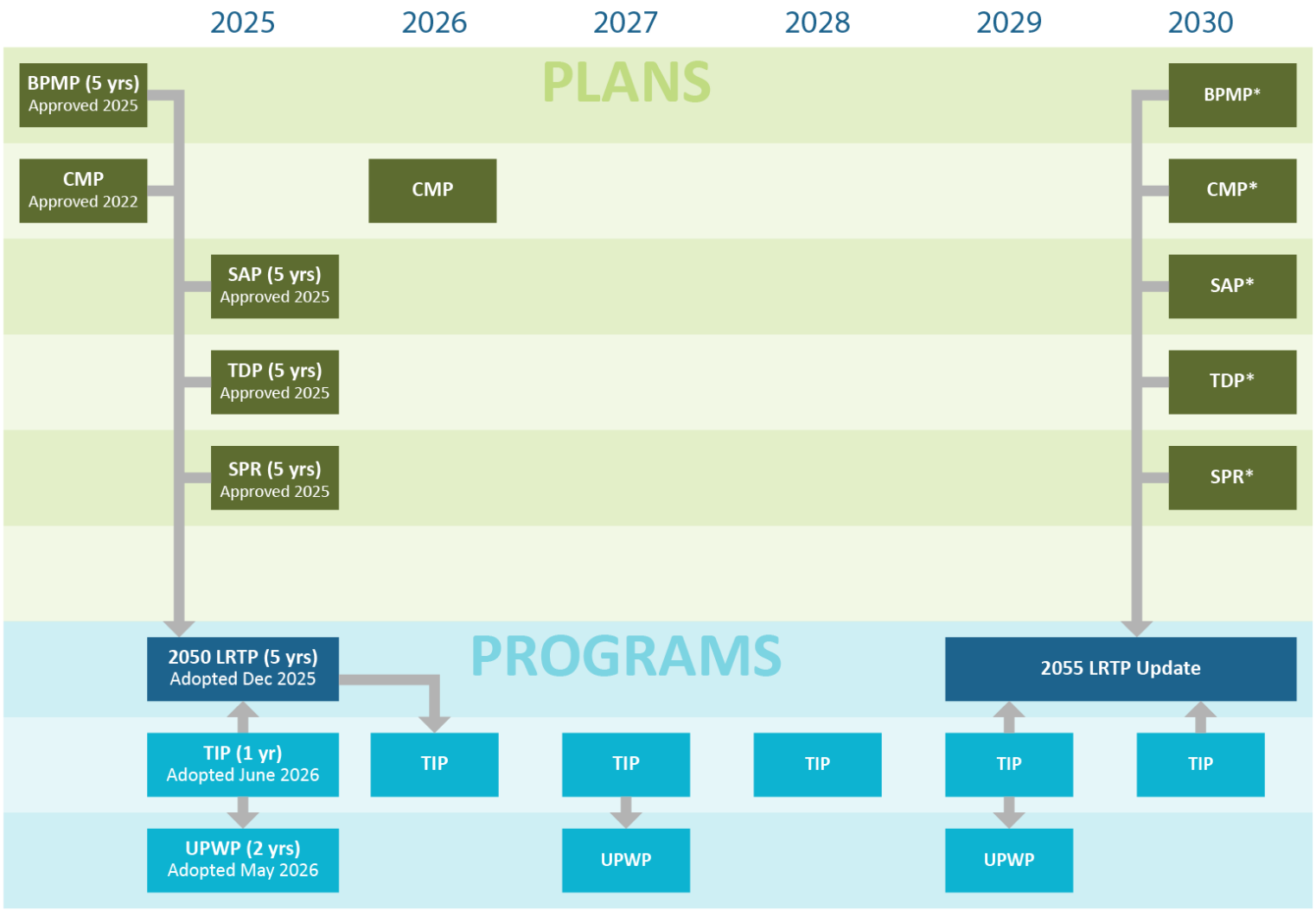
As noted previously, this LRTP update incorporates other plans by reference including the BPMP, TDP, CMP, SPR, and SAP. Each plan creates foundations for the LRTP by containing in-depth analysis and public processes from which the long-range planning builds a comprehensive and coordinated regional, multimodal vision. The LRTP reflects the needs and prioritized strategies identified in these plans in the needs and cost feasible project lists. Planning partners will look to these plans for implementation analysis and guidance.

Figure 7-1 presents the plans that are incorporated by reference into the LRTP, their update cycle, and how they ultimately inform the TIP and UPWP. **Figure 7-1** also presents a timeline of Collier MPO's programs and plans from the 2050 LRTP adoption to the 2055 LRTP update and adoption.

Table 7-2. LRTP Goals and Federal Planning Factors

	 **Goal 1:** Ensure the Security of the Transportation System for Users	 **Goal 2:** Protect Environmental Resources	 **Goal 3:** Improve System Continuity and Connectivity while Maintaining Existing Facilities	 **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 Equal Access in Transportation Planning and Land Use for Transit Dependent Communities	 **Goal 10:** Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	 **Goal 11:** Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System
Safety						✓					
Security	✓										
Accessibility & Mobility			✓	✓			✓	✓			✓
Multimodal Connectivity			✓				✓		✓		✓
System Preservation										✓	
Economic Vitality					✓		✓				
Environmental Quality		✓							✓		
System Efficiency				✓	✓			✓			✓
Resiliency & Reliability	✓			✓						✓	
Transit & Tourism				✓			✓	✓	✓		

Figure 7-1. Collier MPO Plans and Programs Timeline



(yrs) = Update Cycle

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

7.3.1 Other Implementing Programs

Collier MPO provides six programs to implement planning and development strategies identified in the LRTP. These programs typically result in the plans that are incorporated by reference into the LRTP, but may also include funding grant programs, initiatives, data collection, public information, and other activities and resources for local and partner agencies. Each is described briefly in the text that follows.

7.3.1.1 Traffic Safety

Collier MPO leads initiatives and planning processes to continually improve motorized and nonmotorized transportation safety on federal, state, and local facilities. The MPO produced the SAP, which will support the MPO's and FDOT's Target Zero goals, provide a framework to eliminate fatalities and serious injuries on roadways, and improve the safety, health, and wellbeing of residents and visitors. The SAP replaces the Local Roads Safety Plan.

7.3.1.2 Bicycle and Pedestrian

In addition to developing the BPMP, the MPO also has completed multiple walkable community studies as well as the Pedestrian and Bicycle Safety Study that analyzed travel trends and crashes to better plan for future investments. Critical information gathered during the course of these studies is shared with its planning partners.

7.3.1.3 Congestion Management

Collier MPO convenes the CMC to oversee implementation of the CMP and related planning activities. The CMP along with the TSPR inform multimodal traffic safety concerns within the County and its municipalities. The MPO coordinates with state partners to update data and modeling tools to better understand traffic demand and safety conditions.

7.3.1.4 Transit

Collier MPO works with the County to ensure that CAT plans are coordinated with partner agencies' plans and comply with federal and state requirements that ensure sustainable operations and maintains compliance with state and federal funding program requirements. The MPO also coordinates with CAT to produce transit-related plans and studies, including comprehensive operational analyses, transit impact analyses, Public Transit-Human Service Transportation Plan (referenced as the Collier MPO Transportation Disadvantaged Service Plan), a Park-and-Ride Study, a Regional Service and Regional Fare Study, a Zero Emission Vehicle Transition Plan, and the TDP.

7.3.1.5 Freight

Collier MPO works to enhance the integration and connectivity of transportation systems and the movement of goods and commodities through freight. The Collier MPO staff participate in regional meetings with freight industry representatives hosted by the FDOT District One Freight Coordinator. The *FDOT District One Freight Mobility & Trade Plan* (FDOT 2023a) notes that Collier County's top import commodity is furniture or fixture, while the top export commodity is instruments, photo, and optical equipment. Additionally, Collier County is the third largest producer of vegetables in District One.

Source: Immokalee Redevelopment Area Plan (Immokalee CRA 2022)

7.3.1.6 Aviation

As noted in Chapter 4, four public airports serve the Collier MPO planning area. The Collier MPO coordinates with airport authorities for off-airport transportation needs. Further, the Naples and Collier County Airport Authorities submit annual aviation project priorities to the MPO via Joint Automated Capital Improvement Programs for each airport within the Collier MPO's planning area.

Source: Immokalee Redevelopment Area Plan (Immokalee CRA 2022)

8

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