DRAFT

2050 Long Range Transportation Plan

Appendices

DECEMBER 2025

COLLIER Metropolitan Planning Organization

Contents

APPENDIX A

Federal and State LRTP Requirements

2050 LRTP Federal and State Requirements (draft)

Table A-1. FY21 FHWA/FTA Fiscal Constraint Requirements

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Showing Federal Funds in the 1st 10 years of the LRTP Summary Clarification: If MPOs identify the state and federal funds used for each project as a combined funding source, projects in the first ten years must be flagged or otherwise identified if federal funds are to be used on the project. This can be done with an asterisk for each federal project and footnote at the bottom, or a definition that all of the projects in the listing for "State/federal funds" will use a combination of state and federal funds.	• Chapter 6 Cost Feasible Plan – Table 6-1, Section 6.1
Including the 1st 5 years in the LRTP Summary Clarification: The LRTP planning time period begins on the date of plan adoption, and the LRTP must include at least twenty years of projects and funding from the year beginning with the adoption date. TIPs are developed from the LRTP and expire when the new STIP is approved. A TIP referenced from the time of the LRTP adoption or including it in the LRTP appendix will therefore have no meaning after it expires, nor do these techniques allow for a cohesive financial plan that demonstrates fiscal constraint. The first 5 years of projects in the LRTP should be included with the projects for the remainder of the LRTP planning time period so as to provide a complete picture of the revenues and costs for the entire planning time period in a similar format with the rest of the projects. Consistent documentation is important to determining fiscal constraint. The first five years of projects must be included in the Cost Feasible LRTP and be included in the financial plan that compares costs to revenues by planning period to show how the plan can be implemented.	• Chapter 6 Cost Feasible Plan – Table 6-3, Section 6.1
Assessment of Fiscal Constraint in the Financial Plan Summary Clarification: Not covered in the previous LRTP Expectations Letters is the topic of how the Financial Plan demonstrates LRTP implementation. FHWA/FTA use this, in part, to determine fiscal constraint. This topic is being initiated based on observed issues in recent certification reviews that have generated corrective actions. To demonstrate fiscal constraint, the financial plan must compare project costs with reasonably anticipated revenues for each planning time period (typically 5-year timeframes) to show that the plan can be implemented with the projected revenues. Fiscal constraint for a project means that all needed project phases can be implemented with the funding identified in the LRTP. A summary table that shows that revenues exceed project costs (including system level costs for operations and maintenance) for each planning timeframe increment is a simple way of demonstrating the results of the financial plan. As noted in the 2012 Expectations Letter, including system level operations and maintenance costs as a separate line item in the project costs table is an expected practice to ensure that these costs are considered as part of the financial plan for fiscal constraint.	• Chapter 6 Cost Feasible Plan – Tables 6-7, 6-8, 6-9, and 6-10

Source: Florida FY21 FHWA/FTA Fiscal Constraint White Paper (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/florida-fy21-fiscal-constraint-white-paper-final-062821.pdf?sfvrsn=fd4e660f_1)

Table A-2. Federal Requirements from January 2018 FHWA Expectations Letter

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Stakeholder Coordination and Input	
Specific Public Involvement Strategies: Develop a written plan to document the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all MPO products and processes, including but not limited to, public/stakeholder input on the LRTP and its amendments.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Involvement Summary Report (prepared under separate cover) • Public Involvement Plan (prepared under separate cover)
Public Involvement/Tribal/Resource Agency Consultation: Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. State and local agencies (including Tribal government resource agencies) responsible for land use management are required to be consulted during the development of the LRTP. The consultation process is required to be documented.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Involvement Summary Report (prepared under separate cover)
Measures of Effectiveness: MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	• The Collier MPO Public Participation Plan includes the process for evaluating public participation effectiveness.
Fiscal Constraint	
Project Phases: Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW), and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases.	• Chapter 5 – Financial Resources • Chapter 6 – Cost Feasible Plan, Tables 6-2 and 6-3
Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date.	• Chapter 6 – Cost Feasible Plan, Tables 6-1, 6-2, and 6-3

Technical Topics	
SHSP Consistency: The goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), are required to be integrated into the LRTPs either directly or by reference.	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
Freight: Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program, a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP's success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives, performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference.	• Chapter 4 – 2050 Needs Plan, Section 4.2.2.3 • Chapter 6 – Cost Feasible Plan, Section 6.4 • Chapter 7 – Implementation, Section 7.3.1.5
Environmental Mitigation/Consultation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.	• Chapter 4 – 2050 Needs Plan, Section 4.2 • Project Costing Methodology Technical Memorandum (prepared under separate cover)
Congestion Management Process: The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP.	• The Congestion Management Process was incorporated into the LRTP by reference. Chapter 6 – Cost Feasible Plan, Section 6.1.2.2 includes projects identified as a result of the CMP.

Americans with Disabilities Act (ADA) Transition Plans: Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. All MPOs should at a minimum, serve as a resource for information and technical assistance in local government compliance with ADA.	• It is the policy of the MPO to comply with all federal and state authorities requiring nondiscrimination, including but not limited to Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA), the Age Discrimination Act of 1975 and Executive Order 12898 (Environmental Justice) and 13166 (Limited English Proficiency). The MPO does not and will not exclude from participation in; deny the benefits of; or subject anyone to discrimination on the basis of race, color, national origin, sex, age, disability or income. In addition, the MPO complies with the Florida Civil Rights Act, and does not permit discrimination on the basis of religion or family status in its programs, services or activities.
Administrative Topics	

LRTP Documentation/Final Board Approval: The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date.	1. Chapter 2 – Plan Process, Section 2.3 2. Chapter 4 – 2050 Needs Plan, Table 4-1 and Figure 4-2 3. Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework, Table 3-1 and Chapter 7– Implementation, Table 7-1 4. Chapter 7 – Implementation, Section 7.1 and Appendix F 5. Chapter 6 – Cost Feasible Plan, Section 6.1.2 6. Chapter 6 – Cost Feasible Plan, Section 6.1.2.2 7. Chapter 5 – Financial Resources 8. Chapter 6 – Cost Feasible Plan, Section 6.3 9. Chapter 4 – 2050 Needs Plan, Table 4-8 and Table 4-11 10. Chapter 4 – 2050 Needs Plan, Section 4.2, Project Cost Development Methodology Technical Memorandum (prepared under separate cover) 11. Chapter 6 – Cost Feasible Plan 12. Chapter 6 – Cost Feasible Plan, Section 6.2
LRTP & STIP/TIP Consistency: The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed.	• The 2050 LRTP is consistent with the STIP and Collier MPO FY2026-2030 TIP (adopted June 2025), the current TIP at the time of adoption.
New Requirements	

New Planning Factors: The MPO is required to address several planning factors as a part of its planning processes. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas.	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
Transportation Performance Management: As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. The next LRTPs (when updated or amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system. A system performance report will also be required to be included in the LRTPs. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available.	• Chapter 7 – Implementation and Appendix F
Multimodal Feasibility: The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	• Chapter 6 – Cost Feasible Plan, Sections 6.2 and 6.3
Transit Asset Management: The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.	• Chapter 7 – Implementation and Appendix F
Emerging Issues (Not Required)	

Mobility on Demand (MOD): Rapid advances in Mobility on Demand (MOD) technologies mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	• Chapter 4 – 2050 Needs Plan, Table 4-11
Proactive Improvements (Not Required)	
New Consultation: There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	• The Collier MPO Adviser Network includes the Tourist Development Council Collier County and the South Florida Water Management District which plans for regional resilience to natural disasters.
Summary of Public Involvement Strategies: The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Information Summary Report (prepared under separate cover)
Impact Analysis/Data Validation: In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Information Summary Report (prepared under separate cover)
FDOT Revenue Forecast: To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT's Revenue Forecast in the appendices that support the LRTP.	• The FDOT Revenue Forecast is included as an attachment in the Financial Resources Methodology Technical Memorandum (prepared under separate cover).
Sustainability and Livability in Context: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	• Chapter 4 – 2050 Needs Plan, Section 4.1

Scenario Planning: The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario.	• The Scenario Network Modeling Technical Memorandum (prepared under separate cover) details the revenue constrained scenarios.

Source: Federal Requirements from January 2018 FHWA Expectations Letter (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/policy/metrosupport/resources/lrtp-expectations-2018.pdf?sfvrsn=cfb8b8c6_0)

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Projects in the LRTP - Recently we have been responding to several questions regarding types of projects that need to be included in the LRTP. As stated in 23 CFR 450.322(f), the LRTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities. As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. If a project meets the definition of regionally significant, then the project must be included in the Cost Feasible LRTP regardless of the project's activities (i.e. construction, facility widening, ITS installations, etc.).	• Chapter 6 – Cost Feasible Plan, Table 6-1 and 6-2.
Grouped Projects in the LRTP - Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the LRTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities	• Group projects in the LRTP include the bicycle/pedestrian projects listed on Table 6-6 which will be funded with TMA/TA Funds.

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the LRTP, the groups need to be specific enough to determine consistency between the LRTP and the TIP.	
Fiscal Constraint	
Operations & Maintenance - LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).	• Chapter 6 – Cost Feasible Plan
Total Project Costs - For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the LRTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band (i.e. Construction expected 2040-2050, $40M). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. ROW/Construction expected 2040-2050, $50M). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects and for regionally significant projects. (23 CFR 450.322(f)).	• Chapter 6 – Cost Feasible Plan

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Cost Feasible Plan - Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into "Preliminary Engineering"). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).	• Chapter 6 – Cost Feasible Plan
New Revenue Sources - If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.)	• Chapter 5 – Financial Resources
Federal Revenue Sources - Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii)) For FTA funded projects, MAP-21 has repealed eight programs from SAFETEA-LU and shifted many of the eligible activities to formula programs. Repealed programs (or uses consolidated in other formula programs) include Clean Fuels (5308), Fixed Guideway Modernization (5309), Bus and Bus Facilities (5309), JARC (5316), New Freedom (5317), Paul Sarbanes Transit in the Parks (5320), Alternatives Analysis (5339) and Over the Road Bus (3038). Formula programs now include Metropolitan Planning and State Planning (5305); Urbanized Area Formula (5307); Enhanced Mobility of Seniors and Persons with Disability (5310); Rural Area Formula (5311) and RTAP (5311); Formula Grants for Public Transportation on Indian Reservations (5311); Research and Development, Demonstration and Deployment (5312), State of Good Repair (5337), Bus and Bus Facilities Formula Grants (5339). Eligible new uses which are notable include	• Chapter 5 – Financial Resources

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Safety Programs and Transit Asset Management, Operations in areas with 200,000 or more population with up to 100 buses; Transit Oriented Development Planning and Bus Rapid Transit demonstration projects; Core Capacity Improvements and several others. Discretionary awards that have been repealed under MAP-21 however, may have unspent funds awarded under SAFETEA-LU in the repealed programs that still must be shown in the LRTP, TIP and STIP to obligate the funds in FTA's TEAM system. Hence, project categories such as Bus Livability, Clean Fuels, Alternatives Analysis, Transit in the Parks, etc.) may still need to be described and/or pursued by the transit grantee within the LRTP for FFY 2011 and FFY 2012 funds remaining. However, MAP-21 greatly reduced the number and type of discretionary awards through FTA. As such, the MPO and the transit grantee may no longer need to consider how to account for the possibility of placing a discretionary transit project through a competitive award (as well as formula funds) as part of the cost feasible LRTP except for New Starts, Small Starts, Core Capacity, Bus Rapid Transit Demonstration or Transit Oriented Development Demonstration Planning programs. The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects like the new Core Capacity program which must eventually be placed within the cost feasible LRTP to have funds awarded. Regardless, discretionary awards if any must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.	
Full Timespan of the LRTP - The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))	• Chapter 6 – Cost Feasible Plan
Environmental Mitigation - For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide	• Chapter 4 – 2050 Needs Plan, Section 4.2 • Project Cost Development Methodology Technical Memorandum (prepared under separate cover)

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
review. Documentation of the consultation with the relevant agencies should be maintained by the MPO.(23 CFR 450.322(f)(7) and (g)) For transit capital projects, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate National Environmental Policy Act (NEPA) document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc., would not require a document. As such, environmental mitigation issues would tend to be developed as part of the NEPA document for specific projects with a NEPA decision made prior to the award of FTA funds. Likewise, transit environmental benefits like reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the LRTP. Most FTA planning studies are required to be listed in the Unified Planning Work Program (UPWP) and not necessarily the TIP and STIP (although many MPO's still list the studies in the TIP and STIP). Preliminary engineering, final design, right of way, utility relocation, construction, etc. for transit capital projects would need to be listed in the LRTP, TIP and STIP.	
Linking Planning and NEPA - Since 2008, prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be determined to be consistent within the LRTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the LRTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the LRTP and TIP/STIP as well.	• Future projects (design and PD&E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2026 – 2030 TIP.
LRTP Documentation/Final Board Approval - FHWA and FTA expect that at the time the MPO board adopts the LRTP, a substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the LRTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption. The MPOs' schedules for this round of LRTP development are expected to allow for the Board to adopt the final LRTP no later than 5 years from the MPOs' adoption of the previous LRTP.	• The MPO is committed to make the LRTP documentation available for distribution within 90 days of the adoption of the 2050 LRTP.

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Documented LRTP Modification Procedures - If not already in place, MPOs need established written and Board approved procedures that document how modifications to the LRTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment as defined in 23 CFR 450.104. These procedures can be included as part of the LRTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an LRTP amendment process which will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when LRTP amendments are required.	• LRTP amendment procedures are addressed in the FDOT MPO Program Management Handbook and in the Collier MPO's adopted PPP (adopted December 2024).
LRTP & STIP/TIP Amendment Consistency - The STIP and TIPs must be consistent with the relevant LRTPs. When amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. FHWA and FTA staff will be checking for this consistency. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. (23 CFR 450.328 and 23 CFR 450.216(b)) FHWA and FTA understand that when developing project cost estimates in an LRTP, the cost is an estimate which becomes more refined as a project advances. Projects being refined between plans will not be required to update their costs in the existing LRTP if new, more accurate information regarding project cost becomes available. However, it is expected that upon the next scheduled adoption of the LRTP, the latest project cost estimates shall be used.	• The 2050 LRTP is consistent with the STIP and Collier MPO FY2026-2030 TIP (adopted June 2025), the current TIP at the time of adoption.
Transit Projects and Studies	
Major Transit Capital Projects - For LRTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated) for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with formula and/or discretionary program dollars allocated on an annual basis. As mentioned, MAP-21 made changes to and reductions in transit discretionary programs. Therefore in order to plan for a transit "New Start" in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida. Also, MAP-21 greatly expands the use of TIFIA loans. Grantees may be proposing use of a TIFIA loan or other loan to help bridge the gap in capital financing for a New Start which in some cases for large projects in multiple phases may take up to five years to design and build (per phase). With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA program funds such as "State of Good Repair" or "Bus and Bus Facilities" will be awarded to the transit system based on formula. As mentioned, large discretionary awards will be fewer under MAP-21.	• Chapter 6 – Cost Feasible Plan, Section 6.3

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
In most cases, a likely funding mix for State of Good Repair or Bus and Bus Facilities might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.	
Transit Facility - The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facility improvements remain eligible for FTA 5307, 5309, 5337 (new State of Good Repair formula program), 5339 (new bus and bus facility formula program) funds from FTA, or for FLEX funds from FHWA flexed to FTA for the transit use by the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.	• Chapter 6 – Cost Feasible Plan, Section 6.3
Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus - The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.	• Chapter 6 – Cost Feasible Plan, Section 6.3
Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program - The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA's New Starts/Small Starts or Core Capacity Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.	• There are no specific new fixed guideway transit service projects identified in the CFP.

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Emerging Issues (Not Required)	
Safety and Transit Asset Management - MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.	• Chapter 6 – Cost Feasible Plan, Section 6.1.2.2
Performance Measurement - FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.	• Chapter 7 – Implementation and Appendix F
Freight - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.	• Chapter 4 – 2050 Needs Plan, Section 4.2.2.3
Sustainable Transportation and Context Sensitive Solutions - The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for	• Chapter 4 – 2050 Needs Plan, Section 4.1

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming. Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.	
Proactive Improvements (Not Required)	
Linking Planning and NEPA - For highway projects, we are continually looking for strategies that improve the linkage between planning and environmental processes. For the inclusion of regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement for the project in the LRTP. This purpose and need statement will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. (450.324 (d); 450 Appendix A to Part 450, Section II Substantive Issues, 8)	• Future projects (design and PD&E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2026 – 2030 TIP.
Climate Change - MPOs may also wish to give consideration to climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. State legislation now encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, MPO LRTP Updates are encouraged to include discussions and strategies aimed at addressing this issue.	• Chapter 4 – 2050 Needs Plan, Section 4.2.2.7, Resilience Needs
Scenario Planning - Pursuant to MAP-21, MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures,	• Collier MPO 2050 LRTP Scenario Network Modeling Technical Memorandum (prepared under separate

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

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.	cover) explains the revenue constrained scenarios

Source: Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs (November 2012) (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fhwa-lrtp-expectations---2012.pdf?sfvrsn=70dd88be_1)

Table A-4. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Plan Horizon - Plans are required to have at least a 20 year horizon. FHWA and FTA support Florida's efforts to standardize the horizon year and establish a uniform format to report the transportation needs of each MPO in their next LRTP updates that can also be used to compile and identify the regional and statewide transportation needs of Florida's metropolitan areas. FDOT and Florida's MPOs (via the MPOAC) have agreed to use 2035 as the horizon year. The base year for the next LRTP updates will be 2009. These efforts to standardize the MPOs' plans will provide consistency among plans and allow for better analysis and apples to apples comparisons, so unmet needs can be more accurately quantified and demonstrated. More information on this issue is provided in the "Financial Guidelines for MPO Long Range Plans" paper adopted by the MPOAC.	• Plan is through 2050, reference Chapter 4 – 2050 Needs Plan and Chapter 6 – Cost Feasible Plan
Planning Factors - The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending on the unique conditions of the area, but efforts should be made to think through and carefully consider how to address each factor. The Safety factor seems to create challenges for some MPOs as to how safety should be addressed. The LRTP should contain a safety element, as described in 23 CFR 450.322 (h). The planning process needs to be consistent with the State Strategic Highway Safety Plan (SHSP). Consequently, the MPO must be familiar with the Plan in order to identify MPO goals and strategies that would address safety, and integrate SHSP goals and strategies into the activities and planning efforts of the MPO. Suggestions for how this consistency can be accomplished can be obtained through discussions with, and examples provided by, FHWA, FDOT and other MPOs. A safety guide providing a menu of recommendations for MPO actions is being developed by FHWA Florida Division as a result of meetings with FDOT planning and safety personnel and MPO staff members from throughout the state over the past year. A draft document will be circulated for review by December 2008.	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
Year of Expenditure - All LRTP Update financial plans shall be in Year of Expenditure (YOE) dollars and shall include estimates of all revenue sources that can reasonably be anticipated over the lifetime of the plan. Revenue and cost estimates for capacity and non-capacity projects and programs, including operations and maintenance costs (state and local) are to be included, consistent with the methodology presented in the financial guidance developed by FDOT in coordination with FHWA and the MPOs. The financial guidance should be included in the appendices of the LRTP. Note: The December 2007 interim YOE Compliance Process guidance previously developed by FDOT/FHWA/FTA to address LRTP amendments and modifications prior to LRTP Updates being completed is no longer applicable once the MPOs have adopted their LRTP Updates.	• Chapter 5 – Financial Resources

Table A-4. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Fiscal Constraint - Projects in Long Range Transportation Plans (LRTPs) are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. These estimates could reflect known costs of mitigation. The LRTP documentation of project costs will enable FHWA/FTA and FDOT to determine fiscal constraint of the document. For a project to be included in the cost feasible plan, the cost of and source of funding for each phase being funded (including the PD&E phase) must be documented. The source of funds for the PD&E phase can be shown as "boxed funds" reserved for "PD&E" in a state or local revenue forecast (e.g., a percentage of state/federal "Product Support" funds estimated to be available during a 5-year planning period) or be individually assigned to each project. Boxed funds should also be reserved for the Final Design phase as well or be individually assigned to each project. A third option is to use boxed funds entitled "PD&E and Final Design". Regardless of how the boxed funds are titled, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). Please note that the FHWA guidance refers to Preliminary Engineering (PE). In most states this would include two of Florida phases: PD&E and Final Design. PD&E could also be referred to as "PE for NEPA".	• Chapter 6 – Cost Feasible Plan
NEPA Approvals - Prior to FHWA approving an environmental document (Type-2 CE, EA-FONSI, or FEIS) and thereby granting location design concept approval, the project must be consistent with the LRTP and described in the STIP/TIP. The NEPA document must describe how the project is going to be implemented and funded. That description also needs to be reflected in the LRTP and STIP/TIP. For guidance related to NEPA approvals, see the "Guidance on Consistency Among Metropolitan Long Range Transportation Plans, the State Transportation Improvement Program, Metropolitan Transportation Improvement Programs and NEPA Approvals".	• Future projects (design and PD&E) listed with FDOT District One in Collier County are included in either the Cost Feasible Plan (Chapter 6) or the Collier MPO FY2026 – 2030 TIP.
Environmental Mitigation - The LRTP must include a discussion on environmental mitigation that is developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. For example, as a result of consultation with resource agencies, the plan might identify an expanse of degraded wetlands associated with a troubled body of water that represents a good candidate for establishing a wetlands bank or habitat bank for wildlife and waterfowl. The plan might identify locations where the purchase of Development rights would assist in preserving a historic battlefield or historic farmstead.	• Chapter 4 – 2050 Needs Plan, Section 4.2 • Project Cost Development Methodology Technical Memorandum (prepared under separate cover)

Table A-4. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Congestion Management Process - Since the passage of SAFETEA-LU in 2005, the emphasis on congestion management has been on the process, and how that process results in strategies that can be reflected in the LRTP and TIP. The CMP shall be developed, established and implemented as part of the metropolitan transportation planning process and should be integrated into project prioritization and performance evaluation of the multi-modal transportation system.	• Chapter 4 – 2050 Needs Plan, Section 4.2 • Chapter 6 – Cost Feasible Plan, Section 6.1 • Chapter 7 – Implementation, Section 7.2
Environmental/Tribal Consultation - Consultation involving the appropriate Tribal governments, federal and state wildlife, land management and regulatory agencies should be documented in the public participation plan. This consultation shall involve comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and available. Tribal governments and resource agencies should also be involved in the actual development of the Plan, as well as in the discussions of how their plans may affect the proposed transportation plan. The process for how tribal governments and resource agencies are involved in the planning process needs to be developed in collaboration with those agencies. Public Participation processes should also include the Tribal governments, federal and state wildlife, land management and regulatory agencies and should be documented, along with public participation activities and efforts with the other transportation partners and interested parties as required, in the public participation plan.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Information Summary Report (prepared under separate cover)
LRTP Impact Analysis - In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. MPOs may use a variety of strategies to demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. MPOs need to include this information in summary form in the LRTP. This information should be derived from the MPO's public involvement program elements. The summary of public involvement should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, stand-alone document that is also available for public review in support of the LRTP.	• Chapter 2 – Plan Process, Section 2.4 • Public and Stakeholder Information Summary Report (prepared under separate cover)

Table A-4. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Emerging Issues (Not Required)	
Indirect and Cumulative Impacts - A discussion of indirect and cumulative effects and an evaluation of the level of effect would be appropriate at the overall plan level, rather than just at the project level. This information could be expanded upon during the project development project phase, but the initial groundwork could be laid during LRTP development.	
Multimodal Feasibility - The analysis for utilizing other modes, particularly evaluating transit on a plan and system wide level, as opposed to project level, could and should be explored to provide more efficient and effective mobility and connectivity of the entire multimodal transportation system. This process is especially relevant given the current situation with limited resources for transportation being a major issue.	• Chapter 6 – Cost Feasible Plan, Sections 6.2 and 6.3
Performance Measurement - As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. As congestion management processes and operations strategies are evaluated to determine their effectiveness in improving system performance, it is likely to follow that LRTPs will also need to be evaluated on their ability to improve system performance. As MPOs begin the LRTP update process, performance measures to assess the LRTP's effectiveness in increasing system performance should be developed.	• Chapter 7 – Implementation and Appendix F
Air Quality - Although Florida is currently in attainment for all pollutants, the Environmental Protection Agency (EPA) has recently proposed changes to lower the threshold for ground level ozone which will affect the attainment status of a number of MPO areas within Florida. Although the effects and the exact areas affected are not certain at this time, it is prudent to begin looking at what would be required to meet the new standards if/when they are implemented, which could be in the next few years. This is particularly important for those MPOs in areas that have been identified as potential areas that may not meet new standards. Discussions will be initiated with EPA, the Florida Department of Environmental Protection (DEP), FHWA and FDOT to decide how best address this issue. Training has been requested by FHWA for FDOT and the MPOs on Air Quality and Conformity for the coming year.	• The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.

Table A-4. Federal Requirements from FHWA/FTA (December 2008)

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Climate Change - Much attention has been given by all levels of government to the issue of climate change and how it affects all aspects of life, including the transportation system. Legislation was recently passed in Florida that encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, it is anticipated that the MPO LRTP Updates will include discussions and strategies aimed addressing this issue. FHWA also supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. FHWA's recently released report, "Integrating Climate Change Considerations into the Transportation Planning Process" (www.fhwa.dot.gov/hep/index.htm) serves as a good resource on this topic.	• Chapter 4 – 2050 Needs Plan, Section 4.2.2.7, Resilience Needs

Source: FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fhwa-lrtp-expectations---2008.pdf?sfvrsn=37e5d503_1)

Table A-5. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. [23 C.F.R. 450.324(f)(1)]	• Chapter 2 – Plan Process, Section 2.3
Emphasis should be given to those existing or proposed transportation facilities that serve important national and regional transportation functions over the period of the transportation plan, including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors. Additionally, the locally preferred alternative selected from an Alternative Analysis under the FTA Capital Investment Grant Program needs to be adopted as a part of the plan. [23 C.F.R. 450.324(f)(2)]	• Chapter 6 – Cost Feasible Plan
A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the required performance management approach. [23 C.F.R. 450.324(f)(3)]	• Chapter 7 – Implementation, Section 7.1
A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and, for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system, and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 C.F.R. 450.324(f)(4)]	• Chapter 7 – Implementation and Appendix F
Operational and management strategies to improve the performance of existing transportation facilities in order to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R. 450.324(f)(5)	• Chapter 6 – Cost Feasible Plan, Section 6.1
Consideration of the results of the congestion management process in Transportation Management Areas (TMA), including the identification of single occupancy vehicle (SOV) projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide. [23 C.F.R. 450.324(f)(6)]	• Chapter 6 – Cost Feasible Plan, Section 6.1
Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. May consider projects and strategies that address corridors or areas where congestion threatens the efficient functioning of the MPO's transportation system. [23 C.F.R. 450.324(f)(7)]	• Chapter 6 – Cost Feasible Plan

Table A-5. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
Include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems. Activities would also include systems that are privately owned and operated. [23 C.F.R. 450.324(f)(8)]	• Chapter 6 – Cost Feasible Plan, Section 6.3
Descriptions of proposed improvements in sufficient detail to develop cost estimates (e.g., design concept and design scope descriptions). [23 C.F.R. 450.324(f)(9)]	• Chapter 4 – 2050 Needs Plan, Table 4-8 and Table 4-11
A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. [23 C.F.R. 450.324(f)(10)]	• Chapter 4 – 2050 Needs Plan, Section 4.2
A financial plan that demonstrates how the adopted transportation plan can be implemented. Revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. [23 C.F.R. 450.324(f)(11)]	• Chapter 6 – Cost Feasible Plan
Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.324(f)(12)]	• Chapter 6 – Cost Feasible Plan, Section 6.2
The plan shall include both long and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 C.F.R. 450.324(b)]	• Chapter 6 – Cost Feasible Plan
The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 C.F.R. 450.324(f)]	• Chapter 2 – Plan Process, Section 2.3

Table A-5. Other Federal Law and Requirements the LRTP Shall Include

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
The MPO shall integrate priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP), or an Interim Agency Safety Plan, as in effect until completion of the Public Transportation Agency Safety Plan; and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. [23 C.F.R. 450.324(h)]	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
The Infrastructure Investment and Jobs Act (IIJA) establishes Federal regulations on LRTP documents. The IIJA requires the United States Department of Transportation to amend Federal regulations to define an LRTP (referred to as a metropolitan transportation plan in federal law and regulation) outer years as beyond the first four years. [23 C.F.R. 450.324(f)(11)(v)]	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
The IIJA requires that MPO LRTPs include housing considerations, including: Considering projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns); [PL 117-58, 11201(d)(3); 23 U.S.C. 134(h)(1)(E)] Adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed as part of the LRTP; and [PL 117-58, 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)] Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the LRTP. [PL 117-58, 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]	• Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework, Section 3.1.3.2 • Chapter 2 – Plan Process, Section 2.3 • Public Involvement Plan (prepared under separate cover)

Source: FDOT MPO Program Management Handbook, Chapter 5 (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/mpo-program-management-handbook/fdot-mpo-program-management-handbook_ch-5.pdf?sfvrsn=d0307c61_6)

Table A-6. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
LRTPs are to identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions, including facilities on the Strategic Intermodal System (SIS) and facilities for which projects have been identified pursuant to Transportation Regional Incentive Program. [Section 339.175(1), F.S.]	• Chapter 6 – Cost Feasible Plan, Section 6.1
The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [Section 339.175(7), F.S.]	• Chapter 6 – Cost Feasible Plan
The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [Section 339.175(7), F.S.]	• Chapter 4 – 2050 Needs Plan, Section 4.1
Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce greenhouse gas emissions. [Section 339.175(7), F.S	• Chapter 2 – Plan Process, Section 2.2
The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [Section 339.175(7), F.S.]	• The 2050 LRTP will be provided to all local governments for development of their comprehensive plans.
The LRTP must identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [Section 339.175(7)(a), F.S.]	• Chapter 4 – 2050 Needs Plan • Chapter 6 – Cost Feasible Plan • Chapter 7 - Implementation
The LRTP must give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [Section 339.175(7)(a), F.S.]	• Tables 6-1 and 6-2 in Chapter 6 presents projects that are considered regionally or nationally significant. • The Florida Transportation Plan is listed as a referenced document for the LRTP update, in Chapter 4 – 2050 Needs Plan,

Table A-6. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
	Section 4.1. The goals and objectives in the FTP were considered and are similar to the goals and objectives identified for the 2050 LRTP update. • Coordination with Lee County MPO took place several times throughout the LRTP update.
Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. [s.339.175(7)(b), FS]	• Chapter 5 – Financial Resources • Financial Resources Technical Memorandum (prepared under separate cover)
The LRTP must assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [Section 339.175(7)(c)(1), F.S.]	• Chapter 6 – Cost Feasible Plan
The LRTP must assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [Section 339.175(7)(c)(2), F.S.]	• Chapter 6 – Cost Feasible Plan
The LRTP must indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [Section 339.175(7)(d), F.S.]	• At this time, the 2050 LRTP does not specifically address proposed transportation enhancement activities with the exception of pedestrian and bicycle facilities.
The LRTP must be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [Section 339.175(13), F.S.]	• The Collier MPO is committed to the adoption of the LRTP during a recorded roll

Table A-6. Other State Requirements for the LRTP

Regulatory Requirement Summary	Where Requirements Are Addressed in the LRTP
	call vote or hand-counted vote of the majority of the MPO Board members.

Source: FDOT MPO Program Management Handbook, Chapter 5 (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/office-of-policy-planning/mpo-program-management-handbook/fdot-mpo-program-management-handbook_ch-5.pdf?sfvrsn=d0307c61_4)

2050 LRTP FDOT Review Checklist (draft)

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
23 C.F.R. Part 450 – Planning Assistance and Standards		
A-1	Does the plan cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. The plan covers 2030 through 2050.
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does the plan enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. Reference Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework Yes. Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework, Table 3-1 presents how projects identified in the Needs Plan were scored based on Goal #10. Yes. Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework, Table 3-1 presents how projects identified in the Needs Plan were scored based on Goal #3.
A-3	Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible	Yes. Reference Chapter 6 – Cost Feasible Plan.

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(b)	
A-4	Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(c)	Yes. The last approved LRTP was the 2045 LRTP adopted in December 2020.
A-5	Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.
A-6	Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(e)	Yes. Reference Chapter 2 – Plan Process
A-7	Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?	Yes. Reference Chapter 2 – Plan Process

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(1)	
A-8	Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 C.F.R. 450.324(f)(2)	Yes. Reference Chapter 6 – Cost Feasible Plan.
A-9	Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(3)	Yes. Reference Chapter 7 – Implementation and Appendix F (System Performance Report).
A-10	Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?	Yes. Reference Chapter 7 – Implementation and Appendix F (System Performance Report).

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(4)(i)	
A-11	Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.306 (d)(4)	Yes. Reference Chapter 4 – 2050 Needs Plan
A-12	Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?	Yes. Reference the following: • Chapter 4 – 2050 Needs Plan, Section 4.2

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(5)	• Chapter 6 – Cost Feasible Plan, Section 6.1 • Chapter 7 – Implementation, Section 7.2
A-13	Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(6)	Yes. Chapter 6 – Cost Feasible Plan, Section 6.1. No single occupancy vehicle projects were identified as the Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act.
A-14	Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Yes. Reference Chapter 6 – Cost Feasible Plan and Chapter 4 – 2050 Needs Plan (Ranking the Roadway Needs).
A-15	Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)? 23 C.F.R. 450.324(f)(8)	Yes. Reference Chapter 6 – Cost Feasible Plan, Section 6.3.
A-16	Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates?	Yes. Reference Chapter 4 – 2050 Needs Plan

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(9)	
A-17	Does the LRTP include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(10)	Yes. Reference Chapter 4 – 2050 Needs Plan, Section 4.2 and Project Cost Development Methodology Technical Memorandum (prepared under separate cover)
A-18	Does the LRTP include a financial plan that demonstrates how the adopted transportation plan can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)	Yes. Reference Chapter 6 – Cost Feasible Plan.
A-19	Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.324(f)(11)(i)	Yes. Reference Chapter 5 – Financial Resources and Chapter 6 – Cost Feasible Plan.
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?	Yes. Reference Chapter 5 – Financial Resources.

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)(ii)	
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 C.F.R. 450.324(f)(11)(iii)	Yes. Reference Chapter 5 – Financial Resources
A-22	Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 C.F.R. 450.324(f)(11)(iv)	Yes. Reference Chapter 5 – Financial Resources and Chapter 6 – Cost Feasible Plan.
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 23 C.F.R. 450.324(f)(11)(vi)	The Collier MPO geographic area is a designated attainment area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore no specific financial strategies were required to ensure implementation of TCMs.
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Yes. Reference Chapter 6 – Cost Feasible Plan, Section 6.2.
A-25	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?	Yes. Reference Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(h)	
A-26	Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP? 23 C.F.R. 450.324(g)(1)	Yes. Reference Chapter 2 – Plan Process
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the MPO's adopted Public Participation Plan (PPP) developed under §450.316(a)? 23 C.F.R. 450.324(j)	Yes. Through coordination with the Collier MPO's committees, plan updates provided to the Collier MPO Advisor Network, and public outreach documented in Chapter 2 and the Public and Stakeholder Involvement Summary (prepared under separate cover), the MPO provided individuals, affected public agencies, and all other agencies noted (with the exception of public ports), reasonable opportunity to comment on the 2050 LRTP.
A-28	Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)	Yes. The MPO posted the Draft LRTP and the Final LRTP on their website for public comments.

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(i)	Yes. Reference the Public and Stakeholder Involvement Summary (prepared under separate cover).
A-30	In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(vii)	Yes. Reference the Public and Stakeholder Involvement Summary (prepared under separate cover).
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)	Yes. Reference the Public and Stakeholder Involvement Summary (prepared under separate cover), where a summary of comments is presented.
A-32	Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new	*Pending*

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(b)	Yes. Reference Chapter 2 – Plan Process
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP? 23 C.F.R 450.316(c)	Yes. Reference Chapter 2 – Plan Process
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP? 23 C.F.R 450.316(d)	Yes. The MPO Advisor Network includes the National Park Service (Everglades National Park and Big Cypress National Preserve), US Fish and Wildlife Service (Florida Panther National Wildlife Refuge and Ten Thousand Islands National Wildlife Refuge). The MPO also coordinates with State and non-profit land management agencies.
A-36	In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning	Yes. Reference the Interlocal Agreement for Joint Regional Transportation Planning and

Table A-7. Federal Requirements Checklist

Section A- Federal Requirements		Where and How Addressed
	processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 C.F.R. 450.314(e)	Coordination Between the Collier and Lee County MPOs. https://www.colliermpo.org/wp-content/uploads/2018/11/Interlocal-Agreement-for-Joint-Regional-Transportation-Planning-and-Coordination-Between-the-Collier-and-Lee-County-MPOs-1.pdf
A-37	Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?	Yes. Reference the Socioeconomic Data for the 2050 LRTP Technical Memorandum (prepared under separate cover), Chapter 2 – Plan Process, and Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework.

Table A-8. State Requirements Checklist

Section B- State Requirements		Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP? ss.339.175(1), (5) and (7), F.S.	Yes. Reference Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework
B-2	Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? ss.339.175(1) and (7)(a), F.S.	Yes. Reference Chapter 2 – Plan Process and Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework. The Collier 2050 LRTP is consistent with the local government comprehensive plans.

Table A-8. State Requirements Checklist

Section B- State Requirements		Where and How Addressed
B-3	Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area? ss.339.175(5) and (7), F.S.	Yes. Reference the plan list in Chapter 4.
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP? ss.339.175(1) and (7) F.S.	Yes. Reference Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework.
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP? s.339.175(7)(a), F.S.	Yes. Reference plans listed in Chapter 4 – 2050 Needs Plan and the goals and objectives identified in Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework.
B-6	Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), F.S.	Yes. Reference Chapter 6 – Cost Feasible Plan.
B-7	Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), F.S.	At this time, the 2050 LRTP does not specifically address proposed transportation enhancement activities with the exception of pedestrian and bicycle facilities.

Table A-8. State Requirements Checklist

Section B- State Requirements		Where and How Addressed
B-8	Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) F.S.	Yes. The MPO is committed to the adoption of the LRTP during a recorded roll call vote or hand-counted vote of the majority of the MPO Board members.

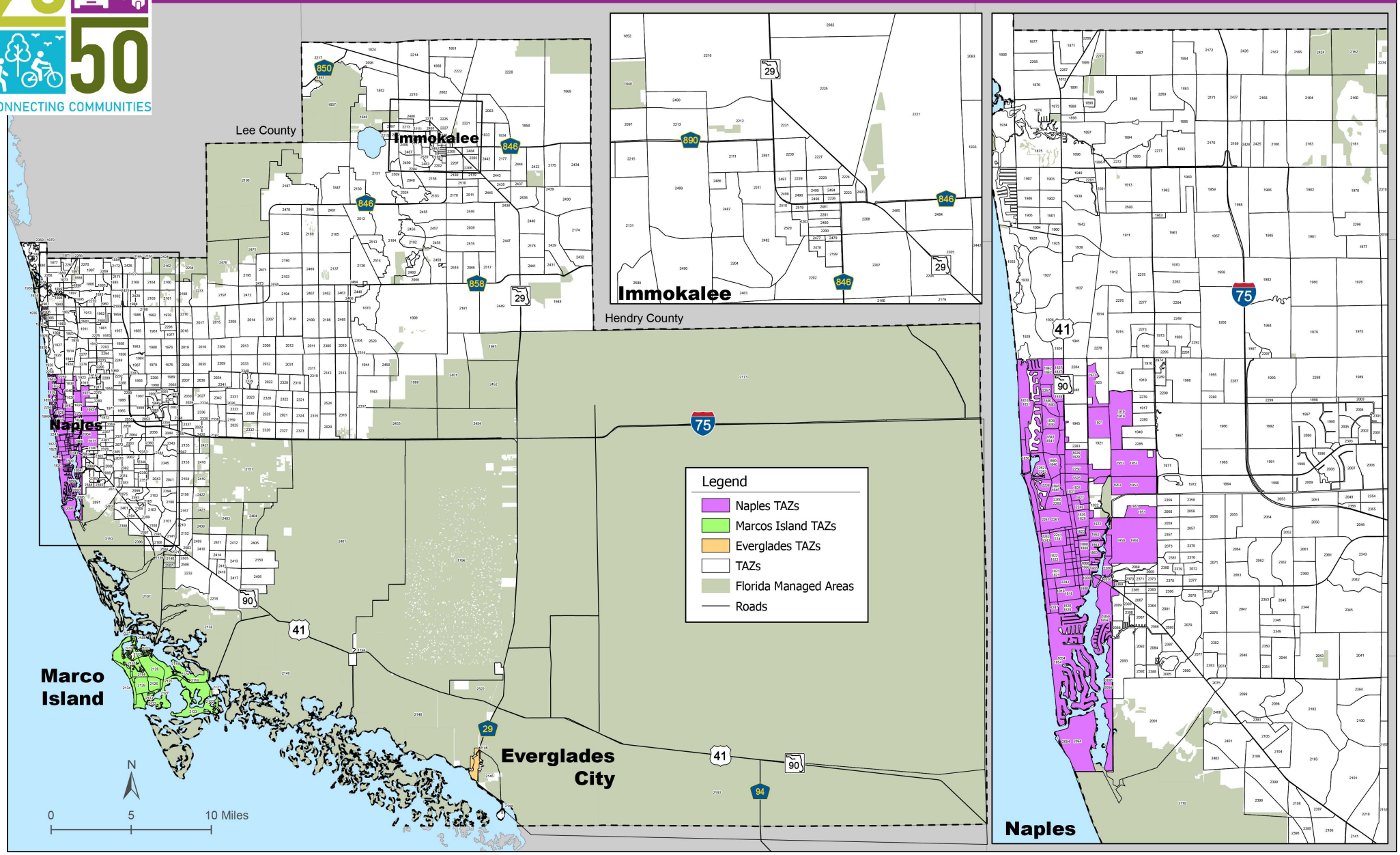
Table A-9. Proactive Recommendations Checklist

Section C- Proactive Recommendations		Where and How Addressed
C-1	Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	Yes. Reference Chapter 3 – 2050 LRTP Planning Context and Decision-Making Framework and Chapter 4 – 2050 Needs Plan.
C-2	Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Yes. Reference the ranking of the needs in Chapter 4 – 2050 Needs Plan.
C-3	Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Yes. Reference Chapter 6 – Cost Feasible Plan.
C-4	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Yes. Reference Chapter 2 – Plan Process

APPENDIX B

Collier County Traffic Analysis Zones

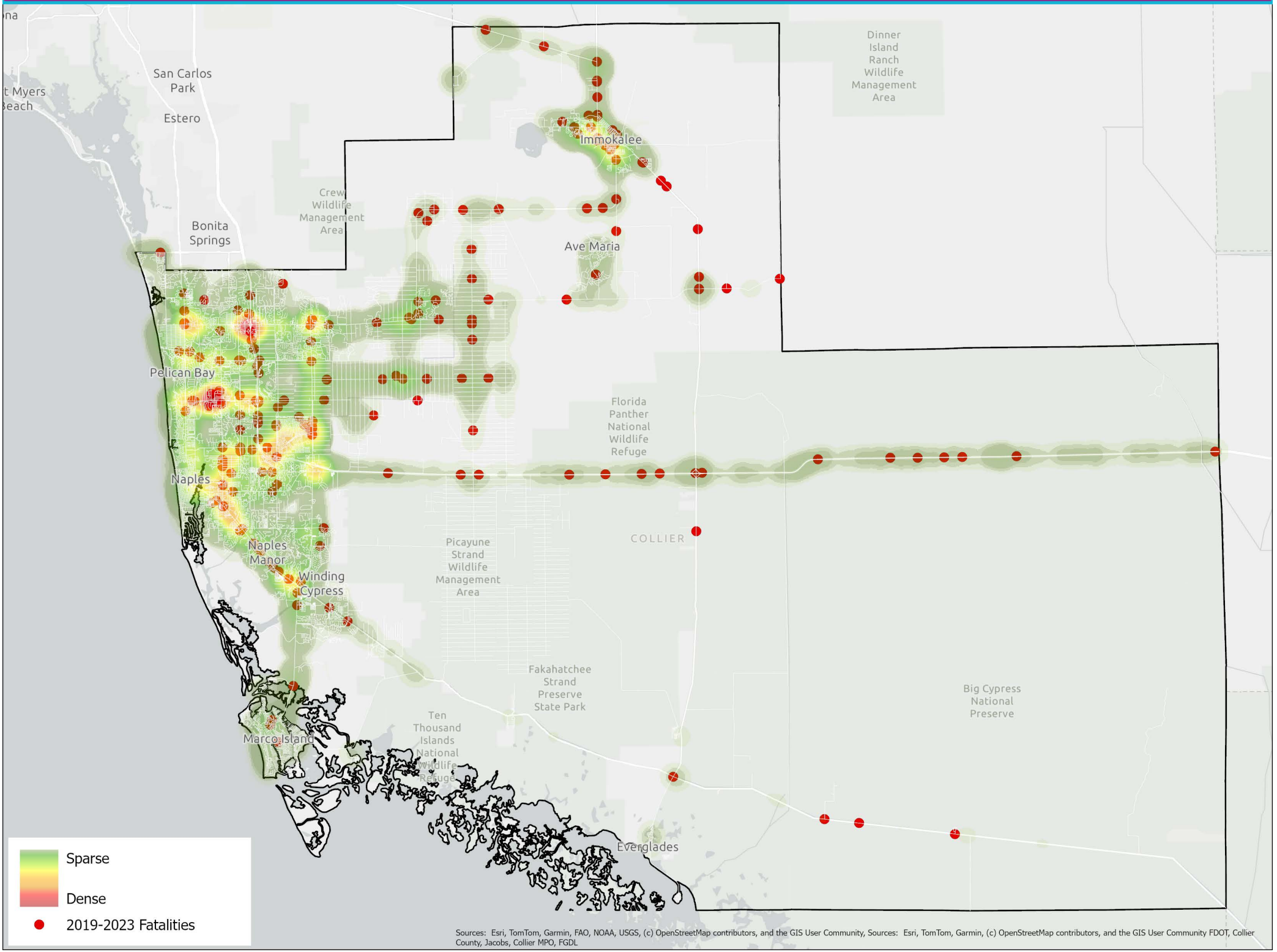
Collier MPO 2050 LRTP Traffic Analysis Zones (TAZs)



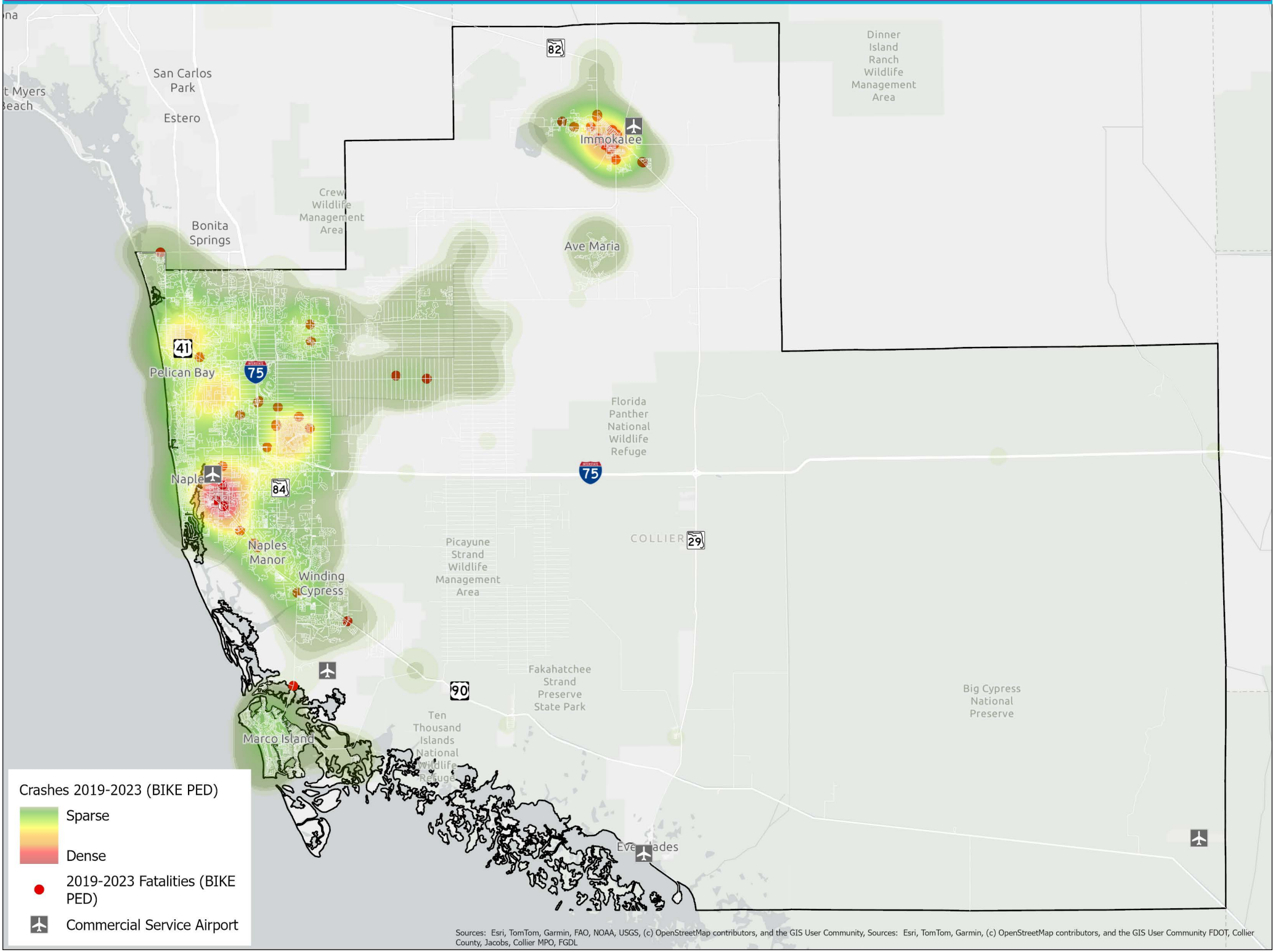
APPENDIX C

Evaluation Criteria Map Series

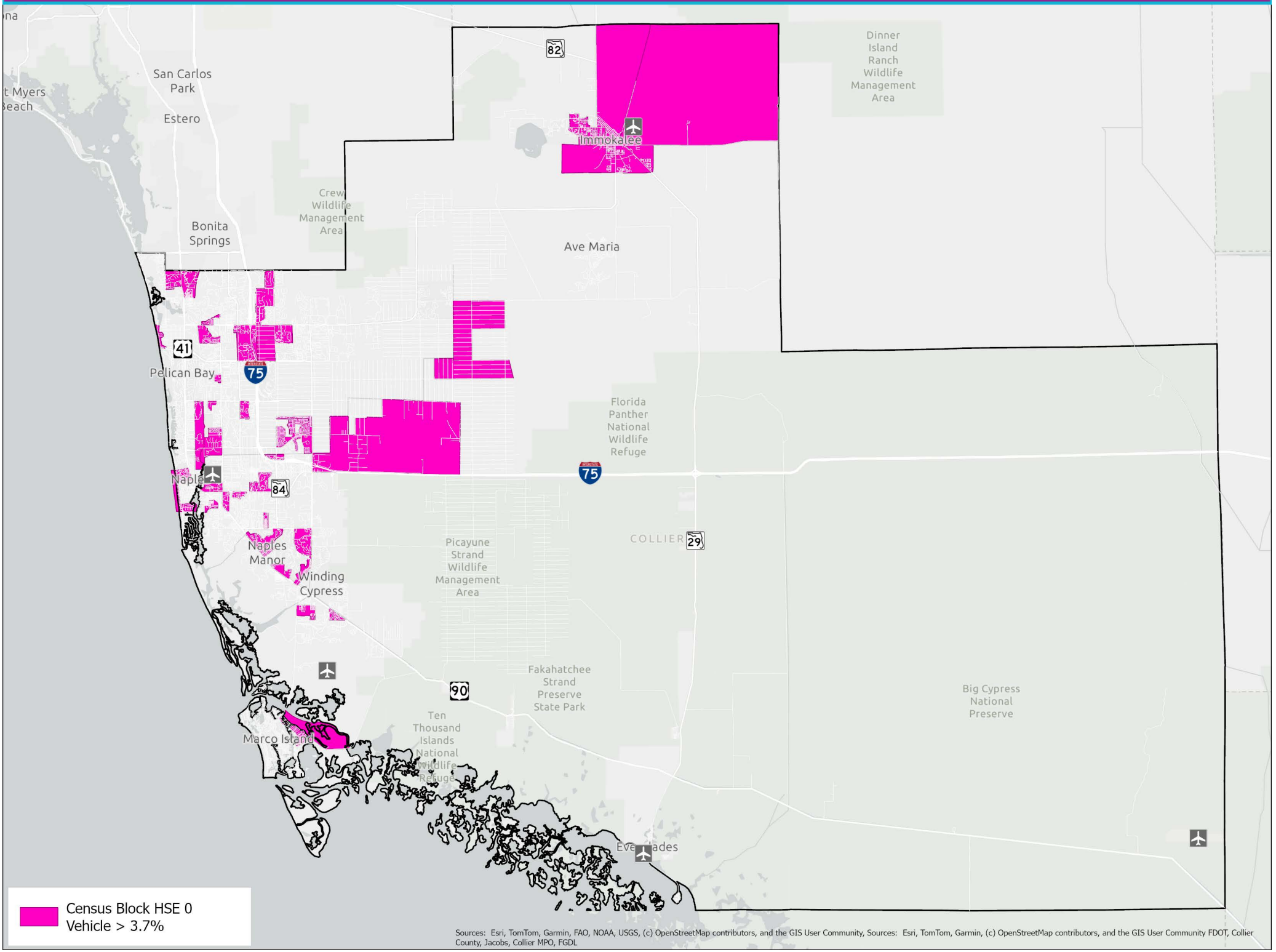
Map of Crashes 2019 - 2023



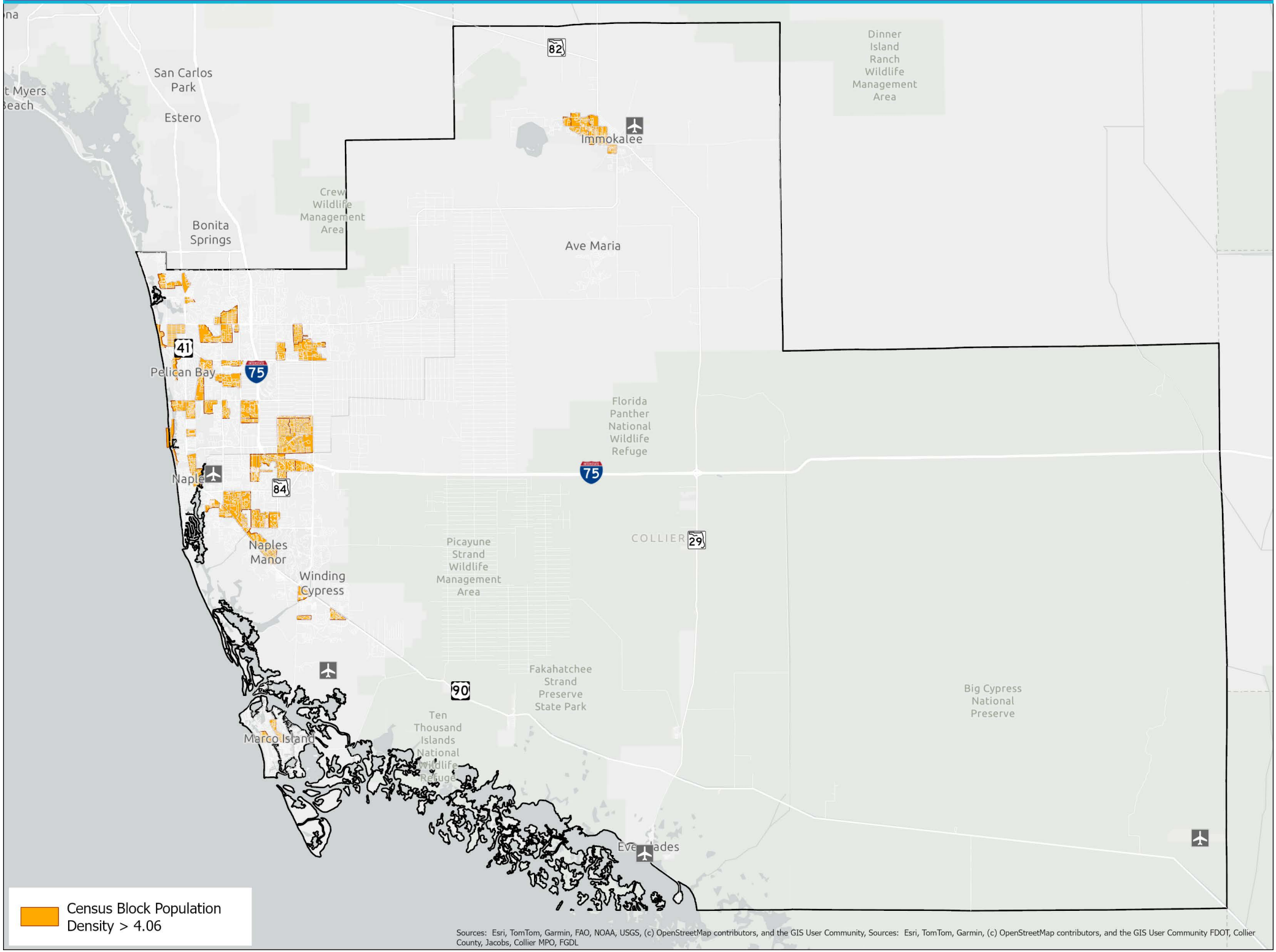
Bicycle and Pedestrian Crashes 2019 - 2023



Census Blocks Higher Than Mean Average HSE with Zero Vehicles

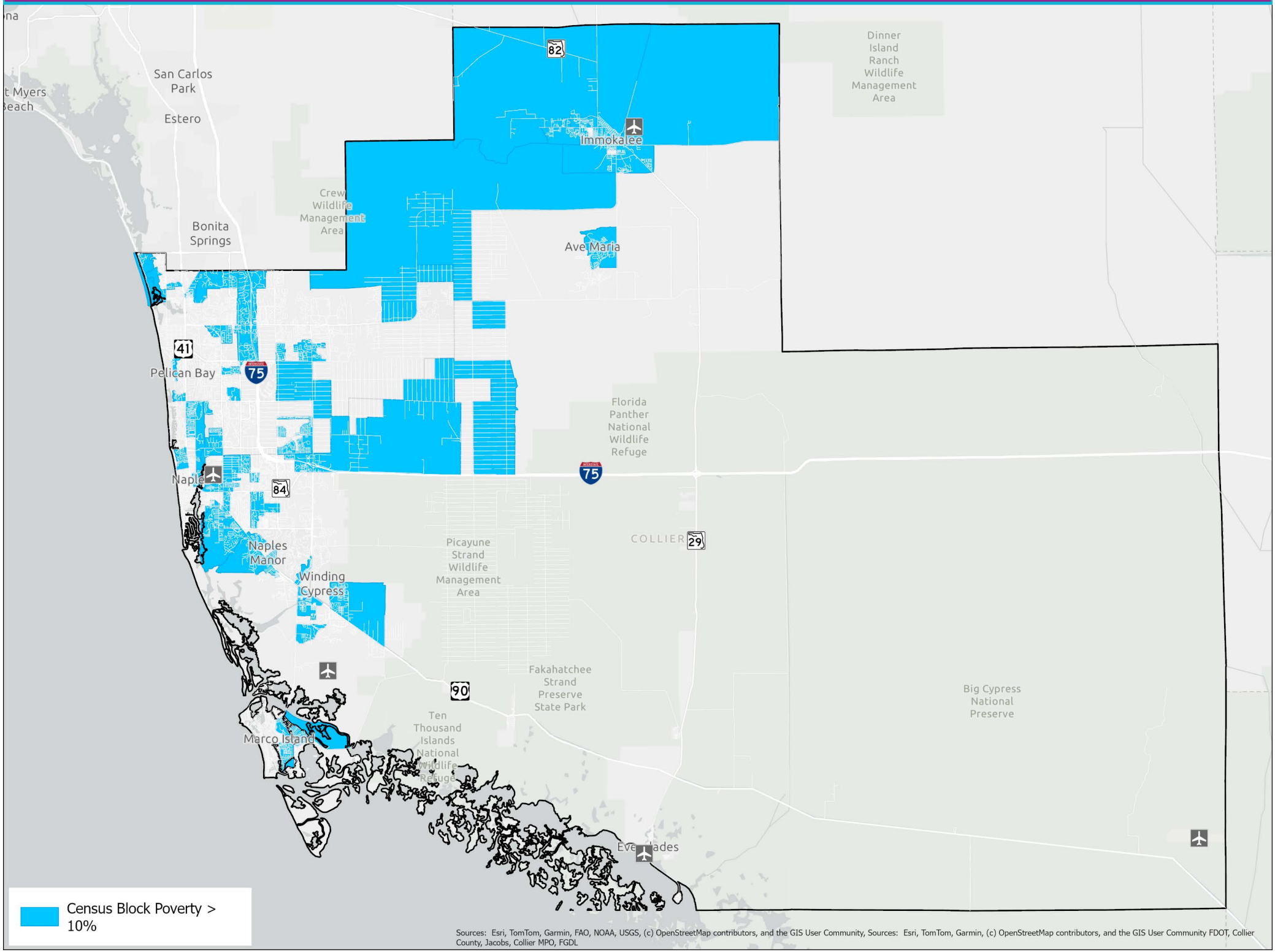


Census Blocks Higher Than Mean Average Population Density



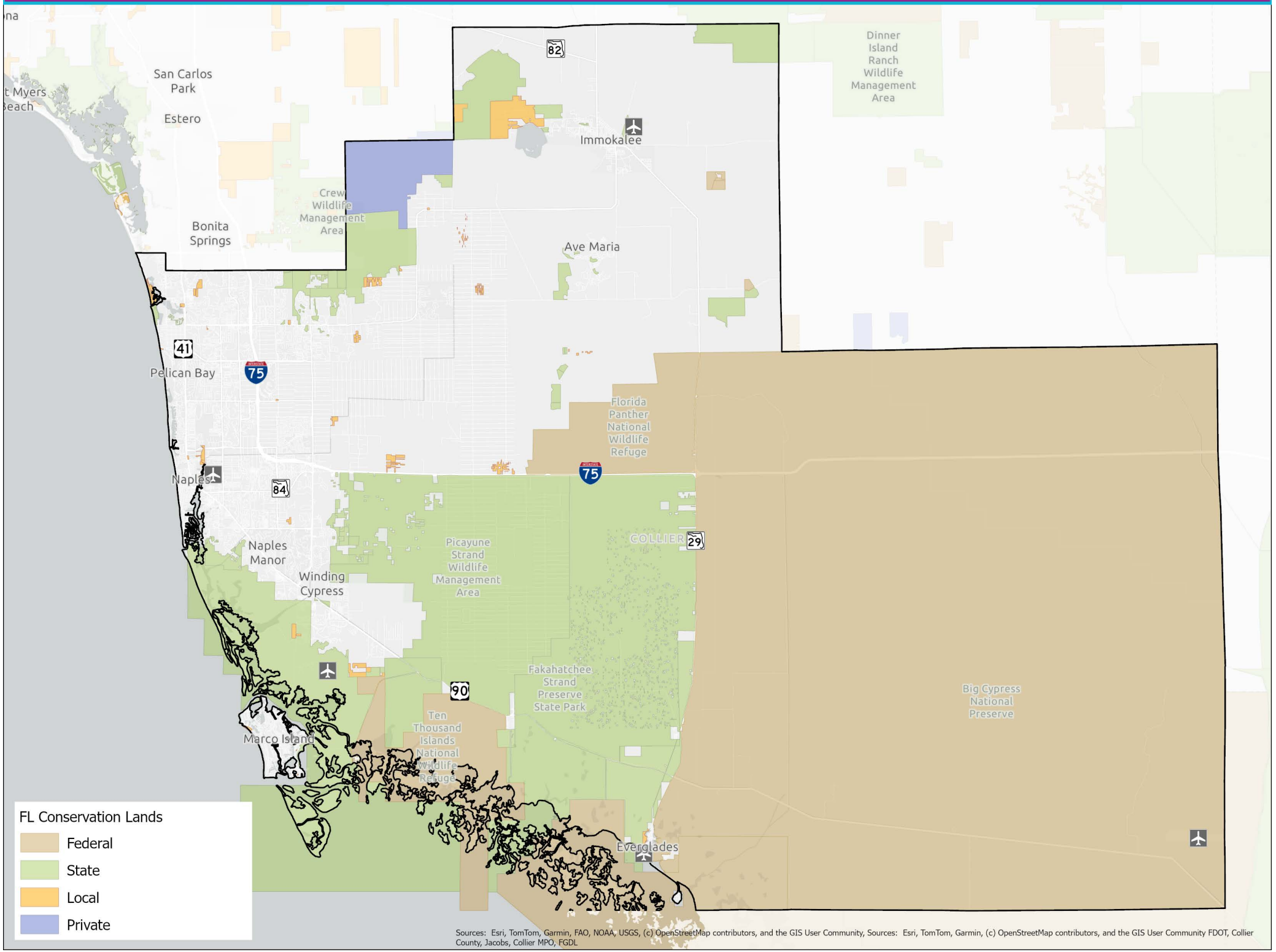
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Census Blocks Poverty Greater Than 10%



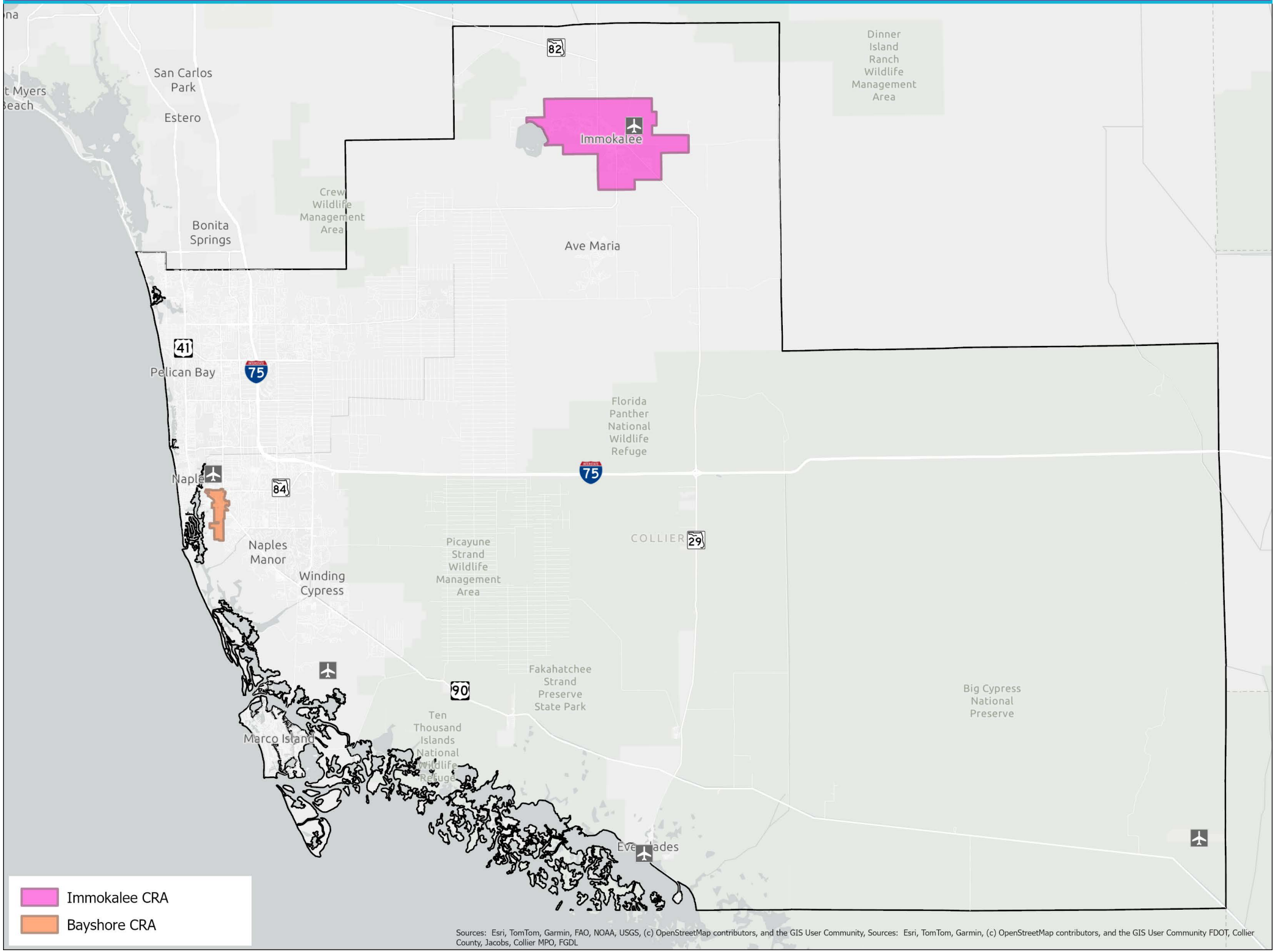
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Conservation Areas

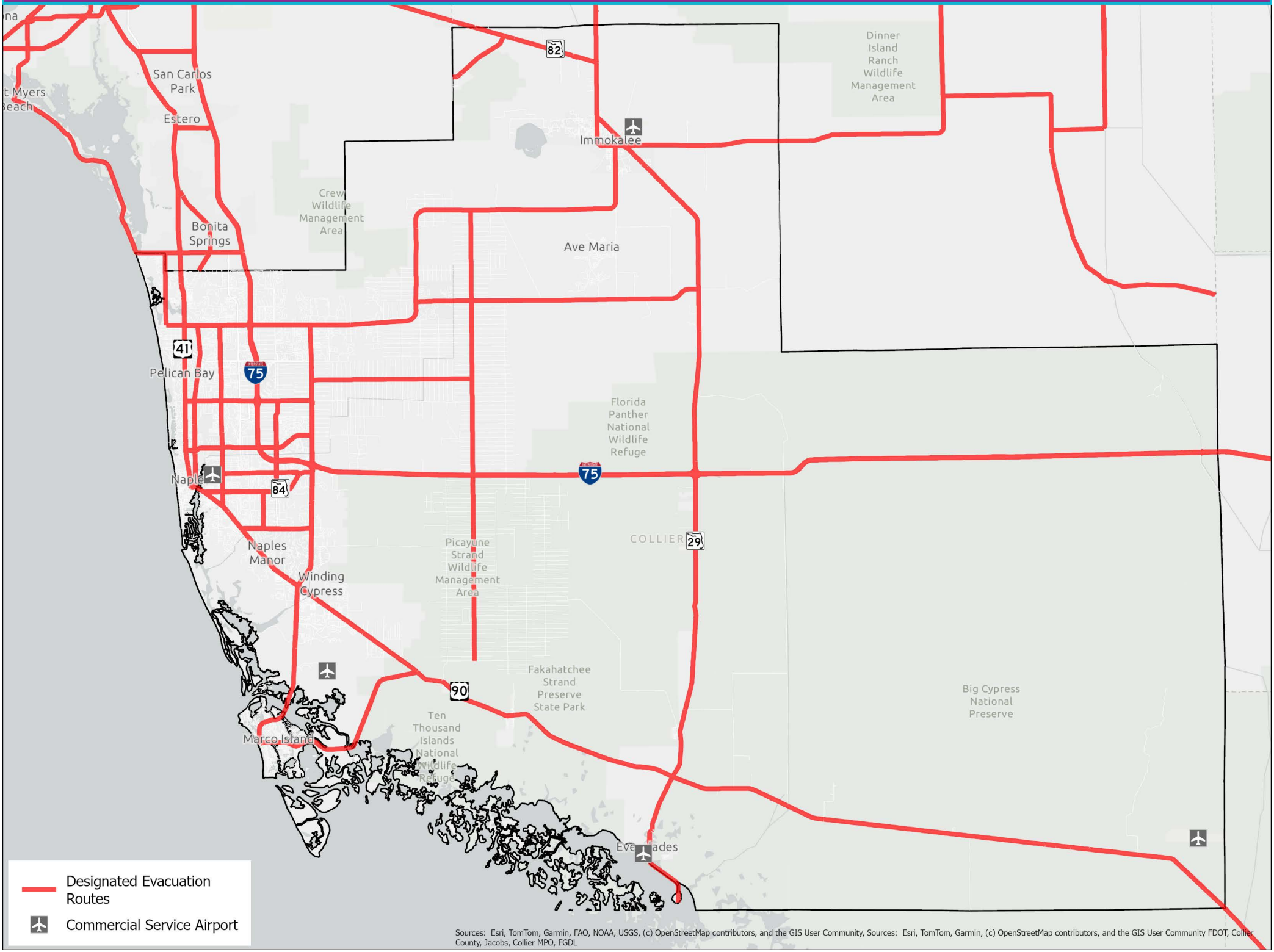


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

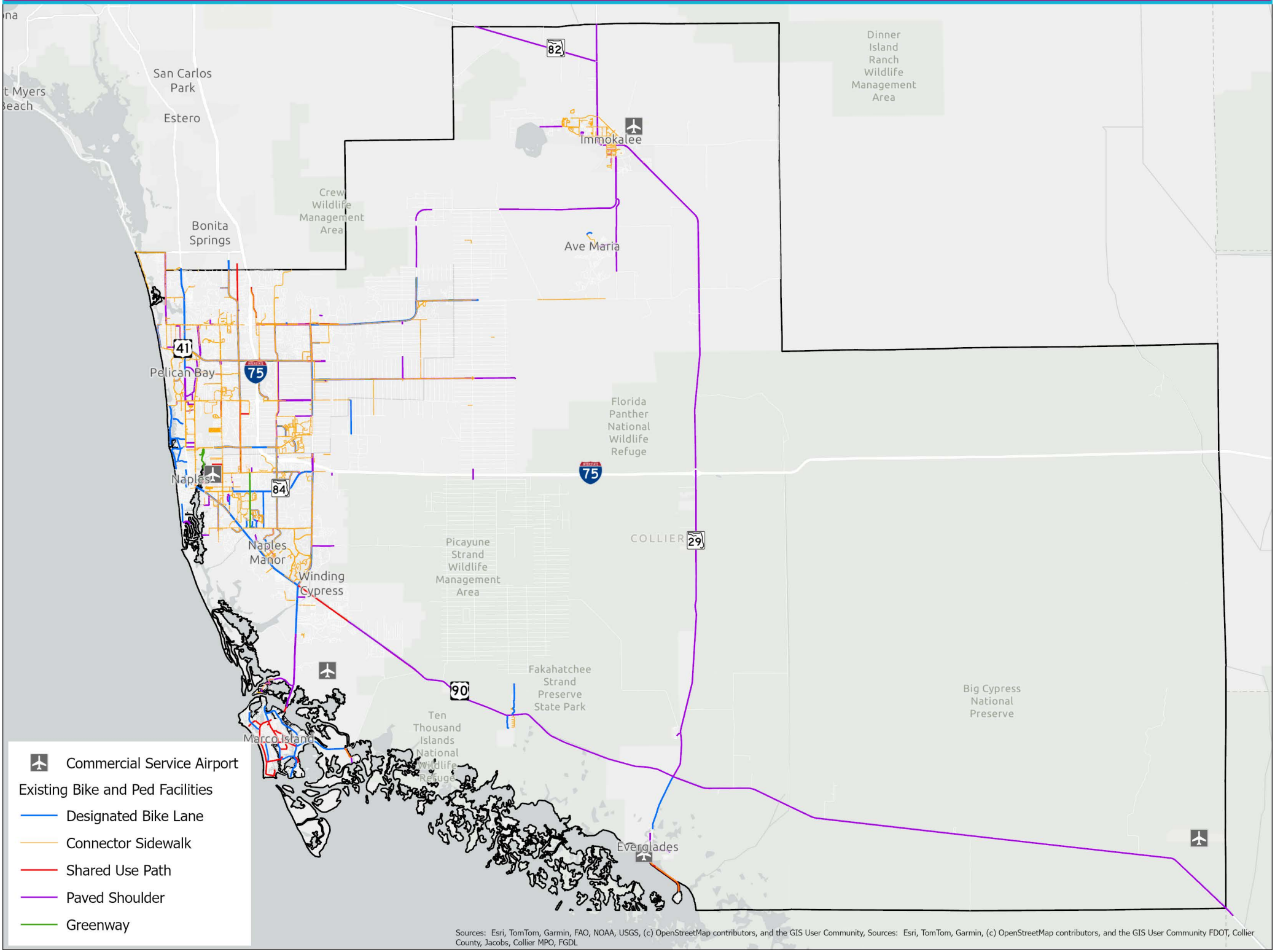
CRAs


San Carlos Park
Estero
Bonita Springs
Crew Wildlife Management Area
Immokalee
Dinner Island Ranch Wildlife Management Area
Ave Maria
Pelican Bay
Florida Panther National Wildlife Refuge
Naples
Naples Manor
Winding Cypress
Picayune Strand Wildlife Management Area
COLLIER
Fakahatchee Strand Preserve State Park
Big Cypress National Preserve
Marco Island
Ten Thousand Islands National Wildlife Refuge
Immokalee CRA
Bayshore CRA
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Florida Department of Emergency Management Evacuation Routes



Existing Bike and Pedestrian Facilities



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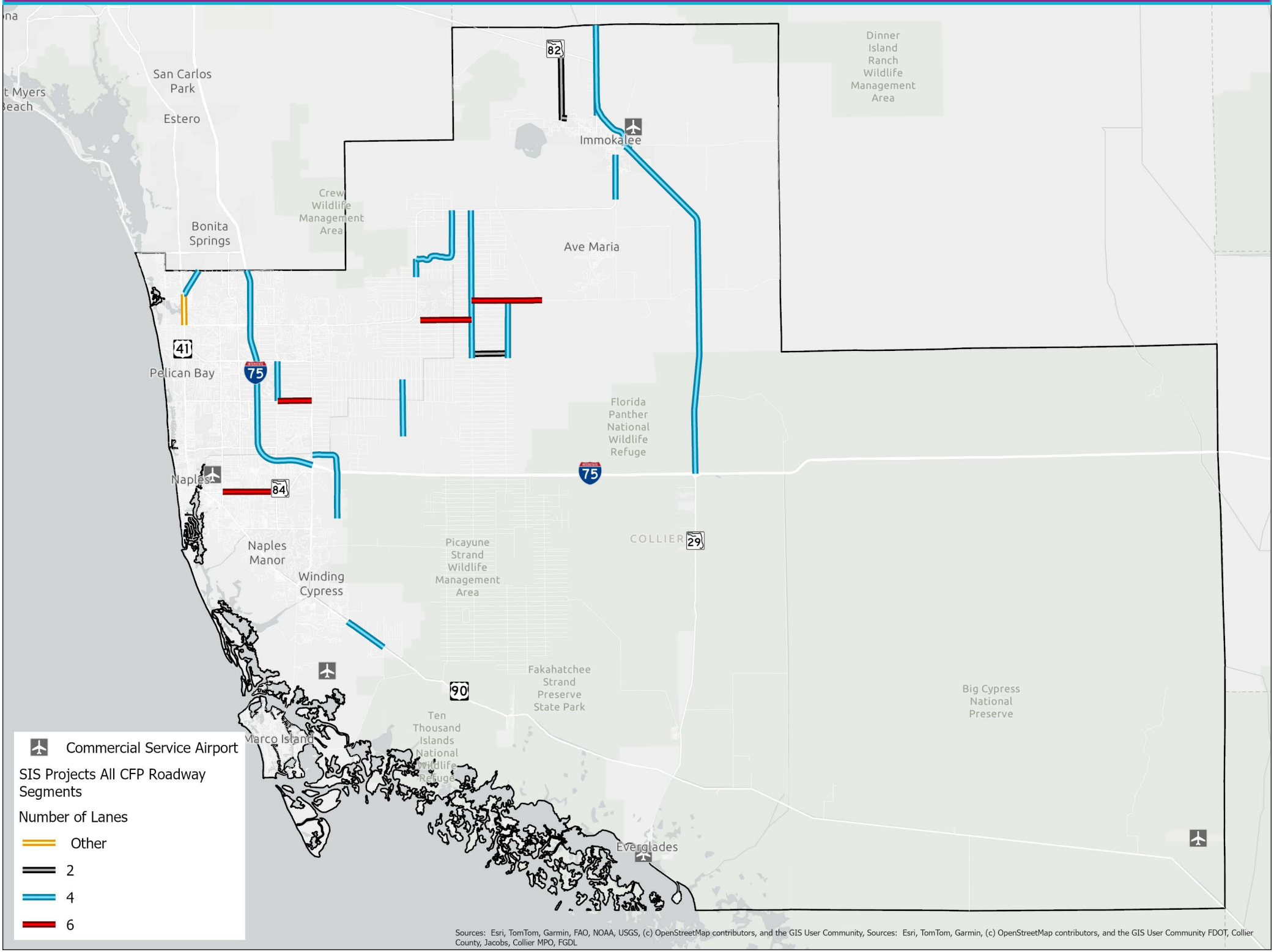
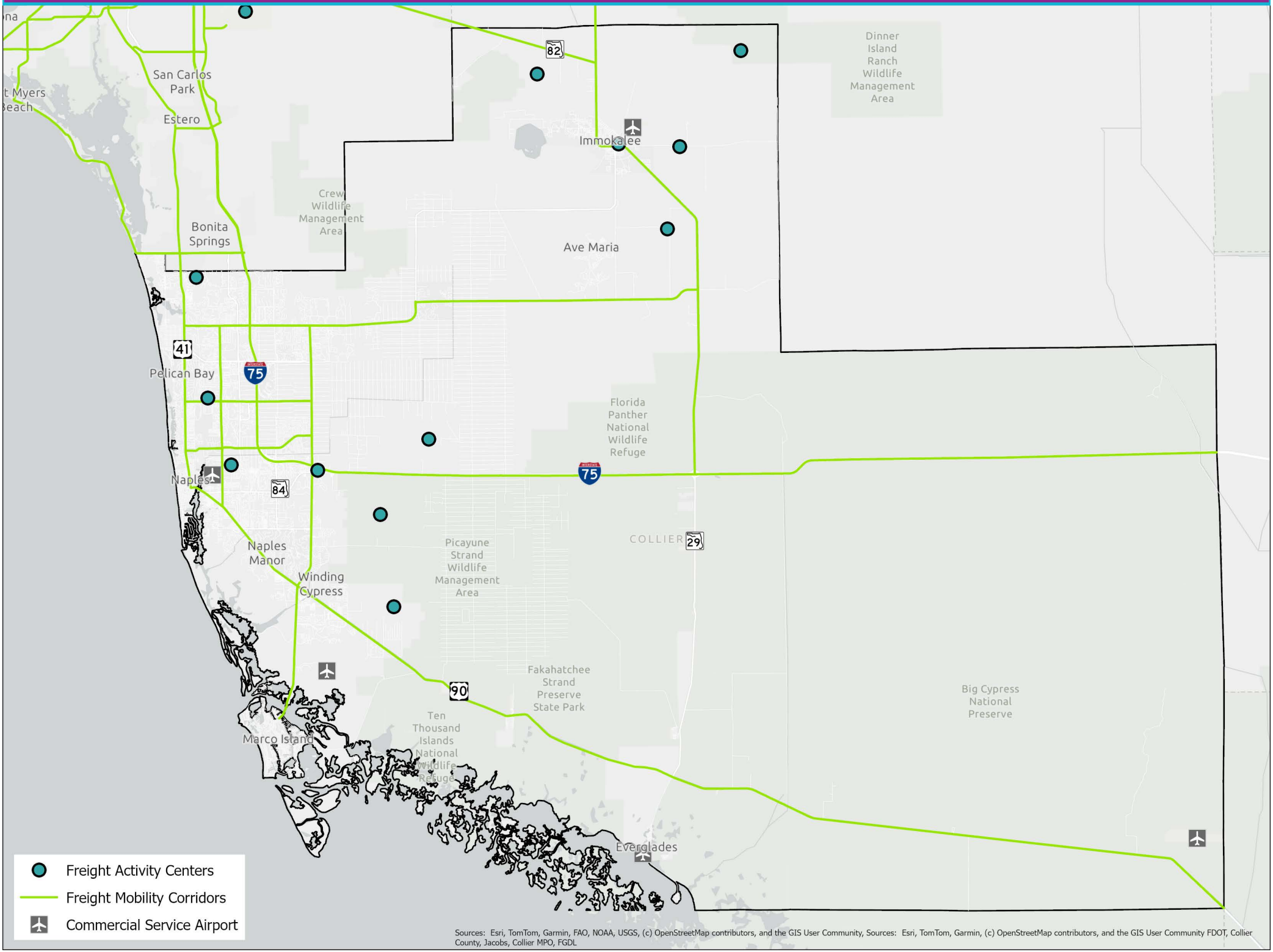
FDOT SIS Projects



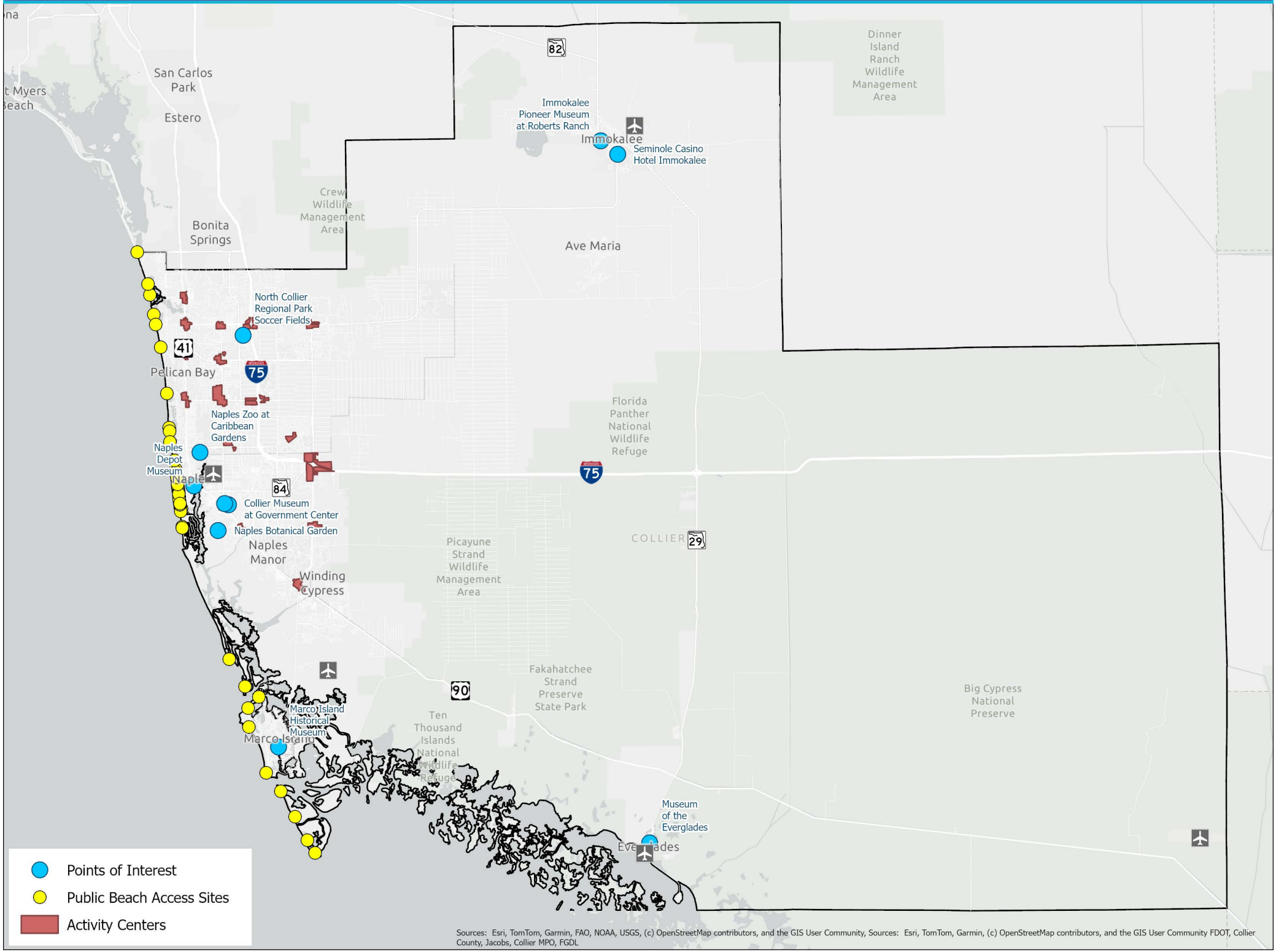
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Map of Freight Network



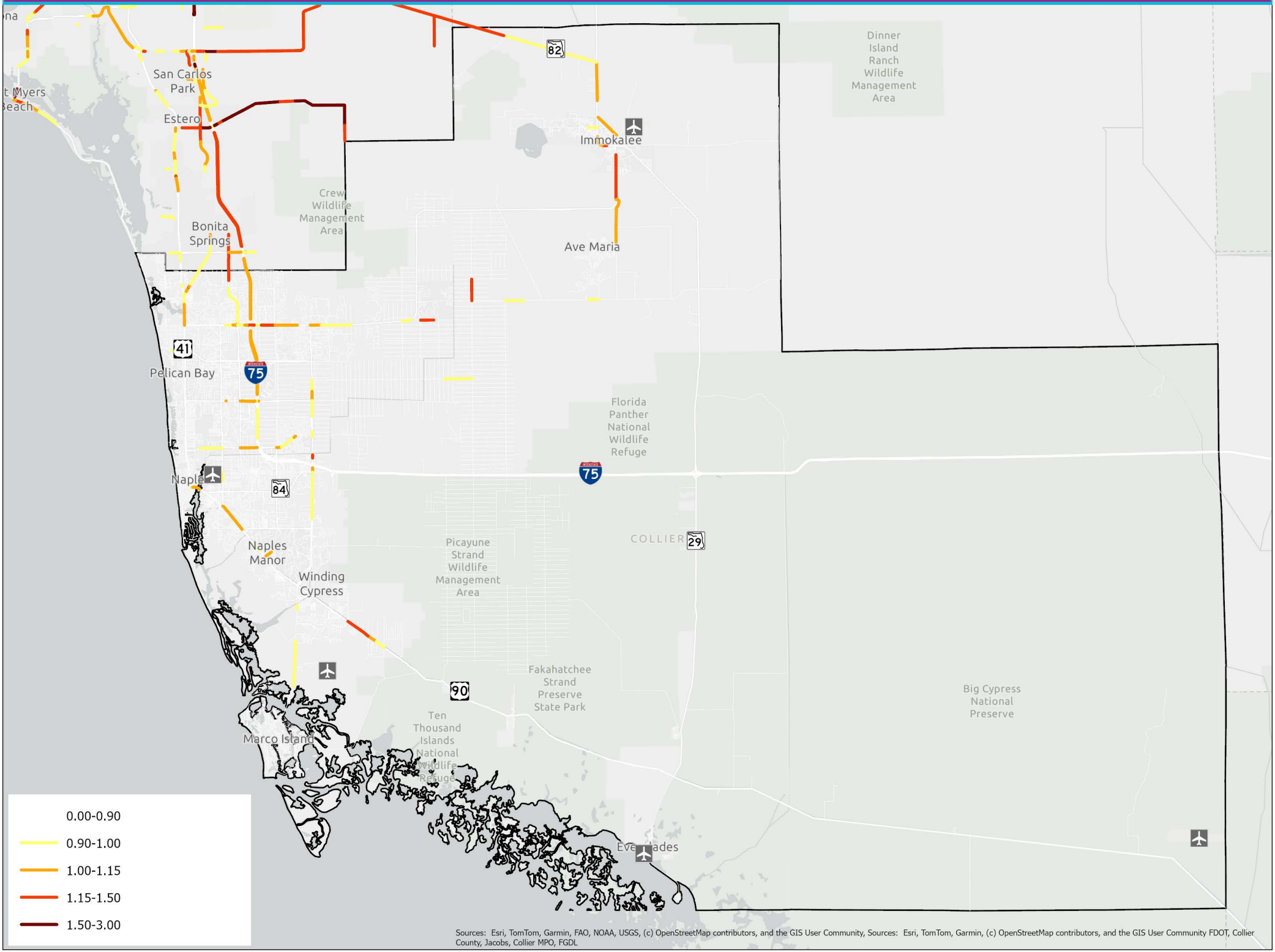
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Key Destinations



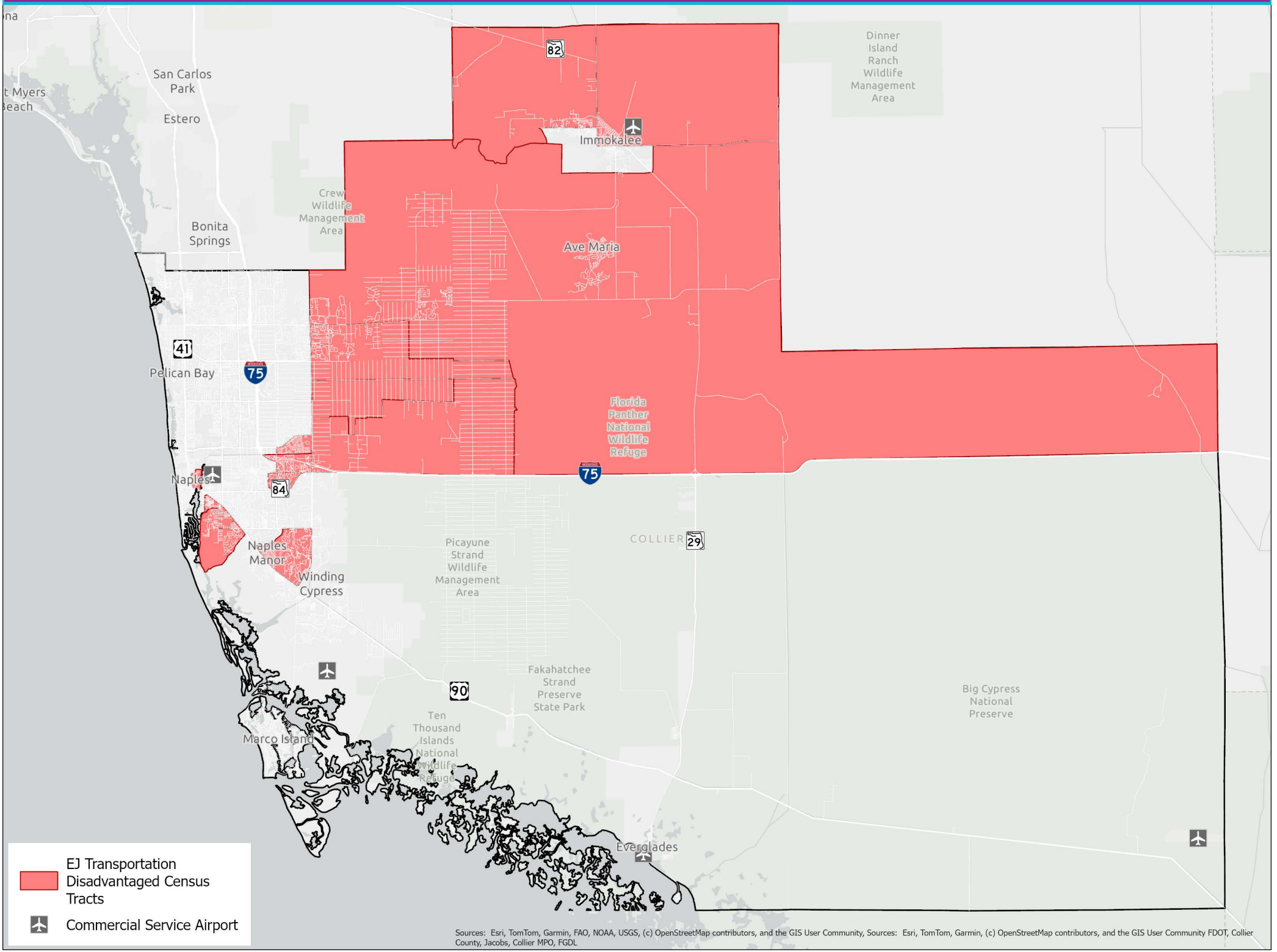
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

AADT/LOS D (V/C)

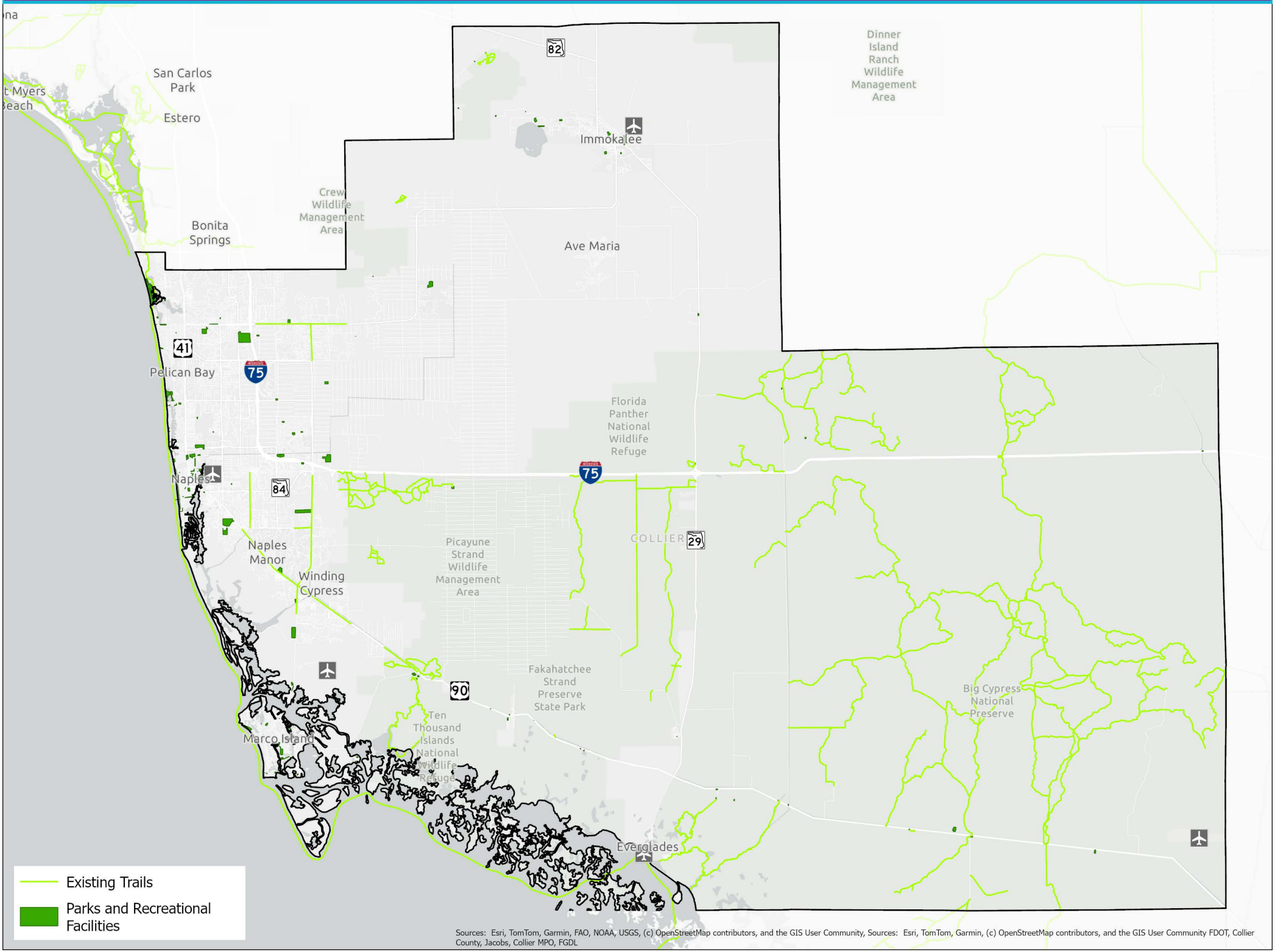


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

EJ/Justice 40/Disadvantaged Areas

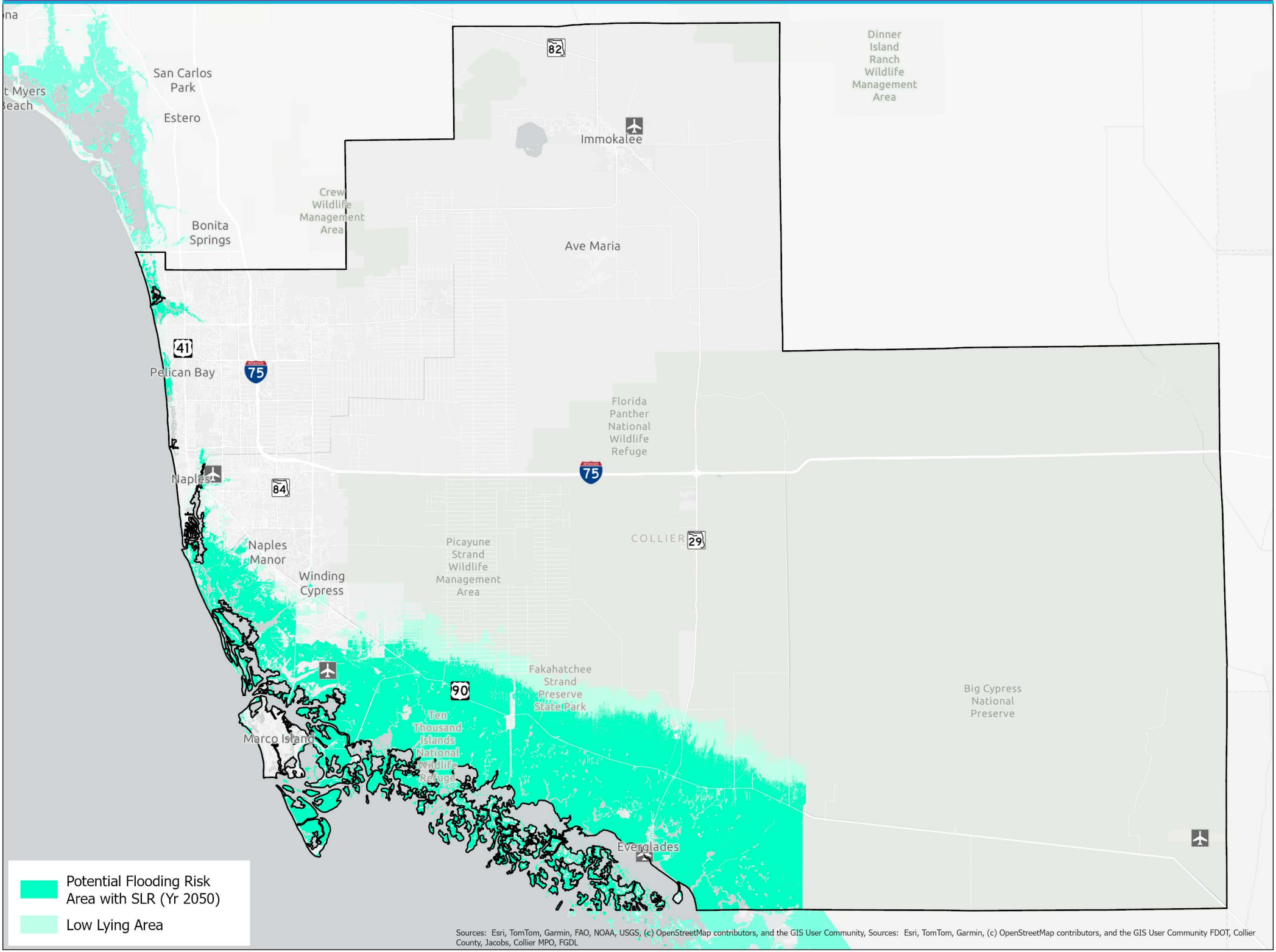


Parks and Trails

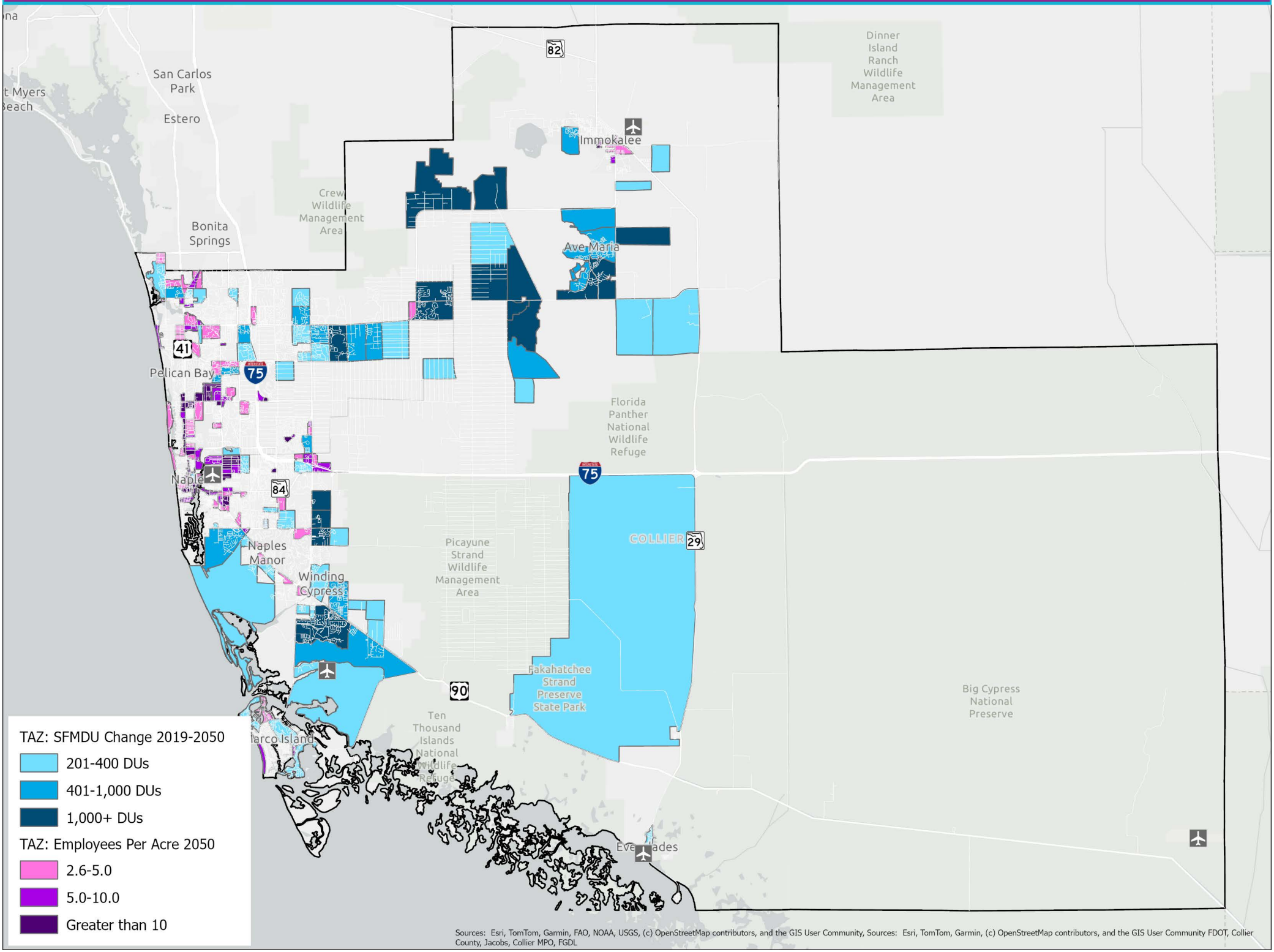


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Potential Flooding Risk Areas with SLR Yr 2050 (NOAA Model)

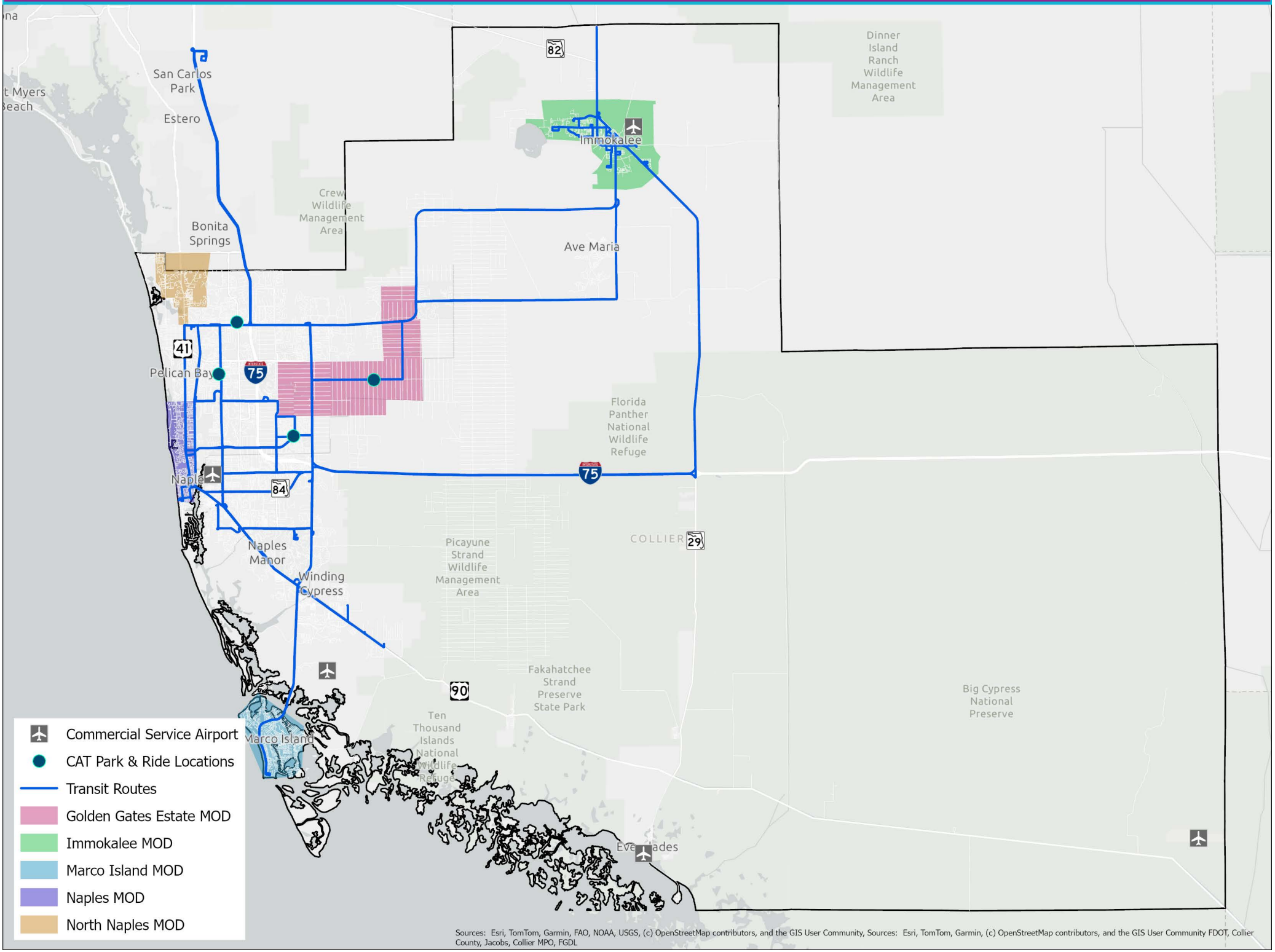


TAZ : Employment Centers and Med/High Density Residential (2050)



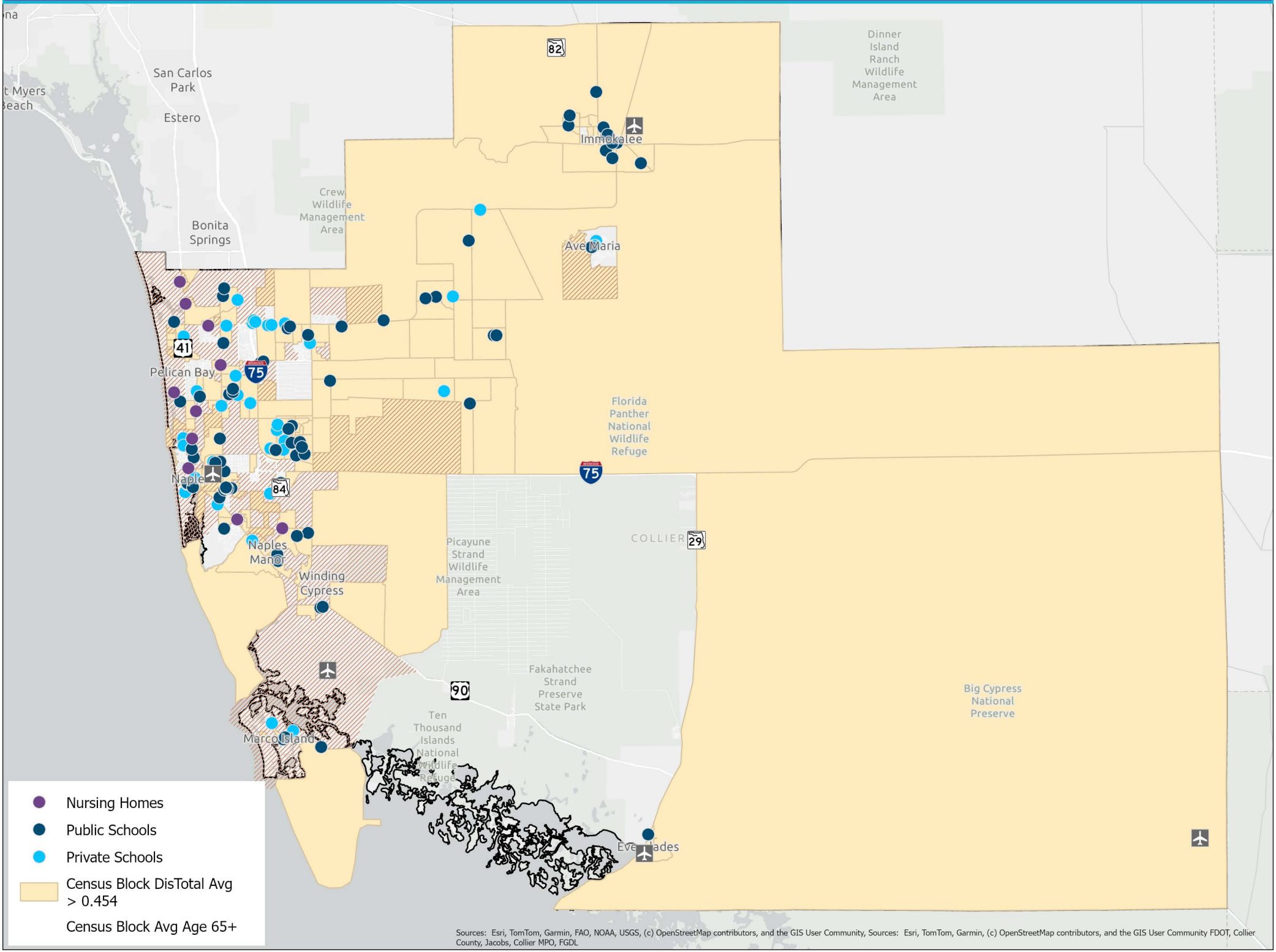
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

Map of Transit Network

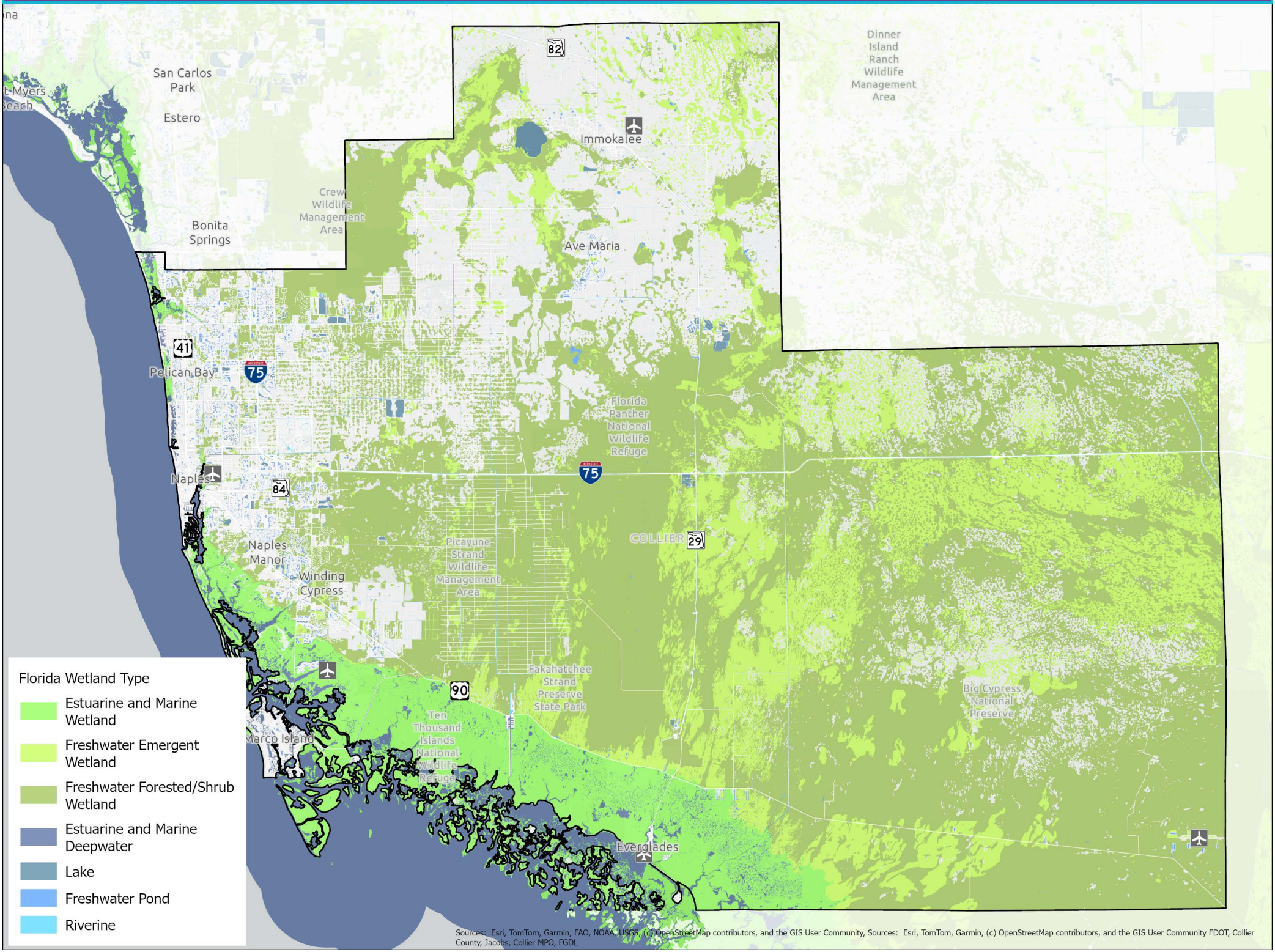


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community FDOT, Collier County, Jacobs, Collier MPO, FGDL

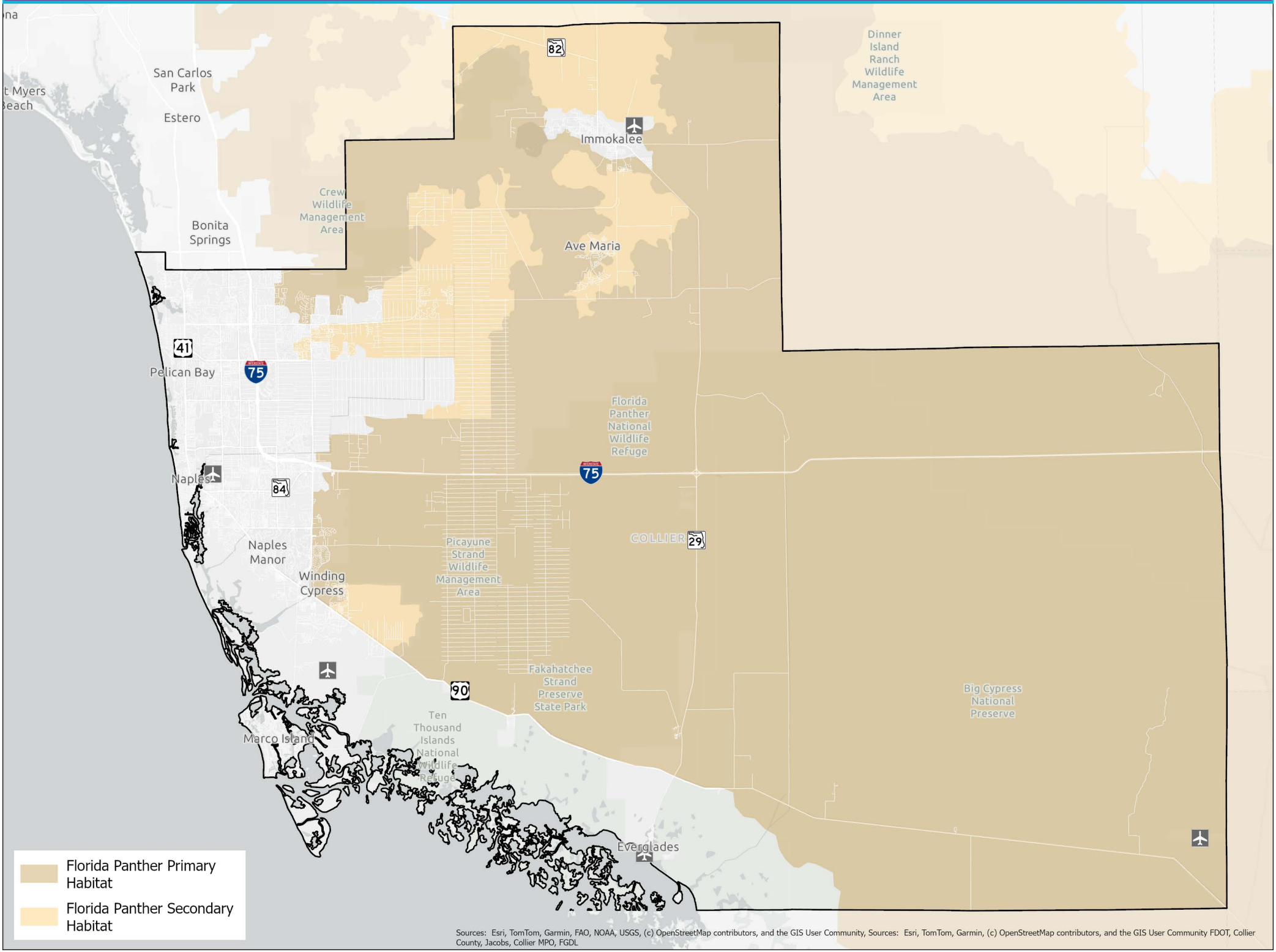
Vulnerable Users



Florida Wetland Types



Wildlife Critical Habitat



APPENDIX D

Roadway Needs Evaluation Matrix

Goals	**1.Ensure the Security of Transportation System for Users**		
Evaluation Criteria:	1A - Improves Evacuation Routes	1B - Provides Enhanced or potential new evacuation routes	1C - Improves existing evacuation routes near high density populations
Performance Measures:	*Is the roadway a current evacuation route?* Yes = 5 No = 0	Does the roadway connect to an existing evacuation route, enhances overall evacuation, or does it have potential to be a new evacuation route (i.e. major extension or new project that connects to a SIS) = 5	Does the project improve evacuation near high density populations? Yes = 5; No = 0
Weighting (out of 100):	3.00	3.00	2.00

2050 Map ID	Revised Ranking	Project	From	To		Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	Hacienda Lakes Pkwy		0	-	5	15	0	-
2	56	Benfield Road	Hacienda Lakes Pkwy	US 41 (SR 90) (Tamiami Trail East)		0	-	5	15	5	10.00
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	Golden Gate Blvd		0	-	0	-	0	-
4	83	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Ext.		0	-	0	-	0	-
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road		0	-	5	15	0	-
6	79	Big Cypress Parkway	Oil Well Road	Immokalee Rd		0	-	5	15	0	-
7	75	Camp Keais Rd	Oil Well Road	Pope John Paul Blvd		0	-	5	15	0	-
8	65	Camp Keais Rd	Pope John Paul Blvd	Immokalee Road		0	-	5	15	0	-
9	91	Camp Keais Rd Extension	Camp Keais Rd	SR 29		0	-	0	-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	Wilson Blvd Ext		0	-	5	15	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	Golden Gate Blvd		5	15	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd		5	15	0	-	5	10.00
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	Lee/Collier County Line/Logan Blvd		0	-	5	15	0	-
14	86	Corkscrew Rd	SR 82	Lee County Line		5	15	0	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	Santa Barbara Blvd		5	15	0	-	5	10.00
16	51	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd		5	15	5	15	0	-
17	44	Everglades Blvd	Golden Gate Blvd	Vanderbilt Bch Rd Ext		5	15	5	15	0	-
18	26	Everglades Blvd	Oil Well Rd	Immokalee Rd		5	15	5	15	5	10.00
19	77	Golden Gate Blvd	Everglades Blvd	Desoto Blvd		0	-	5	15	0	-
20	84	Golden Gate Blvd	Desoto Blvd	Big Cypress Parkway		0	-	0	-	0	-
21	73	Golden Gate Parkway	Livingston Rd			5	15	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	I-75 SB Ramps		5	15	0	-	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard		5	15	0	-	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard		0	-	5	15	5	10.00
25	70	Green Boulevard Extension	CR 951	23rd Street SW		0	-	5	15	5	10.00
26	82	Green Boulevard Extension	23rd St SW	Wilson Blvd Ext		0	-	0	-	0	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	Everglades Blvd		0	-	5	15	0	-
28	81	Green Boulevard Extension	Everglades Blvd	Big Cypress Parkway		0	-	5	15	0	-
29	27	I-75 (SR 93)	Everglades Blvd			5	15	5	15	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd			5	15	0	-	0	-
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29		5	15	0	-	5	10.00
33	2	Immokalee Road	Strand Blvd	Northbrooke Rd		5	15	0	-	0	-
34	21	Immokalee Road	Logan Blvd	Rose Blvd		5	15	0	-	5	10.00
35	42	Immokalee Road	Collier Blvd	Bellaire Bay Dr		5	15	0	-	0	-
36	72	Immokalee Road	Bellaire Bay Dr	Wildwood Blvd		5	15	0	-	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St		5	15	0	-	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	Airpark Blvd		5	15	0	-	0	-
39	74	Immokalee Rd	Collier Blvd (CR 951)			5	15	0	-	0	-
41	89	Keane Avenue	Inez Rd	Wilson Blvd Ext		0	-	0	-	0	-
42	43	Little League Rd Extension	SR-82	Westclox St		0	-	5	15	5	10.00
43	92	Little League Rd Extension	Lake Trafford Rd	Immokalee Rd		0	-	0	-	0	-
45	69	Livingston Road	Entrada Ave	Learning Ln		0	-	0	-	0	-
46	87	Livingston Road	Veterans Memorial Blvd	Terry St (Lee County Line)		0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Rd		5	15	0	-	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	Immokalee Rd		0	-	5	15	5	10.00
49	35	Logan Boulevard	Pine Ridge Rd	Vanderbilt Beach Rd		0	-	5	15	5	10.00
50	53	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road		5	15	0	-	0	-
51	58	Oil Well Road / CR 858	Camp Keais Road	SR 29		5	15	0	-	0	-
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line		0	-	5	15	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road		0	-	5	15	5	10.00
56	38	Pine Ridge Road	Logan Blvd	Collier Blvd		5	15	0	-	0	-
57	40	Randall Blvd	Immokalee Rd			5	15	0	-	0	-
58	39	Randall Boulevard	8th St NE	Everglades Blvd		0	-	5	15	0	-
59	57	Randall Boulevard	Everglades Blvd	Big Cypress Parkway		0	-	5	15	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard		5	15	0	-	5	10.00
62	3	SR 29 / North Main Street	North 9th St	Immokalee Dr		5	15	0	-	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	Imperial Golf Course Blvd		5	15	0	-	5	10.00
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Rd		5	15	0	-	5	10.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	Riverpoint Dr		5	15	0	-	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Rd		5	15	0	-	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd		5	15	0	-	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)			5	15	0	-	5	10.00
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road			5	15	0	-	5	10.00
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	Desoto Blvd		0	-	5	15	0	-
71	52	Vanderbilt Drive	Immokalee Rd	Woods Edge Parkway		5	15	0	-	5	10.00
72	48	Westclox Street Extension	Little League Road	West of Carson Road		0	-	0	-	5	10.00
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	Golden Gate Boulevard		0	-	5	15	0	-
74	71	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd		0	-	5	15	0	-
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension			0	-	5	15	0	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE			0	-	5	15	0	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE			0	-	5	15	0	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard			0	-	5	15	0	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE			0	-	5	15	0	-
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE			0	-	5	15	0	-
81	50	Bridge at Wilson Boulevard, South End				0	-	5	15	0	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.			0	-	5	15	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.			5	15	0	-	5	10.00
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.			5	15	0	-	5	10.00
86	36	Immokalee Rd. (Intersection)	Logan Blvd.			5	15	0	-	0	-
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.			0	-	0	-	5	10.00
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.			5	15	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.			5	15	0	-	5	10.00
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.			5	15	0	-	5	10.00
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.			5	15	0	-	5	10.00
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.			5	15	0	-	5	10.00
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.			5	15	0	-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.			5	15	0	-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd			5	15	0	-	5	10.00
99	32	Immokalee Road	Randall Blvd	west of Wilson Blvd		5	15	0	-	0	-
100	13	Immokalee Road	Camp Keais Rd			5	15	0	-	0	-
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.			0	-	5	15	0	-
N/A		TEST = Max Score	Test		TEST = max score	5	15	5	15	5	10.00

				2. Protect Environmental Resources							
				2A - Minimize wetland encroachment by transportation projects		2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)		2C - Minimize the adverse impacts on threatened and endangered species t		2D - Lower emissions and preserve open space by improving infrastructure near key destinations	
				No impact = 0 0 - 5 acres = -1 6 - 10 acres = -2 11 - 15 =- -3 15 - 20 =- -4 21 or more =- -5 (max)		Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0		No impact = 0 0 - 10 acres = -1 11 - 20 acres = -2 21 - 30 =- -3 31 - 40 =- -4 40 or more =- -5 (max)		Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0	
				3.00		3.00		3.00		3.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
2	56	Benfield Road	Hacienda Lakes Pkwy	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	-5	(15.00)	0	-	-4	(12.00)	0	-
4	83	Big Cypress Parkway	Golden Gate Blvd	-3	(9.00)	0	-	-3	(9.00)	0	-
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	-5	(15.00)	0	-	-5	(15.00)	0	-
6	79	Big Cypress Parkway	Oil Well Road	-3	(9.00)	0	-	-5	(15.00)	0	-
7	75	Camp Keais Rd	Oil Well Road	-3	(9.00)	0	-	-5	(15.00)	0	-
8	65	Camp Keais Rd	Pope John Paul Blvd	-2	(6.00)	0	-	-5	(15.00)	0	-
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	-2	(6.00)	0	-	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	-4	(12.00)	-1	(3.00)	-3	(9.00)	0	-
14	86	Corkscrew Rd	SR 82	-1	(3.00)	-1	(3.00)	-5	(15.00)	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	-1	(3.00)	0	-	0	-	3	9.00
16	51	Everglades Blvd	I-75 (SR-93)	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
17	44	Everglades Blvd	Golden Gate Blvd	-1	(3.00)	0	-	-3	(9.00)	0	-
18	26	Everglades Blvd	Oil Well Rd	-4	(12.00)	-1	(3.00)	-5	(15.00)	0	-
19	77	Golden Gate Blvd	Everglades Blvd	-2	(6.00)	0	-	-4	(12.00)	0	-
20	84	Golden Gate Blvd	Desoto Blvd	-1	(3.00)	0	-	-1	(3.00)	0	-
21	73	Golden Gate Parkway	Livingston Rd	0	-	0	-	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	-1	(3.00)	0	-	0	-	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	-1	(3.00)	0	-	0	-	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	-1	(3.00)	0	-	0	-	0	-
25	70	Green Boulevard Extension	CR 951	-5	(15.00)	-1	(3.00)	0	-	0	-
26	82	Green Boulevard Extension	23rd St SW	-2	(6.00)	0	-	0	-	0	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	-1	(3.00)	0	-	-3	(9.00)	0	-
28	81	Green Boulevard Extension	Everglades Blvd	-1	(3.00)	0	-	-2	(6.00)	0	-
29	27	I-75 (SR 93)	Everglades Blvd	-5	(15.00)	-1	(3.00)	-5	(15.00)	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	0	-	0	-	3	9.00
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	-1	(3.00)	-5	(15.00)	0	-
33	2	Immokalee Road	Strand Blvd	-1	(3.00)	0	-	0	-	3	9.00
34	21	Immokalee Road	Logan Blvd	-1	(3.00)	-1	(3.00)	0	-	3	9.00
35	42	Immokalee Road	Collier Blvd	-1	(3.00)	-1	(3.00)	0	-	0	-
36	72	Immokalee Road	Bellaire Bay Dr	-4	(12.00)	-1	(3.00)	-5	(15.00)	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	-2	(6.00)	0	-	-5	(15.00)	5	15.00
38	12	Immokalee Rd (CR 846)	SR 29	0	-	-1	(3.00)	0	-	3	9.00
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	-1	(3.00)	0	-	0	-
41	89	Keane Avenue	Inez Rd	-2	(6.00)	0	-	-2	(6.00)	0	-
42	43	Little League Rd Extension	SR-82	-3	(9.00)	-1	(3.00)	-5	(15.00)	0	-
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-	0	-
45	69	Livingston Road	Entrada Ave	-2	(6.00)	0	-	0	-	3	9.00
46	87	Livingston Road	Veterans Memorial Blvd	-2	(6.00)	0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	-1	(3.00)	-1	(3.00)	0	-	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	-1	(3.00)	-1	(3.00)	0	-	3	9.00
49	35	Logan Boulevard	Pine Ridge Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
50	53	Oil Well Road / CR 858	Ave Maria Entrance	-1	(3.00)	0	-	-3	(9.00)	0	-
51	58	Oil Well Road / CR 858	Camp Keais Road	-2	(6.00)	0	-	-5	(15.00)	0	-
52	31	Old US 41	US 41 (SR 45)	-1	(3.00)	-1	(3.00)	0	-	0	-
53	33	Orange Blossom Drive	Airport Pulling Road	-1	(3.00)	0	-	0	-	0	-
56	38	Pine Ridge Road	Logan Blvd	-1	(3.00)	-1	(3.00)	0	-	0	-
57	40	Randall Blvd	Immokalee Rd	0	-	0	-	0	-	0	-
58	39	Randall Boulevard	8th St NE	-2	(6.00)	0	-	-5	(15.00)	0	-
59	57	Randall Boulevard	Everglades Blvd	-2	(6.00)	0	-	-4	(12.00)	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	-1	(3.00)	0	-	0	-	0	-
62	3	SR 29 / North Main Street	North 9th St	0	-	0	-	0	-	5	15.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	-1	(3.00)	-1	(3.00)	0	-	0	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	0	-	0	-	5	15.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	-1	(3.00)	0	-	0	-	5	15.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	-1	(3.00)	0	-	0	-	5	15.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	-1	(3.00)	0	-	-1	(3.00)	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	0	-	0	-	0	-
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	-1	(3.00)	0	-	0	-
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	-3	(9.00)	0	-	-4	(12.00)	0	-
71	52	Vanderbilt Drive	Immokalee Rd	-2	(6.00)	-1	(3.00)	0	-	0	-
72	48	Westclox Street Extension	Little League Road	-1	(3.00)	-1	(3.00)	0	-	0	-
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	-5	(15.00)	-1	(3.00)	-4	(12.00)	0	-
74	71	Wilson Blvd	Golden Gate Boulevard	-4	(12.00)	0	-	-5	(15.00)	0	-
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	0	-	0	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	0	-	0	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	0	-	0	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	0	-	0	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	0	-	0	-
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	0	-	0	-
81	50	Bridge at Wilson Boulevard, South End		0	-	0	-	0	-	0	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	0	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	-1	(3.00)	0	-	5	15.00
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-	0	-
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	-1	(3.00)	0	-	3	9.00
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	0	-	3	9.00
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	0	-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-	0	-
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-	3	9.00
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	0	-	0	-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	0	-	0	-	3	9.00
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	0	-	0	-	3	9.00
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	0	-	0	-	3	9.00
99	32	Immokalee Road	Randall Blvd	-3	(9.00)	0	-	-4	(12.00)	0	-
100	13	Immokalee Road	Camp Keais Rd	0	-	0	-	0	-	0	-
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	0	-	0	-	0	-
N/A		TEST = Max Score	Test	0	-	0	-	0	-	0	-

				3. Improve System Continuity and Connectivity				**4. Reduce Roadway Congestion**				
				3A - Improvements to existing infrastructure		3B - The project is a new facility that improves connectivity		Reduce existing congestion 4A - Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility		Reduce existing congestion 4B - To what extent will poor LOS intersections, and roadway segments be improved?		Reduce existing congestion 4C – Improves congestion at intersections and roadways with existing peak time congestion
				Does the project imporove mobility in an existing roadway facility (i.e. widening, intersection improvements, etc.)? Yes = 5 No = 0		*Does the project improve connectivity with a new roadway facility (all extensions are gaps in that they connect to a future or existing road)?* Yes = 5 No = 0		*Does the project increase capacity or provide relief to a parallel facility (i.e. new facilities, bridges over canals, etc.)? Yes = 5 No = 0*		Did capacity ratio (AADT/LOS D service volumes) decrease? (compare 2050 E+C to Alt 2 traffic model plots) Yes = 5 No = 0		Does the project address capacity for intersections or roadways that have LOS D or higher during peak travel times? Yes = 5 No= 0
				5.00		5.00		8.00		4.00		4.00
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	0	-	5	25	5	40	0	-	-	-
2	56	Benfield Road	Hacienda Lakes Pkwy	0	-	5	25	5	40	0	-	-	-
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	5	25	5	40	0	-	-	-
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	5	25	5	40	0	-	-	-
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	5	25	5	40	0	-	-	-
6	79	Big Cypress Parkway	Oil Well Road	0	-	5	25	5	40	0	-	-	-
7	75	Camp Keais Rd	Oil Well Road	5	25	0	-	5	40	0	-	-	-
8	65	Camp Keais Rd	Pope John Paul Blvd	5	25	0	-	5	40	0	-	-	-
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-	0	-	-	-
10	80	City Gate Blvd Extension	Landfill Blvd	0	-	5	25	5	40	0	-	-	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	25	0	-	5	40	0	-	5	20
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	25	0	-	5	40	0	-	5	20
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	25	5	40	0	-	-	-
14	86	Corkscrew Rd	SR 82	5	25	0	-	5	40	0	-	-	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	25	0	-	5	40	0	-	5	20
16	51	Everglades Blvd	I-75 (SR-93)	5	25	0	-	5	40	0	-	5	20
17	44	Everglades Blvd	Golden Gate Blvd	5	25	0	-	5	40	0	-	5	20
18	26	Everglades Blvd	Oil Well Rd	5	25	0	-	5	40	0	-	5	20
19	77	Golden Gate Blvd	Everglades Blvd	5	25	0	-	5	40	0	-	-	-
20	84	Golden Gate Blvd	Desoto Blvd	0	-	5	25	5	40	0	-	-	-
21	73	Golden Gate Parkway	Livingston Rd	0	-	5	25	0	-	0	-	5	20
22	29	Golden Gate Parkway	Livingston Rd	5	25	0	-	5	40	0	-	5	20
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	25	0	-	5	40	0	-	5	20
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	25	0	-	5	40	0	-	5	20
25	70	Green Boulevard Extension	CR 951	0	-	5	25	5	40	0	-	-	-
26	82	Green Boulevard Extension	23rd St SW	0	-	5	25	5	40	0	-	-	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-	5	25	5	40	0	-	-	-
28	81	Green Boulevard Extension	Everglades Blvd	0	-	5	25	5	40	0	-	-	-
29	27	I-75 (SR 93)	Everglades Blvd	5	25	5	25	5	40	5	20	5	20
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	5	25	0	-	0	-	5	20
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	5	25	0	-	5	40	0	-	-	-
33	2	Immokalee Road	Strand Blvd	5	25	0	-	5	40	5	20	5	20
34	21	Immokalee Road	Logan Blvd	5	25	0	-	5	40	5	20	5	20
35	42	Immokalee Road	Collier Blvd	5	25	0	-	5	40	0	-	5	20
36	72	Immokalee Road	Bellaire Bay Dr	5	25	0	-	5	40	0	-	5	20
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	25	0	-	5	40	0	-	5	20
38	12	Immokalee Rd (CR 846)	SR 29	5	25	0	-	5	40	0	-	-	-
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	5	25	0	-	0	-	5	20
41	89	Keane Avenue	Inez Rd	0	-	5	25	5	40	0	-	-	-
42	43	Little League Rd Extension	SR-82	0	-	5	25	5	40	0	-	-	-
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-	0	-	-	-
45	69	Livingston Road	Entrada Ave	5	25	0	-	5	40	0	-	-	-
46	87	Livingston Road	Veterans Memorial Blvd	5	25	0	-	5	40	0	-	-	-
47	19	Logan Boulevard	Green Boulevard	5	25	0	-	5	40	0	-	-	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	25	0	-	5	40	0	-	-	-
49	35	Logan Boulevard	Pine Ridge Rd	5	25	0	-	5	40	0	-	-	-
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	25	0	-	5	40	0	-	-	-
51	58	Oil Well Road / CR 858	Camp Keais Road	5	25	0	-	5	40	0	-	-	-
52	31	Old US 41	US 41 (SR 45)	5	25	0	-	5	40	0	-	5	20
53	33	Orange Blossom Drive	Airport Pulling Road	5	25	0	-	5	40	0	-	-	-
56	38	Pine Ridge Road	Logan Blvd	5	25	0	-	5	40	0	-	-	-
57	40	Randall Blvd	Immokalee Rd	0	-	5	25	0	-	0	-	5	20
58	39	Randall Boulevard	8th St NE	5	25	0	-	5	40	5	20	5	20
59	57	Randall Boulevard	Everglades Blvd	5	25	5	25	5	40	0	-	-	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	25	0	-	5	40	0	-	-	-
62	3	SR 29 / North Main Street	North 9th St	5	25	0	-	5	40	5	20	-	-
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	25	0	-	5	40	0	-	5	20
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	25	0	-	5	40	0	-	-	-
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	25	0	-	5	40	0	-	-	-
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	25	0	-	5	40	0	-	5	20
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	25	0	-	5	40	0	-	-	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	5	25	0	-	0	-	-	-
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	5	25	0	-	0	-	5	20
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	5	25	5	40	0	-	-	-
71	52	Vanderbilt Drive	Immokalee Rd	5	25	0	-	5	40	0	-	-	-
72	48	Westclox Street Extension	Little League Road	0	-	5	25	5	40	0	-	-	-
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	5	25	5	40	0	-	-	-
74	71	Wilson Blvd	Golden Gate Boulevard	5	25	0	-	5	40	0	-	-	-
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	5	25	5	25	5	40	0	-	-	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	25	5	25	5	40	0	-	-	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	5	25	5	25	5	40	0	-	-	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	5	25	5	25	5	40	0	-	-	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	5	25	5	25	5	40	0	-	-	-
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	25	5	25	5	40	0	-	-	-
81	50	Bridge at Wilson Boulevard, South End		5	25	5	25	5	40	0	-	-	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	25	5	25	5	40	0	-	-	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	25	0	-	0	-	0	-	5	20
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	25	0	-	0	-	0	-	5	20
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	5	25	0	-	0	-	5	20	5	20
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	5	25	0	-	0	-	0	-	5	20
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	25	0	-	0	-	0	-	5	20
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	25	0	-	0	-	0	-	5	20
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	25	0	-	0	-	0	-	-	-
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	25	0	-	0	-	0	-	5	20
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	25	0	-	0	-	0	-	5	20
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	25	0	-	0	-	0	-	5	20
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	25	0	-	0	-	0	-	5	20
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	25	0	-	0	-	0	-	5	20
99	32	Immokalee Road	Randall Blvd	5	25	0	-	5	40	0	-	5	20
100	13	Immokalee Road	Camp Keais Rd	5	25	0	-	5	40	5	20	5	20
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	5	25	5	25	5	40	0	-	-	-
N/A		TEST = Max Score	Test	5	25	5	25	5	40	5	20	5	20

	5. Promote Freight Movement	**6.**
	5 -Project enhances the facility identified as a major freight route	6A - Enhances safety of transportation system users	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality
	Is the roadway on a Regional Freight Mobility Corridor, Freight Distribution Route, or connects to a Freight Activity Center as outlined in the 2040 LRTP? Yes = 5 No = 0	Yes = 5 No = 0	High crash location or segment? Yes = 5 No = 0
	2.00	2.00	3.00

2050 Map ID	Revised Ranking	Project	From	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	5	10	5	10	0	-
2	56	Benfield Road	Hacienda Lakes Pkwy	5	10	5	10	0	-
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	5	10	0	-
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	5	10	0	-
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	5	10	0	-
6	79	Big Cypress Parkway	Oil Well Road	0	-	5	10	0	-
7	75	Camp Keais Rd	Oil Well Road	5	10	5	10	0	-
8	65	Camp Keais Rd	Pope John Paul Blvd	5	10	5	10	0	-
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-		-
10	80	City Gate Blvd Extension	Landfill Blvd	5	10	5	10	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	10	5	10	5	15
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10	5	10	5	15
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	10	0	-
14	86	Corkscrew Rd	SR 82	0	-	5	10	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	5	10	5	15
16	51	Everglades Blvd	I-75 (SR-93)	0	-	5	10	0	-
17	44	Everglades Blvd	Golden Gate Blvd	0	-	5	10	0	-
18	26	Everglades Blvd	Oil Well Rd	0	-	5	10	5	15
19	77	Golden Gate Blvd	Everglades Blvd	0	-	5	10	0	-
20	84	Golden Gate Blvd	Desoto Blvd	0	-	5	10	0	-
21	73	Golden Gate Parkway	Livingston Rd	5	10	5	10	5	15
22	29	Golden Gate Parkway	Livingston Rd	5	10	5	10	5	15
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	10	5	10	5	15
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	5	10	5	15
25	70	Green Boulevard Extension	CR 951	0	-	5	10	0	-
26	82	Green Boulevard Extension	23rd St SW	0	-	5	10	0	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-	5	10	0	-
28	81	Green Boulevard Extension	Everglades Blvd	0	-	5	10	0	-
29	27	I-75 (SR 93)	Everglades Blvd	5	10	5	10	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	5	10	5	10	0	-
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	5	10	5	10	5	15
33	2	Immokalee Road	Strand Blvd	5	10	5	10	5	15
34	21	Immokalee Road	Logan Blvd	5	10	5	10	0	-
35	42	Immokalee Road	Collier Blvd	5	10	5	10	5	15
36	72	Immokalee Road	Bellaire Bay Dr	5	10	5	10	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10	5	10	5	15
38	12	Immokalee Rd (CR 846)	SR 29	5	10	5	10	5	15
39	74	Immokalee Rd	Collier Blvd (CR 951)	5	10	5	10	5	15
41	89	Keane Avenue	Inez Rd	0	-	5	10	0	-
42	43	Little League Rd Extension	SR-82	5	10	5	10	0	-
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-		-
45	69	Livingston Road	Entrada Ave	0	-	5	10	0	-
46	87	Livingston Road	Veterans Memorial Blvd	0	-	5	10	0	-
47	19	Logan Boulevard	Green Boulevard	0	-	5	10	5	15
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	5	10	5	15
49	35	Logan Boulevard	Pine Ridge Rd	0	-	5	10	5	15
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	10	5	10	0	-
51	58	Oil Well Road / CR 858	Camp Keais Road	5	10	5	10	0	-
52	31	Old US 41	US 41 (SR 45)	5	10	5	10	5	15
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	10	5	15
56	38	Pine Ridge Road	Logan Blvd	5	10	5	10	5	15
57	40	Randall Blvd	Immokalee Rd	5	10	5	10	5	15
58	39	Randall Boulevard	8th St NE	0	-	5	10	5	15
59	57	Randall Boulevard	Everglades Blvd	0	-	5	10	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	5	10	5	15
62	3	SR 29 / North Main Street	North 9th St	5	10	5	10	5	15
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10	5	10	5	15
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10	5	10	5	15
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10	5	10	5	15
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10	5	10	5	15
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10	5	10	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10	5	10	5	15
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10	5	10	5	15
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	5	10	0	-
71	52	Vanderbilt Drive	Immokalee Rd	0	-	5	10	0	-
72	48	Westclox Street Extension	Little League Road	0	-	5	10	0	-
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	5	10	5	10	5	15
74	71	Wilson Blvd	Golden Gate Boulevard	0	-	5	10	5	15
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	5	10	0	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	5	10	0	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	5	10	0	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	5	10	0	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	5	10	0	-
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	5	10	0	-
81	50	Bridge at Wilson Boulevard, South End		0	-	5	10	0	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	5	10	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10	5	10	5	15
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	10	5	10	5	15
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	5	10	5	10	5	15
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	5	10	5	15
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	10	5	10	5	15
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	10	5	10	5	15
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10	5	10	5	15
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	10	5	10	5	15
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	10	5	10	5	15
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10	5	10	5	15
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10	5	10	5	15
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10	5	10	5	15
99	32	Immokalee Road	Randall Blvd	5	10	5	10	5	15
100	13	Immokalee Road	Camp Keais Rd	0	-	5	10	5	15
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	5	10	0	-
N/A		TEST = Max Score	Test	5	20	5	10	5	15

				ncrease the Safety of Transportation System Users					
				6C- Traffic calming		6D - Safety improvements that improve or reduce vehicular conflicts with bicycles and pedestrians		6E - Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities	
				Yes = 5 No = 0		High crash location or segment for bike/pedestrian conflicts? Yes = 5 No = 0		Does this project improve safety (FHWA proven safety countermeasures) near a school, senior center, census block groups with high populations of people living with a disability, and census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5 No = 0	
				2.00		3.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	0	-	0	-	5	10.00
2	56	Benfield Road	Hacienda Lakes Pkwy	0	-	0	-	5	10.00
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	5	10.00
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	5	10.00
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	5	10.00
6	79	Big Cypress Parkway	Oil Well Road	0	-	0	-	5	10.00
7	75	Camp Keais Rd	Oil Well Road	0	-	0	-	5	10.00
8	65	Camp Keais Rd	Pope John Paul Blvd	0	-	0	-	5	10.00
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-		-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	0	-	0	-	5	10.00
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	0	-	5	15	5	10.00
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	0	-	5	10.00
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	0	-	5	10.00
14	86	Corkscrew Rd	SR 82	0	-	0	-	5	10.00
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	5	15	5	10.00
16	51	Everglades Blvd	I-75 (SR-93)	0	-	5	15	5	10.00
17	44	Everglades Blvd	Golden Gate Blvd	0	-	5	15	5	10.00
18	26	Everglades Blvd	Oil Well Rd	0	-	5	15	5	10.00
19	77	Golden Gate Blvd	Everglades Blvd	0	-	5	15	5	10.00
20	84	Golden Gate Blvd	Desoto Blvd	0	-	0	-	5	10.00
21	73	Golden Gate Parkway	Livingston Rd	0	-	5	15	5	10.00
22	29	Golden Gate Parkway	Livingston Rd	0	-	5	15	5	10.00
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	0	-	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	5	15	5	10.00
25	70	Green Boulevard Extension	CR 951	0	-	0	-	5	10.00
26	82	Green Boulevard Extension	23rd St SW	0	-	0	-	5	10.00
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-	0	-	5	10.00
28	81	Green Boulevard Extension	Everglades Blvd	0	-	0	-	5	10.00
29	27	I-75 (SR 93)	Everglades Blvd	0	-	0	-	5	10.00
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	5	15	5	10.00
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	0	-	5	10.00
33	2	Immokalee Road	Strand Blvd	0	-	5	15	5	10.00
34	21	Immokalee Road	Logan Blvd	0	-	0	-	5	10.00
35	42	Immokalee Road	Collier Blvd	0	-	0	-	5	10.00
36	72	Immokalee Road	Bellaire Bay Dr	0	-	0	-	5	10.00
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	0	-	5	15	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	0	-	0	-	5	10.00
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	5	10.00
41	89	Keane Avenue	Inez Rd	0	-	0	-	5	10.00
42	43	Little League Rd Extension	SR-82	0	-	0	-	5	10.00
43	92	Little League Rd Extension	Lake Trafford Rd	0	-		-	0	-
45	69	Livingston Road	Entrada Ave	0	-	5	15	5	10.00
46	87	Livingston Road	Veterans Memorial Blvd	0	-	0	-	5	10.00
47	19	Logan Boulevard	Green Boulevard	0	-	5	15	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	5	15	5	10.00
49	35	Logan Boulevard	Pine Ridge Rd	0	-	5	15	5	10.00
50	53	Oil Well Road / CR 858	Ave Maria Entrance	0	-	0	-	5	10.00
51	58	Oil Well Road / CR 858	Camp Keais Road	0	-	0	-	5	10.00
52	31	Old US 41	US 41 (SR 45)	0	-	0	-	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	15	5	10.00
56	38	Pine Ridge Road	Logan Blvd	0	-	0	-	5	10.00
57	40	Randall Blvd	Immokalee Rd	0	-	0	-	5	10.00
58	39	Randall Boulevard	8th St NE	0	-	5	15	5	10.00
59	57	Randall Boulevard	Everglades Blvd	0	-	5	15	5	10.00
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	5	15	5	10.00
62	3	SR 29 / North Main Street	North 9th St	0	-	5	15	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	5	15	5	10.00
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	5	15	5	10.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	0	-	5	15	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	0	-	5	15	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	0	-	0	-	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	0	-	5	15	5	10.00
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	5	15	5	10.00
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	5	10.00
71	52	Vanderbilt Drive	Immokalee Rd	0	-	5	15	5	10.00
72	48	Westclox Street Extension	Little League Road	0	-	0	-	5	10.00
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	5	15	5	10.00
74	71	Wilson Blvd	Golden Gate Boulevard	0	-	5	15	5	10.00
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	5	10.00
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	5	10.00
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	5	10.00
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	5	10.00
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	5	10.00
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	5	10.00
81	50	Bridge at Wilson Boulevard, South End		0	-	0	-	5	10.00
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	5	10.00
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	5	15	5	10.00
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	5	15	5	10.00
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	0	-	5	10.00
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	5	15	5	10.00
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	5	15	5	10.00
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	5	15	5	10.00
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	5	15	5	10.00
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	5	15	5	10.00
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	5	15	5	10.00
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	5	15	5	10.00
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	5	15	5	10.00
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	5	15	5	10.00
99	32	Immokalee Road	Randall Blvd	0	-	0	-	5	10.00
100	13	Immokalee Road	Camp Keais Rd	0	-	0	-	5	10.00
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	0	-	5	10.00
N/A		TEST = Max Score	Test	5	10	5	15	5	10.00

											7. Promote Multimodal
						7A - Trail improvements		7B - Multimodal improvement near health care, educational, recreational, and/or cultural facilities		7C - Provides multimodal improvements for transit dependent communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	
						New or improved trail/greenways = 5 No new or improved trail = 0		Improvement W/I 0.25 miles=5 Improvement not w/I 0.25 mile=0		Improvement with 0.25 miles CB No Vehicle = 5 No Improvement within 0.25 miles = 0	
						2.00		2.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score		
1	49	Benfield Road	City Gate Boulevard North	5	10.00	-	-	5	10.00		
2	56	Benfield Road	Hacienda Lakes Pkwy	-	-	-	-	5	10.00		
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	-	-	-	-	5	10.00		
4	83	Big Cypress Parkway	Golden Gate Blvd	-	-	-	-	5	10.00		
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	-	-	-	-	-	-		
6	79	Big Cypress Parkway	Oil Well Road	-	-	-	-	-	-		
7	75	Camp Keais Rd	Oil Well Road	-	-	-	-	-	-		
8	65	Camp Keais Rd	Pope John Paul Blvd	5	10.00	-	-	-	-		
9	91	Camp Keais Rd Extension	Camp Keais Rd	-	-	-	-	-	-		
10	80	City Gate Blvd Extension	Landfill Blvd	-	-	-	-	5	10.00		
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	-	-	5	10.00	-	-		
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10.00	5	10.00	5	10.00		
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	10.00	-	-	-	-		
14	86	Corkscrew Rd	SR 82	-	-	5	10.00	-	-		
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	10.00	5	10.00	5	10.00		
16	51	Everglades Blvd	I-75 (SR-93)	-	-	5	10.00	5	10.00		
17	44	Everglades Blvd	Golden Gate Blvd	-	-	-	-	5	10.00		
18	26	Everglades Blvd	Oil Well Rd	-	-	5	10.00	5	10.00		
19	77	Golden Gate Blvd	Everglades Blvd	-	-	-	-	5	10.00		
20	84	Golden Gate Blvd	Desoto Blvd	-	-	-	-	5	10.00		
21	73	Golden Gate Parkway	Livingston Rd	-	-	-	-	-	-		
22	29	Golden Gate Parkway	Livingston Rd	-	-	-	-	-	-		
23	9	Golden Gate Parkway	Santa Barbara Boulevard	-	-	5	10.00	5	10.00		
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	-	-	-	-	5	10.00		
25	70	Green Boulevard Extension	CR 951	-	-	-	-	5	10.00		
26	82	Green Boulevard Extension	23rd St SW	-	-	-	-	5	10.00		
27	78	Green Boulevard Extension	Wilson Blvd Ext	-	-	-	-	5	10.00		
28	81	Green Boulevard Extension	Everglades Blvd	-	-	-	-	-	-		
29	27	I-75 (SR 93)	Everglades Blvd	-	-	-	-	-	-		
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	-	-	5	10.00	5	10.00		
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	-	-	-	-	5	10.00		
33	2	Immokalee Road	Strand Blvd	5	10.00	5	10.00	5	10.00		
34	21	Immokalee Road	Logan Blvd	5	10.00	5	10.00	5	10.00		
35	42	Immokalee Road	Collier Blvd	5	10.00	-	-	-	-		
36	72	Immokalee Road	Bellaire Bay Dr	-	-	5	10.00	-	-		
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	-	-	5	10.00	5	10.00		
38	12	Immokalee Rd (CR 846)	SR 29	-	-	5	10.00	5	10.00		
39	74	Immokalee Rd	Collier Blvd (CR 951)	5	10.00	-	-	-	-		
41	89	Keane Avenue	Inez Rd	-	-	-	-	5	10.00		
42	43	Little League Rd Extension	SR-82	-	-	5	10.00	-	-		
43	92	Little League Rd Extension	Lake Trafford Rd	-	-	-	-	-	-		
45	69	Livingston Road	Entrada Ave	-	-	5	10.00	-	-		
46	87	Livingston Road	Veterans Memorial Blvd	-	-	5	10.00	-	-		
47	19	Logan Boulevard	Green Boulevard	-	-	5	10.00	5	10.00		
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	10.00	-	-	5	10.00		
49	35	Logan Boulevard	Pine Ridge Rd	-	-	5	10.00	5	10.00		
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	10.00	-	-	-	-		
51	58	Oil Well Road / CR 858	Camp Keais Road	5	10.00	-	-	-	-		
52	31	Old US 41	US 41 (SR 45)	-	-	-	-	5	10.00		
53	33	Orange Blossom Drive	Airport Pulling Road	-	-	5	10.00	5	10.00		
56	38	Pine Ridge Road	Logan Blvd	-	-	5	10.00	-	-		
57	40	Randall Blvd	Immokalee Rd	5	10.00	-	-	-	-		
58	39	Randall Boulevard	8th St NE	-	-	-	-	5	10.00		
59	57	Randall Boulevard	Everglades Blvd	-	-	-	-	5	10.00		
61	18	Santa Barbara Boulevard	Painted Leaf Lane	-	-	5	10.00	5	10.00		
62	3	SR 29 / North Main Street	North 9th St	-	-	5	10.00	5	10.00		
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	-	-	-	-	-	-		
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	-	-	-	-	-	-		
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	-	-	-	-	5	10.00		
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10.00	-	-	5	10.00		
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10.00	-	-	5	10.00		
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10.00	5	10.00	5	10.00		
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	-	-	5	10.00	-	-		
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	-	-	-	-	5	10.00		
71	52	Vanderbilt Drive	Immokalee Rd	-	-	-	-	-	-		
72	48	Westclox Street Extension	Little League Road	-	-	-	-	-	-		
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	-	-	-	-	-	-		
74	71	Wilson Blvd	Golden Gate Boulevard	-	-	-	-	-	-		
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	-	-	-	-	-	-		
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	-	-	-	-	-	-		
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	-	-	-	-	-	-		
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	-	-	-	-	-	-		
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	-	-	-	-	-	-		
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	-	-	-	-	-	-		
81	50	Bridge at Wilson Boulevard, South End		-	-	-	-	5	10.00		
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	-	-	-	-	-	-		
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	-	-	5	10.00	5	10.00		
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	-	-	5	10.00	5	10.00		
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	5	10.00	-	-	5	10.00		
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	-	-	-	-	5	10.00		
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	-	-	5	10.00	-	-		
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	-	-	-	-	5	10.00		
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	-	-	5	10.00	-	-		
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	-	-	5	10.00	-	-		
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	-	-	5	10.00	5	10.00		
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	-	-	-	-	5	10.00		
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	-	-	-	-	-	-		
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	-	-	-	-	5	10.00		
99	32	Immokalee Road	Randall Blvd	-	-	5	10.00	-	-		
100	13	Immokalee Road	Camp Keais Rd	-	-	-	-	-	-		
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	-	-	-	-	-	-		
N/A		TEST = Max Score	Test	5	10.00	5	10.00	5	10.00		

				Solutions -					
				7D - Project improves transit within existing or future transit service areas (TSA) or within a CRA		7E - Bicycle or pedestrian improvement to transit access		7F - Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	
				Within existing or future TSA (bus route) = 5 Inside a CRA = 5 No improvement = 0		Improve Access = 5 No improvement = 0		Improvement = 5 No Improvement = 0	
				2.00		2.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	5	10	5	10	5	10.00
2	56	Benfield Road	Hacienda Lakes Pkwy	5	10	0	-	5	10.00
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	5	10.00
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	5	10.00
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	5	10.00
6	79	Big Cypress Parkway	Oil Well Road	5	10	0	-	5	10.00
7	75	Camp Keais Rd	Oil Well Road	5	10	0	-	5	10.00
8	65	Camp Keais Rd	Pope John Paul Blvd	5	10	0	-	5	10.00
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-		-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	0	-	0	-	5	10.00
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	0	-	5	10	5	10.00
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	5	10	5	10.00
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	5	10	5	10	5	10.00
14	86	Corkscrew Rd	SR 82	0	-		-	5	10.00
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	5	10	5	10.00
16	51	Everglades Blvd	I-75 (SR-93)	0	-		-	5	10.00
17	44	Everglades Blvd	Golden Gate Blvd	0	-		-	5	10.00
18	26	Everglades Blvd	Oil Well Rd	5	10	5	10	5	10.00
19	77	Golden Gate Blvd	Everglades Blvd	0	-		-	5	10.00
20	84	Golden Gate Blvd	Desoto Blvd	0	-		-	5	10.00
21	73	Golden Gate Parkway	Livingston Rd	0	-		-	0	-
22	29	Golden Gate Parkway	Livingston Rd	5	10	5	10	5	10.00
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	10	5	10	5	10.00
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	10	5	10	5	10.00
25	70	Green Boulevard Extension	CR 951	5	10	5	10	5	10.00
26	82	Green Boulevard Extension	23rd St SW	0	-		-	5	10.00
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-		-	5	10.00
28	81	Green Boulevard Extension	Everglades Blvd	0	-		-	5	10.00
29	27	I-75 (SR 93)	Everglades Blvd	5	10		-	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-		-	0	-
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	5	10		-	5	10.00
33	2	Immokalee Road	Strand Blvd	5	10	5	10	5	10.00
34	21	Immokalee Road	Logan Blvd	0	-	5	10	5	10.00
35	42	Immokalee Road	Collier Blvd	0	-	5	10	5	10.00
36	72	Immokalee Road	Bellaire Bay Dr	0	-		-	5	10.00
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10	5	10	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	5	10	5	10	5	10.00
39	74	Immokalee Rd	Collier Blvd (CR 951)	5	10		-	0	-
41	89	Keane Avenue	Inez Rd	0	-		-	5	10.00
42	43	Little League Rd Extension	SR-82	5	10		-	5	10.00
43	92	Little League Rd Extension	Lake Trafford Rd	0	-		-	0	-
45	69	Livingston Road	Entrada Ave	0	-		-	5	10.00
46	87	Livingston Road	Veterans Memorial Blvd	0	-		-	5	10.00
47	19	Logan Boulevard	Green Boulevard	5	10	5	10	5	10.00
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	10	5	10	5	10.00
49	35	Logan Boulevard	Pine Ridge Rd	5	10		-	5	10.00
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	10		-	5	10.00
51	58	Oil Well Road / CR 858	Camp Keais Road	5	10		-	5	10.00
52	31	Old US 41	US 41 (SR 45)	5	10		-	5	10.00
53	33	Orange Blossom Drive	Airport Pulling Road	5	10	5	10	5	10.00
56	38	Pine Ridge Road	Logan Blvd	5	10	5	10	5	10.00
57	40	Randall Blvd	Immokalee Rd	5	10		-	0	-
58	39	Randall Boulevard	8th St NE	5	10		-	5	10.00
59	57	Randall Boulevard	Everglades Blvd	0		0		5	10.00
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	10	5	10	5	10.00
62	3	SR 29 / North Main Street	North 9th St	5	10	5	10	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10	5	10	5	10.00
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10	5	10	5	10.00
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10	5	10	5	10.00
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10	5	10	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10	5	10	5	10.00
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10		-	0	-
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10		-	0	-
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-		-	5	10.00
71	52	Vanderbilt Drive	Immokalee Rd	5	10		-	5	10.00
72	48	Westclox Street Extension	Little League Road	5	10	5	10	5	10.00
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	5	10		-	5	10.00
74	71	Wilson Blvd	Golden Gate Boulevard	0	-	5	10	5	10.00
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-		-	5	10.00
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	5	10		-	5	10.00
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-		-	5	10.00
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-		-	5	10.00
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-		-	5	10.00
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	5	10		-	5	10.00
81	50	Bridge at Wilson Boulevard, South End		5	10		-	5	10.00
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	5	10		-	5	10.00
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10		-	0	-
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	5	10		-	0	-
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	5	10		-	0	-
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-		-	0	-
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	10		-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	10		-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10		-	0	-
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	5	10		-	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	10		-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10		-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10		-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10		-	0	-
99	32	Immokalee Road	Randall Blvd	0	-	5	10	5	10.00
100	13	Immokalee Road	Camp Keais Rd	5	10	0	-	5	10.00
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	0	-	5	10.00
N/A		TEST = Max Score	Test	5	10	5	10	5	10.00

										8. Promote the Integrate	
				8A - Improve access to regional travel (e.g. Interstates, Airports, Ports, and SIS)		8B - Improve access to tourist destinations		8C - Support Targeted redevelopments or CRAs (multimodal and/or vehicle improvements)	
				Improves access=5 Does not improve access=0		Improves access=5 Does not improve access=0		Yes=5 No=0	
				2.00		1.00		2.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	5	10.00	5	5.00	0	-
2	56	Benfield Road	Hacienda Lakes Pkwy	0	-	5	5.00	0	-
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	0	-
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	0	-
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	0	-
6	79	Big Cypress Parkway	Oil Well Road	0	-	0	-	0	-
7	75	Camp Keais Rd	Oil Well Road	0	-	0	-	0	-
8	65	Camp Keais Rd	Pope John Paul Blvd	0	-	0	-	0	-
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	0	-	5	5.00	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	10.00	0	-	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	10.00	5	5.00	0	-
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	5	5.00	0	-
14	86	Corkscrew Rd	SR 82	0	-	0	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	10.00	5	5.00	0	-
16	51	Everglades Blvd	I-75 (SR-93)	5	10.00	5	5.00	0	-
17	44	Everglades Blvd	Golden Gate Blvd	5	10.00	5	5.00	0	-
18	26	Everglades Blvd	Oil Well Rd	5	10.00	5	5.00	0	-
19	77	Golden Gate Blvd	Everglades Blvd	0	-	0	-	0	-
20	84	Golden Gate Blvd	Desoto Blvd	0	-	0	-	0	-
21	73	Golden Gate Parkway	Livingston Rd	0	-	0	-	0	-
22	29	Golden Gate Parkway	Livingston Rd	0	-	5	5.00	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	5	5.00	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	5	5.00	0	-
25	70	Green Boulevard Extension	CR 951	0	-	0	-	0	-
26	82	Green Boulevard Extension	23rd St SW	0	-	0	-	0	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-	0	-	0	-
28	81	Green Boulevard Extension	Everglades Blvd	0	-	0	-	0	-
29	27	I-75 (SR 93)	Everglades Blvd	5	10.00	5	5.00	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	5	10.00	0	-	0	-
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	5	10.00	5	5.00	0	-
33	2	Immokalee Road	Strand Blvd	0	-	5	5.00	0	-
34	21	Immokalee Road	Logan Blvd	0	-	5	5.00	0	-
35	42	Immokalee Road	Collier Blvd	0	-	5	5.00	0	-
36	72	Immokalee Road	Bellaire Bay Dr	0	-	5	5.00	0	-
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	10.00	5	5.00	5	10.00
38	12	Immokalee Rd (CR 846)	SR 29	5	10.00	5	5.00	5	10.00
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	0	-
41	89	Keane Avenue	Inez Rd	0	-	0	-	0	-
42	43	Little League Rd Extension	SR-82	0	-	0	-	5	10.00
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-
45	69	Livingston Road	Entrada Ave	0	-	0	-	0	-
46	87	Livingston Road	Veterans Memorial Blvd	0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	0	-	5	5.00	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	0	-	0	-
49	35	Logan Boulevard	Pine Ridge Rd	0	-	5	5.00	0	-
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	10.00	0	-	0	-
51	58	Oil Well Road / CR 858	Camp Keais Road	5	10.00	0	-	0	-
52	31	Old US 41	US 41 (SR 45)	5	10.00	5	5.00	0	-
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	5.00	0	-
56	38	Pine Ridge Road	Logan Blvd	5	10.00	5	5.00	0	-
57	40	Randall Blvd	Immokalee Rd	0	-	0	-	0	-
58	39	Randall Boulevard	8th St NE	0	-	0	-	0	-
59	57	Randall Boulevard	Everglades Blvd	0	-	0	-	0	-
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	5	5.00	0	-
62	3	SR 29 / North Main Street	North 9th St	5	10.00	5	5.00	5	10.00
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	5	10.00	5	5.00	0	-
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	10.00	5	5.00	0	-
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	10.00	5	5.00	0	-
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	10.00	5	5.00	5	10.00
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	10.00	0	-	0	-
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	10.00	0	-	0	-
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	5	10.00	0	-	0	-
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	0	-
71	52	Vanderbilt Drive	Immokalee Rd	0	-	5	5.00	0	-
72	48	Westclox Street Extension	Little League Road	0	-	0	-	5	10.00
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	0	-	0	-
74	71	Wilson Blvd	Golden Gate Boulevard	0	-	0	-	0	-
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	0	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	0	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	0	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	0	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	0	-
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	0	-
81	50	Bridge at Wilson Boulevard, South End		0	-	0	-	0	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	10.00	0	-	0	-
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	0	-	0	-
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	0	-
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	0	-	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	0	-	0	-
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	10.00	0	-	0	-
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	0	-	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	10.00	0	-	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	10.00	0	-	0	-
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	10.00	0	-	0	-
99	32	Immokalee Road	Randall Blvd	0	-	0	-	0	-
100	13	Immokalee Road	Camp Keais Rd	5	10.00	0	-	0	-
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	0	-	0	-
N/A		TEST = Max Score	Test	5	10.00	5	5.00	5	10.00

				d Planning of Transportation and Land Use					
				8D - Identified as a priority in partner agency plans (City, Transit, MPO, etc.)		8E - Vehicle or freight improvement to an intermodal facility		8F - Reduces household cost by providing for connectivity between housing and transportation	
				Was this project identified as a priority by partnering agencies or have prior investments, such as planning, design, or right-of-way? *ROW Acquisition = 5* *Design = 4* *Planning Study Underway or Done = 3* *Identified as Need by Partner Agency = 1* *No Prior Investment = 0*		Does the project improve vehicle or freight movement to intermodal facilities (i.e. airport, bus transfer station, freight center, park-n-ride etc.) Yes = 5 No = 0		Does this project improve capacity or direct access between major activity or employment centers and medium and high density housing development(s)? Yes = 5, No = 0	
				3.00		1.00		1.00	
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
1	49	Benfield Road	City Gate Boulevard North	5	15.00	5	5.00	5	5
2	56	Benfield Road	Hacienda Lakes Pkwy	5	15.00	5	5.00	5	5
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	1	3.00	0	-	5	5
4	83	Big Cypress Parkway	Golden Gate Blvd	5	15.00	0	-	5	5
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	5	15.00	0	-	5	5
6	79	Big Cypress Parkway	Oil Well Road	5	15.00	0	-	5	5
7	75	Camp Keais Rd	Oil Well Road	5	15.00	5	5.00	5	5
8	65	Camp Keais Rd	Pope John Paul Blvd	5	15.00	5	5.00	5	5
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	3	9.00	5	5.00	0	-
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	0	-	5	5.00	0	-
12	8	Collier Blvd (SR 951)	South of Manatee Rd	0	-	5	5.00	0	-
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	0	-	5	5
14	86	Corkscrew Rd	SR 82	0	-	0	-	0	-
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	0	-	0	-	5	5
16	51	Everglades Blvd	I-75 (SR-93)	1	3.00	0	-	0	-
17	44	Everglades Blvd	Golden Gate Blvd	1	3.00	0	-	0	-
18	26	Everglades Blvd	Oil Well Rd	1	3.00	0	-	5	5
19	77	Golden Gate Blvd	Everglades Blvd	0	-	0	-	0	-
20	84	Golden Gate Blvd	Desoto Blvd	0	-	0	-	5	5
21	73	Golden Gate Parkway	Livingston Rd	3	9.00	5	5.00	0	-
22	29	Golden Gate Parkway	Livingston Rd	3	9.00	5	5.00	0	-
23	9	Golden Gate Parkway	Santa Barbara Boulevard	0	-	5	5.00	0	-
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	0	-	0	-	5	5
25	70	Green Boulevard Extension	CR 951	3	9.00	0	-	0	-
26	82	Green Boulevard Extension	23rd St SW	3	9.00	0	-	0	-
27	78	Green Boulevard Extension	Wilson Blvd Ext	3	9.00	0	-	0	-
28	81	Green Boulevard Extension	Everglades Blvd	3	9.00	0	-	0	-
29	27	I-75 (SR 93)	Everglades Blvd	3	9.00	5	5.00	0	-
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	5	5.00	0	-
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	5	5.00	5	5
33	2	Immokalee Road	Strand Blvd	4	12.00	5	5.00	5	5
34	21	Immokalee Road	Logan Blvd	0	-	5	5.00	5	5
35	42	Immokalee Road	Collier Blvd	0	-	5	5.00	5	5
36	72	Immokalee Road	Bellaire Bay Dr	0	-	5	5.00	5	5
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	0	-	5	5.00	5	5
38	12	Immokalee Rd (CR 846)	SR 29	0	-	5	5.00	5	5
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	5	5.00	5	5
41	89	Keane Avenue	Inez Rd	0	-	0	-	0	-
42	43	Little League Rd Extension	SR-82	0	-	5	5.00	0	-
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-
45	69	Livingston Road	Entrada Ave	5	15.00	0	-	5	5
46	87	Livingston Road	Veterans Memorial Blvd	0	-	0	-	0	-
47	19	Logan Boulevard	Green Boulevard	0	-	0	-	0	-
48	28	Logan Boulevard	Vanderbilt Beach Rd	5	15.00	0	-	0	-
49	35	Logan Boulevard	Pine Ridge Rd	5	15.00	0	-	5	5
50	53	Oil Well Road / CR 858	Ave Maria Entrance	5	15.00	5	5.00	5	5
51	58	Oil Well Road / CR 858	Camp Keais Road	5	15.00	5	5.00	5	5
52	31	Old US 41	US 41 (SR 45)	0	-	5	5.00	5	5
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	5	5.00	5	5
56	38	Pine Ridge Road	Logan Blvd	4	12.00	5	5.00	0	-
57	40	Randall Blvd	Immokalee Rd	4	12.00	5	5.00	5	5
58	39	Randall Boulevard	8th St NE	3	9.00	0	-	0	-
59	57	Randall Boulevard	Everglades Blvd	3	9.00	0	-	5	5
61	18	Santa Barbara Boulevard	Painted Leaf Lane	0	-	0	-	0	-
62	3	SR 29 / North Main Street	North 9th St	0	-	5	5.00	5	5
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	5	5.00	5	5
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	0	-	5	5.00	5	5
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	0	-	5	5.00	5	5
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	0	-	5	5.00	5	5
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	0	-	5	5.00	5	5
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	15.00	5	5.00	5	5
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	5	5.00	0	-
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	0	-
71	52	Vanderbilt Drive	Immokalee Rd	3	9.00	0	-	5	5
72	48	Westclox Street Extension	Little League Road	0	-	0	-	0	-
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	3	9.00	5	5.00	0	-
74	71	Wilson Blvd	Golden Gate Boulevard	4	12.00	0	-	5	5
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	4	12.00	0	-	0	-
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	3	9.00	0	-	0	-
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	3	9.00	0	-	0	-
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	4	12.00	0	-	0	-
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	4	12.00	0	-	5	5
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	3	9.00	0	-	0	-
81	50	Bridge at Wilson Boulevard, South End		4	12.00	0	-	0	-
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	3	9.00	0	-	0	-
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	0	-	5	5.00	5	5
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	5	5.00	5	5
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	3	9.00	5	5.00	0	-
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	3	9.00	0	-	5	5
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	0	-	5	5.00	0	-
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	0	-	5	5.00	5	5
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	0	-	5	5.00	0	-
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	3	9.00	5	5.00	0	-
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	0	-	5	5.00	0	-
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	0	-	5	5.00	0	-
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	0	-	5	5.00	5	5
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	0	-	5	5.00	5	5
99	32	Immokalee Road	Randall Blvd	0	-	5	5.00	5	5
100	13	Immokalee Road	Camp Keais Rd	0	-	0	-	5	5
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	3	9.00	0	-	0	-
N/A		TEST = Max Score	Test	5	15.00	5	5.00	5	5

					9. Promote Sustainability in the Planning of Transportation and Land Use		**10. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making**				**11. Consider Autonomous and Connected Vehicles (A/V) Technology in the Future**			
					Project benefits low income areas and improves sustainability through increased housing choices and reduced auto dependency		10A - Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms		10B - Promotes housing and transportation in areas that better withstand extreme weather		Utilize technological improvements (Intelligent Transportation Systems, Transit Signal Priority, etc.)			
					Does the project bring better mobility to a low income areas and CRA's (i.e. bike/ped, improvement along a bus route or stop, etc.) Project in target area=5 Project not in target area=0		Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding Area = 5, Wiithin 0.25 miles of NOAA 1 ft Sea Level Rise Low Lying Area = 3, Not in High Risk Area = 0		Is this project a new facility within a high-risk area? Within 0.25 miles of NOAA 1 ft Sea Level Rise Flooding or Low-Lying Area = 0, Not in a High Risk Area = 5		travel modes improved=5 travel modes not improved=0		**Unweighted**	**Weighted**
					8.00		2.00		2.00		4.00			
2050 Map ID	**Revised Ranking**	**Project**	**From**	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Highest unweighted score = 140	Highest Weighted score = 450
1	49	Benfield Road	City Gate Boulevard North	0	-	0	-	5	10	0	-	69	167
2	56	Benfield Road	Hacienda Lakes Pkwy	0	-	5	10	0	-	0	-	64	157
3	90	Big Cypress Parkway	Everglades Blvd north of I-75	0	-	0	-	5	10	0	-	27	86
4	83	Big Cypress Parkway	Golden Gate Blvd	0	-	0	-	5	10	0	-	34	107
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	0	-	0	-	5	10	0	-	30	100
6	79	Big Cypress Parkway	Oil Well Road	0	-	0	-	5	10	0	-	37	116
7	75	Camp Keais Rd	Oil Well Road	0	-	0	-	5	10	0	-	47	131
8	65	Camp Keais Rd	Pope John Paul Blvd	0	-	0	-	5	10	0	-	53	144
9	91	Camp Keais Rd Extension	Camp Keais Rd	0	-	0	-	0	-	0	-	0	-
10	80	City Gate Blvd Extension	Landfill Blvd	0	-	0	-	5	10	0	-	42	116
11	11	Collier Blvd (SR 951)	Pine Ridge Rd	5	40	0	-	5	10	5	20	73	259
12	8	Collier Blvd (SR 951)	South of Manatee Rd	5	40	5	10	5	10	0	-	88	269
13	76	Collier Blvd Extension	Collier Blvd (CR 951) Northern Terminus	0	-	0	-	5	10	0	-	47	126
14	86	Corkscrew Rd	SR 82	0	-	0	-	5	10	0	-	28	99
15	6	Davis Blvd (SR 84)	Airport Pulling Rd	5	40	0	-	5	10	0	-	87	276
16	51	Everglades Blvd	I-75 (SR-93)	0	-	0	-	5	10	0	-	50	165
17	44	Everglades Blvd	Golden Gate Blvd	0	-	0	-	5	10	0	-	52	176
18	26	Everglades Blvd	Oil Well Rd	0	-	0	-	5	10	0	-	76	218
19	77	Golden Gate Blvd	Everglades Blvd	0	-	0	-	5	10	0	-	34	117
20	84	Golden Gate Blvd	Desoto Blvd	0	-	0	-	5	10	0	-	33	104
21	73	Golden Gate Parkway	Livingston Rd	0	-	0	-	5	10	0	-	43	134
22	29	Golden Gate Parkway	Livingston Rd	0	-	0	-	5	10	0	-	67	206
23	9	Golden Gate Parkway	Santa Barbara Boulevard	5	40	5	10	5	10	0	-	84	262
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	5	40	0	-	5	10	0	-	74	247
25	70	Green Boulevard Extension	CR 951	0	-	0	-	5	10	0	-	47	141
26	82	Green Boulevard Extension	23rd St SW	0	-	0	-	5	10	0	-	31	108
27	78	Green Boulevard Extension	Wilson Blvd Ext	0	-	0	-	5	10	0	-	34	117
28	81	Green Boulevard Extension	Everglades Blvd	0	-	0	-	5	10	0	-	30	110
29	27	I-75 (SR 93)	Everglades Blvd	0	-	0	-	5	10	5	20	62	216
30	47	I-75 (SR 93)	Vanderbilt Beach Rd	0	-	0	-	5	10	5	20	58	169
31	45	I-75 (SR-93)	Collier Blvd (CR 951)	0	-	0	-	5	10	0	-	69	172
33	2	Immokalee Road	Strand Blvd	5	40	0	-	5	10	0	-	101	313
34	21	Immokalee Road	Logan Blvd	0	-	0	-	5	10	0	-	81	228
35	42	Immokalee Road	Collier Blvd	0	-	0	-	5	10	0	-	63	184
36	72	Immokalee Road	Bellaire Bay Dr	0	-	0	-	5	10	0	-	45	135
37	4	Immokalee Rd (CR 846)	Camp Keais Rd	5	40	0	-	5	10	0	-	98	289
38	12	Immokalee Rd (CR 846)	SR 29	5	40	0	-	5	10	0	-	92	256
39	74	Immokalee Rd	Collier Blvd (CR 951)	0	-	0	-	5	10	0	-	49	132
41	89	Keane Avenue	Inez Rd	0	-	0	-	5	10	0	-	26	93
42	43	Little League Rd Extension	SR-82	5	40	0	-	5	10	0	-	56	178
43	92	Little League Rd Extension	Lake Trafford Rd	0	-	0	-	0	-	0	-	0	-
45	69	Livingston Road	Entrada Ave	0	-	0	-	5	10	0	-	46	143
46	87	Livingston Road	Veterans Memorial Blvd	0	-	0	-	5	10	0	-	28	99
47	19	Logan Boulevard	Green Boulevard	5	40	0	-	5	10	0	-	73	229
48	28	Logan Boulevard	Vanderbilt Beach Rd	0	-	0	-	5	10	0	-	71	208
49	35	Logan Boulevard	Pine Ridge Rd	0	-	0	-	5	10	0	-	73	199
50	53	Oil Well Road / CR 858	Ave Maria Entrance	0	-	0	-	5	10	0	-	61	163
51	58	Oil Well Road / CR 858	Camp Keais Road	0	-	0	-	5	10	0	-	58	154
52	31	Old US 41	US 41 (SR 45)	0	-	0	-	5	10	0	-	73	204
53	33	Orange Blossom Drive	Airport Pulling Road	0	-	0	-	5	10	0	-	79	202
56	38	Pine Ridge Road	Logan Blvd	0	-	0	-	5	10	0	-	72	191
57	40	Randall Blvd	Immokalee Rd	5	40	0	-	5	10	0	-	59	187
58	39	Randall Boulevard	8th St NE	0	-	0	-	5	10	0	-	51	188
59	57	Randall Boulevard	Everglades Blvd	0	-	0	-	5	10	0	-	47	156
61	18	Santa Barbara Boulevard	Painted Leaf Lane	5	40	0	-	5	10	0	-	74	232
62	3	SR 29 / North Main Street	North 9th St	5	40	0	-	5	10	0	-	110	310
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Rd	0	-	5	10	5	10	0	-	83	229
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	5	40	5	10	5	10	0	-	95	270
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Rd	5	40	5	10	5	10	0	-	99	277
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	5	40	5	10	5	10	0	-	109	317
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	5	40	5	10	5	10	0	-	83	234
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)	5	40	0	-	5	10	0	-	85	225
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road	0	-	0	-	5	10	0	-	59	162
70	88	Vanderbilt Beach Road Extension	Everglades Blvd	0	-	0	-	5	10	0	-	28	99
71	52	Vanderbilt Drive	Immokalee Rd	0	-	5	10	5	10	0	-	60	165
72	48	Westclox Street Extension	Little League Road	5	40	0	-	5	10	0	-	48	169
73	66	Wilson Blvd Extension	City Gate Boulevard Extension	0	-	0	-	5	10	0	-	48	144
74	71	Wilson Blvd	Golden Gate Boulevard	0	-	0	-	5	10	0	-	45	140
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension	0	-	0	-	5	10	0	-	39	147
76	59	Bridge at 18th Ave NE	Between Wilson Boulevard and 8th Street NE	0	-	0	-	5	10	0	-	43	154
77	67	Bridge at 18th Ave NE	Between 8th Street NE and 16th Street NE	0	-	0	-	5	10	0	-	38	144
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard	0	-	0	-	5	10	0	-	39	147
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE	0	-	0	-	5	10	0	-	44	152
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE	0	-	0	-	5	10	0	-	43	154
81	50	Bridge at Wilson Boulevard, South End		0	-	0	-	5	10	0	-	49	167
83	61	Bridge @ 23rd St. SW	South of Golden Gate Blvd.	0	-	0	-	5	10	0	-	43	154
84	10	Golden Gate Pkwy. (Intersection)	Goodlette-Frank Rd.	5	40	5	10	5	10	5	20	89	262
85	46	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.	0	-	0	-	5	10	0	-	65	170
86	36	Immokalee Rd. (Intersection)	Logan Blvd.	0	-	0	-	5	10	5	20	65	195
87	55	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.	0	-	0	-	5	10	5	20	51	158
89	41	Collier Blvd. (Intersection)	Pine Ridge Rd.	5	40	0	-	5	10	0	-	55	185
90	24	Pine Ridge Rd. (Intersection)	Goodlette-Frank Rd.	5	40	0	-	5	10	5	20	70	220
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Rd.	5	40	0	-	5	10	5	20	70	205
93	37	Vanderbilt Beach Rd (Intersection)	Airport Pulling Rd.	0	-	0	-	5	10	5	20	66	193
94	23	Airport Pulling Rd. (Intersection)	Orange Blossom Dr.	5	40	0	-	5	10	5	20	70	225
95	17	Airport Pulling Rd. (Intersection)	Golden Gate Pkwy.	5	40	5	10	5	10	5	20	73	234
96	25	Airport Pulling Rd. (Intersection)	Radio Rd.	5	40	0	-	5	10	5	20	68	219
97	15	Airport Pulling Rd. (Intersection)	Davis Blvd	5	40	0	-	5	10	5	20	78	239
99	32	Immokalee Road	Randall Blvd	5	40	0	-	0	-	0	-	58	204
100	13	Immokalee Road	Camp Keais Rd	5	40	0	-	0	-	5	20	65	250
106	68	Bridge at 16th St SE	South of Golden Gate Blvd.	0	-	0	-	5	10	0	-	38	144
N/A		TEST = Max Score	Test	5	40	5	10	5	10	5	20	140	430

APPENDIX E

Bicycle and Pedestrian Master Plan Needs

BPMP GAP ANALYSIS AND DEFICIENCIES ESTIMATED MILES

Network Gaps - Collector and Arterial Roads

Road	From	To	Distance (mi)	Facility Type
Everglades Blvd N	Oil Well Rd	Immokalee Rd	5	No Bike/Ped Facility
Oil Grade Rd	Oil Well Rd	Immokalee Rd	5.6	No Bike/Ped Facility
Camp Keais Rd	Oil Well Rd	Pacific Grade Rd	1.5	No Bike/Ped Facility
Oil Well Rd	Pacific Grade Rd	SR-29	3.7	No Bike/Ped Facility
Everglades Blvd N	14th Ave NE	Golden Gate Blvd E	1.8	No Bike/Ped Facility
E Main St	New Market Rd E	Lake Trafford Rd	2.28	No Bike/Ped Facility
		Total miles	**19.88**	

Deficiencies/requests for improved facilities, public input

Road	From	To	Distance (mi)	Status, Facility Recommendation
Pine Ridge Rd	Logan Blvd S	Collier Blvd	1.9	TRIP/CIGP applications 2025
Goodlette-Frank Rd	Pine Ridge Rd	Orange Blossom Dr	1.5	Consider all options if road widened in future
San Marco Rd	Goodland Dr	US-41	6.6	Collier to Polk PD&E
SR 29	US-41	New Market Rd E	37.1	Collier to Polk PD&E
Vanderbilt Dr	111th Ave N	Woods Edge Pkwy	3	Consider all options if the road is widened in the future
Logan Blvd	Immokalee Rd	Lee County Line	3.8	Consider all options if the road is widened in the future
Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2.2	Consider all options if road widened in future
Santa Barbara Blvd	Coranado Pkwy	Green Blvd	1.1	TRIP/CIGP applications 2025
Logan Blvd N	Green Blvd	Pine Ridge Rd	0.9	Consider all options if the road is widened in the future
Livingston Rd	Radio Rd	Pine Ridge Rd	4	Livingston FPL Easement PD&E

Deficiencies/requests, public input - unprogrammed, unplanned miles only

Road	From	To	Distance (mi)	Status, Facility Recommendation
Pine Ridge Rd	Logan Blvd S	Collier Blvd	-	TRIP/CIGP applications 2025
Goodlette-Frank Rd	Pine Ridge Rd	Orange Blossom Dr	1.5	Consider all options if road widened in future
San Marco Rd	Goodland Dr	US-41	-	Collier to Polk PD&E
SR 29	US-41	New Market Rd E	-	Collier to Polk PD&E
Vanderbilt Dr	111th Ave N	Woods Edge Pkwy	3	Consider all options if the road is widened in the future
Logan Blvd	Immokalee Rd	Lee County Line	3.8	Consider all options if the road is widened in the future
Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2.2	Consider all options if road widened in future
Santa Barbara Blvd	Coranado Pkwy	Green Blvd		TRIP/CIGP applications 2025
Logan Blvd N	Green Blvd	Pine Ridge Rd	0.9	Consider all options if the road is widened in the future
Livingston Rd	Radio Rd	Pine Ridge Rd		Livingston FPL Easement PD&E

Deficiencies/requests, public input - unprogrammed, unplanned miles only

Road	From	To	Distance (mi)	Status, Facility Recommendation
Goodlette-Frank Rd	Pine Ridge Rd	Orange Blossom Dr	1.5	Consider all options if road widened in future
Vanderbilt Dr	111th Ave N	Woods Edge Pkwy	3	Consider all options if the road is widened in the future
Logan Blvd	Immokalee Rd	Lee County Line	3.8	Consider all options if the road is widened in the future
Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2.2	Consider all options if road widened in future
Logan Blvd N	Green Blvd	Pine Ridge Rd	0.9	Consider all options if the road is widened in the future
Green Blvd	Logan Blvd S	Collier Blvd	2	Consider all options for future road widening
SUP along Corporate Flight Drive	Airport Rd	Gordon River Greenway	0.7	Partially in place, defer to City of Naples & Naples Airport Authority
Rich King Greenway Extension	FPL Easement Radio Rd	Livingston Rd	1.3	Defer to County to coordinate with FPL, adjoining neighborhoods
		Total	**15.4**	

Deficiencies/requests for improved facilities, public input

Road	From	To	Distance (mi)	Status, Facility Recommendation
Oil Well Rd	Everglades Blvd	Oil Well Grade Rd	3.9	B/P improvements included in County Road widening project
Manatee Rd	Collier Blvd	US-41	1.5	Collier to Polk Trail PD&E
Pine Ridge Rd	US-41	Logan Blvd S	5.1	B/P improvements included in County Road widening project.
Vanderbilt Beach Rd	Gulfshore Dr	Vanderbilt Dr	0.4	FY26-30 TIP; 452207-1 PE FY30 bike path/trail
Collier Blvd	City Gate Blvd	Golden Gate Blvd	1.1	B/P facilities included in County Road widening project
Collier Blvd	Golden Gate Blvd	Green Blvd	1.1	B/P facilities included in County Road widening project
Vanderbilt Dr	Vanderbilt Beach Rd	Bluebill Ave	1.3	FY25-29 TIP, CST FY25 sidewalk
Green Blvd	Logan Blvd S	Collier Blvd	2	Consider all options for future road widening
Old US-41	US-41	Lee County Line	1.6	Included in FDOT PD&E & BERT (SUN Trail Network)
US-41	San Marco Rd	Newport Dr	5.7	Collier to Polk Trail PD&E
Collier Blvd	Mainsail Dr	Manatee Rd	3.5	Collier to Polk Trail PD&E
SUP along Corporate Flight Drive	Airport Rd	Gordon River Greenway	0.7	Partially in place, defer to City of Naples & Naples Airport Authority
Mercantile Ave	Livingston Rd	Industrial Blvd	0.4	Signage only
Industrial Blvd	Mercantile Ave	Enterprise Ave	0.4	Signage only
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N	0.5	Signage only
Rich King Greenway Extension	FPL Easement Radio Rd	Livingston Rd	1.3	Coordinate with FPL
Wiggins Pass	Tarpon Cove	Gateway Shoppes North	0.2	Bike lanes, FY26-30 TIP, 448069-1, FY27
		Total Miles	**92.8**	

Deficiencies/requests, public input - unprogrammed, unplanned miles only

Road	From	To	Distance (mi)	Status, Facility Recommendation
Oil Well Rd	Everglades Blvd	Oil Well Grade Rd		B/P improvements included in County Road widening project
Manatee Rd	Collier Blvd	US-41		Collier to Polk Trail PD&E
Pine Ridge Rd	US-41	Logan Blvd S		B/P improvements included in County Road widening project.
Vanderbilt Beach Rd	Gulfshore Dr	Vanderbilt Dr		FY26-30 TIP; 452207-1 PE FY30 bike path/trail
Collier Blvd	City Gate Blvd	Golden Gate Blvd		B/P facilities included in County Road widening project
Collier Blvd	Golden Gate Blvd	Green Blvd		B/P facilities included in County Road widening project
Vanderbilt Dr	Vanderbilt Beach Rd	Bluebill Ave		FY25-29 TIP, CST FY25 sidewalk
Green Blvd	Logan Blvd S	Collier Blvd	2	Consider all options for future road widening
Old US-41	US-41	Lee County Line		Included in FDOT PD&E & BERT (SUN Trail Network)
US-41	San Marco Rd	Newport Dr		Collier to Polk Trail PD&E
Collier Blvd	Mainsail Dr	Manatee Rd		Collier to Polk Trail PD&E
SUP along Corporate Flight Drive	Airport Rd	Gordon River Greenway	0.7	Partially in place, defer to City of Naples & Naples Airport Authority
Mercantile Ave	Livingston Rd	Industrial Blvd		Signage only
Industrial Blvd	Mercantile Ave	Enterprise Ave		Signage only
Enterprise Ave	Industrial Blvd	Airport-Pulling Rd N		Signage only
Rich King Greenway Extension	FPL Easement Radio Rd	Livingston Rd	1.3	Coordinate with FPL
Wiggins Pass	Tarpon Cove	Gateway Shoppes North		Bike lanes, FY26-30 TIP, 448069-1, FY27
		Total Miles	**15.4**	

Existing Conditions Inventory	**Miles**
sidewalk only*	**195**

*5'-6' sidewalk on major arterial is a deficient facility

APPENDIX F

System Performance Report

System Performance Report Template for MPO Long-Range Transportation Plans

February 2025 Update

Published February 24, 2025

Systems Forecasting & Trends Office

FDOT

Contents

List of Tables

Purpose

Purpose

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

MPOs may adapt this template language as needed as they update their LRTPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. **Areas that require MPO input are BOLDED.** Input will range from simply adding the MPO name and adoption dates to providing MPO-specific information such as descriptions of strategies and processes.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

Section 1
Background

1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[1] an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports

The **Collier MPO 2050 Long-Range Transportation Plan was adopted on December 11, 2025**]. Per the Planning Rule, the System Performance Report for the **Collier MPO** is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

Section 2
Highway Safety Measures (PM1)

2.0 Highway Safety Measures (PM1)

2.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

MPOs must establish safety targets within 180 days of when FDOT establishes targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

2.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 2.1 presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

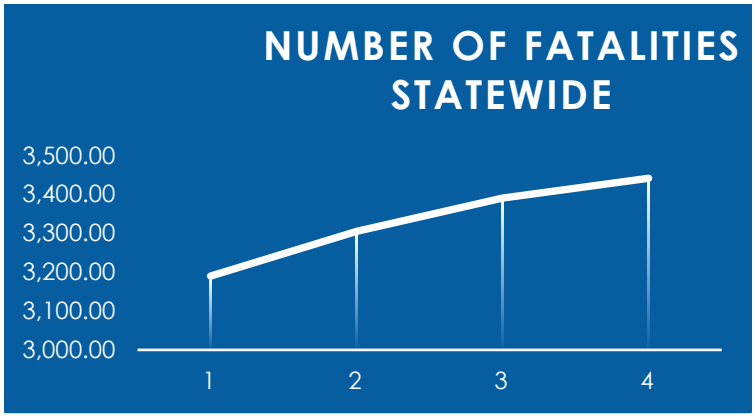
Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance

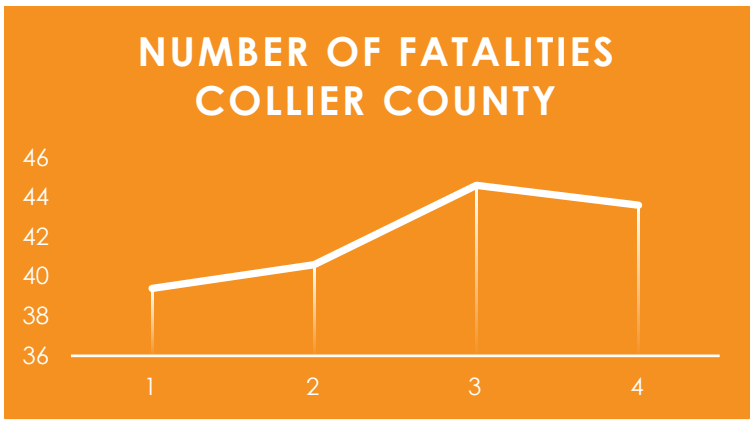
	Five-Year Rolling Average				
Performance Measures	**2016-2020**	**2017-2021**	**2018-2022**	**2019-2023**	**Florida CY 2025 Target**
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.4	18,012.4	17,137.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.4	3,153.2	3,153.8	3,148.2	0

Table 2.2 presents performance in the MPO planning area for each safety measure in recent years. **If the MPO established its own safety targets, include the right-hand column in Table 2.2 showing the MPO targets. If the MPO did not establish its own targets, do not include this column.**

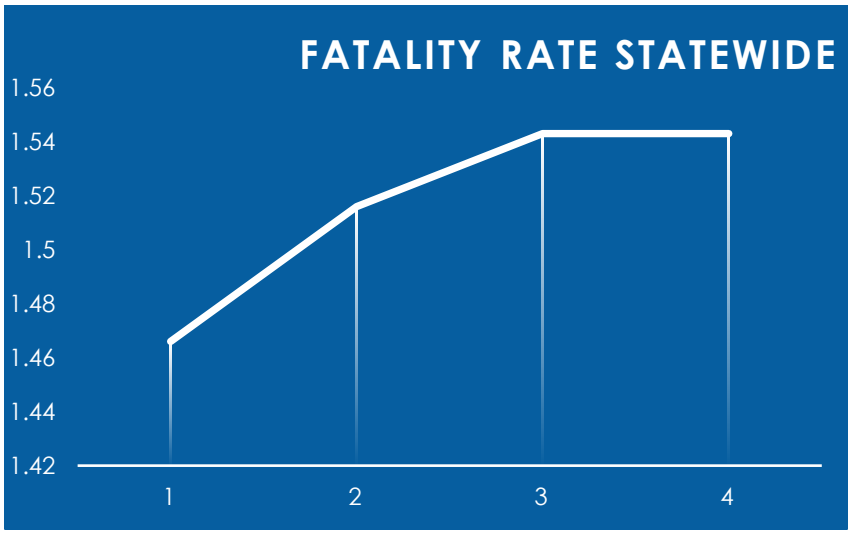
Table 2.2 Collier MPO Highway Safety (PM1) Conditions and Performance

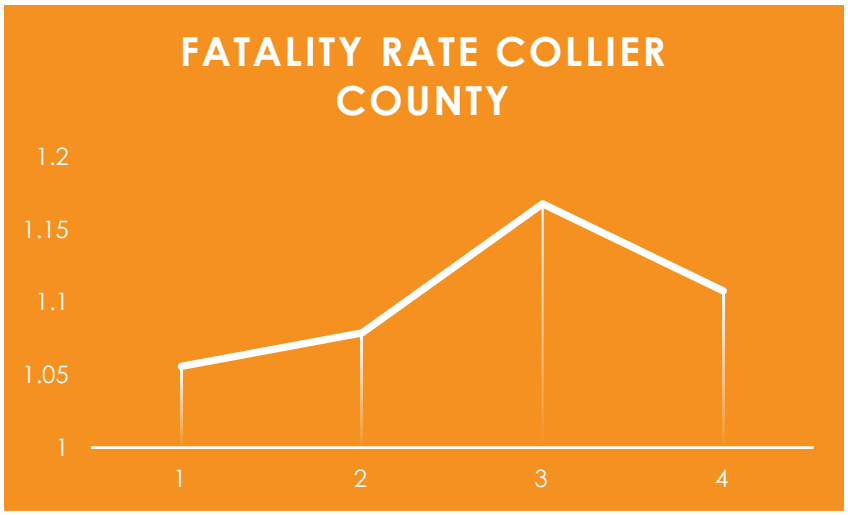
Performance Measures	Five-Year Rolling Average				[MPO name] CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	**39.4**	**40.6**	**44.6**	**43.6**	
Rate of Fatalities per 100 Million VMT	**1.056**	**1.079**	**1.168**	**1.108**	
Number of Serious Injuries	**225.8**	**228.4**	**226.4**	**224.2**	
Rate of Serious Injuries per 100 Million VMT	**6.027**	**6.047**	**5.908**	**5.617**	
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	**43.6**	**40.8**	**43.6**	**44.2**	



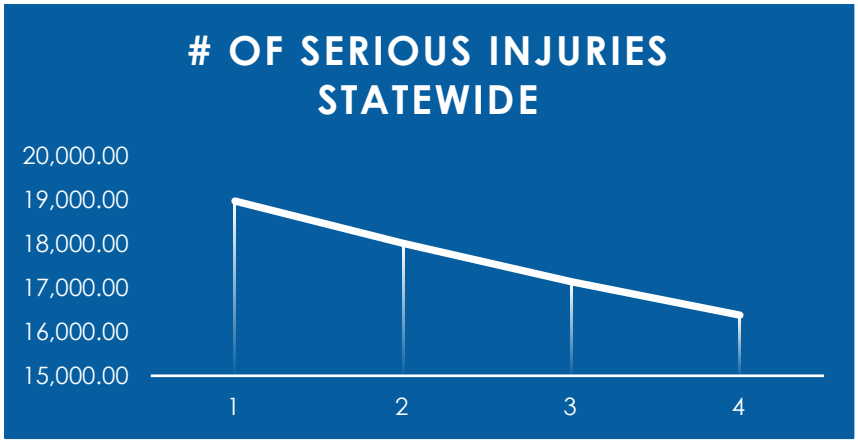


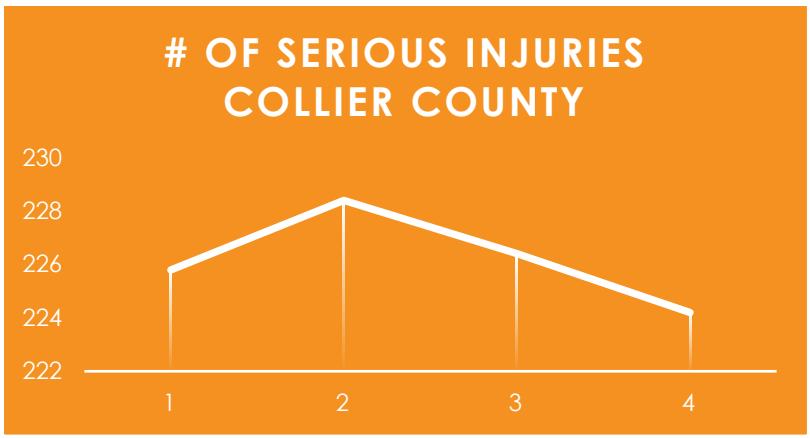
Collier County showed a steady increase in number of fatalities, similar to the statewide trend, until 2019-2023 when Collier County's fatalities began trending downward.



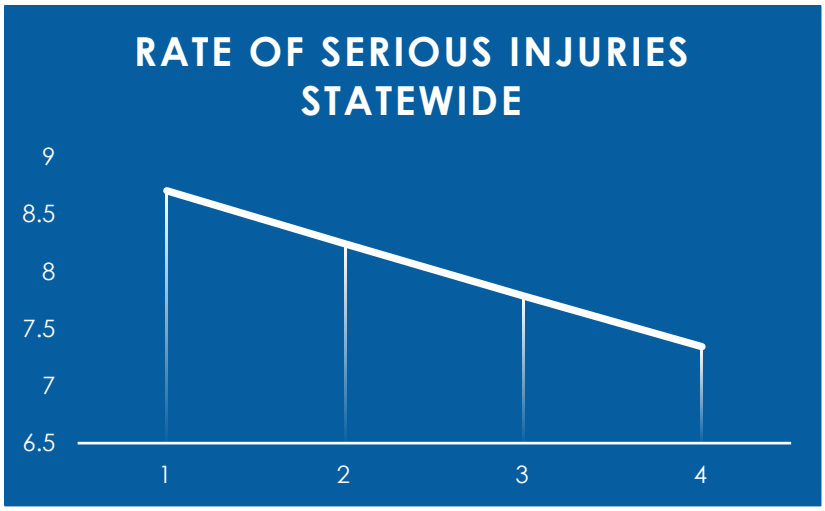


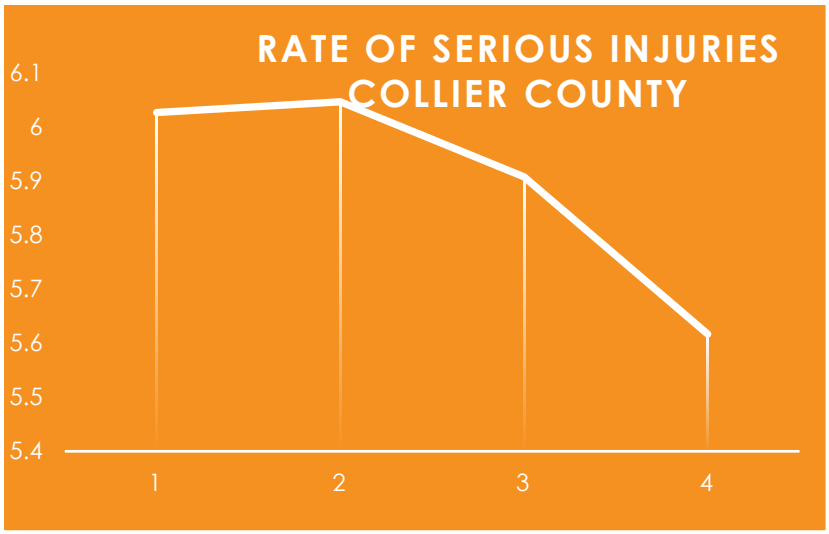
Collier County's fatality rate also began trending downward in 2019-2023. The statewide trend flattened out during that time period.



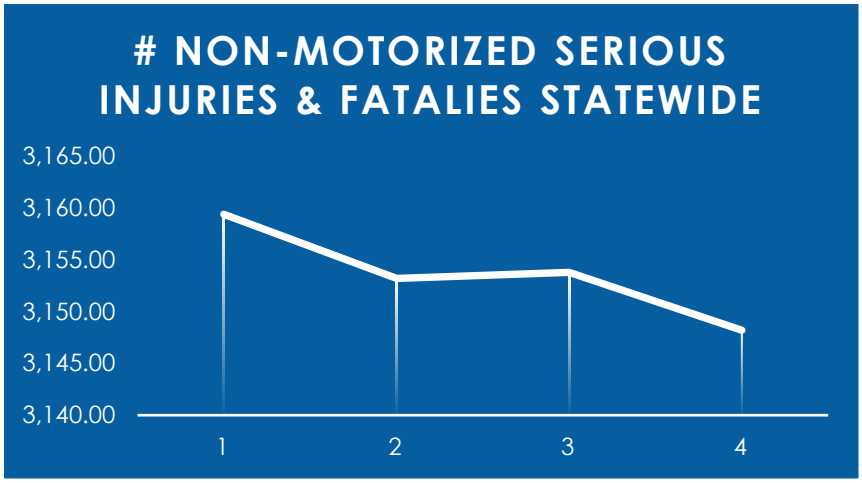


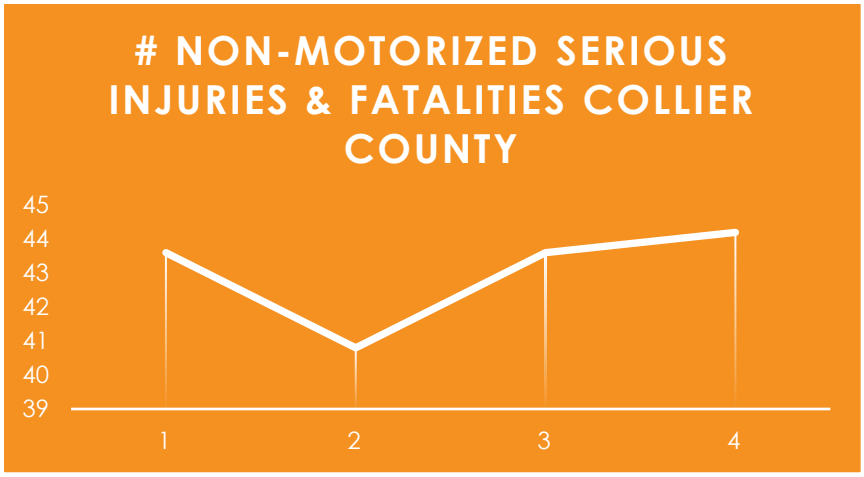
The number of serious injuries in Collier County peaked in 2017-2021, in contrast to the steadily declining statewide trend. From 2018 to 2023, however, the Collier County trend mirrored the state's steady decline.





Collier County's Serious Injuries Rate followed a similar pattern as number of injuries, as did the statewide trend.





Collier County and the Statewide trends both show a dip in 2017-2021. Collier County trends showed a steeper increase than the statewide trends by 2018-2022 and continued to trend upward through 2019-2023 in contrast to Statewide trends.

The **Collier MPO** agreed to support FDOT's highway safety targets on **February 14, 2025**. By adopting FDOT's targets, the **Collier MPO** agrees to plan and program projects that help FDOT achieve these targets.

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, **the Collier MPO 2050** LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies

- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries

- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The **Collier MPO 2050 LRTP** increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects,

pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. **The Collier MPO's Comprehensive Safety Action Plan (CSAP) is incorporated into the 2050 LRTP. The CSAP is summarized in both the Needs Plan and Cost Feasible Plan, the Project Evaluation and Decision-Making Framework and in the Project Scoring Matrix.**

Safety is specifically referenced in the 2050 LRTP Vision Statement, and in Gola #6 which states "Increase the Safety of the Transportation System for Users." Objectives include:

- **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 include:

- **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.**

Safety is also prioritized in related plans incorporated into the LRTP – the Bicycle and Pedestrian Master Plan and the Congestion Management Process. Furthermore, the 2050 LRTP Cost Feasible Plan allocates $30 million in SU funds towards safety and congestion management projects.

Section 3
Pavement & Bridge Condition Measures (PM2)

3.0 Pavement and Bridge Condition Measures (PM2)

3.1 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition;

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, respectively.

3.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 3.1 and Table 3.2 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3.1 Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	68.5%	68.8%	70.5%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.2%	0.6%	0.3%	0.2%	0.2%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	41.0%	n/a	47.5%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.6%	0.6%	0.5%	<5%	<5%

Table 3.2 Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	<10%	<5%

Table 3.3 and Table 3.4 present recent performance in the MPO planning area for the pavement and bridge measures. **Collier MPO adopted the Statewide PM2 Targets.**

Table 3.3 Collier MPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023
Percent of Interstate pavements in good condition	**69.0%**	**64.1%**	**72.3%**	**63.6%**	**64.5%**
Percent of Interstate pavements in poor condition	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
Percent of non-Interstate NHS pavements in good condition	**39.4%**	**n/a**	**51.4%**	**51.4%**	**42.7%**
Percent of non-Interstate NHS pavements in poor condition	**0.0%**	**n/a**	**0.0%**	**0.0%**	**0.3%**

Table 3.4 Collier MPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023
Percent of NHS bridges (by deck area) in good condition	**91.2%**	**91.6%**	**90.5%**	**85.0%**	**84.0%**
Percent of NHS bridges (by deck area) in poor condition	**0.0%**	**0.0%**	**0.6%**	**0.0%**	**0.2%**

FDOT established the statewide PM2 targets on December 16, 2022, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was approved on December 20, 2022. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older.

The **Collier MPO** agreed to support FDOT's pavement and bridge condition performance targets on **November 9, 2018**, **April 14, 2023** and on **April 11, 2025**. By adopting FDOT's targets, the **Collier MPO** agrees to plan and program projects that help FDOT achieve these targets.

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the **Collier MPO 2050** LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The **Collier MPO 2050** LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. **Goal #3 is to "Improve System Continuity and Connectivity." A key objective is to "Improve continuity and capacity of existing facilities." Project Evaluation Criteria include "Improves existing infrastructure deficiencies."**

Section 4
System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively.

4.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 4.1 presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

Table 4.1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

Table 4.2 presents recent performance in the MPO planning area for the PM3 measures. **The MPO adopted FDOT's PM3 Targets.**

Table 4.2 Collier MPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023
Percent of person miles traveled on the Interstate that are reliable	**100.0%**	**100.0%**	**91.0%**	**89.9%**	**91.2%**
Percent of person miles traveled on the non-Interstate NHS that are reliable	**98.5%**	**98.7%**	**97.8%**	**98.1%**	**96.4%**
Truck Travel Time Reliability (Interstate only)	**1.16**	**1.12**	**1.18**	**1.44**	**1.40**

FDOT established the statewide PM3 targets on December 16, 2022, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023, while reliability on the non-Interstate NHS improved over that period. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023 to slightly higher levels than 2019. Actual performance for the three measures in 2023 was better than the 2023 targets. **The MPO trends reflect the Statewide trends.**

The **Collier MPO** agreed to support FDOT's PM3 targets on **November 9, 2018 and April 14, 2023**. By adopting FDOT's targets, the **Collier MPO** agrees to plan and program projects that help FDOT achieve these targets.

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the

Collier MPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The **Collier MPO 2050** LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

Goal #4 is to "Reduce Roadway Congestion." Objectives include:

- **Reduce the number of deficient roadways identified in the 2050 E+C network**
- **Reduce travel delay between residential areas and key destinations**

Project Evaluation Criteria include:

- **Improves existing deficient facility or 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 is to "Promote Freight Movement." Objectives include:

- **Enhance movement on major regional freight mobility corridors or freight distribution routes**
- **Improve access to freight activity centers.**

Project Evaluation Criteria includes

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

The Collier MPO 2050 LRTP incorporates the MPO's Congestion Management Process in the Needs Plan and Cost Feasible Plan. The CMP's overarching Goal is to Improve Collier County's transportation system performance and reliability through mitigating congestion and improving the safety and mobility of people and goods. The 2022 CMP Update included an Origin and Destination Study and Fact Sheets on the ten most congested corridors in Collier County. The Fact Sheets described congestion management tools, contributing factors, improvements planned within each corridor, potential improvements to further reduce congestion, and transit route information.

The Collier MPO is currently collaborating with Lee County MPO to develop a Joint Regional CMP. Upon completion, the Joint Regional CMP element will be incorporated into the 2050 LRTP by way of amendment or administrative modification.

Section 5
Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 5.1 below identifies the TAM performance measures.

Table 5.1 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

The Collier MPO has a single Tier II transit provider operating in the region. The Board of County Commissioners (BCC) oversees the Collier Area Transit (CAT) system. CAT does not participate in the FDOT Group TMA Plan because it has too few buses to meet the criteria. The BCC adopted the first Transit Asset Management Plan (TAMP) in October 2018. CAT updated its report on the transit asset targets identified in Table 5.3 in January 2025.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and

expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 5.2 FTA TAM Targets for Collier Area Transit

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock		**% exceeds ULB**	
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Over the road bus (30)	0%	4%
	Cutaway bus (28)	0%	4%
	Mini-Van (5)	20%	25%
	Automobiles (1)	100%	100%
	Trucks and Other Vehicles (5)		
Facilities			
Rating Scale 5-excellent; 4 good; 3 adequate,2 marginal, 1 poor Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	5 facilities; 1 below 3.0	20%	25%

On **December 11, 2025**, the **Collier MPO** incorporated **CAT's updated asset management targets in the 2050 LRTP by reference in the System Performance Report**, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. MPO Transit Asset Management Targets. As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP.

5.2 Transit Asset Management Performance

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including **the Transit Development Plan (TDP)** and the current **2050 LRTP.**

The **Collier MPO 2050 LRTP was developed in coordination with CAT and incorporates the TDP in the Needs and Cost Feasible Plans and incorporates the TAMP by reference. Key components included identifying anticipated Year 2050 system capacity, cost estimates and the projection of financial resources and revenues anticipated to be available by the Year of Expenditure (YOE) through 2050. Collier MPO's investments that address transit state of good repair include: Bus and other vehicle purchases and replacements; Equipment purchases and replacements; Repair, rehabilitation, and replacement of transit facilities and infrastructure; and last mile bicycle and pedestrian facility improvements to improve ADA accessible connections to bus stops. Transit asset condition and state of good repair is a consideration in the methodology Collier MPO uses to select projects for inclusion in the TIP, guided by the 2050 LRTP.**

Section 6
Transit Safety Performance

6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

6.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements. [2]

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the **Collier MPO** must reflect those targets in LRTP and TIP updates.

[2] FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at ptasp-14-90-guidance-document_09112019.docx (live.com)

6.2 Transit Agency Safety Targets

The following transit provider operates in the **Collier MPO** planning area: **Collier Area Transit**. **Collier Area Transit** established the transit safety targets identified in Table 6.1 **on September 11, 2020** and updated them on **June 10, 2025**.

Table 6.1 Transit Safety Performance Targets Collier Area Transit

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route							
Fixed Route Bus	0.00	0.00	3.67	0.27	4	0.29	
-number							113.67
-miles							13,234.98
Paratransit							
Paratransit	0.00	0.00	3.oo	0.23	3	0.23	
-number							37.67
-miles							64,510.32

6.3 MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area that are subject to the PTASP requirements.

On **December 11, 2025** the **Collier MPO** established transit safety targets for the MPO planning area **by including them in the 2050 LRTP in the System Performance Report, and in the FY26-30 Transportation Improvement Program.**

6.4 Transit Safety Performance

The **Collier MPO** recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the **Collier Area Transit 2025 PTASP, incorporated by reference in the 2050 LRTP System Performance Report.** FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems