





2050 Long Range Transportation Plan

Technical Compendium

DECEMBER 2025

COLLIER Metropolitan Planning Organization

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Evaluation Framework Technical Memorandum

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

Technical Memorandum

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COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

CRA	Community Redevelopment Agency
BRT	bus rapid transit
E+C	existing plus committed
FDOT	Florida Department of Transportation
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
TSA	Transit Service Area
SIS	State Interstate System

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

Introduction

The Collier County Metropolitan Planning Organization (MPO) is in the process of updating the Long Range Transportation Plan (LRTP) to a new planning horizon year of 2050. The 2050 LRTP development process builds upon the 2045 LRTP and input from the MPO Board, advisory committees, planning partners, and public input (surveys) to establish the long-range vision statement for the MPO's transportation system in 2050. The goals and objectives of the transportation plan are established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating a decision-making framework through which projects can be evaluated and ranked to define and document project priorities.

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

Figure 1. Framework Process



2050 LRTP Roadway Goals, Objectives, and Evaluation Criteria

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

The 2050 LRTP goals are outlined in the following text.

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

Objectives:

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

Project Evaluation Criteria:

- Improves or maintains critical evacuation routes
- Provides enhanced or potential new evacuation routes where needed
- Improves existing evacuation routes near high-density populations

Goal #2: Protect Environmental Resources

Objectives:

- Minimize encroachment by transportation projects on wetlands and other protected natural areas
- Minimize adverse impacts on threatened and endangered species

Project Evaluation Criteria:

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

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

Objectives:

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

Project Evaluation Criteria:

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

Goal #4: Reduce Roadway Congestion

Objectives:

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

Project Evaluation Criteria:

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

Goal #5: Promote Freight Movement

Objectives:

- Enhance movement on major regional freight mobility corridors or freight distribution routes

- Improve access to freight activity centers (distribution facilities or major commercial/industrial districts)

Project Evaluation Criteria:

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

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

Objectives:

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Emphasize the need for Complete Streets projects
- Implement safety-related improvements on high-crash corridors

Project Evaluation Criteria:

- Enhances safety of transportation system users
- Improves facility or intersection identified as having a high crash occurrence or a fatality
- Promotes traffic calming
- Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users
- Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities

Goal #7: Promote Multimodal Solutions

Objectives:

- Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
- Improve pedestrian and bicycle facilities
- Improve air quality
- Improve quality of life
- Promote healthy living
- Implement Complete Streets policies

Project Evaluation Criteria:

- Provides for trail improvements that implement the *Bicycle and Pedestrian Master Plan*
- Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers
- Provides multimodal improvements for transit-dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations

- Improves transit (frequency and reliability) within existing or future transit service areas (TSA) or within a community redevelopment area (CRA); improves access to park-and-ride facilities; provides for bus rapid transit (BRT)
- Improves bicycle or pedestrian access to transit
- Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices

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

Objectives:

- Coordinate with local governments and partner agencies to assure that transportation plans and programs support local land use plans and a sustainable transportation system
- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic sustainability for the County

Project Evaluation Criteria:

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

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

Objectives:

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

Project Evaluation Criteria:

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

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

Objectives:

- Identify key climate impacts (rising sea levels, hurricanes, and so forth)

- Identify sensitive assets and thresholds for impacts
- Identify, evaluate, and adopt strategies to address identified vulnerabilities
- Screen projects during planning to investing in particularly vulnerable areas

Project Evaluation Criteria:

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

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

Objectives:

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

Project Evaluation Criteria:

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

Evaluation Framework

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

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

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

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
1. Ensure Security of the Transportation System for Users Total Weighting Factor: 8%	1A - Improves or maintains critical evacuation routes	Does this project enhance an existing evacuation route (i.e., roadway widening, wider shoulders, etc.)? Yes = 5; No = 0	3
	1B - Provides enhanced or potential new evacuation routes where needed	Does the roadway connect to an existing evacuation route, or does it have potential to be a new evacuation route (for example, major extension or new project that connects to a Strategic Intermodal System?) Yes = 5; No = 0	3
	1C - Improves existing evacuation routes near high-density populations	Does the project improve evacuation near high-density populations? Yes = 5; No = 0	2
2. Protect Environmental Resources Total Weighting Factor: 12%	2A - Minimize wetland encroachments by transportation projects	How many acres of wetland encroachment based on National Wetlands Inventory? No impact = 0 0–5 acres = -1 6–10 acres = -2 11–15 = -3 15–20 = -4 21 or more = -5 (max)	3
	2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)	Proximity to protected natural areas (0.5 miles) Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0	3
	2C - Minimize the adverse impacts on threatened and endangered species	Amount of habitat encroachment based on primary panther habitat? No impact = 0 0–10 acres = -1 11–20 acres = -2 21–30 = -3 31–40 = -4 40 or more = -5 (max)	3

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
	2D –Preserve open space by improving infrastructure near key destinations.	Proximity of transportation project to key destination. Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0	3
3. Improve System Continuity and Connectivity while Maintaining Existing Facilities Total Weighting Factor: 10%	3A - Improves existing infrastructure deficiencies	Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0	5
	3B - Improves connectivity with new transportation links to address system gaps	Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0	5
4. Reduce Roadway Congestion Total Weighting Factor: 16%	4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility	Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0	8
	4B - Improves intersections and roadways with poor levels of service	Do volume-to-capacity ratios decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0	4
	4C – Improves congestion at intersections and roadways with existing peak time congestion as documented in the County's Annual Update and Inventory Report	Does the project improve capacity for intersections or roadways that have Level of Service D or higher during peak travel times? Yes = 5; No = 0	4
5. Promote Freight Movement Total Weighting Factor: 6%	5A - Enhances operation of the facility identified as a major freight route	Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2045 LRTP? Yes = 5; No = 0	6

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
6. Increase the Safety of Transportation System Users Total Weighting Factor: 12%	6A - Enhances safety of transportation system users	Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0	2
	6B - Improves facility or intersection identified as having a high crash occurrence or a fatality	High crash location or segment? Yes = 5; No = 0	3
	6C – Promotes traffic calming	Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0	2
	6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users	High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0	3
	6E – Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities	Does this project improve safety (Federal Highway Administration proven safety countermeasures) near a school, senior center, Census block groups with high populations of people living with a disability, and Census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5; No = 0	2
7. Promote Multimodal Solutions Total Weighting Factor: 10%	7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan	New or improved trail/greenways = 5 No new or improved trail = 0	2
	7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
	7C - Provides multimodal improvements for transit-dependent households and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households	Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0	2
	7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT	Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 Provides for BRT = 5 No improvement = 0 Projects with no existing or planned bus routes = 0	2
	7E - Improves bicycle or pedestrian access to transit	Improve Access = 5 No improvement = 0	2
	7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices	Improvement = 5 No improvement = 0	2
8. Promote the Integrated Planning of Transportation and Land Use Total Weighting Factor: 10%	8A - Improves access to regional travel by connecting to regional or SIS facilities (interstates, airports, ports, etc.) or adjacent counties	Improves access = 5 Does not improve access = 0	2
	8B - Improves access to tourist destinations	Improves access = 5 Does not improve access = 0	1
	8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)	Yes = 5 No = 0	2

Table 1. 2050 Evaluation Criteria and Performance Measures

Goal	Evaluation Criteria	Performance Measures	Weighting
	8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority	Was this project identified as a priority by partnering agencies or have prior investments such as planning, design, or right-of-way? ROW Acquisition = 5 Design = 4 Planning Study Underway or Done = 3 Identified as a Need by Partner Agency = 1 No Prior Investment = 0	3
	8E - Improves vehicle or freight movement to an intermodal facility	Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park-and-ride, etc.)? Yes = 5 No = 0	1
	8F – Reduces household cost by providing for connectivity between housing and transportation	Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0	1
9. Promote Sustainability and Equal Access in Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8%	9A - Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency	Does the project bring better mobility to disadvantaged communities and CRAs (for example, bike/ped improve-ments along a bus route or stop, etc.)? Project in target area = 5 Project not in target area = 0	8

Table 1. 2050 Evaluation Criteria and Performance Measures

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



2019 and 2050 Socioeconomic Data Technical Memorandum

Socioeconomic Data for the Collier MPO 2050 Long Range Transportation Plan

Technical Memorandum

Collier Metropolitan Planning Organization
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Contract No. 22-8025

May 2025

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COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

BEBR	Bureau of Economic and Business Research
CCGMP	Collier County Growth Management Plan
CIGM	Collier Interactive Growth Model
D1RPM	District One Regional Planning Model
FDOT	Florida Department of Transportation
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
SE	Socioeconomic
TAZ	Traffic Analysis Zone

Socioeconomic Data for the Collier MPO 2050 Long Range Transportation Plan

Introduction

The Collier County Metropolitan Planning Organization (MPO) is in the process of updating the Long Range Transportation Plan (LRTP) for Collier County (hereafter, "the County") to a new planning horizon year of 2050. A key component of developing the LRTP includes assessing travel demand within the MPO's jurisdiction to estimate transportation improvements that may be needed in the future. MPOs develop LRTPs by analyzing projected travel patterns and land use with respect to the potential impacts of transportation policies and investments. Estimating travel demand is essential for long-term transportation planning as it informs the MPO of future transportation infrastructure needs.

A critical step in estimating travel demand is developing a forecast of the County's socioeconomic (SE) data for the travel model's base and horizon years. SE data are characterized by the geographic distribution of the County's population and employment over the LRTP timeframe and provide information related to social and economic factors such as housing, employment categories, school enrollment, and commercial growth.

Travel Demand Model and Socioeconomic Data Background

The Florida Department of Transportation (FDOT) requires regional and local transportation planning agencies to use an FDOT-approved regional travel demand model when forecasting growth within their planning area. Travel demand models simulate future travel behavior based on a range of inputs including demographic changes, economic growth, land use, and infrastructure development, making them more adaptable to long-range forecasting. Additionally, travel demand models consider how traffic shifts to alternative roads and modes of transportation, where available, when congestion occurs, providing an estimate of how traffic moves to other routes or modes when the primary route becomes too crowded. Because Collier County is located within FDOT District One, the FDOT District One Regional Planning Model (D1RPM) is the travel demand model used for the Collier MPO 2050 LRTP update. FDOT District One is updating its D1RPM as a part of the 2050 LRTP updates for each planning organization within its district. The D1RPM update includes SE data from all of the planning organizations within District One.

The D1RPM covers all of District One's 12 counties: Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee, Manatee, Okeechobee, Polk, and Sarasota, as well as a portion of Osceola County near Interstate 4. The D1RPM travel model uses traffic analysis zones (TAZs) which are small geographic units used in travel models to generate trip rates based on a variety of land uses within the zone. FDOT created a total of 729 TAZs for the Collier MPO boundary, as presented in **Figure 1**.

Prior to beginning the 2050 LRTP update, FDOT validated and calibrated the D1RPM travel model for the base year 2019 using actual traffic counts and 2019 SE data for each TAZ. Normally, the base year for an LRTP update in 2050 would be the year 2020. However, to avoid the outlier effects of COVID-19 on the future year (2050) traffic demand, FDOT selected 2019 for the base year of the model rather than 2020. Metro Forecasting Models (MFM), under contract to Collier County beginning in March 2022, developed the 2019 SE data by TAZ beginning with the 2020 Census data and removed dwelling units and associated population and employment data after 2019 to accurately reflect the 2019 base year conditions. FDOT made minor adjustments to the data, particularly regarding employment, as part of the model validation process and planning consistency districtwide. Therefore, the 2019 SE data described in this document are based on the 2019 SE data from the FDOT D1RPM Development Landing Page[1] accessed on February 3, 2025, which differs from the original MPO-provided SE data. As part of the model validation, the 2019 SE data were input into the D1RPM travel model, and the resulting traffic assignments were compared to the

[1] https://trafodata.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6a0e5aa3b7404f92886da6c3c8242cdb

2019 actual traffic counts.

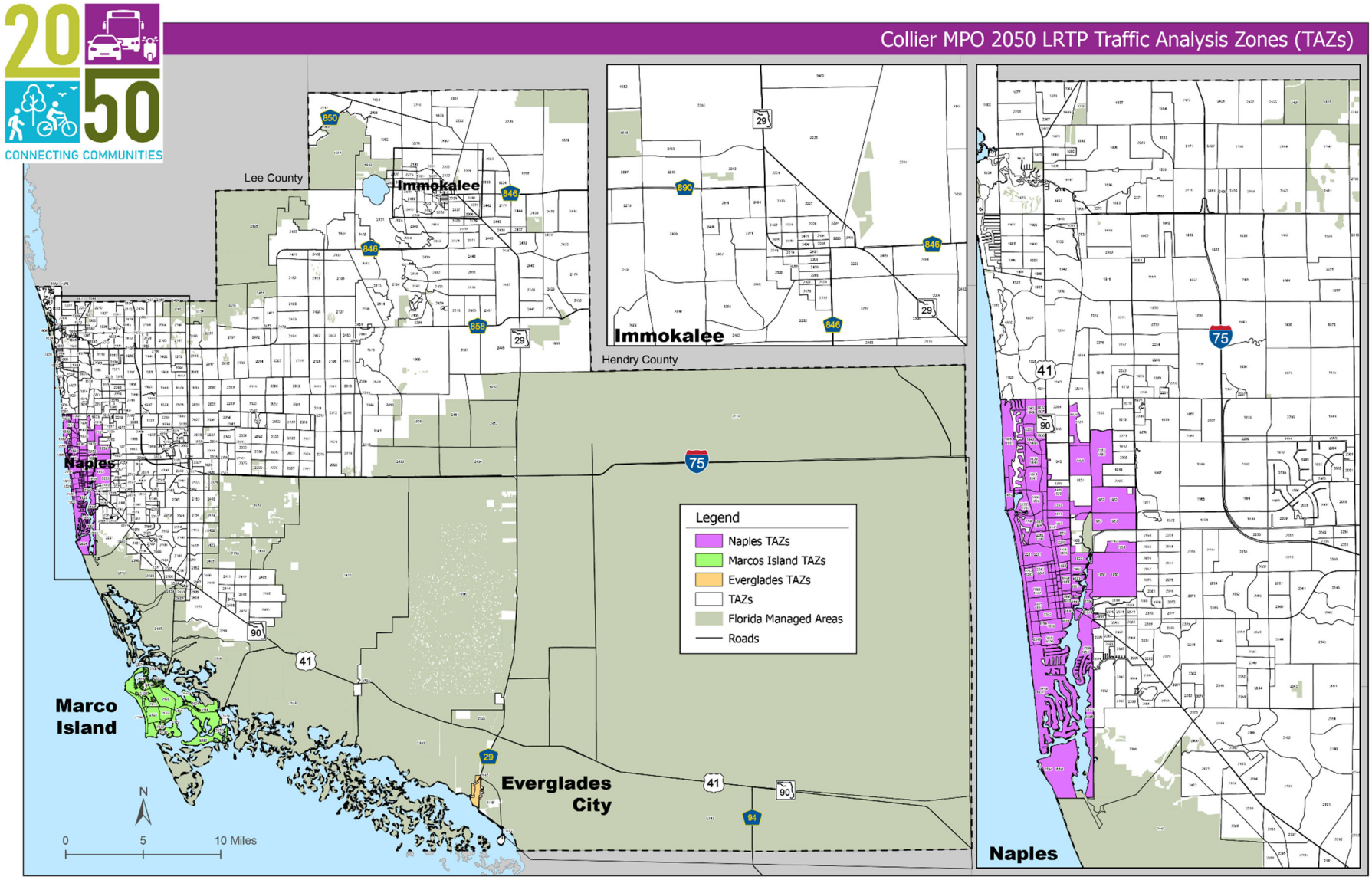
Estimating the horizon year (2050) SE data was primarily completed through the Collier Interactive Growth Model (CIGM). The CIGM is a proprietary land use model that identifies when and where growth is most likely to occur over time. The forecasting method used to develop this model considers decades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

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

Once the D1RPM was validated to 2019 traffic counts, the forecasted 2050 SE data were entered into the model to estimate future travel demand and roadway deficiencies. As previously noted, the 2050 SE data were based on the University of Florida BEBR medium population projections and the CIGM SE data for 2050. The Collier MPO provided the 2050 SE data per TAZ to FDOT in May 2024. To update the D1RPM, some minor adjustments to the provided 2050 SE data were made as part of the validation process.

Based on FDOT's Florida Standard Urban Transportation Model Structure NextGen White Paper, SE data for travel demand models are typically composed of two primary components: production-related and attraction-related. Florida has traditionally used population, households, auto ownership, and seasonal occupancy for production-related data. These are further categorized by single- and multi-family dwelling units and supplemented with data on hotel and motel units. Attraction-related data have typically been based on employment categorized into industrial, commercial, and service employment and supplemented with school enrollment data. The following sections highlight the estimated 2019 and forecasted 2050 SE data for Collier County including population, employment, housing, and school enrollment.

Figure 1. Traffic Analysis Zones



Population Forecast Development

Population is based on residential population in single- and multi-family dwelling units. The 2019 University of Florida BEBR medium estimated residential population countywide is 376,706. The forecasted 2050 SE data has a population of 524,073. FDOT made minor adjustments to both the base year (2019) and forecasted year (2050) population data to better reflect seasonal populations in specific areas, especially those near the coast.

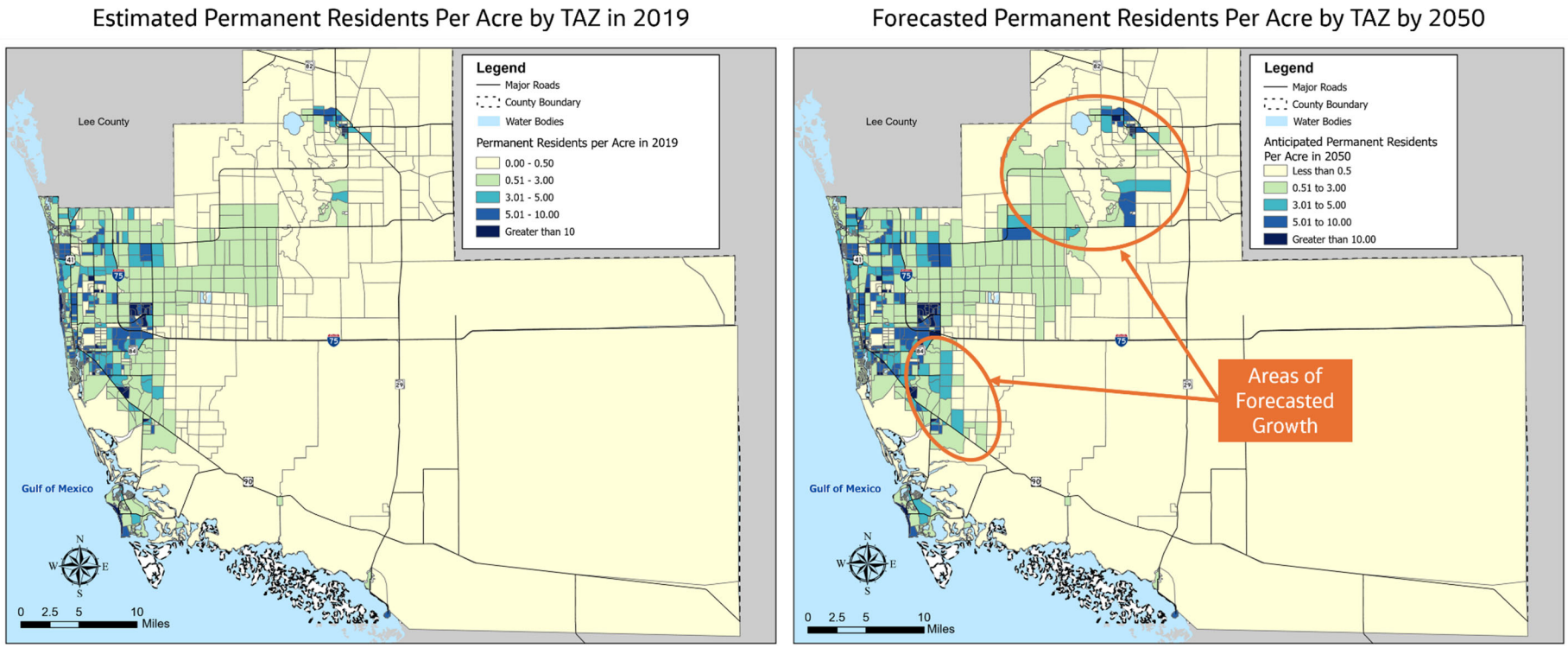
Population forecasts were evaluated to estimate the number of permanent residents in both single- and multi-family dwelling units. **Table 1** compares the 2019 and 2050 Residential Population SE Data and the change in growth. **Figure 2** illustrates the ratio of permanent residents per acre in each TAZ for 2019 (estimated) and 2050 (forecasted).

While residential population growth is expected in both single- and multi-family dwelling units, single-family dwelling unit population growth is expected to grow more than 45% by 2050, with substantial residential population growth expected in northeast Collier County including the areas of Ave Maria, Corkscrew, and Immokalee as well as in East Naples.

Table 1. 2019 and 2050 Residential Population SE Data

	Estimated 2019 SE Data	Forecasted 2050 SE Data	Growth
Residential Population in Single-Family Dwelling Units	213,687	312,310	46.2%
Residential Population in Multi-Family Dwelling Units	163,959	211,777	29.2%
Total Residential Population	**377,646**	**524,087**	**38.8%**

Figure 2. Comparison of 2019 and 2050 Permanent Residents per Acre by TAZ



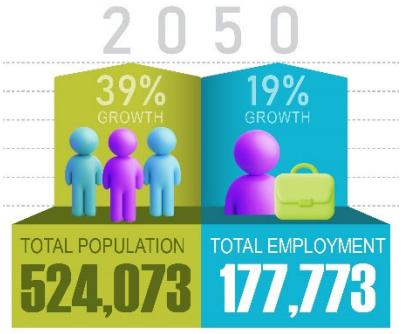
Employment

Employment data are made up of three employment categories: Industrial, Commercial, and Service, which are described as follows:

- **Industrial Employment:** Full-time and regular part-time employees categorized in the US Department of Labor Occupational Safety and Health Administration (OSHA) Standard Industrial Classification major groups 1-39 (agricultural, forestry, fishing, mining, construction, and manufacturing).
- **Commercial Employment:** Full-time and regular part-time employees categorized in the US Department of Labor OSHA Standard Industrial Classification major groups 50-59 (wholesale trade and retail trade).
- **Service Employment:** Full-time and regular part-time employees categorized in the US Department of Labor OSHA Standard Industrial Classification major groups 40-49 and 60-93 (transportation, utilities, finance, insurance, real estate, services, hospitality, and public administration).

Table 2 summarizes the 2019 (estimated) and 2050 (forecasted) overall employment numbers and growth by employment category. Figure 3 presents estimated and forecasted overall employment by category as a percentage of the total employment. Figure 4 illustrates the estimated and forecasted number of employees by place of work per acre in each TAZ.

Review of the data indicates that overall employment growth is expected to increase 19% by 2050. While employment growth is expected in the three categories, industrial employment is anticipated to grow almost 30% by 2050; however, the employment categories as a percentage of total employment is anticipated to remain relatively the same. Based on the forecasted SE data, higher-density employment areas are anticipated in western Collier County (City of Naples) as well as the Immokalee area.

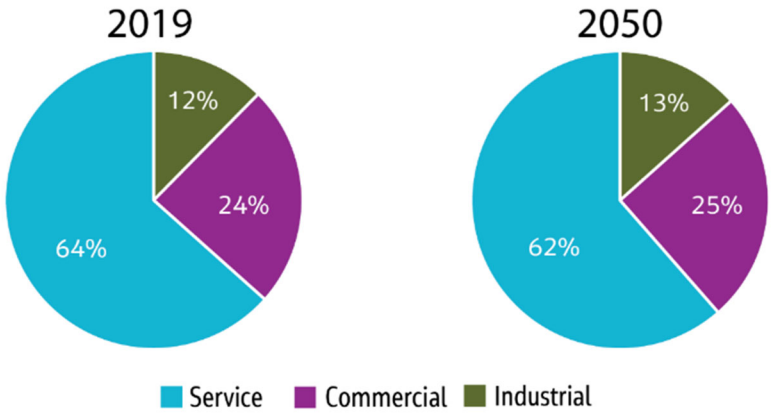


Using population and employment data, Collier County's total population is forecasted to increase to 524,073 with an employment total of 177,773 by 2050. The ratio of employment to total population is forecasted to be 34% by 2050, which is slightly less than the estimated 2019 ratio of 39%. The population and employment is forecasted to grow approximately 39% and 19%, respectively, between 2019 and 2050.

Table 2. 2019 and 2050 Employment SE Data

	Estimated 2019 SE Data	Forecasted 2050 SE Data	Growth
Industrial Employment	18,468	23,810	28.9%
Commercial Employment	36,091	44,716	23.9%
Service Employment	94,563	109,247	15.5%
Total Employment	**149,122**	**177,773**	**19.2%**

Figure 3. 2019 and 2050 Employment Categories by Percentage



Housing

Housing includes include both occupied and unoccupied single- and multi-family units. **Table 3** summarizes the estimated (2019) and forecasted (2050) number of single- and multi-family dwelling units. **Figure 5** illustrates the number of estimated and forecasted total family dwelling units in each TAZ.

The data indicate that total housing is anticipated to grow 32% by 2050. The number of single-family dwelling units is anticipated to increase twice as much as the number of multi-family dwelling units by 2050, with the most substantial growth in housing projected in the northeastern regions of the County, specifically in Golden Gate Estates and Ave Maria as well as in the southern parts of the County along US 41.

Table 3. 2019 and 2050 Housing SE Data

	Estimated 2019 SE Data	Forecasted 2050 SE Data	Growth
Single-Family Dwelling Units	110,686	158,118	42.9%
Multi-Family Dwelling Units	115,409	140,412	21.7%
Total Family Dwelling Units	**226,095**	**298,530**	**32.0%**

Figure 4. Comparison of 2019 and 2050 Employees Per Acre by TAZ

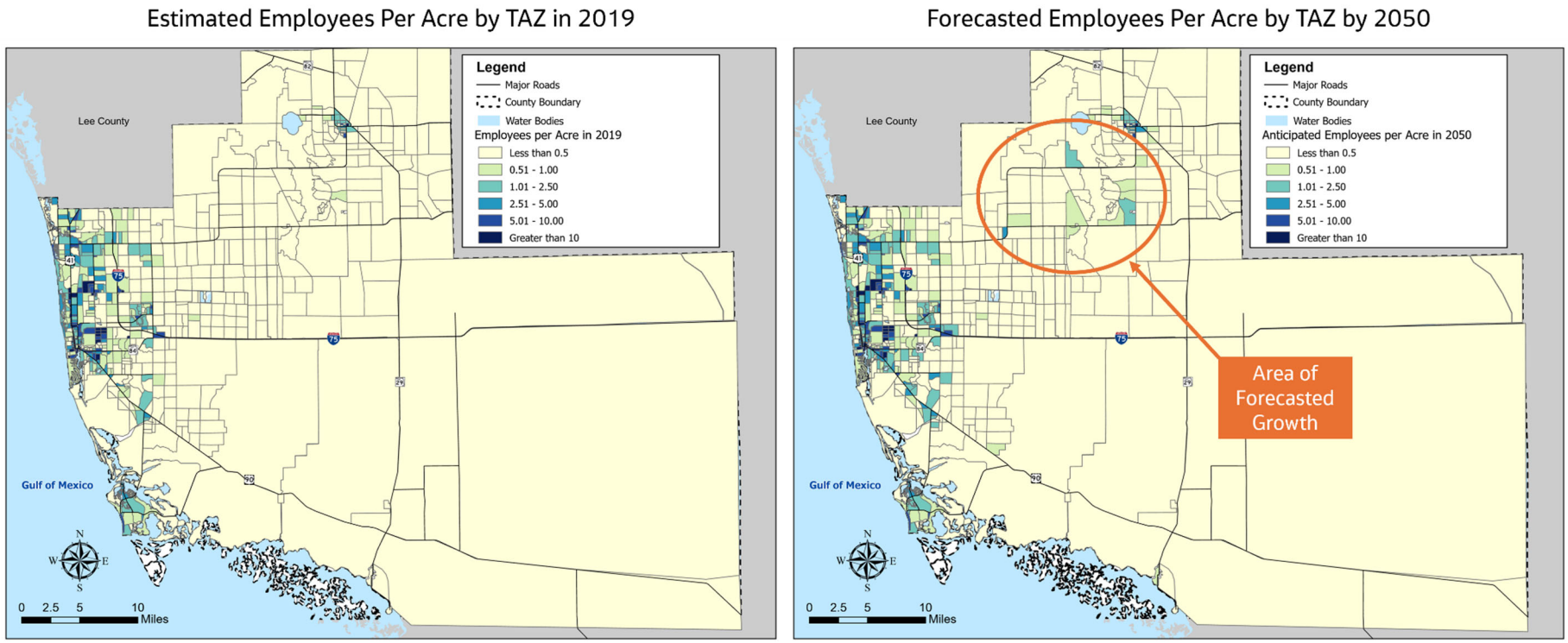
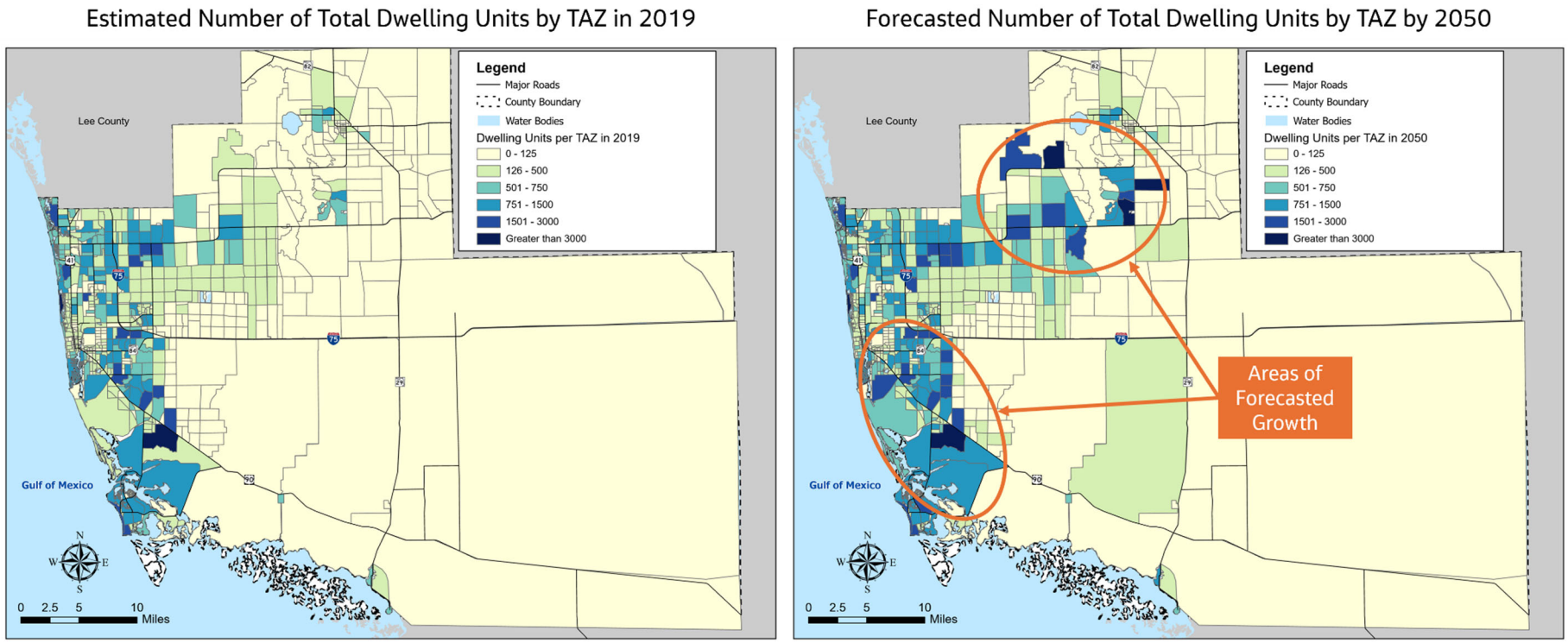


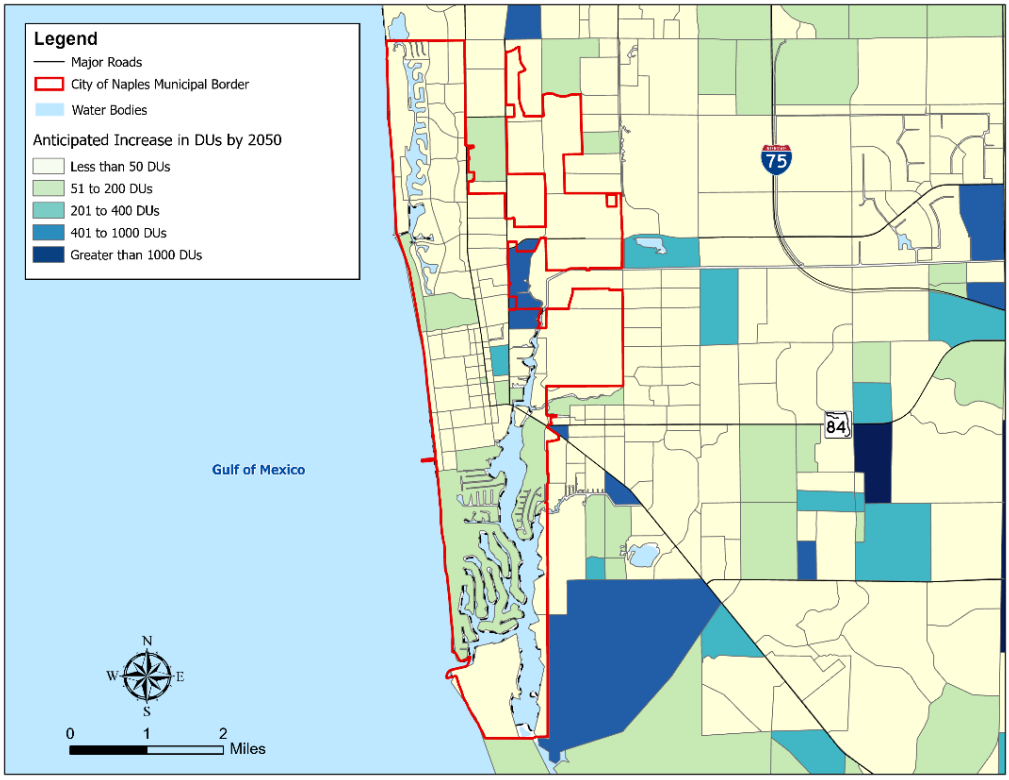
Figure 5. Comparison of 2019 and 2050 Total Number of Dwelling Units by TAZ



City of Naples Housing

Housing forecasts show that while the City of Naples will experience some growth, substantial increases in dwelling units are not anticipated by 2050. This is likely because Naples is largely built-out, with limited undeveloped land available for new housing. Substantial growth is expected to occur in areas adjacent to the city boundary, as shown on **Figure 6**.

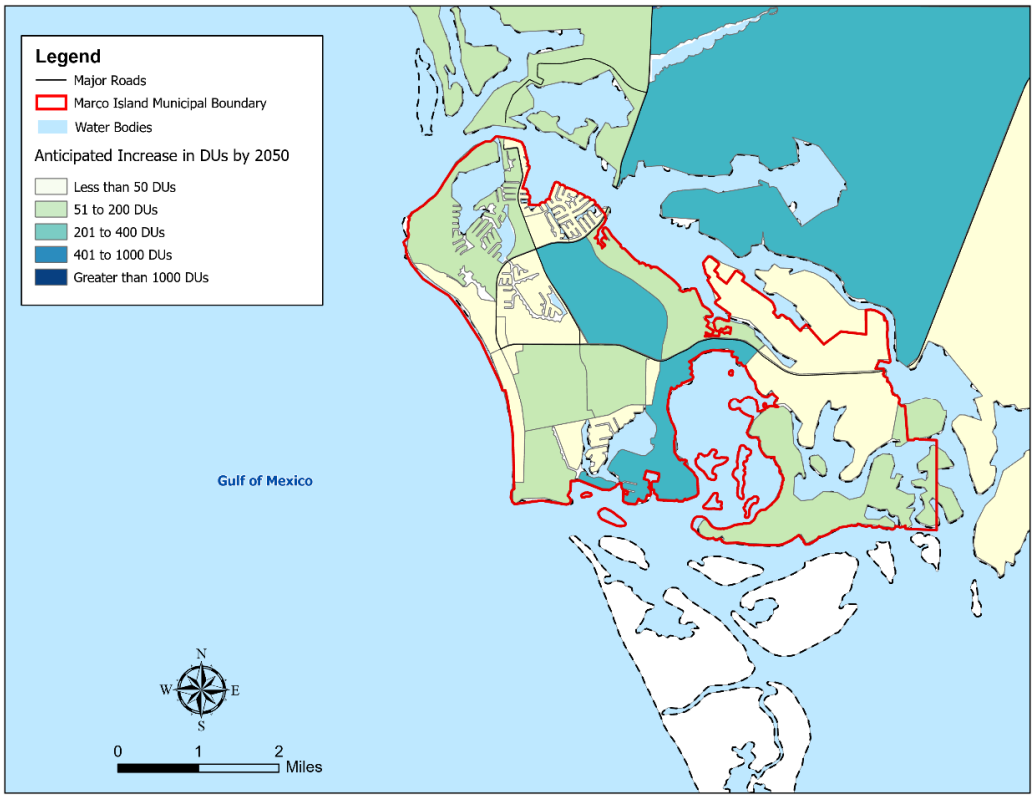
Figure 6. Forecasted Increase in Dwelling Units in the City of Naples per TAZ by 2050



City of Marco Island Housing

Similar to the City of Naples, the City of Marco Island is largely built-out with limited vacant land for future housing development. Therefore, the city is anticipated to experience a moderate increase in housing by 2050, as shown on **Figure 7**.

Figure 7. Forecasted Increase in Dwelling Units in Marco Island per TAZ by 2050



Immokalee Housing

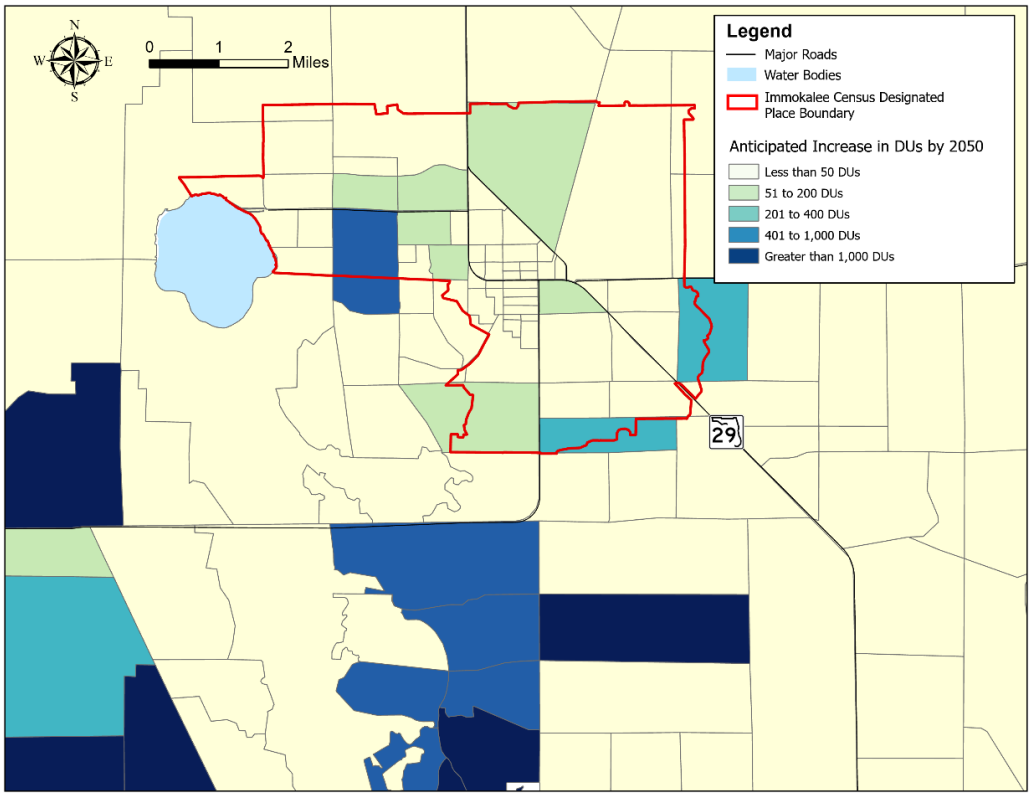
The Census Designated Place of Immokalee and its surrounding area is expected to experience substantial housing growth by the year 2050, as shown on **Figure 8**. This growth is anticipated because more vacant land is available in eastern Collier County, particularly within and near the Ave Maria community.

School Enrollment

School enrollment includes the number of K-12 public school students in each TAZ including charter schools and private schools. Post-secondary institutions (including those in trade schools, colleges, and universities) are not separately categorized, except for institutions with more than 2,000 local students. Because no local institutions met this threshold, post-secondary enrollments were included in a single data field along with public, charter, and private school enrollments. Post-secondary institutions in Collier County include Florida SouthWestern State College, Ave Maria University, Ave Maria School of Law, Immokalee Technical College, and Lorenzo Walker Technical College.

Figure 9 illustrates the number of students enrolled in schools per TAZ for 2019 (estimated) and 2050 (forecasted). School enrollments are expected to grow almost 88% by 2050, particularly in the areas similar to housing growth including the northeastern regions of Collier County, specifically in Golden Gate Estates and Ave Maria, as well as in the southern parts of the County along US 41.

Figure 8. Forecasted Increase in Dwelling Units in Immokalee per TAZ by 2050



Tourism (Hotel and Motel)

Travel and tourism is an important business in Collier County, particularly for the cities of Naples, Marco Island, and Everglades. In 2018, over 2 million visitors spent over $1.5 billion in Collier County. Further, visitors contributed over $28 million in tourist development taxes and provided $130 million in sales and gas tax revenue. Attractions such as the beaches, federal and state parks, and golf courses continue to draw visitors. Sporting events such as the U.S. Open Pickleball Championship draws a number of visitors, and the new United Soccer League Football Club Naples is expected to attract more visitors to the Paradise Coast Sports Complex.

An indicator of tourism growth is hotel and motel rooms data. **Figure 10** illustrates the number of hotel and motel rooms per TAZ for 2019 (estimated) and 2050 (forecasted). The number of hotel and motel rooms are expected to grow 32% by 2050, particularly in the areas of North Naples, City of Naples, Golden Gate Estates, and Ave Maria.

Figure 9. Comparison of 2019 and 2050 Student Enrollment by TAZ

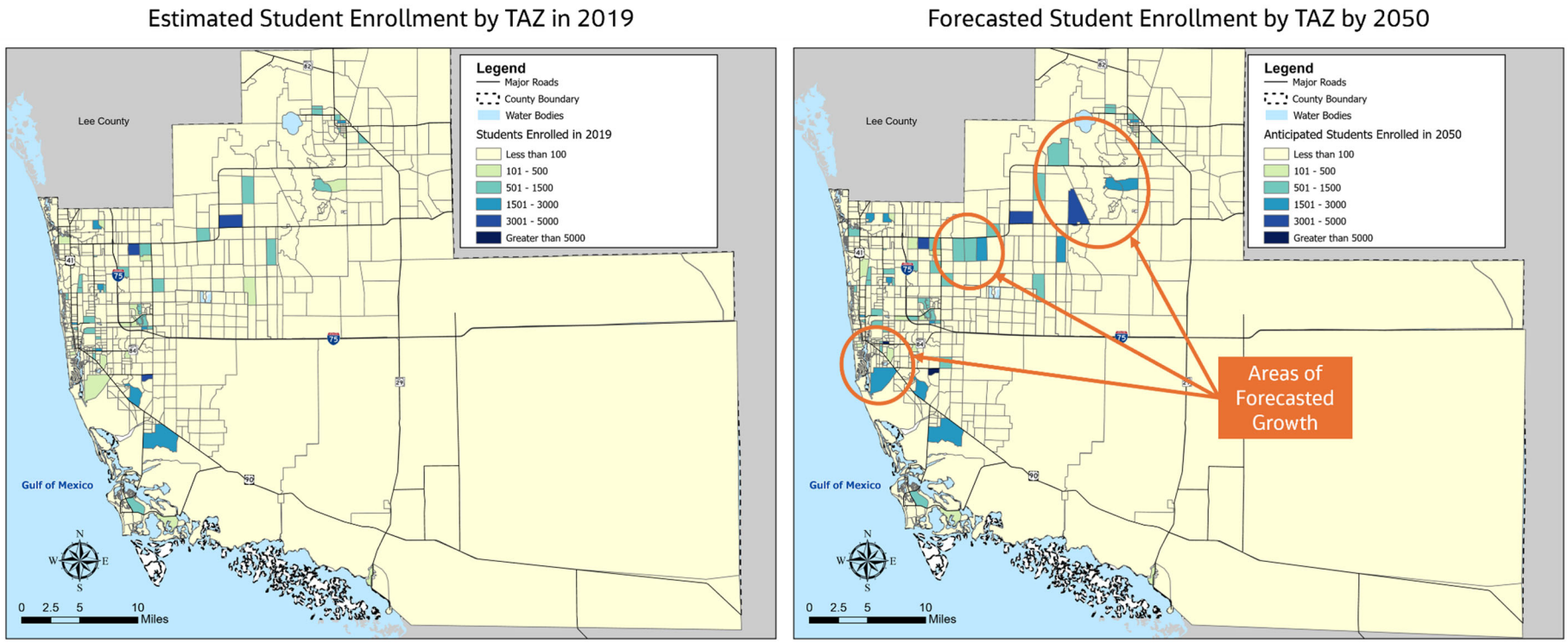
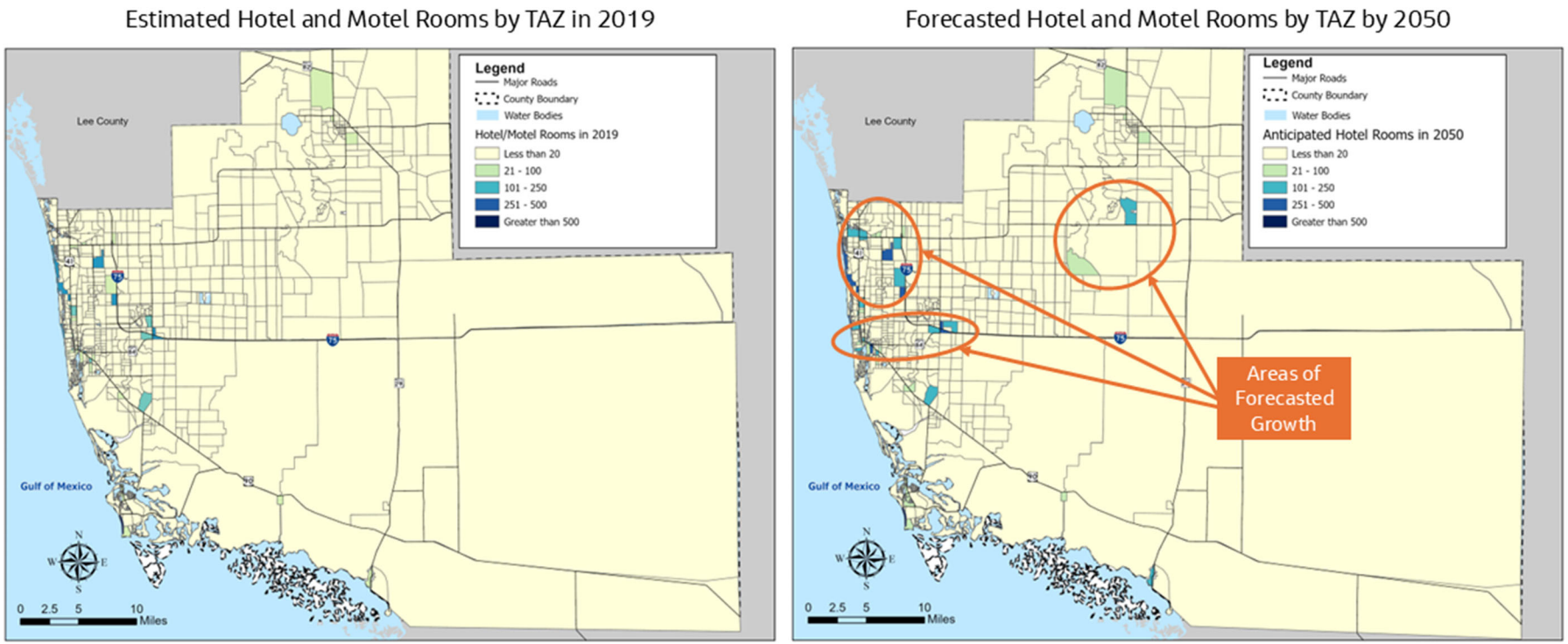


Figure 10. Comparison of 2019 and 2050 Hotel and Motel Rooms by TAZ



Conclusion

The Collier MPO's process of updating the LRTP to the 2050 planning horizon is essential for ensuring that future travel demand within the County is met with effective transportation improvements. As urban areas approach full capacity and expansion opportunities arise in the eastern portions of the County, the forecasted SE data for 2050 plays a crucial role in long-term transportation planning. By leveraging the validated D1RPM travel model and considering historical data, the MPO can make informed decisions to accommodate future growth and maintain an efficient transportation system. The analysis of population and employment distribution within TAZs provides valuable insights for addressing the evolving needs of the County, ultimately contributing to the Needs and Cost Feasible Plans. **Table 4** summarizes the Countywide estimated 2019 SE data as well as the forecasted 2050 SE data.

Table 4. Summary of 2019 and 2050 SE Data (Countywide)

Socioeconomic Data	Estimated 2019 SE Data	Forecasted 2050 SE Data	Growth
Total Residential Population	377,646	524,087	38.8%
Total Employees	149,122	177,773	19.2%
Total Housing	226,095	298,530	32.0%
Total School Enrollment (including colleges)	57,864	108,707	87.9%
Total Hotel/Motel Rooms	7,877	10,445	32.6%

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Project Cost Development Methodology Technical Memorandum

Project Cost Estimates Development Methodology for the 2050 Long Range Transportation Plan

Technical Memorandum

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

November 2025

Jacobs

COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

CEI	Construction Engineering and Inspection
FDOT	Florida Department of Transportation
LRTP	Long Range Transportation Plan
PD&E	Project Development and Environment
PE	preliminary engineering
PHU	Panther Habitat Unit
ROW	Right-Of-Way
USFWS	U.S. Fish and Wildlife Service

Project Cost Development Methodology for the 2050 Long Range Transportation Plan

This Project Cost Development Methodology Technical Memorandum details the framework used to develop planning-level cost estimates for each project identified in the 2050 Needs Plan. For this effort, project planning-level costs were developed for each project phase including:

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

The PE phases includes Project Development and Environment (PD&E) studies and environmental mitigation. Costs for each project phase were applied to the individual projects in the 2050 Needs Plan to facilitate development of the Cost Feasible Plan.

Ultimately, the project costs support what can be funded through 2050 based on the estimated revenues noted in the 2050 Financial Plan (prepared under separate cover). Once the planning period was estimated for each project phase, the Florida Department of Transportation (FDOT) present-day cost inflation factor was applied to reflect Year of Expenditure costs.

Project Cost Methodology and Assumptions

In previous Long Range Transportation Plan (LRTP) updates, project cost estimates for projects were developed using the FDOT LRTP Cost Estimation Tool. However, this tool has since been discontinued. The 2050 LRTP's primary source for project cost estimates were based on FDOT's Cost Per Mile Model Reports updated October 2024 (FDOT 2024).

The Strategic Intermodal System First Five-Year Plan (FY2025/2026 – FY 2029/2030) (FDOT 2023a), Second Five-Year Plan (FY2030/2031 – FY 2034/2035) (FDOT 2023b), Long-Range Cost Feasible Plan (FY 2035 – FY 2050) (FDOT 2024b), and Five-Year Work Program (FDOT 2024c) were used to document costs for the FDOT Strategic Intermodal System facility projects within Collier County.

Preliminary Engineering Costs

As previously noted, PE costs include PD&E study, design, and environmental mitigation costs. The PD&E and design costs were estimated as a percentage of the total construction costs, with PD&E accounting for 2.5% of the total construction costs and design as 12.5% of the total construction costs. Environmental mitigation costs were developed as noted in the following subsections.

Environmental Mitigation Costs

As an integral part of the Needs Plan project rankings, Jacobs evaluated potential impacts to wildlife, habitat, and wetlands for each project in the Needs Plan. While impacts to these resources should be avoided or minimized, a worst-case scenario evaluation of potential mitigation costs was performed.

The natural resources evaluation was limited to wetland and panther habitat impacts using the U.S. Fish and Wildlife Service National Wetland Inventory (USFWS n.d.) and Florida Panther Habitat databases (FDEP 2023). Once the potential impact areas were determined for each project, mitigation costs were estimated. The assumptions for estimating the environmental mitigation costs are provided in the following section. The calculations were performed to determine planning-level mitigation costs. It should be noted that costs for additional mitigation, such as secondary impacts to wetlands or additional species surveys (for example, Florida bonneted bat), are not typically included at this planning level of evaluation. Mitigation costs are routinely determined at the time of permitting of a project, but planning-level cost

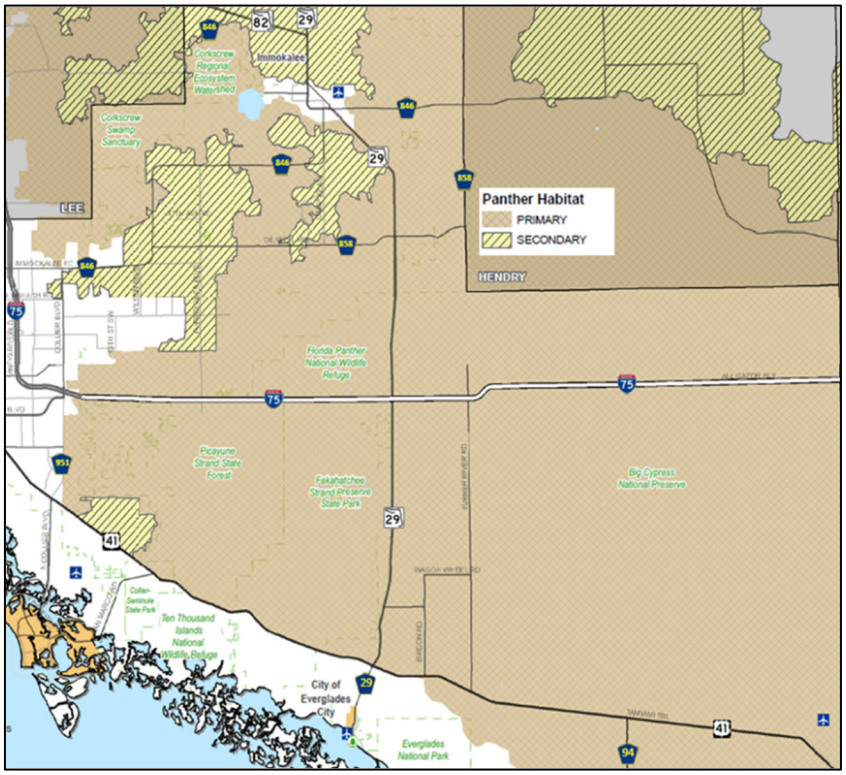
estimates are used to better determine the overall project costs. Prior to determining the environmental mitigation costs, Jacobs determined the area of environmental impacts for each project using geographic information system tools.

Panther Habitat Mitigation Costs

To secure and permanently protect the Florida panther habitat, a federal permit is required to convert panther habitat to other uses, and an equal Panther Habitat Units (PHUs) value must be purchased elsewhere in the Panther Focus Area. PHUs are calculated for each acre of land in each zone in the Panther Focus Area.

The Panther Focus Area is separated into two zones: Primary and Secondary, as shown on **Figure 1.** The Primary Zone lands are considered essential to the long-term viability and persistence of the panther in the wild. The Secondary Zone lands, while contiguous with the Primary Zone, are used by few panthers but could accommodate expansion of the panther population south of the Caloosahatchee River.

Figure 1. Panther Habitat Focus Areas



To calculate Florida panther mitigation costs, the number of PHUs for each project were first calculated based on the USFWS Panther Habitat Assessment Methodology (USFWS 2012):

PHU = Panther Focus Area Habitat Impacted (acres) x USFWS Base Ratio (2.5) x Habitat Functional Value x Landscape Multiplier

- *USFWS Base Ratio (2.5):* The USFWS Base Ratio of 2.5 provides for the protection of sufficient acreage of Primary Zone equivalent lands for a population of 90 panthers.
- *Habitat Functional Value:* The habitats within the project impact area were assigned a habitat functional value. The habitat functional value reflects the suitability of the habitat for the panther. **Table 1** presents the assigned USFWS habitat functional values for various land cover types near the Panther Focus Area. One land cover type with a habitat value of 9 was assumed for all projects in the Collier 2050 LRTP project cost estimates. **A habitat value of 5.7 for Unimproved Pasture was assumed for all projects and was derived from the average value (from 0 to 9.5).**
- *Landscape Multiplier:* The landscape multiplier is a function of whether the project is in a Primary or Secondary Zone. For the 2050 LRTP project cost estimates, all projects were assumed to be in the Primary Zone and, therefore, were assigned a landscape multiplier of 1. **Projects in the Primary Zone were multiplied by 1.0, while projects in the Secondary Zone were multiplied by 0.69.**

Once the PHUs were determined, the total Florida panther mitigation costs were calculated by multiplying the projects' final number of PHUs by $850, which is based on recent Collier County project costs for panther habitat mitigation.

Table 1. Florida Panther Habitat Unit Values
Source: USFWS (2012)

Table PM2. Revised panther habitat unit values for use in assessing habitat value to the Florida panther.

Land Cover Type	Value	Land Cover Type	Value	Land Cover Type	Value
Reservoirs	*	Xeric scrub	4.5	Dry prairie	6.3
STAs	**	Orchards/groves	4.7	Upland Hardwood Forest	9.0
Urban	0	Marsh/ wet prairie	4.7	Cypress swamp	9.2
Water	0	Cropland	4.8	Hardwood swamp	9.2
Barren/Disturbed lands	3	Improved pasture	5.2	Hardwood-Pine	9.3
Coastal wetlands	3	Shrub swamp/brush	5.5	Upland-Hydric Pine forest	9.5
Exotic/nuisance plants	3	Unimproved pasture	5.7		

* PHU values for reservoirs are evaluated based on open water for the main water areas and the appropriate categories for berms and other non-water sections. Refer to pages 5- 7 for the accompanying text for guiding criteria for these systems.
** PHU values for stormwater treatment areas vary depending on design criteria, mode of operation, location in native or non-native habitats, and other landscape features. Refer to page 6 for the accompanying text for guiding criteria for these systems.

Wetland Mitigation Costs

Wetland mitigation serves to offset unavoidable wetland impacts by compensating. The ecological benefits of wetland mitigation compensate for the functional loss from the permitted wetland impact. To determine the amount of mitigation needed to offset potential adverse impacts to jurisdictional wetlands and surface waters, an evaluation to assess their ecological functions is required. The three ecological functional assessment categories (location and landscape support, water environment, and community structure) are scored with respect to the value they provide to wildlife and fisheries. Each functional assessment category is scored on a scale from 0 to 10 (where 10 indicates a minimally impaired or high-quality wetland system). Scores are based on site-specific conditions, such as the wetland's size, connection to other natural areas, structural complexity, wildlife habitat, distance from development, and water quality. The functional assessment categories scores are summed then divided by 30 to determine a weighted wetland impact score between 0 and 1 (the higher the number the higher the wetland quality). The wetland impact score is then multiplied by the area of potentially impacted wetlands (acres) to yield the number of wetland credits required to be mitigated.

For the 2050 LRTP update, an impact score of 0.6 was assumed for all project wetlands. The wetland credits determined for each project (area of potentially impacted jurisdictional wetlands multiplied by 0.6) were then multiplied by an estimate of $190,000 per credit[1] to yield the total wetland mitigation cost.

Construction Costs

Roadways constructed in Collier County are primarily designed and constructed using an urban typical section, which regularly includes sidewalks, bike lanes, and curb and gutter. Therefore, roadway widening

[1] Recent Collier County project wetland mitigation costs indicate that a conservative wetland mitigation credit is approximately $190,000.

or new roadway projects were estimated using the standard Collier County urban typical and FDOT's Cost Per Mile Model Reports to provide conservative estimates.

For roadway widening and new roadway projects, FDOT's Cost Per Mile Model Reports were applied to each project based on the improvement type (for example, widening to four lanes, new two-lane roadway, and so forth). The construction costs from the model reports were found to be notably lower when compared to recent County-provided design phase construction cost estimates likely because the model reports do not account for ancillary construction costs inherent to roadway widening projects (for example, intersection improvements, bridge widenings, drainage needs, utility relocations, and so forth). Therefore, ancillary costs inherent with a roadway widening project were identified and included.

The FDOT Cost Per Mile Models Reports do not include model costs for standalone projects including interchanges, intersections, overpasses, or bridges. To determine the costs for standalone project types, the percentage change in costs between 2045 LRTP cost estimates and recent County-provided design phase estimates was evaluated. Based on this evaluation, a 35% inflation rate was applied to the 2045 LRTP unit costs for standalone intersection, interchange, and overpass projects. Standalone "bridge-over-a-canal" project costs were based on averaging the costs between estimates from FDOT's Design Guideline for a new short-span, two-lane bridge, and two Collier County design project cost estimates: Wilson Boulevard Bridge Design (four-lane short-span bridge) and Collier Boulevard over Golden Gate Main Canal Design (six-lane short-span bridge). These Collier County design project costs were estimated in March 2025.

Consistent with previous LRTP cost estimates, costs for construction engineering and inspection (CEI) and project unknowns were also included. The percentages applied for those items are as follows:

- CEI = 10% of construction costs
- Project Unknowns = 10% of the subtotal of construction costs and CEI

In previous LRTPs, a factor of 20% was used for project unknowns. However, because ancillary costs as previously detailed were included in construction costs, project unknowns were reduced to 10%.

Total construction costs estimated for each project includes construction, ancillary construction, CEI, and Project Unknown costs.

Right-of-Way Acquisition Costs

Anticipated ROW impacts were calculated in acres, using the difference between existing ROW and proposed ROW for the new typical section width. Costs per acre were based on averaging costs from several appraisal reports developed by Collier County between 2021 and 2024. These appraisal reports included per-acre costs for urban and rural land uses, as real estate in the urban areas of the County is more expensive than the rural areas.

Urban ROW costs were applied to projects west of Collier Boulevard, while rural ROW costs were applied to projects east of Collier Boulevard. The ROW cost per acre used for each land use type are as follows:

- Urban Land Use Cost Per Acre: $450,000 (west of Collier Boulevard)
- Rural Land Use Cost Per Acre: $175,000 (east of Collier Boulevard)

ROW costs also included estimated stormwater pond acreage needed per roadway mile. The stormwater pond acreage was determined using actual stormwater pond acreage of 7 acres per mile from the Vanderbilt Beach Road Extension project (construction underway).

ROW costs for projects without defined footprints or configurations, such as intersections, overpasses, and interchanges, were estimated using 10% of the construction cost subtotal. The 10% value was developed by averaging the ROW cost share from the 2045 LRTP estimates.

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Financial Resources Technical Memorandum

Financial Resources for the Collier MPO 2050 Long Range Transportation Plan

Technical Memorandum

Collier Metropolitan Planning Organization
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Contract No. 22-8025

November 2025

Jacobs

COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

BEBR	Bureau of Economic and Business Research
CAT	Collier Area Transit
CIGP	Community Incentive Grant Program
FDOT	Florida Department of Transportation
FY	fiscal year
HSIP	Highway Safety Improvement Program
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
O&M	operations and maintenance
PTNE	Public Transit & Neighborhood Enhancement
SCOP	Small County Outreach Program
ROW	right-of-way
SHS	State Highway System
SIS	Strategic Intermodal System
SR	State Road
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
TALU	Transportation Alternatives Urban Area
TDP	Transit Development Plan
TIF	Transportation Impact Fees
TRIP	Transportation Regional Incentive Program
YOE	year of expenditure

Financial Resources for the Collier MPO 2050 Long Range Transportation Plan

Background

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

Figure 1. Revenue Bands



Revenue Projections

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

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

Federal/State Revenue Sources

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

Table 2 highlights projected revenues available for Collier MPO in YOE format as required by 23 CFR 450.324(f)(11). A description of each revenue source and the associated allocation assumptions for the MPO are provided in the text following Table 2.

Table 1. LRTP Revenue Projections Summary

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

Table 1. LRTP Revenue Projections Summary

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

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

J18urisdiction	Funding Source	2031–2035	2036–2040	2041-2050	Total 2031–2050
Federal and State	Transit Formula: Transit Block Grant & Transportation Disadvantaged	$12,265,334	$13,728,812	$32,567,374	$58,561,520
Federal and State	Non-Capacity Programs – Resurfacing, Bridge, and Operations & Maintenance	$259,852,068	264,803,989	530,297,521	$1,054,953,578
Federal and State	Non-Capacity Programs – Highway Safety Improvement Program	$8,758,874	$8,717,976	$17,274,752	$34,751,601
Federal	Surface Transportation Block Grant (STBG) - SU	$25,768,807	$25,809,569	$51,500,009	$103,078,386

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

J18urisdiction	Funding Source	2031–2035	2036–2040	2041-2050	Total 2031–2050
Federal	Transportation Alternatives (TA) – Urbanized Area	$7,475,933	$7,457,228	$14,833,494	$29,766,655
State	Strategic Intermodal System (SIS)	--	$77,128,000	--	$77,128,000
State	State Highway System (SHS)	$11,990,000	$12,470,000	$25,380,000	$49,840,000
State	Other Roads: Non-SIS, Non-SHS	$7,290,000	$7,580,000	$15,430,000	$30,300,000
State	Transportation Regional Incentive Program (TRIP)	$4,409,341	$4,587,180	$9,270,479	$18,267,000
Total Revenues		**$337,810,357**	**$422,282,754**	**$696,553,629**	**$1,456,646,740**

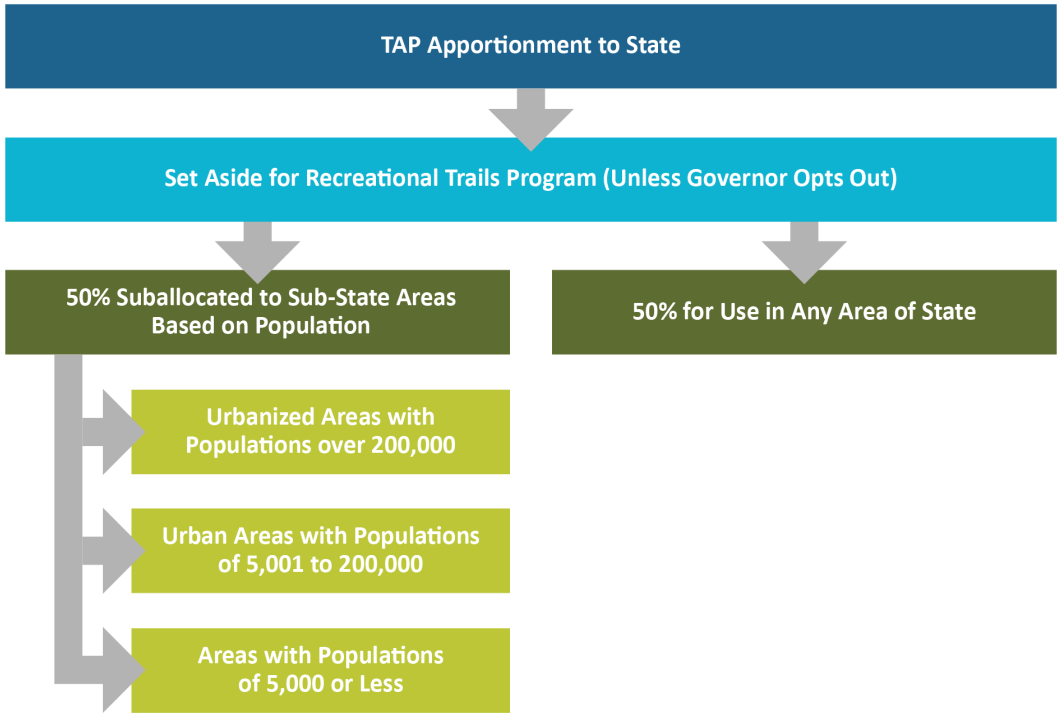
Surface Transportation Block Grant

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

Transportation Alternatives

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

Figure 2. Distribution of Transportation Alternatives Revenues



Strategic Intermodal System

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

State Highway System

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

Highway Safety Improvement Program

The HSIP funds the FDOT Safety Office's management of the Federal Highway Administration engineering safety program throughout the state. Projects funded by the HSIP include low-cost (typically $1 million or less) safety improvements along the SHS that address specific safety problems involving serious and fatal-injury-related crashes. Projected HSIP funding is allocated throughout the state at the districtwide level.

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

State Highway System Resurfacing, Bridge, and Operations & Maintenance

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

Other Roads: Non-SIS, Non-SHS

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

Transportation Regional Incentive Program

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

Federal/State Transit Revenues

Estimates of federal and state transit revenues are based on information provided in the FDOT *2050 Revenue Forecasting Handbook* (FDOT 2023) and the CAT Transit Development Plan (TDP), which is being updated. CAT is updating their TDP through the year 2035 for capital and operating expenses and projected revenues, which were then extended out to 2050 (Collier MPO 2025). Revenue assumptions in the TDP and the Collier MPO 2050 LRTP have been coordinated as both plans were developed. The total transit revenues assumed for the FY 2031–FY 2050 planning timeframe in future YOE dollars for capital projects are **$63.9 million**. For transit operations, the total estimated revenues for the FY 2031–FY 2050 period are **$448.4 million**. As discussed in the TDP, additional potential revenue sources may become available for future transit service improvements.

Local Revenue Sources

Transportation Impact Fees

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

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

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

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

Table 3. Transportation Impact Fee Revenue Projections (YOE)

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

Fuel Taxes

Fuel taxes represent a major portion of the County's local transportation revenues. The County currently charges 12 cents of local option fuel tax in addition to the 4 cents of state fuel tax for local use (EDR 2025). Fuel tax revenue is dedicated to both transportation capacity expansion as well as maintenance and operations. This section provides a brief outline of adopted and available fuel taxes as well as historical trends and projected future revenues for fuel tax options in the County.

Local fuel tax revenues are based on a set pennies-per-gallon charge, not a percentage of the sale. Therefore, fuel taxes do not increase as gas prices increase or with the effects of inflation. Since 1975, fuel efficiency has increased by approximately 2.2% each year (EPA 2025). Because of recent changes in fuel efficiency standards for new vehicles, fleet-wide fuel efficiency has continually increased over the last 20 years, which has reduced fuel tax revenues. Moreover, as the electric vehicle market share increases, motor vehicle demand for fuel will decrease even if overall vehicle miles traveled remains the same (or even moderately increases).

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

Fuel taxes collected by the cities within the County were not considered during the LRTP. Future decisions to include city fuel tax revenues can be determined based on project funding needs. **Table 4** provides projected fuel tax revenues for FY 2031–FY 2050, by source. These projections assume that all fuel taxes will continue to be implemented at their present rates through 2050. Approximately **$463.6 million** of fuel tax revenues are anticipated to be available for LRTP roadway projects between FY 2031 and FY 2050.

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

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

Constitutional Fuel Tax (2 Cents Per Gallon)

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

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately $4.9 million from the Constitutional Fuel Tax in FY 2023/2024. From FY 2031 through FY 2050, an estimated **$85.4 million** is anticipated to be available for the 2050 LRTP roadway projects (EDR 2025).

County Fuel Tax (1 Cent Per Gallon)

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

Based on the distribution provided in the *Local Government Financial Information Handbook*, the County will receive approximately $2.2 million from the County Fuel Tax in FY 2023/2024. From FY 2031 through FY 2050, an estimated **$37.8 million** is anticipated to be available for the 2050 LRTP projects (EDR 2025).

Ninth-Cent Fuel Tax (1 Cent Per Gallon)

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

The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $2.0 million (EDR 2025). From FY 2031 through FY 2050, an estimated **$34.5 million** is anticipated to be available for the 2050 LRTP roadway projects.

6-Cent 1st Local Option Fuel Tax

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

The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $9.4 million, with 85.48% allocated to the County and the remaining 14.52% distributed to cities (EDR 2025). From FY 2031 through FY 2050, an estimated **$163.9 million** is anticipated to be available for the 2050 LRTP roadway projects.

5-Cent 2nd Local Option Fuel Tax

The 5-Cent 2nd Local Option Fuel Tax applies to every net gallon of motor fuel sold within a county except for diesel fuel. This tax must be levied by an ordinance adopted by a majority plus one vote of the membership of the governing body or voter approval in a countywide referendum. Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan or for expenditures needed to meet the immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments. Routine maintenance of roads is not considered an authorized expenditure. Proceeds from this tax are distributed to a county and its municipalities according to a mutually agreed-upon distribution ratio or by using a formula contained in the Florida Statutes. The County's share of revenue from this fuel tax in FY 2023/2024 is approximately $7.1 million, with 85.48% allocated to the County and the remaining 14.52% distributed to cities (EDR 2025). From FY 2031 through FY 2050, an estimated **$142 million** is anticipated to be available for the 2050 LRTP projects.

General Fund/Ad Valorem

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

in FY 2024-2025 are anticipated at **$9.7 million,** with 94% of those funds available for non-transit capital improvements (Collier County 2024).

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

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

Jurisdiction	Transfer Fund	2031–2035	2036-2040	2041–2050	Total 2031–2050
County	Transportation Capital 3081 Fund (Non-Transit Capital Improvements)	$45,402,000	$45,402,000	$90,804,000	$181,608,000
County	Transportation Capital 3081 Fund (Non-Transit Operations & Maintenance)	$2,898,000	$2,898,000	$5,796,000	$11,592,000
County	Transportation Disadvantaged (Fund 4033) & Collier Area Transit Enhancements (Fund 4030)	$31,727,000	$31,727,000	$63,454,000	$126,908,000
	Total Revenue	**$80,027,000**	**$80,027,000**	**$160,054,000**	**$320,108,000**

Sales Tax

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

County Debt Repayment Expenditures

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

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

Table 6. Debt Repayment Expenditures (YOE)

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

Summary of Reasonable Available Funding

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

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Attachment A
Pertinent Portions of FDOT 2050 Revenue Forecast Handbook

FDOT | Strategic development

2050 REVENUE FORECAST HANDBOOK



June 2023

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INTRODUCTION

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

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

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

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

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

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

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

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

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

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

BASIS

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

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

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

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

HANDBOOK USE

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

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

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

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



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

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

ROLES AND RESPONSIBILITIES

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

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

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

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

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

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

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

FDOT WORKING GROUP (INCLUDING DISTRICTS)

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

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

MPO WORKING GROUP

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

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

COORDINATION

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

INTERNAL

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

Table 1. FDOT Working Group Meetings

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

EXTERNAL

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

Table 2. MPO Working Group Meetings

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

Table 3. MPOAC Quarterly Meetings

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

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

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

PREPARING THE REVENUE FORECAST

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

EARLY STEPS

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

WORKING GROUPS

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

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

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

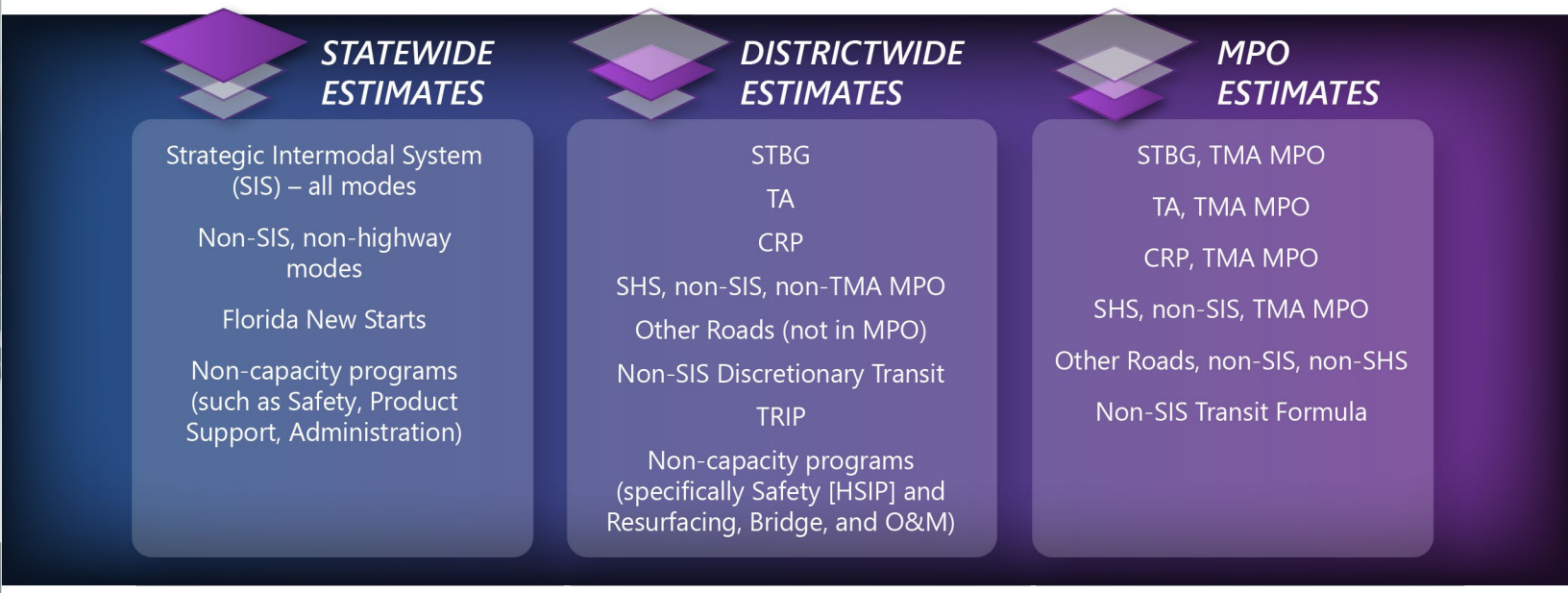
[6] The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

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

FRAMEWORK

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

Figure 1. Revenue Forecasting Framework



TIMEFRAME

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

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

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

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

INITIATING THE REVENUE FORECAST PROCESS

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

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

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

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

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

UNDERSTANDING THE FUNDING SOURCES

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

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

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

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

HIGHWAY MOTOR FUEL TAXES

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

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

Off-Highway Fuel Sales Tax; and

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

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

TOURISM-BASED TAXES

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

Aviation Fuel Tax and

Rental Car Surcharge.

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

MOTOR VEHICLE LICENSE RELATED FEES

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

Motor vehicle license fees;

Motor vehicle license surcharges;

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

Motor vehicle title fees.

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

DOCUMENTARY STAMP TAXES

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

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

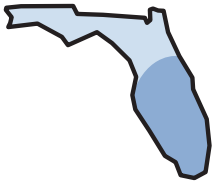
DETERMINING THE GROWTH RATES

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



GROWTH RATES FOR FEDERAL FUNDS

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



GROWTH RATES FOR STATE FUNDS

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

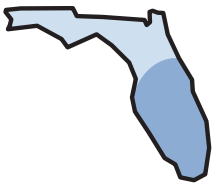
OTHER FACTORS IMPACTING THE REVENUE FORECAST

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



FEDERAL

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



STATE

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

RECONCILING THE DATA

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

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

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

CONDUCTING AND PRODUCING THE REVENUE FORECAST

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

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

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

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

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

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

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

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

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

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

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

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

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

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

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

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

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

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

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

NON-SIS/NON-HIGHWAY MODES

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

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

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

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

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

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

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

FLORIDA NEW STARTS

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

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

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

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

NON-CAPACITY PROGRAMS

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

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

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

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

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

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

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

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

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

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

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

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

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

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

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

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

SURFACE TRANSPORTATION BLOCK GRANT

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

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

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

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

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

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

TRANSPORTATION ALTERNATIVES SET-ASIDE

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

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

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

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

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

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

CARBON REDUCTION PROGRAM

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

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

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

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

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

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

SHS (NON-SIS) – NON-TMA MPOS

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

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

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

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

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

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

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

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

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

NON-SIS TRANSIT DISCRETIONARY

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

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

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

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

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

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

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

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

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

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

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

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

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

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

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

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

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

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

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

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

TRANSPORTATION MANAGEMENT AREAS

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

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

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

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

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

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

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

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

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

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

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

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

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

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

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

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

CARBON REDUCTION PROGRAM – TMA MPO

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

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

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

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

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

SHS (NON-SIS) – TMA MPO

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

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

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

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

OTHER ROADS (NON-SIS, NON-SHS)

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

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

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

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

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

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

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

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

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

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

PRELIMINARY ENGINEERING (PE) ESTIMATES

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

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

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

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

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

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

PREPARING THE MPO REVENUE FORECAST REPORT

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

DELIVERING THE MPO REVENUE FORECAST REPORT

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

USING THE MPO REVENUE FORECAST REPORT

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

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

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

APPENDIX A: REVENUE FORECAST TIMELINE

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

APPENDIX B: PROJECT FUNDING ELIGIBILITY

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

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

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO LRTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- Construction of additional lanes
- The capacity improvement component of interchange modifications
- New interchanges
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- Bridge replacement with increased capacity
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- The preferred alternative defined by an approved multi-modal interstate master plan
- Weigh-in-motion stations
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- Construction and improvement projects that:
    - Add capacity;
    - Improve highway geometry;
    - Provide grade separations; and
    - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with SIS Funding Eligibility Guidance.

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with SIS Funding Eligibility Guidance.

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with SIS Funding Eligibility Guidance.

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- Intermodal studies (feasibility, preliminary design and engineering);
- Fixed guide-way systems;
- Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- Intermodal and multi-modal transportation terminals;
- Development of dedicated bus lanes;
- Private or public projects facilitating the intermodal movement of people and goods; and
- Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with SIS Funding Eligibility Guidance.

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

  Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

  Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to location engineering and design);
- Construction engineering inspection for highway and bridge construction;
- Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage FDOT in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook.* The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the Local Government Financial Information Handbook.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (how sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2050;
- Reliability of the estimates (e.g., amount, consistency); and
- Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the "year of expenditure". Appendix E provides information for adjusting revenue forecasts to "year of expenditure" dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide $250 million cap on commitments. There are statutory exceptions to the $250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

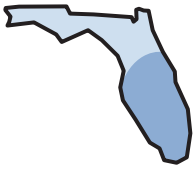
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

2050 REVENUE FORECAST
COLLIER MPO

The purpose of this revenue forecast is to provide the **Collier MPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

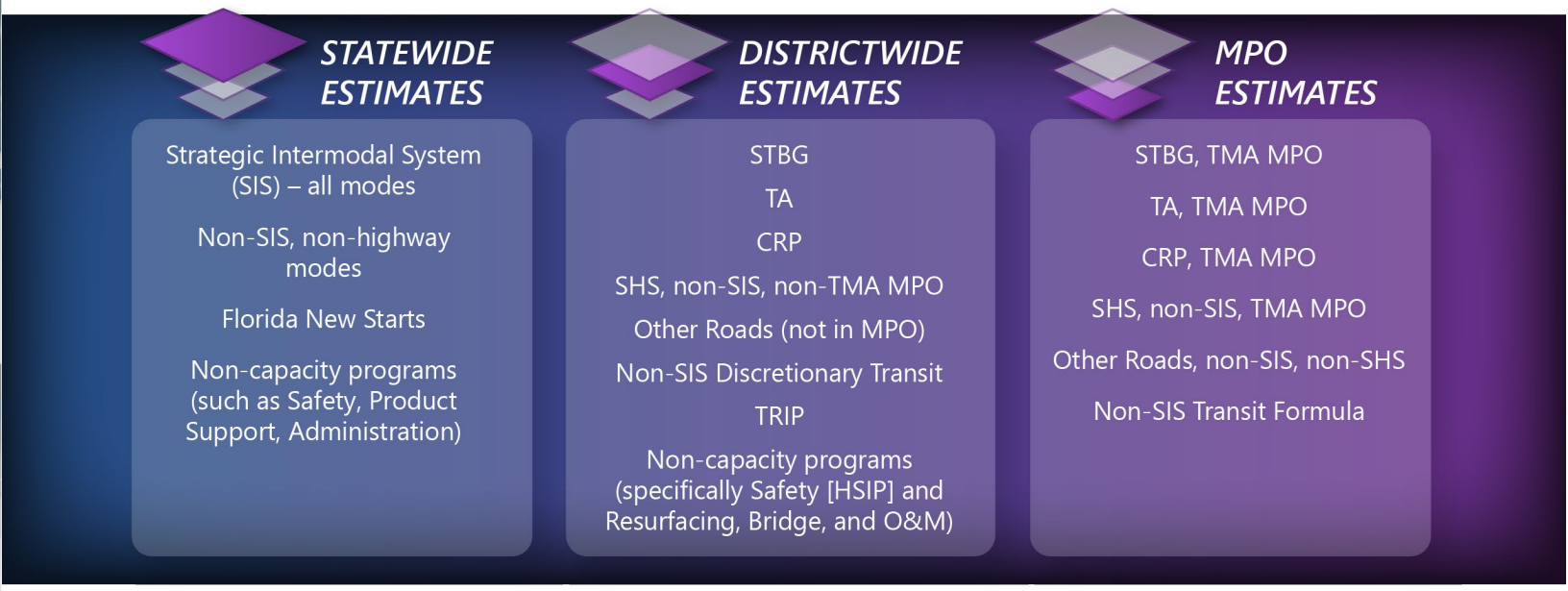
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

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

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 137** provides the estimate for the **Collier MPO**.

Table 137. Collier MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	$13.56	$19.43	$19.00	$19.00	$38.01	$109.01

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 138** provides the estimate for the **Collier MPO**.

Table 138. Collier MPO – TMA MPO Level Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	$1.98	$3.47	$3.47	$3.47	$6.94	$19.33

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Table 139** provides the estimate for the **Collier MPO**.

Table 139. Collier MPO – TMA MPO Level Estimate for CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	$1.34	$2.88	$2.88	$2.88	$5.77	$15.75

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 140** provides the estimate for the **Collier MPO**.

Table 140. Collier MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	$-	$15.78	$11.99	$12.47	$25.38	$65.62

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 141** provides the estimate for the **Collier MPO**.

Table 141. Collier MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$4.28	$9.62	$7.29	$7.58	$15.43	$44.20

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

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 142** provides the estimate for the **Collier MPO**.

Table 142. Collier MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$2.41	$6.63	$7.17	$7.49	$15.28	$38.99

FDOT | Strategic development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office
www.fdot.gov/planning/fto

Office Of Policy Planning
www.fdot.gov/planning/policy

Attachment B
FDOT's Additional MPO Funding Allocations for LRTP Development

1 ALL information provided within this spreadsheet is ONLY for planning purposes.

1a. All information provided are to be used with the intent provided, as forecasting for future years.

2 Populations estimates were pulled from BEBR using their Medium population estimates

2a. Total District population was estimated from totaling the BEBR Medium Growth estimates at the county level.

2b. All percentatges generated within this spreadsheet were based off of populations data pulled from BEBR.

2c. All estimates and percentages were compiled at the county level

3 All time frames were adjusted to match the 2050 Revenue Forecast Document Tables time frames

4 Funding categories were utilized in this spreadsheet were based on potential applicability to local communities.

5 This spreadsheet utilized information provied in the 2050 Revenue Forecast Handbook

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
ALACHUA	287,872						
Low		282,800	285,000	284,300	281,500	277,900	274,400
Medium		297,600	311,500	322,100	330,200	336,900	343,000
High		312,500	338,000	360,000	378,900	395,800	411,600
BAKER	27,881						
Low		27,100	27,300	27,000	26,500	25,800	25,000
Medium		29,200	30,900	32,100	33,000	33,700	34,300
High		31,200	34,400	37,100	39,500	41,600	43,500
BAY	184,002						
Low		177,300	175,800	173,400	170,300	166,900	163,700
Medium		188,600	195,400	201,100	205,800	210,000	213,900
High		199,900	214,900	228,700	241,300	253,000	264,200
BRADFORD	27,013						
Low		25,700	25,100	24,500	23,800	23,100	22,400
Medium		27,400	27,900	28,400	28,700	29,100	29,300
High		29,000	30,700	32,300	33,700	35,000	36,200
BREVARD	627,544						
Low		619,000	627,000	626,900	622,200	615,600	609,100
Medium		651,600	685,200	710,300	729,800	746,200	761,300
High		684,200	743,400	793,800	837,500	876,800	913,600
BROWARD	1,969,099						
Low		1,917,300	1,911,600	1,890,100	1,862,600	1,833,400	1,806,000
Medium		2,018,200	2,089,200	2,141,700	2,184,900	2,222,300	2,257,500
High		2,119,100	2,266,800	2,393,400	2,507,100	2,611,200	2,709,100
CALHOUN	13,740						
Low		13,100	12,700	12,300	11,900	11,500	11,200
Medium		14,000	14,100	14,300	14,400	14,500	14,600
High		14,800	15,600	16,300	16,900	17,500	18,000
CHARLOTTE	196,742						
Low		192,100	195,500	195,600	193,400	190,200	186,900
Medium		206,600	220,900	232,100	241,000	248,700	256,000
High		221,100	246,300	268,700	288,600	307,100	325,100
CITRUS	158,009						
Low		153,500	153,600	152,100	149,600	146,600	143,700
Medium		163,300	170,700	176,300	180,800	184,400	187,800
High		173,100	187,800	200,600	212,000	222,200	231,900
CLAY	225,553						
Low		221,200	224,800	225,500	223,700	220,800	217,800
Medium		235,400	249,800	261,400	270,300	277,700	284,700
High		249,500	274,800	297,400	316,900	334,700	351,600
COLLIER	390,912						
Low		385,200	393,200	396,300	394,400	390,300	385,800
Medium		409,800	436,900	459,500	476,600	491,000	504,400
High		434,400	480,500	522,600	558,800	591,600	622,900
COLUMBIA	71,525						
Low		69,600	69,000	68,000	66,800	65,600	64,500
Medium		73,300	75,400	77,000	78,400	79,500	80,600
High		76,900	81,800	86,100	89,900	93,400	96,700
DESOTO	34,748						
Low		33,400	32,600	31,700	30,900	30,100	29,300
Medium		35,100	35,600	35,900	36,200	36,500	36,700
High		36,900	38,600	40,200	41,600	42,900	44,000
DIXIE	16,988						
Low		16,300	16,000	15,600	15,200	14,900	14,500
Medium		17,300	17,800	18,100	18,400	18,700	18,900
High		18,400	19,500	20,600	21,600	22,500	23,400
DUVAL	1,033,533						
Low		1,013,900	1,028,000	1,026,600	1,014,700	999,100	983,000
Medium		1,078,600	1,142,200	1,190,300	1,226,200	1,256,800	1,285,000
High		1,143,300	1,256,400	1,353,900	1,437,800	1,514,400	1,587,000
ESCAMBIA	329,583						
Low		321,000	319,300	315,300	310,400	305,300	300,500
Medium		337,800	348,900	357,300	364,200	370,000	375,600
High		354,700	378,600	399,300	417,900	434,800	450,700
FLAGLER	124,202						
Low		124,300	130,900	134,400	135,300	135,000	134,100
Medium		133,600	148,000	159,500	168,600	176,500	183,700
High		143,000	165,000	184,600	201,900	218,000	233,300
FRANKLIN	12,729						
Low		12,100	12,000	11,700	11,400	11,000	10,600
Medium		13,200	13,800	14,300	14,700	15,000	15,300
High		14,200	15,600	16,800	17,900	18,900	19,900
GADSDEN	43,967						
Low		42,200	40,800	39,500	38,200	37,100	36,000
Medium		44,400	44,500	44,700	44,800	44,900	45,000
High		46,600	48,300	50,000	51,400	52,800	54,000
GILCHRIST	18,841						
Low		18,200	18,200	18,000	17,700	17,300	16,900
Medium		19,600	20,600	21,400	22,000	22,600	23,100
High		21,000	23,000	24,800	26,400	27,900	29,300
GLADES	12,273						
Low		11,600	11,200	10,800	10,400	10,000	9,700
Medium		12,300	12,400	12,500	12,600	12,600	12,700
High		13,100	13,700	14,200	14,700	15,200	15,700
GULF	15,938						
Low		15,300	15,100	14,900	14,500	14,100	13,700

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
Medium		16,400	17,100	17,600	18,100	18,500	18,800
High		17,600	19,100	20,400	21,700	22,800	23,900
HAMILTON	13,395						
Low		12,700	12,400	12,000	11,600	11,300	11,000
Medium		13,600	13,700	13,900	14,100	14,200	14,300
High		14,400	15,100	15,800	16,500	17,100	17,700
HARDEE	25,544						
Low		24,100	23,100	22,200	21,300	20,500	19,700
Medium		25,600	25,600	25,700	25,700	25,800	25,800
High		27,100	28,200	29,200	30,200	31,000	31,800
HENDRY	40,633						
Low		39,100	38,700	38,000	37,100	36,100	35,200
Medium		41,600	43,000	44,000	44,800	45,400	46,100
High		44,100	47,300	50,100	52,500	54,800	56,900
HERNANDO	199,207						
Low		194,400	195,800	195,300	193,200	190,200	187,000
Medium		206,800	217,500	226,400	233,500	239,300	244,500
High		219,200	239,300	257,500	273,800	288,300	301,900
HIGHLANDS	103,102						
Low		99,700	98,500	96,900	94,900	92,900	91,100
Medium		104,900	107,600	109,800	111,300	112,600	113,800
High		110,200	116,800	122,600	127,800	132,400	136,600
HILLSBOROUGH	1,520,529						
Low		1,502,000	1,539,600	1,551,900	1,546,300	1,532,200	1,516,200
Medium		1,597,900	1,710,600	1,799,300	1,868,700	1,927,300	1,981,900
High		1,693,800	1,881,700	2,046,700	2,191,000	2,322,400	2,447,700
HOLMES	19,784						
Low		18,800	18,100	17,500	16,900	16,300	15,800
Medium		20,000	20,100	20,300	20,400	20,500	20,700
High		21,200	22,200	23,100	24,000	24,800	25,500
INDIAN RIVER	165,559						
Low		160,900	162,700	162,200	159,900	156,700	153,300
Medium		173,000	183,900	192,500	199,300	204,900	210,100
High		185,200	205,000	222,900	238,600	253,000	266,800
JACKSON	48,395						
Low		46,200	44,700	43,300	42,000	40,800	39,700
Medium		48,600	48,800	49,100	49,200	49,400	49,600
High		51,100	53,000	54,800	56,500	58,100	59,500
JEFFERSON	14,923						
Low		14,300	13,900	13,500	13,100	12,700	12,300
Medium		15,200	15,400	15,700	15,800	16,000	16,100
High		16,100	17,000	17,800	18,600	19,300	19,900
LAFAYETTE	7,808						
Low		7,500	7,300	7,100	6,900	6,700	6,600
Medium		8,000	8,100	8,300	8,400	8,500	8,600
High		8,400	9,000	9,400	9,800	10,200	10,600
LAKE	403,857						
Low		402,100	420,300	429,500	431,800	430,300	427,400
Medium		432,300	474,900	509,800	538,100	562,500	585,500
High		462,600	529,500	590,100	644,400	694,700	743,600
LEE	802,178						
Low		801,300	835,000	853,100	858,400	857,300	854,400
Medium		852,500	927,700	989,100	1,037,300	1,078,300	1,116,800
High		903,600	1,020,500	1,125,100	1,216,200	1,299,400	1,379,300
LEON	299,130						
Low		291,400	290,200	287,300	283,200	278,800	274,400
Medium		306,800	317,200	325,600	332,200	337,900	343,000
High		322,100	344,200	363,800	381,200	397,000	411,700
LEVY	44,288						
Low		42,800	42,700	42,200	41,400	40,600	39,700
Medium		45,600	47,400	48,900	50,100	51,100	52,000
High		48,300	52,200	55,600	58,700	61,500	64,200
LIBERTY	7,831						
Low		7,600	7,300	7,000	6,800	6,600	6,400
Medium		8,000	8,100	8,200	8,200	8,300	8,400
High		8,500	8,900	9,300	9,700	10,000	10,300
MADISON	18,438						
Low		17,500	16,900	16,200	15,700	15,100	14,600
Medium		18,700	18,700	18,800	18,900	19,000	19,100
High		19,800	20,600	21,400	22,200	22,900	23,600
MANATEE	421,768						
Low		420,900	437,700	446,200	448,100	447,000	445,100
Medium		447,800	486,300	517,300	541,600	562,300	581,800
High		474,600	534,900	588,500	635,000	677,600	718,500
MARION	391,983						
Low		385,500	392,900	394,700	392,100	387,600	382,700
Medium		410,100	436,600	457,600	473,900	487,600	500,300
High		434,700	480,200	520,600	555,600	587,500	617,900
MARTIN	161,655						
Low		156,000	154,900	152,800	149,900	146,800	143,700
Medium		165,900	172,100	177,200	181,200	184,600	187,800
High		175,900	189,300	201,500	212,400	222,400	232,000
MIAMI-DADE	2,757,592						
Low		2,685,500	2,679,300	2,657,200	2,623,100	2,585,200	2,549,500
Medium		2,826,900	2,928,200	3,010,900	3,076,900	3,133,600	3,186,900
High		2,968,200	3,177,100	3,364,700	3,530,800	3,681,900	3,824,300

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
MONROE	83,961						
Low		80,300	78,400	75,900	73,200	70,400	67,800
Medium		85,400	87,100	88,000	88,400	88,600	88,700
High		90,500	95,800	100,100	103,600	106,800	109,500
NASSAU	95,809						
Low		95,100	98,900	100,800	101,300	100,800	99,900
Medium		102,200	111,800	119,600	126,200	131,700	136,900
High		109,400	124,700	138,500	151,100	162,700	173,900
OKALOOSA	215,751						
Low		209,800	210,300	208,500	205,000	200,800	196,600
Medium		223,200	233,600	241,700	247,700	252,500	257,000
High		236,600	257,000	275,000	290,400	304,300	317,400
OKEECHOBEE	39,385						
Low		37,700	36,600	35,600	34,500	33,600	32,700
Medium		39,700	40,000	40,300	40,500	40,700	40,900
High		41,700	43,400	45,000	46,500	47,800	49,000
ORANGE	1,481,321						
Low		1,471,600	1,519,700	1,539,600	1,540,400	1,531,600	1,520,400
Medium		1,565,600	1,688,500	1,785,000	1,861,500	1,926,600	1,987,400
High		1,659,500	1,857,400	2,030,500	2,182,600	2,321,500	2,454,400
OSCEOLA	424,946						
Low		435,700	473,500	495,300	506,900	512,300	515,200
Medium		468,500	535,000	587,900	631,600	669,600	705,800
High		501,200	596,500	680,500	756,400	827,000	896,300
PALM BEACH	1,518,152						
Low		1,489,900	1,502,300	1,498,400	1,484,600	1,465,900	1,447,400
Medium		1,568,300	1,641,900	1,698,000	1,741,500	1,776,900	1,809,200
High		1,646,700	1,781,400	1,897,500	1,998,300	2,087,800	2,171,100
PASCO	592,669						
Low		590,800	612,500	624,300	628,100	626,800	624,100
Medium		628,500	680,600	723,900	759,000	788,400	815,800
High		666,200	748,700	823,400	889,900	950,000	1,007,500
PINELLAS	972,852						
Low		947,200	935,000	921,000	905,800	891,200	878,100
Medium		986,700	1,005,400	1,020,500	1,032,300	1,042,300	1,051,600
High		1,026,100	1,075,700	1,120,000	1,158,800	1,193,400	1,225,100
POLK	770,019						
Low		768,800	799,500	816,000	822,400	821,900	819,200
Medium		817,800	888,400	946,100	993,900	1,033,800	1,070,900
High		866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500
PUTNAM	74,249						
Low		71,000	68,900	67,000	65,100	63,300	61,600
Medium		74,700	75,300	75,900	76,300	76,700	77,000
High		78,400	81,800	84,800	87,600	90,100	92,400
ST. JOHNS	296,919						
Low		303,700	329,000	343,700	351,400	354,900	356,700
Medium		326,600	371,700	408,000	437,800	463,900	488,600
High		349,400	414,500	472,200	524,300	572,900	620,500
ST. LUCIE	350,518						
Low		350,800	366,400	374,700	378,100	378,300	377,500
Medium		373,200	407,100	434,500	457,000	475,800	493,500
High		395,600	447,800	494,200	535,800	573,400	609,400
SANTA ROSA	196,834						
Low		194,000	200,000	202,400	201,900	199,800	197,200
Medium		208,600	226,000	240,300	251,500	261,200	270,200
High		223,200	252,000	278,100	301,200	322,500	343,100
SARASOTA	452,378						
Low		444,300	451,100	452,300	449,400	444,400	438,800
Medium		472,600	501,200	524,400	543,100	559,000	573,600
High		501,000	551,300	596,500	636,800	673,600	708,400
SEMINOLE	484,054						
Low		475,300	478,900	478,200	474,100	468,500	463,000
Medium		500,300	523,400	541,900	556,100	567,900	578,800
High		525,400	567,800	605,600	638,100	667,300	694,600
SUMTER	141,420						
Low		144,000	154,900	161,200	163,900	164,300	163,800
Medium		156,500	178,000	196,000	210,700	223,600	235,700
High		169,000	201,200	230,800	257,600	282,800	307,600
SUWANNEE	44,688						
Low		43,300	43,000	42,300	41,500	40,700	39,900
Medium		45,600	46,900	48,000	48,700	49,300	49,800
High		47,900	50,900	53,600	55,900	57,900	59,800
TAYLOR	21,375						
Low		20,400	19,800	19,200	18,500	18,000	17,400
Medium		21,700	22,000	22,200	22,400	22,600	22,800
High		23,000	24,200	25,300	26,300	27,200	28,100
UNION	15,550						
Low		15,200	14,900	14,600	14,200	13,800	13,400
Medium		16,300	16,900	17,300	17,700	18,100	18,300
High		17,400	18,800	20,100	21,200	22,300	23,300
VOLUSIA	572,815						
Low		565,000	572,200	571,500	566,200	559,500	553,100
Medium		594,700	625,300	647,600	664,200	678,200	691,400
High		624,500	678,500	723,700	762,100	796,900	829,700
WAKULLA	35,169						

Projections of Florida Population by County, 2025–2050, with Estimates for 2022

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
Low		34,300	34,800	34,700	34,300	33,700	33,100
Medium		36,900	39,300	41,200	42,800	44,100	45,300
High		39,400	43,800	47,700	51,200	54,500	57,500
WALTON	79,544						
Low		79,300	83,300	85,200	85,600	85,000	84,100
Medium		86,200	95,700	103,600	110,100	115,700	121,000
High		93,100	108,200	122,000	134,600	146,300	157,900
WASHINGTON	25,461						
Low		24,400	24,000	23,500	22,900	22,200	21,600
Medium		26,000	26,700	27,200	27,600	28,000	28,300
High		27,600	29,400	31,000	32,400	33,700	34,900
FLORIDA	22,276,132						
Low		22,754,400	23,604,900	24,135,000	24,414,800	24,543,000	24,599,200
Medium		23,218,800	24,588,500	25,675,600	26,537,900	27,270,000	27,953,600
High		23,683,200	25,572,000	27,216,100	28,660,900	29,997,000	31,308,000

County and State	Estimates April 1, 2022	Projections, April 1 2025	2030	2035	2040	2045	2050
COLLIER	390,912	11.82%	11.73%	11.67%	11.61%	11.56%	11.52%
Low		385,200	393,200	396,300	394,400	390,300	385,800
Medium		**409,800**	**436,900**	**459,500**	**476,600**	**491,000**	**504,400**
High		434,400	480,500	522,600	558,800	591,600	622,900
LEE	802,178	24.59%	24.90%	25.13%	25.27%	25.39%	25.50%
Low		801,300	835,000	853,100	858,400	857,300	854,400
Medium		**852,500**	**927,700**	**989,100**	**1,037,300**	**1,078,300**	**1,116,800**
High		903,600	1,020,500	1,125,100	1,216,200	1,299,400	1,379,300
CHARLOTTE	196,742	5.96%	5.93%	5.90%	5.87%	5.86%	5.85%
Low		192,100	195,500	195,600	193,400	190,200	186,900
Medium		**206,600**	**220,900**	**232,100**	**241,000**	**248,700**	**256,000**
High		221,100	246,300	268,700	288,600	307,100	325,100
SARASOTA	452,378	13.63%	13.45%	13.32%	13.23%	13.16%	13.10%
Low		444,300	451,100	452,300	449,400	444,400	438,800
Medium		**472,600**	**501,200**	**524,400**	**543,100**	**559,000**	**573,600**
High		501,000	551,300	596,500	636,800	673,600	708,400
MANATEE	421,768	13%	13%	13%	13%	13%	13%
Low		420,900	437,700	446,200	448,100	447,000	445,100
Medium		**447,800**	**486,300**	**517,300**	**541,600**	**562,300**	**581,800**
High		474,600	534,900	588,500	635,000	677,600	718,500
		26.55%	26.51%	26.46%	26.43%	26.40%	26.38%
S/M MPO		**920,400**	**987,500**	**1,041,700**	**1,084,700**	**1,121,300**	**1,155,400**
POLK	770,019	23.59%	23.85%	24.03%	24.21%	24.34%	24.45%
Low		768,800	799,500	816,000	822,400	821,900	819,200
Medium		**817,800**	**888,400**	**946,100**	**993,900**	**1,033,800**	**1,070,900**
High		866,900	977,200	1,076,200	1,165,300	1,245,700	1,322,500
GLADES	12,273	0.35%	0.33%	0.32%	0.31%	0.30%	0.29%
Low		11,600	11,200	10,800	10,400	10,000	9,700
Medium		**12,300**	**12,400**	**12,500**	**12,600**	**12,600**	**12,700**
High		13,100	13,700	14,200	14,700	15,200	15,700
HARDEE	25,544	0.74%	0.69%	0.65%	0.63%	0.61%	0.59%
Low		24,100	23,100	22,200	21,300	20,500	19,700
Medium		**25,600**	**25,600**	**25,700**	**25,700**	**25,800**	**25,800**
High		27,100	28,200	29,200	30,200	31,000	31,800
HENDRY	40,633	1.20%	1.15%	1.12%	1.09%	1.07%	1.05%
Low		39,100	38,700	38,000	37,100	36,100	35,200
Medium		**41,600**	**43,000**	**44,000**	**44,800**	**45,400**	**46,100**
High		44,100	47,300	50,100	52,500	54,800	56,900
HIGHLANDS	103,102	3.03%	2.89%	2.79%	2.71%	2.65%	2.60%
Low		99,700	98,500	96,900	94,900	92,900	91,100
Medium		**104,900**	**107,600**	**109,800**	**111,300**	**112,600**	**113,800**
High		110,200	116,800	122,600	127,800	132,400	136,600
OKEECHOBEE	39,385	1.15%	1.07%	1.02%	0.99%	0.96%	0.93%
Low		37,700	36,600	35,600	34,500	33,600	32,700
Medium		**39,700**	**40,000**	**40,300**	**40,500**	**40,700**	**40,900**
High		41,700	43,400	45,000	46,500	47,800	49,000
DESOTO	34,748	1.01%	0.96%	0.91%	0.88%	0.86%	0.84%
Low		33,400	32,600	31,700	30,900	30,100	29,300
Medium		**35,100**	**35,600**	**35,900**	**36,200**	**36,500**	**36,700**
High		36,900	38,600	40,200	41,600	42,900	44,000
		7.48%	7.09%	6.81%	6.60%	6.44%	6.30%
HRTPO		**259,200**	**264,200**	**268,200**	**271,100**	**273,600**	**276,000**
Pop Growth	3,289,682	3,466,300	3,725,600	3,936,700	4,104,600	4,246,700	4,379,500
FLORIDA	22,276,132						
Low		22,754,400	23,604,900	24,135,000	24,414,800	24,543,000	24,599,200
Medium		**23,218,800**	**24,588,500**	**25,675,600**	**26,537,900**	**27,270,000**	**27,953,600**
High		23,683,200	25,572,000	27,216,100	28,660,900	29,997,000	31,308,000
D1 Population	3,289,682						
		100%	100%	100%	100%	100%	100%
Table 12 Non-TMA		465,800	485,100	500,300	512,100	522,300	532,000

	Percentage Growth 2025 - 2050					
	2025	2030	2035	2040	2045	2050
Collier MPO	11.82%	11.73%	11.67%	11.61%	11.56%	11.52%
Lee MPO	24.59%	24.90%	25.13%	25.27%	25.39%	25.50%
Charlotte	5.96%	5.93%	5.90%	5.87%	5.86%	5.85%
S/M MPO	26.55%	26.51%	26.46%	26.43%	26.40%	26.38%
Polk TPO	23.59%	23.85%	24.03%	24.21%	24.34%	24.45%
HRTPO	7.48%	7.09%	6.81%	6.60%	6.44%	6.30%

Derived from using BEBR Medium Populaiton estimates
Total District population estimated from BEBR Medium Growth

	Percentage Growth 2025 - 2050 (adj 2040-2050)			
	2025	2030	2035	2040 - 2050
Collier MPO	11.82%	11.73%	11.67%	11.56%
Lee MPO	24.59%	24.90%	25.13%	25.39%
Charlotte	5.96%	5.93%	5.90%	5.86%
S/M MPO	26.55%	26.51%	26.46%	26.40%
Polk TPO	23.59%	23.85%	24.03%	24.34%
HRTPO	7.48%	7.09%	6.81%	6.45%

Adjusted to match 2050 Revenue Forecast Document Tables time frames

Table 9

STBG	2025	2030	2035	2040-2050	
Collier MPO	$4,291,533	$6,768,807	$6,809,569	$13,490,009	$31,359,918
Lee MPO	$8,927,603	$14,372,677	$14,657,986	$29,617,545	$67,575,811
Charlotte	$2,163,569	$3,422,361	$3,439,610	$6,833,628	$15,859,168
S/M MPO	$9,638,669	$15,299,146	$15,437,493	$30,803,096	$71,178,404
Polk TPO	$8,564,215	$13,763,809	$14,020,747	$28,391,337	$64,740,109
HRTPO	$2,714,410	$4,093,199	$3,974,595	$7,524,385	$18,306,589
Totals	$36,300,000	$57,720,000	$58,340,000	$116,660,000	

Table 9

STGB Funds	2025	2030	2035	2040-2050
SN >5,000	$4,070,000	$22,420,000	$22,080,000	$44,150,000
SM 5k - 49,999	$15,020,000	$15,020,000	$15,980,000	$31,960,000
SL 50k-200k	$17,210,000	$20,280,000	$20,280,000	$40,550,000
Total	$36,300,000	$57,720,000	$58,340,000	$116,660,000

Table 10

TA	2025	2030	2035	2040-2050	
Collier MPO	$3,975,875	$4,005,933	$3,987,228	$7,893,494	$19,862,530
Lee MPO	$8,270,945	$8,506,075	$8,582,736	$17,330,301	$42,690,056
Charlotte	$2,004,431	$2,025,431	$2,014,006	$3,998,604	$10,042,470
S/M MPO	$8,929,709	$9,054,381	$9,039,163	$18,024,009	$45,047,262
Polk TPO	$7,934,286	$8,145,733	$8,209,611	$16,612,802	$40,902,432
HRTPO	$2,514,755	$2,422,448	$2,327,257	$4,402,791	$11,667,251
Totals	$33,630,000	$34,160,000	$34,160,000	$68,262,000	

Table 10

TA Funds	2025	2030	2035	2040-2050
TALT	$24,650,000	$25,070,000	$25,070,000	$50,130,000
TALN	$3,660,000	$3,720,000	$3,720,000	$7,430,000
TALM	$2,350,000	$2,370,000	$2,370,000	$4,702,000
TALL	$2,970,000	$3,000,000	$3,000,000	$6,000,000
Total	$33,630,000	$34,160,000	$34,160,000	$68,262,000

Table 11

CARB	2025	2030	2035	2040-2050	
Collier MPO	$853,578	$1,165,661	$1,163,720	$2,305,767	$5,488,725
Lee MPO	$1,775,683	$2,475,128	$2,504,973	$5,062,351	$11,818,135
Charlotte	$430,330	$589,367	$587,811	$1,168,031	$2,775,540
S/M MPO	$1,917,113	$2,634,676	$2,638,187	$5,264,990	$12,454,966
Polk TPO	$1,703,406	$2,370,275	$2,396,072	$4,852,762	$11,322,515
HRTPO	$539,891	$704,893	$679,237	$1,286,098	$3,210,119
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 11

CARB Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Non-TMA Population	2025	2030	2035	2040	2045	2050
Collier MPO						
Lee MPO						
Charlotte	44.35%	45.54%	46.39%	47.06%	47.62%	48.12%
S/M MPO						
Polk TPO						
HRTPO	55.65%	54.46%	53.61%	52.94%	52.38%	51.88%

Non-TMA MPOs populations percentages tabulated using Charlotte and HRTPO

Table 12

Non-TMA	2025	2030	2035	2040-2050	
Collier MPO					
Lee MPO					
Charlotte	$3,202,344	$4,526,378	$4,625,299	$9,383,988	$21,738,009
S/M MPO					
Polk TPO					
HRTPO	$4,017,656	$5,413,622	$5,344,701	$10,556,012	$25,331,991
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 12

Non-TMA Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Table 14

Transit	2025	2030	2035	2040-2050	
Collier MPO	$3,616,473	$4,215,846	$4,270,863	$8,529,257	$20,632,439
Lee MPO	$7,523,289	$8,951,797	$9,193,276	$18,726,129	$44,394,490
Charlotte	$1,823,239	$2,131,564	$2,157,274	$4,320,661	$10,432,738
S/M MPO	$8,122,504	$9,528,834	$9,682,171	$19,475,710	$46,809,220
Polk TPO	$7,217,062	$8,572,574	$8,793,609	$17,950,840	$42,534,084
HRTPO	$2,287,433	$2,549,385	$2,492,808	$4,757,403	$12,087,029
Totals	$30,590,000	$35,950,000	$36,590,000	$73,760,000	

Table 14

Transit Funds	2025	2030	2035	2040-2050
D1	$30,590,000	$35,950,000	$36,590,000	$73,760,000
Total	$30,590,000	$35,950,000	$36,590,000	$73,760,000

Table 15

TRIP	2025	2030	2035	2040-2050	
Collier MPO	$4,081,094	$4,409,341	$4,587,180	$9,270,479	$22,348,093
Lee MPO	$8,489,831	$9,362,658	$9,874,166	$20,353,494	$48,080,149
Charlotte	$2,057,477	$2,229,397	$2,317,050	$4,696,142	$11,300,065
S/M MPO	$9,166,029	$9,966,180	$10,399,271	$21,168,217	$50,699,697
Polk TPO	$8,144,262	$8,966,030	$9,444,898	$19,510,831	$46,066,020
HRTPO	$2,581,307	$2,666,395	$2,677,435	$5,170,838	$13,095,975
Totals	$34,520,000	$37,600,000	$39,300,000	$80,170,000	

Table 15

TRIP Funds	2025	2030	2035	2040-2050
D1	$34,520,000	$37,600,000	$39,300,000	$80,170,000
Total	$34,520,000	$37,600,000	$39,300,000	$80,170,000



Scenario Network Modeling Technical Memorandum

Scenario Network Modeling for the Collier MPO 2050 Long Range Transportation Plan

Technical Memorandum

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

November 2025

Jacobs

COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
BEBR	Bureau of Economic and Business Research
CAC	Citizens Advisory Committee
CAT	Collier Area Transit
CIGM	County Interactive Growth Model
D1RPM	District One Regional Planning Model
DDI	diverging diamond interchange
E+C	Existing Plus Committed
FDOT	Florida Department of Transportation
FPN	Financial Project Number
GGP	Golden Gate Parkway
LOS	Level of Service
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NB	northbound
SB	southbound
SE	Socioeconomic
TAC	Technical Advisory Committee
WB	westbound
WBR	westbound right
WBT	westbound turn

Long Range Transportation Plan Scenario Networking Modeling Technical Memorandum

Introduction

A major element of the Collier Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) development was to identify growth patterns, which facilitates the identification of areas where transportation projects will be needed to accommodate that growth. Travel demand estimation is a critical part of long-range transportation planning because it helps ensure that the system will meet future needs. By quantifying the extent and locations of anticipated population and employment growth areas, the demand for travel in 2050 can be estimated using regional travel demand models. Travel demand models test various transportation improvements to determine how well they meet future demands and use base-year and future-year socioeconomic (SE) data (associated with each LRTP update cycle).

Travel Model Development Process

The Florida Department of Transportation (FDOT) requires regional and local transportation planning agencies to use an FDOT-approved travel demand model for their planning area when forecasting growth for an LRTP update. Travel models simulate responses people make about how to travel, given various possible network configurations and capacities of highways and transit service. Because Collier County (hereinafter, "the County") is located within FDOT District One (D1), the FDOT District One Regional Planning Model (D1RPM) was used to forecast population and employment growth for the 2050 LRTP update.

To update the D1RPM, several coordination meetings were held between Collier MPO and various agencies including FDOT, Collier County, Lee County MPO, and Collier Area Transit. These meetings were related to the model development process (including providing additional model data and input assumptions to FDOT) and the use of the model for developing the draft needs and cost feasible roadway projects. **Table 1** summarizes the traffic modeling coordination.

While FDOT D1 oversees its travel model development for all MPOs in District 1, they rely on its individual planning organizations to provide the base year and forecasted year SE data for the LRTP update. The Collier County's Interactive Growth Model (CIGM) was used to forecast growth (population, housing, school enrollment, etc.). Future SE data provided by the CIGM informs the D1RPM travel model of where growth is expected to occur in the County during the next 20 years. The CIGM considers historical growth trends, local zoning, and land use policies.

In accordance with the Collier County Growth Management Plan, the CIGM SE projections were adjusted to align with the University of Florida's Bureau of Economic and Business Research (BEBR) medium population projections for 2050. Initially, the CIGM was used to establish the 2019 base year SE data to help validate the D1RPM for the 2050 update. The 2019 SE data were input to the D1RPM travel demand model and the resulting traffic assignments were compared to verified traffic counts to calibrate and validate the model.

Once the model was validated to the approximate 2019 conditions, the 2050 SE data were input into the validated D1RPM travel model to support alternative scenario development and testing. Refer to the *Socioeconomic Data for the 2050 LRTP Technical Memorandum* (prepared under separate cover) for more information on the development of SE data for the 2050 LRTP update.

Table 1. Traffic Modeling Coordination Summary

Event Details	Group	Date
FDOT D1 Coordination Meeting	FDOT, Metro Forecasting	4/28/2024
D1RPM and SE Data Coordination Meeting	FDOT, Collier MPO	4/24/2024
Existing Plus Committed (E+C) and SE Data Coordination Meeting	Collier County, Collier MPO	5/6/2024
Model Run Alternatives Coordination Meeting	Collier County, Collier MPO	7/31/2024
Model Run Alternatives Coordination Meeting	Lee County MPO	8/28/2024
Model Run Alternatives Coordination Meeting	Collier Area Transit (CAT)	9/5/2024
Model Run Alternatives Alternative 1 (Needs) Coordination Meeting	Collier County	9/12/2024
SE Data Update Discussion	Collier County, Collier MPO	10/29/2024
Alternative 2 Coordination Meeting	Lee County MPO	12/2/2024
Alternative 3 Coordination Meeting	Collier County, Collier MPO	1/29/2025
Alternative 3 Coordination Meeting (cont.)	Collier County, Collier MPO	2/7/2025
Alternative 4 Coordination Meeting	Collier County, Collier MPO	3/21/2025
Alternative 5 Coordination Meeting	Lee County MPO	4/28/2025
Needs Cost Estimates & Project Rankings Discussion	Collier County, Collier MPO	6/10/2025
Alternative 6 Coordination Meeting	Collier County, Collier MPO	6/26/2025
Alternative 6 Coordinating Meeting (continued)	Collier County, Collier MPO	7/15/2025
Alternative 6 Cost Feasible Projects Discussion	Collier County, Collier MPO	7/18/2025
Alternative 6 Coordination Meeting to finalize Alternative 6 projects)	Collier County, Collier MPO	9/2/2025

Alternative Scenario Development and Testing

Travel models follow a sequence of steps that simulate responses people make about how to travel, given various possible configurations of highway and transit service. These configurations are effectively "scenarios" of different travel networks that could exist in the County in the year 2050. Travel-network alternative scenarios were tested to see how they perform given a hypothetical distribution of people and their destinations across the County in 2050. Travel demand projections were analyzed using the D1RPM to determine the location of service deficiencies.

Table 2 summarizes the travel demand forecasting alternative scenarios conducted by FDOT. Prior to running the alternative network scenarios, the E+C network was run to determine the deficiencies in the network by 2050 if no improvements were made beyond those identified by 2028. Once the deficiencies were understood, six alternative network scenarios were modeled and evaluated for the 2050 LRTP update. Revisions made to alternatives were based on comments received from the Collier MPO Board, the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), Collier County, and other stakeholder input throughout the development process.

Table 2. Alternative Scenarios for 2050

Alternative	Description
E+C Network Refer to **Figure A-1** in **Attachment A**	Initial Traffic Demand Model run is primarily to identify deficiencies using: • Existing (2023) and Committed (2028) Transportation Network based on the current MPO Transportation Improvement Program and FDOT Work Program • 2050 SE Data based on BEBR Medium Projections
Alternative 1 Refer to **Figure A-2** in **Attachment A** and **Table B-1** in **Attachment B**	Alternative 1 evaluated the adopted 2045 LRTP needs network with 2050 SE data to determine the impact of planned long-range projects on demand and included: • Needs network to relieve highway segments with poor level of service (based on E+C results) including capacity improvement or new facility projects
Alternative 2 Refer to **Figure A-3** in **Attachment A** and **Table B-2** in **Attachment B**	Alternative 2 was designed to test the performance of projects that were financially unconstrained and included: • Improved or new connections between Collier and Lee Counties
Alternative 3 Refer to **Figure A-4** in **Attachment A** and **Table B-3** in **Attachment B**	Alternative 3 was the first financially constrained network. Two groups of financially constrained projects were developed based on the results of Alternative 1 (Needs). Alternative 3 included: • Group 1 of 2 cost feasible projects.
Alternative 4 Refer to **Figure A-5** in **Attachment A** and **Table B-4** in **Attachment B**	Alternative 4 was the second financially constrained network. Two groups of financially constrained projects were developed based on the results of Alternative 1 (Needs). Alternative 4 included: • Group 2 of 2 cost feasible projects.
Alternative 5 Refer to **Figure A-6** in **Attachment A**	Alternative 5 was a transit feasibility network test coordinated with Lee County MPO and incorporated the following transit improvements: • Increased the efficiency of CAT operations by reducing all headways by half • Introduced a commuter rail line that runs from Naples to Fort Myers
Alternative 6 Refer to **Figure A-7** in **Attachment A** and **Table B-5** in **Attachment B**	Alternative 6 was the final Cost Feasible Network and included: • A refinement of projects based on the results of Alternatives 3 and 4

Existing Plus Committed Network

A key element of the LRTP Needs Assessment is the E+C transportation network. The E+C network model was developed using the 2024 Collier County Annual Update & Inventory Report/Capital Improvement Element (AUIR/CIE) (Collier 2024), Collier MPO 2045 LRTP (Collier MPO 2020), CAT Ten-Year Transit Development Plan 2021-2030 (CAT 2020), Collier MPO Transportation Improvement Program FY2024-FY2028 (Collier MPO 2023), FDOT Five Year Work Program 2025-2029 (FDOT 2024), and other E+C network models from all MPOs in the District.

Existing projects are those that were completed since the last LRTP update (between 2019 and 2023), and Committed projects are in construction or funded for construction by FY 2028. The E+C travel network used the 2050 SE data to estimate future deficiencies in the 2050 network. Once potential deficiencies were understood, the corresponding improvement projects were identified for potential inclusion in alternative network scenarios. The E+C network was endorsed by the TAC and CAC in September 2024, and the Collier MPO Board approved submittal of the E+C Network to FDOT in October 2024.

The E+C model run identified which roadways were deficient throughout Collier County and its associated municipalities. Deficient roadways were classified by using a ratio of Average Annual Daily Traffic (AADT) divided by FDOT's Generalized Level of Service D Volumes (LOS D). **Table 3** and **Figure A-1** in **Attachment A** identifies

roadway segments determined to be deficient as a result of having an AADT/LOS D ratio greater than 1.15. Table 4 lists the projects in the E+C network.

Table 3. E+C Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	From West of I-75 interchange to east of I-75 interchange
1.15 to 1.5	Immokalee Road	From Valewood Drive to Preserve Lane
1.15 to 1.5	Immokalee Road	From Livingston Road to Juliet Blvd.
1.15 to 1.5	Immokalee Road	From Collier Boulevard to E of Founders Place
1.15 to 1.5	Everglades Boulevard N	From Oil Well Road to 43rd Avenue E
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Randall Boulevard	From 8th Street NE to west of 16th Street NE
1.15 to 1.5	South 1st Street	From Camp Keais Road to Eustis Avenue
1.15 to 1.5	Livingston Road	From Mediterra Boulevard E to Talis Park Drive
1.15 to 1.5	Old US 41	From Collier Center Way to Turtle Creek Blvd.
1.15 to 1.5	Pine Ridge Road	From Whippoorwill Lane to I-75 Interchange

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

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

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

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

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

Alternative 1 – Roadway Needs

Alternative 1 was developed by evaluating deficiencies identified in the 2050 E+C network. This was a financially unconstrained alternative network scenario to identify improvements needed by 2050 to relieve the identified deficiencies. Alternative 1 projects included capacity improvements such as roadway widenings, new connections, and parallel relievers that would reduce the deficiencies to acceptable level of service (AADT/LOS D ratio less than 1.15). Alternative 1 represents the initial Roadway Needs for the LRTP update. Table B-1 presents the projects entered in the D1RPM for Alternative 1.

The results of the Alternative 1 model run (or Roadway Needs) are presented in **Figure A-2** in **Attachment A.** **Table 5** indicates roadway segments with an AADT/LOS D ratio greater than 1.15 and therefore deficient by 2050 as a result of Alternative 1.

Table 5. Alternative 1 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Interstate 75	From Immokalee Road to North of Lee County Line
1.15 to 1.5	Immokalee Road	From Livingston Road to Northbrooke Drive
1.15 to 1.5	Interstate 75	From Pine Ridge Road to Immokalee Road
1.15 to 1.5	New Market Road W	From Charlotte Street to Westclox Street
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Immokalee Road	From Oakes Boulevard to Valewood Drive
1.15 to 1.5	State Road 29	From South of Experimental Road to State Road 82
1.15 to 1.5	Golden Gate Parkway	West of I-75 Interchange
>1.5	Immokalee Road	From Camp Keais Road to Immokalee Drive

Alternative 2 – Connectivity with Lee County

Alternative 2 incorporated intercounty roadway connections with Lee County to identify potential future connections that could act as parallel relievers. Coordination between Collier MPO and Lee County MPO resulted in the following connections being added to the roadway network:

- Bonita Beach Road Extension to Immokalee Road
- Collier Boulevard Extension to Lee County line
- Addition of Big Cypress Parkway (from I-75 interchange in vicinity of Everglades Boulevard to Corkscrew Road)

This was a financially unconstrained alternative network scenario as most of these projects would be expensive and impactful. Alternative 2 was developed to provide insight as to how much relief these alternatives brought the network and whether they were worth studying as future connections.

Figure A-3 in **Attachment A** presents the Alternative 2 model results. **Table 6** indicates roadway segments with an AADT/LOS D ratio greater than 1.15 and therefore deficient by 2050 as a result of Alternative 2.

This alternative provided relief to Immokalee Road. However, because three separate facilities were tested simultaneously, it was difficult to determine which improvement provided the most relief.

Table 6. Alternative 2 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	From Livingston Road to Valewood Drive
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Immokalee Road	From Camp Keais Road to Carver Street
1.15 to 1.5	Everglades Boulevard N	From Oil Well Road to 43rd Avenue N
1.15 to 1.5	Old US 41	From Collier Center Way to Turtle Creek Blvd.
1.15 to 1.5	Camp Keais Road	From Anthem Parkway to Camp Keais Road
1.15 to 1.5	US 41	From Greenway Road to Trinity Place
1.15 to 1.5	Livingston Road	From Veterans Memorial Blvd.to Talis Park Road
1.15 to 1.5	Interstate 75	From Immokalee Road to North of Lee County Line
1.15 to 1.5	Pine Ridge Road	From Whippoorwill Lane to I-75 Interchange

Alternatives 3 (Cost Feasible Refinement I) and 4 (Cost Feasible Refinement II)

Alternatives 3 and 4 were the initial cost feasible alternative network scenarios. The results of Alternative 1 (initial Roadway Needs) were used to create two groups of potentially cost feasible projects to test through the D1RPM:

- Alternative 3 – Cost Feasible Refinement 1 (Everglades Boulevard improvements)
- Alternative 4 - Cost Feasible Refinement 2 (addition of Big Cypress Parkway)

The primary difference between Alternatives 3 and 4 was improving Everglades Boulevard (from I-75 to Vanderbilt Beach Road Extension and Oil Well Road to Immokalee Road) and adding the new Big Cypress Parkway (from north of I-75 to Immokalee Road), respectively. Both of these facilities provide improved north-south capacity and are in proximity of each other. Therefore, each was tested separately through Alternatives 3 and 4 to understand which north-south improvement provided more relief.

Coordination with Collier County was done to identify cost feasible high-priority projects for inclusion in Alternatives 3 and 4. Cost estimations were based on the methodology outlined in the *Project Cost Methodology Technical Memorandum* (prepared under separate cover).

The projects for Alternatives 3 and 4 are presented in **Attachment B-3 and B-4**, respectively.

Figures A-4 and A-5 in **Attachment A** present the Alternative 3 and 4 model results. **Tables 7 and 8** indicate roadway segments with an AADT/LOS D ratio greater than 1.15 and therefore deficient by 2050 as a result of Alternatives 3 and 4, respectively.

Upon review of the Alternative 3 and 4 results, both the Everglades Boulevard improvements and the addition of Big Cypress Parkway performed similarly with minor differences.

Table 7. Alternative 3 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	Livingston Road to Logan Blvd.
1.15 to 1.5	Camp Keais Road	From Pope John Paul II Blvd. to Camp Keais Road
1.15 to 1.5	Interstate 75	From Immokalee Road to North of Lee County Line
1.15 to 1.5	Golden Gate Parkway	West of I-75 Interchange
1.15 to 1.5	State Road 29	From N 11th Street to N 9th Street
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	New Market Road W	From Escambia Street to Hendry Street
>1.5	Immokalee Road	From Camp Keais Road to Immokalee Road

Table 8. Alternative 4 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	Livingston Road to Logan Blvd.
1.15 to 1.5	Camp Keais Road	From Pope John Paul II Blvd. to Camp Keais Road
1.15 to 1.5	Livingston Road	From Veterans Memorial Blvd. to Talis Park Drive
1.15 to 1.5	Old US 41	From Collier Center Way to Turtle Creek Blvd.
1.15 to 1.5	I-75	From Immokalee Road to north of Lee County line
1.15 to 1.5	Everglades Boulevard N	From Oil Well Road to 43rd Avenue E
1.15 to 1.5	W Main Street	From N 11th Street to N 9th Street
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Golden Gate Parkway	West of I-75 Interchange
1.15 to 1.5	New Market Road W	From Escambia Street to Hendry Street
1.15 to 1.5	SR 29	From N 15th Street to Immokalee Drive
>1.5	Immokalee Road	From Camp Keais Road to Immokalee Road

Alternative 5 – Transit

Alternative 5 was used to determine the effects of an improved transit system on the Collier County network and was financially unconstrained. This alternative network scenario included the E+C roadway network and proposed transit improvements which included:

- Reducing all existing transit headways in half
- Introducing a commuter rail line between North Naples and Fort Myers

The proposed commuter rail line assumed operations on the existing rail line in Collier County (near Old US 41) with an extension along Goodlette-Frank Road to Pine Ridge Road. The proposed commuter service included hourly stops and was priced at $4.00 for both round-trip and one-way trips. This price was based on research of similar commuter rail options in the state including Brightline and SunRail. Additionally, the service assumed six proposed stations at the following locations:

- Naples – Northwest Corner of Pine Ridge Road and Goodlette-Frank Road
- Naples – Northwest Corner of Immokalee Road and Goodlette-Frank Road
- Bonita Springs – Northeast corner of Bonita Beach Road and existing tracks
- Estero – Northwest corner of Corkscrew Road and existing tracks
- Fort Myers – Northeast corner of Daniels Parkway and existing tracks
- Fort Myers – Northeast corner of Dr. Martin Luther King Jr Boulevard and existing tracks

The results of Alternative 5 are presented in **Figure A-6** in **Attachment A**. **Table 9** indicates roadway segments with an AADT/LOS D ratio greater than 1.15 and therefore deficient by 2050. Note that most of the projects presented in **Table 9** are similar to the E+C Network deficiencies (Table 3) indicating that the transit improvements provided negligible relief to the County network.

Note that the AADT/LOS for I-75 increased with Alternative 5. Further review showed that the I-75 managed lanes associated with Moving Florida Forward[1] were included in Lee County MPO's Alternative 5 network scenario. Because I-75 was improved in Lee County but not in Collier County, there was a bottleneck causing I-75 to fail north of Immokalee Road.

Table 9. Alternative 5 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	From Livingston Road to Laurel Lakes Blvd.
1.15 to 1.5	Immokalee Road	From Camp Keais Road to Carver Street
1.15 to 1.5	Livingston Road	From Veterans Memorial Blvd. to Talis Park Drive
1.15 to 1.5	Tamiami Trail E	From Greenway Road to Auto Ranch Road
1.15 to 1.5	Collier Blvd.	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Everglades Blvd. N	From Oil Well Road to 43rd Avenue NE
1.15 to 1.5	Old US 41	From Collier Center Way to Turtle Creek Blvd.
1.15 to 1.5	Pine Ridge Road	From Whippoorwill Lane to I-75 Interchange
1.15 to 1.5	Camp Keais Road	From Anthem Parkway to Camp Keais Road
1.15 to 1.5	I-75	From Immokalee Road to Lee County Line
1.15 to 1.5	W Main Street	From Hancock Street to N 9th Street

[1] https://www.fdot.gov/movingfloridaforward/landing

Alternative 6 – Final Cost Feasible Network

Alternative 6 was the final cost feasible alternative network scenario and was developed based on the results of Alternatives 3 and 4. Financial constraints were better understood prior to initiating the Alternative 6 model run and, therefore, this alternative included less projects than the cost feasible Alternatives 3 and 4.

Upon review of the Roadway Needs ranking (refer to the 2050 LRTP *Evaluation Framework Technical Memorandum*) and available funding, eight projects from Alternatives 3 and 4 were included in Alternative 6. Additionally, two new projects (Golden Gate Parkway overpass at Livingston Road and a bridge over a canal near 16th Street SE) were added based on coordination with Collier County. The 16th Street SE bridge project was added to better complement the other cost feasible "bridge over canal" projects to improve mobility, connectivity, and evacuation in Golden Gate Estates. Additionally, three I-75 projects related to Moving Florida Forward were added for consistency with the updated FDOT Work Program.

The projects for Alternative 6 are presented in **Attachment B-5**.

Figure A-7 in **Attachment A** presents the Alternative 6 model results. **Table 10** indicates roadway segments with an AADT/LOS D ratio greater than 1.15 and therefore deficient by 2050 as a result of Alternative 6.

Table 10. Alternative 6 Network Deficient Roadway Segments

AADT/LOS D	Roadway	Location
1.15 to 1.5	Immokalee Road	From Livingston Road to Logan Blvd.
1.15 to 1.5	Immokalee Road	From Camp Keais Road to Carver Street
1.15 to 1.5	US 41	From Greenway Road to Auto Ranch Road
1.15 to 1.5	Collier Boulevard	From Magnolia Pond Drive to City Gate Blvd. N
1.15 to 1.5	Golden Gate Parkway	From Livingston Road to I-75
1.15 to 1.5	Everglades Blvd. N	From Oil Well Rd to 43rd Avenue NE
1.15 to 1.5	Camp Keais Road	From Anthem Parkway to Ranch 1 Road
1.15 to 1.5	Pine Ridge Road	West of I-75 Interchange
1.15 to 1.5	W Main Street	From N 9th Street to Immokalee Drive

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Attachment A
Network Deficiency Plots

Figure A-1. E+C Network Deficiency Plot

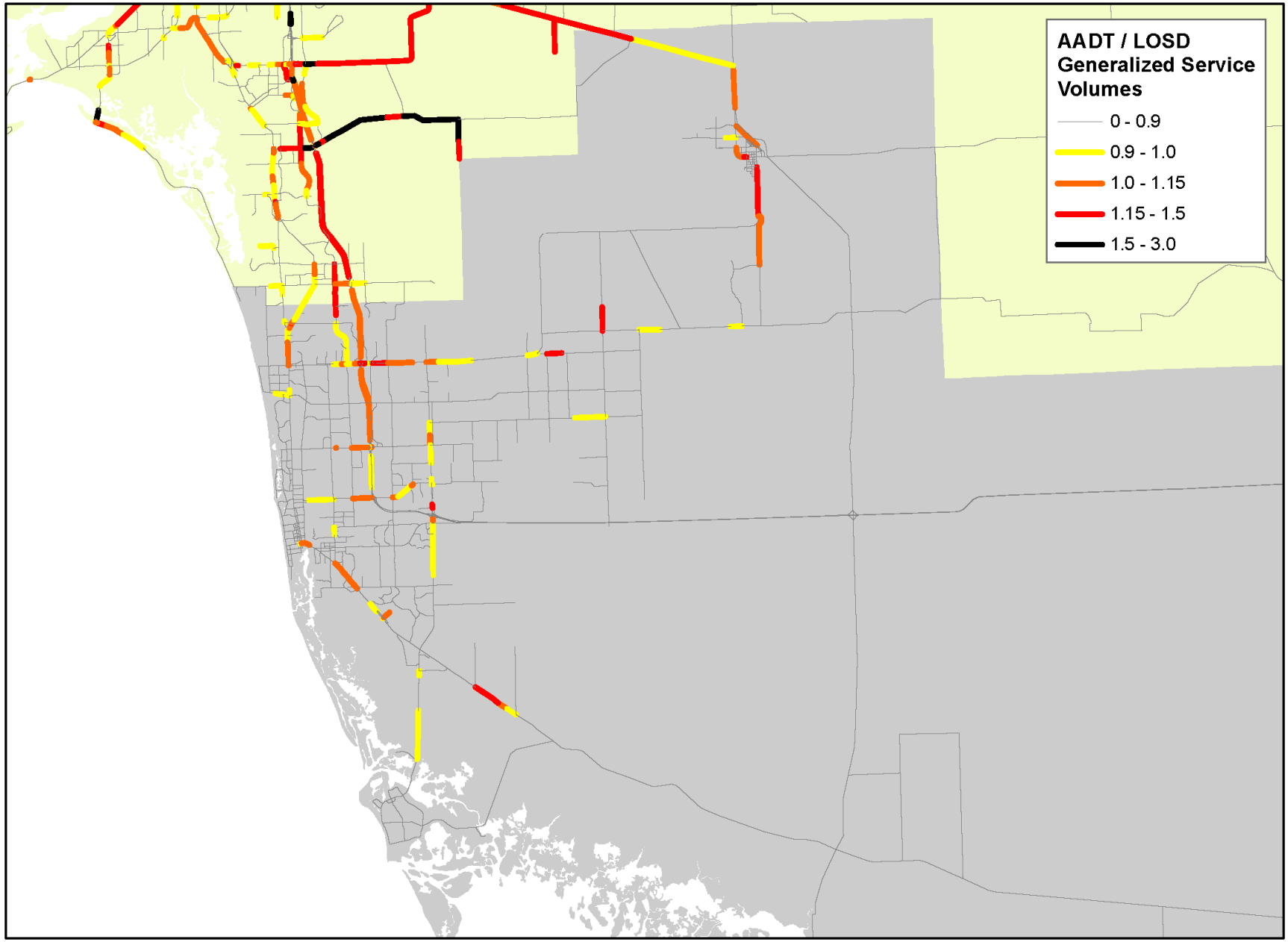


Figure A-2. Alternative 1 Network Deficiency Plot

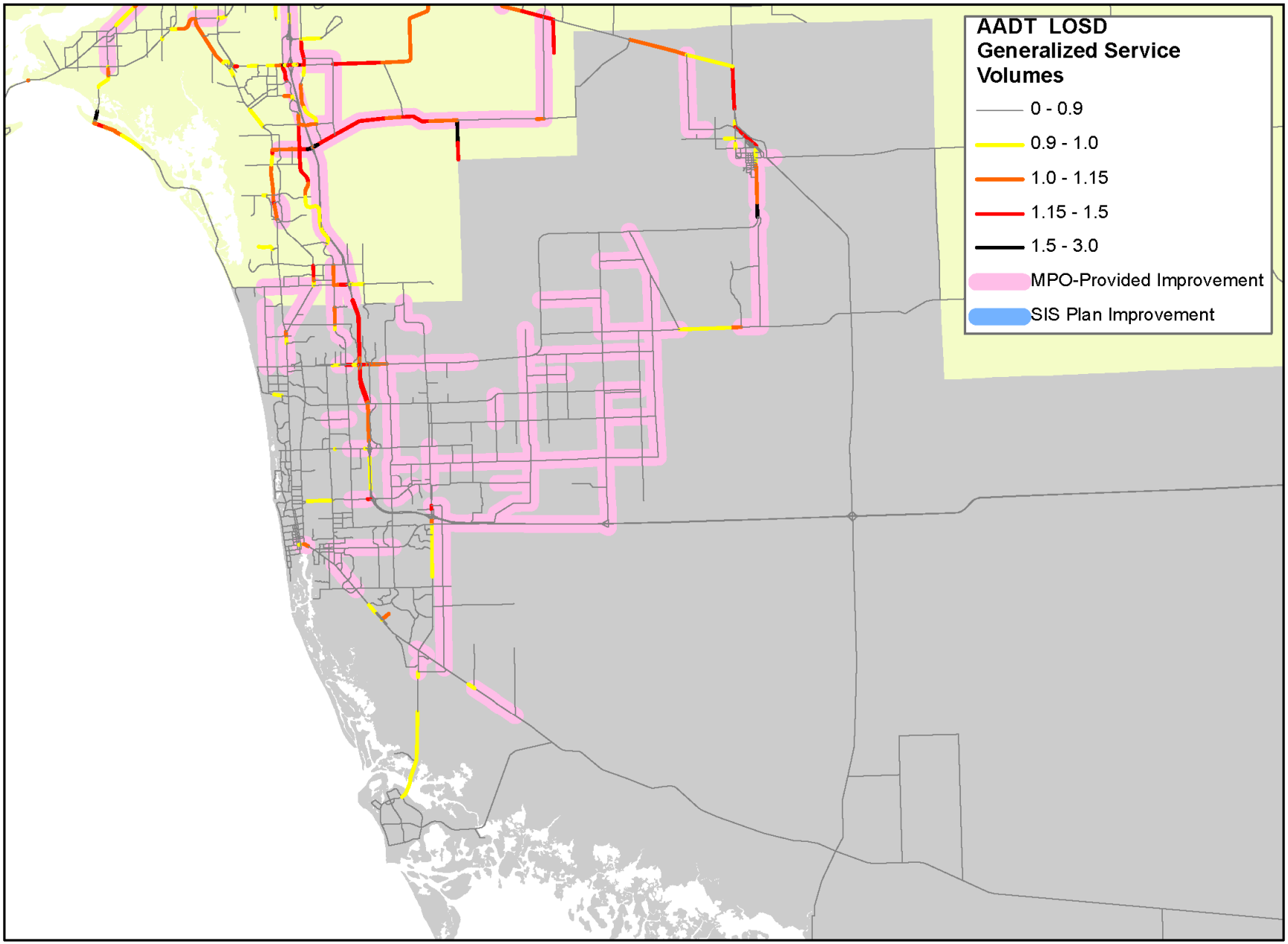


Figure A-3. Alternative 2 Network Deficiency Plot

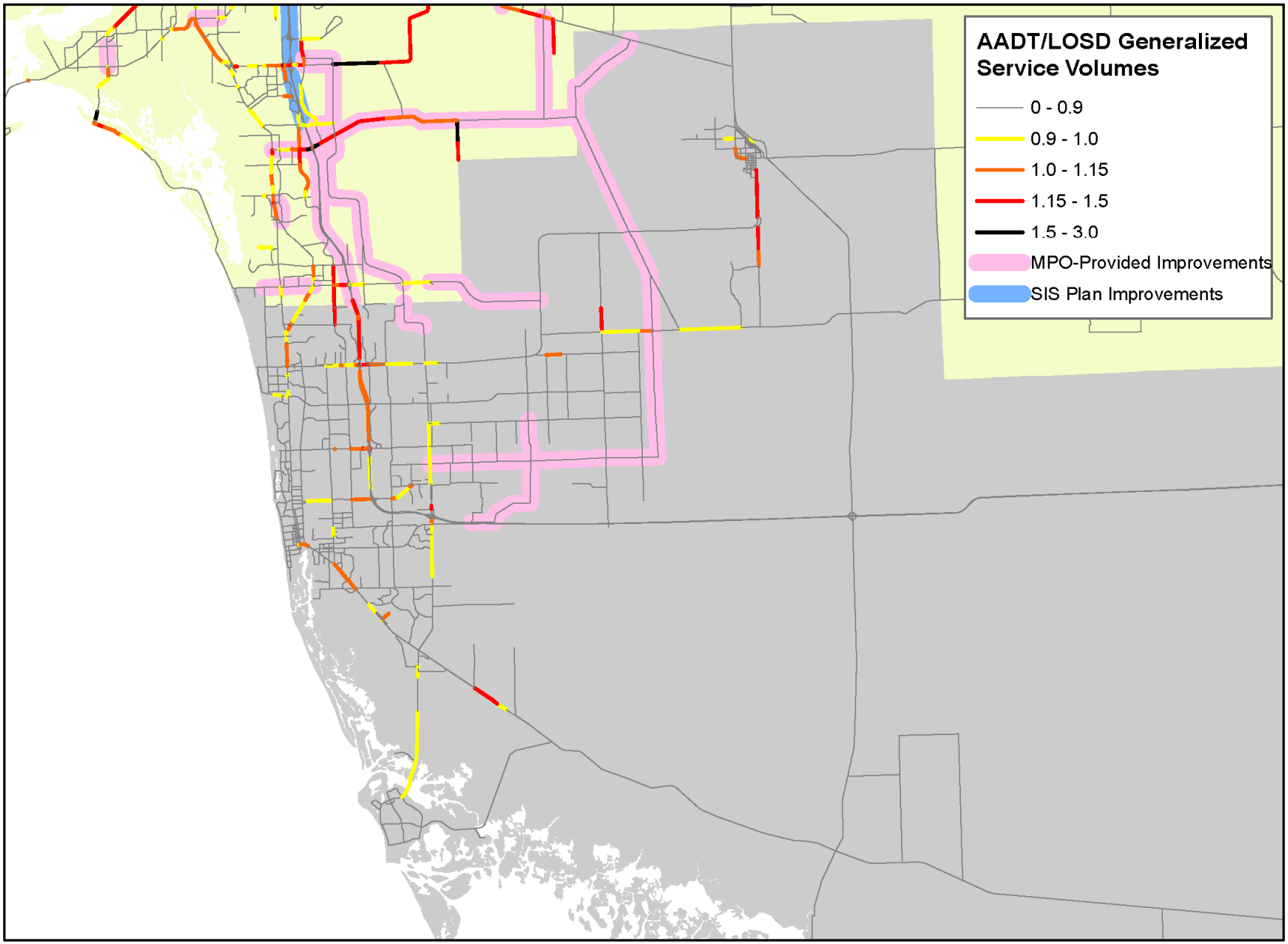


Figure A-4. Alternative 3 Network Deficiency Plot

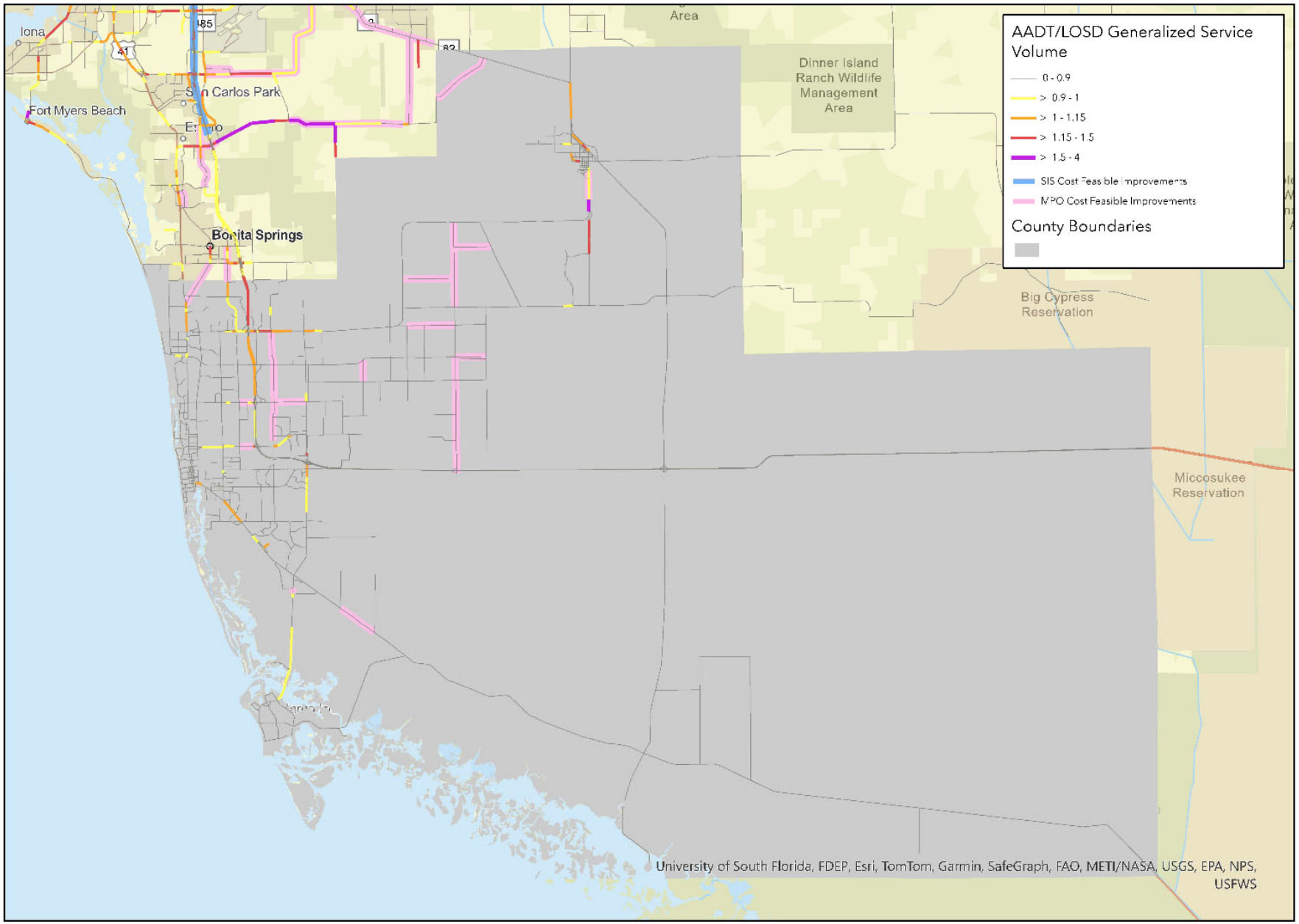


Figure A-5. Alternative 4 Network Deficiency Plot

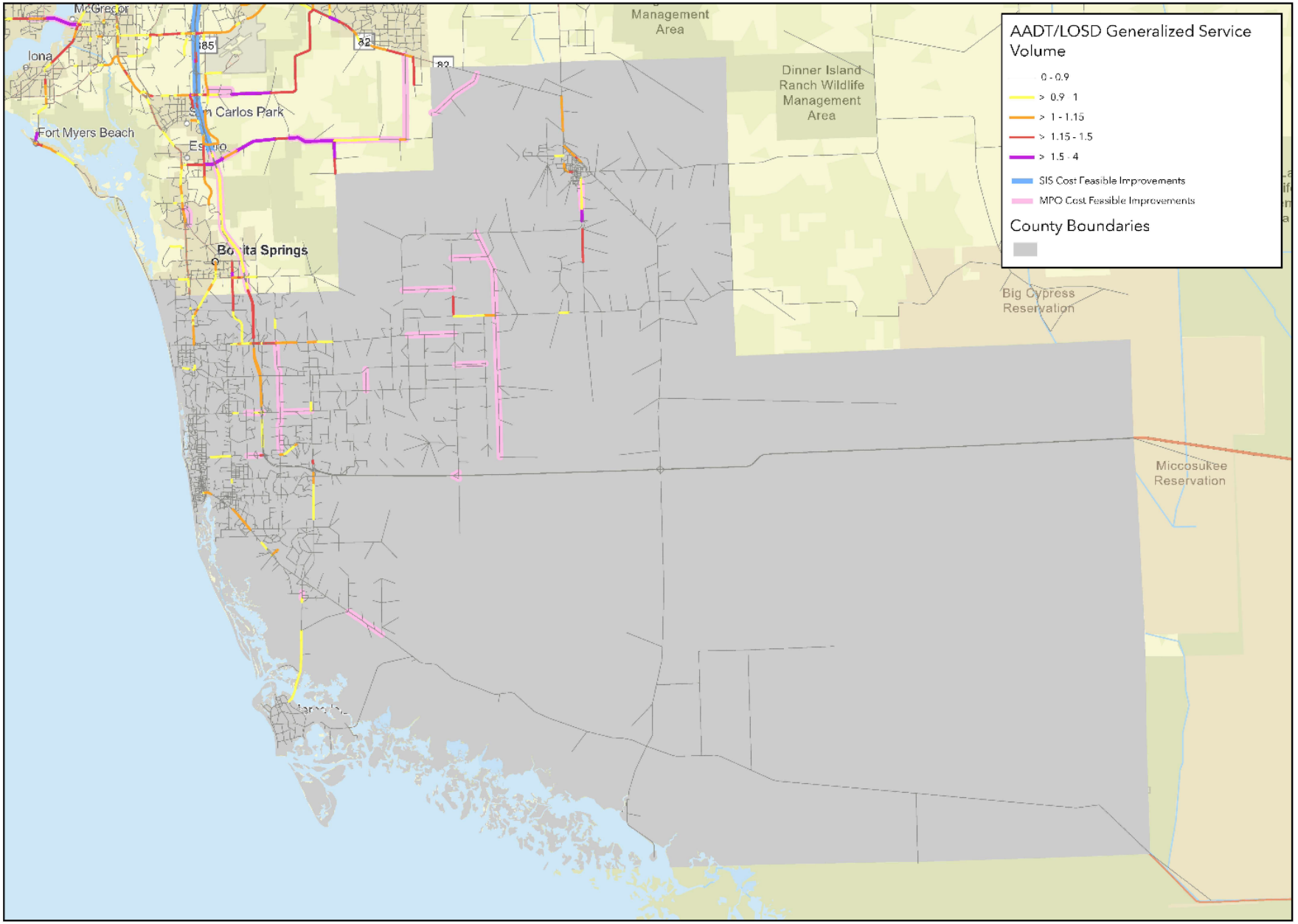


Figure A-6. Alternative 5 Network Deficiency Plot

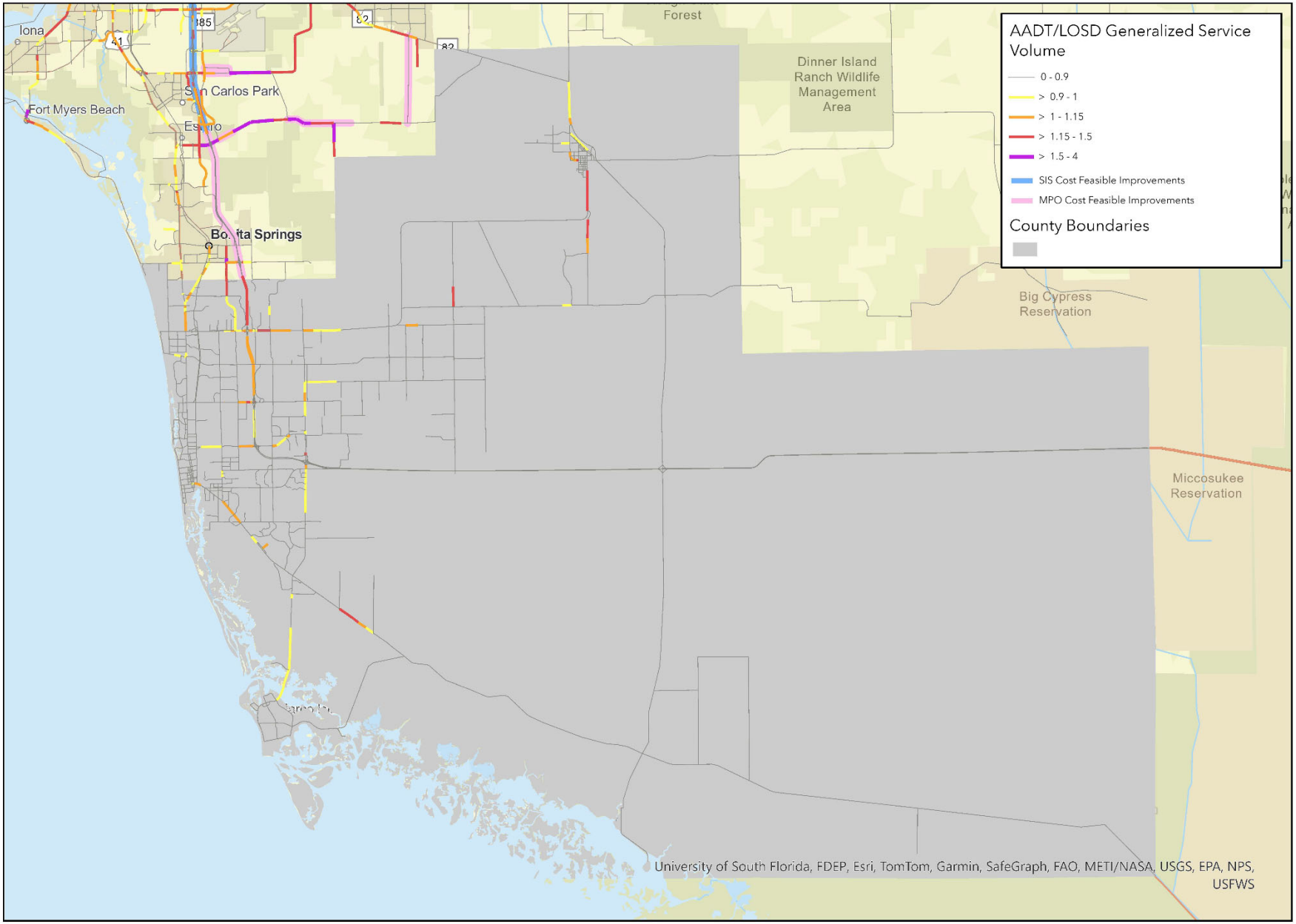
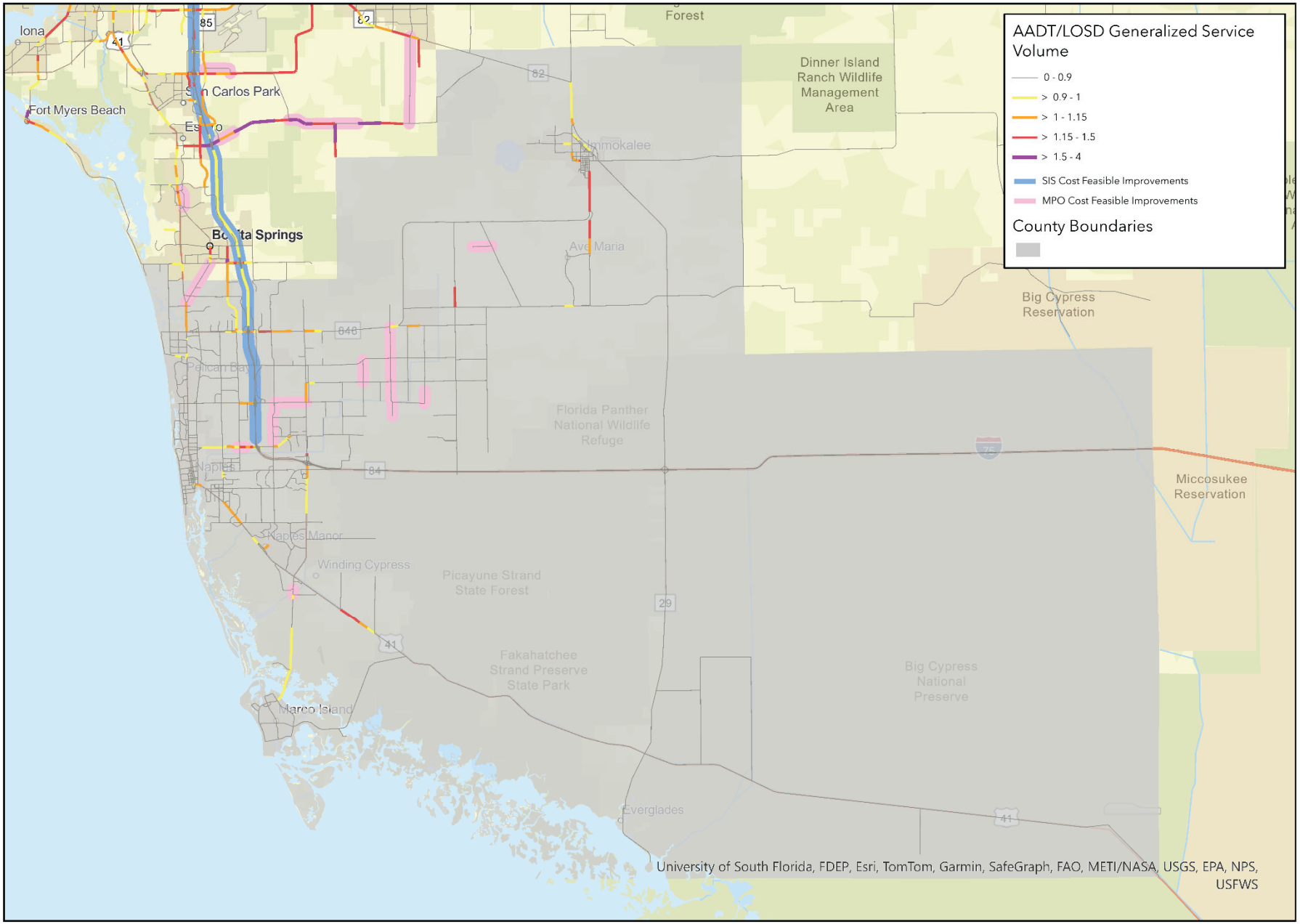


Figure A-7. Alternative 6 Network Deficiency Plot



Attachment B
Tabulated Network List of Projects

Attachment B-1. Alternative 1 Projects

Project No	Facility	From	To	Description
1	Benfield Road	Lords Way	City Gate Boulevard North	New two-lane roadway in a four-lane footprint
2	Benfield Road	City Gate Boulevard North	US 41 (SR 90) (Tamiami Trail East)	New two-lane roadway in a four-lane footprint
3	Big Cypress Parkway	North of I-75	Golden Gate Boulevard	New two-lane roadway
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Extension	New two-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Extension	Oil Well Road	New two-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
7	Camp Keais Road	Oil Well Road	Pope John Paul Boulevard	Widen from two to four lanes
8	Camp Keais Rd	Pope John Paul Boulevard	Immokalee Road	Widen from two to four lanes
9	City Gate Blvd Extension	Landfill Boulevard	Wilson Boulevard Extension	New four-lane roadway
10	Collier Boulevard	Pine Ridge Road	Golden Gate Boulevard	Widen from six to eight lanes
11	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four to six lanes
12	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line - Logan Boulevard	New two-lane roadway
13	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from four to six lanes
14	Everglades Boulevard	I-75 (SR-93)	Golden Gate Boulevard	Widen from two to four lanes
15	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Beach Road Extension	Widen from two to four lanes
16	Everglades Boulevard	Vanderbilt Beach Road Extension	Randall Boulevard	Widen from two to four lanes
17	Everglades Boulevard	Randall Boulevard	South of Oil Well Road	Widen from two to four lanes

Attachment B-1. Alternative 1 Projects

Project No	Facility	From	To	Description
18	Everglades Boulevard	Oil Well Road	43rd Avenue NE	Widen from two to four lanes
19	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two to four lanes
20	Golden Gate Boulevard	Desoto Boulevard	Big Cypress Parkway	New four-lane roadway
21	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)
22	Golden Gate Parkway	Livingston Rd	I-75 SB Ramps	Widen from six to eight lanes
23	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Widen from four to six lanes
24	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Widen from two to four lanes
25	Green Boulevard	Santa Barbara/Logan Boulevard	Sunshine Boulevard	Widen from two to four lanes (Future Study Area)
26	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
27	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Extension	New two-lane roadway (Future Study Area)
28	Green Boulevard Extension	Wilson Boulevard Ext	Everglades Boulevard	New two-lane roadway (Future Study Area)
29	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway (Future Study Area)
30	I-75 (SR 93)	Everglades Boulevard		New Partial Interchange - EB Off-Ramp and WB On-Ramp
31	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange - NB On-Ramp and SB Off-Ramp
32	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from four to six lanes
33	Immokalee Road	Lakeland Avenue	Livingston Road	Widen from six to eight lanes
34	Immokalee Road	Strand Boulevard	Northbrooke Road	Widen from six to eight lanes

Attachment B-1. Alternative 1 Projects

Project No	Facility	From	To	Description
35	Immokalee Road	Logan Boulevard	Rose Boulevard	Widen from six to eight lanes
36	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Widen from six to eight lanes
37	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Widen from six to eight lanes
38	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	Widen from two to four lanes
39	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from two to four lanes
40	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd over Collier Boulevard)
41	Immokalee Road	Wilson Boulevard		Overpass (Immokalee Rd over Wilson Boulevard)
42	Keane Avenue	Inez Road	Wilson Boulevard Extension	New two-lane roadway
43	Little League Rd Extension	SR-82	Westclox Street	New two-lane roadway
44	Livingston Road	Immokalee Road	Carlton Lakes Boulevard	Widen from six to eight lanes
45	Livingston Road	Entrada Avenue	Learning Lane	Widen from six to eight lanes
46	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from four to six lanes
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four to six lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two to four lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two to four lanes
50	Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	Widen from two to six lanes
51	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two to six lanes
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two to four lanes
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two to four lanes
54	Pine Ridge Road	Livingston Road	Whippoorwill Road	Widen from six to eight lanes

Attachment B-1. Alternative 1 Projects

Project No	Facility	From	To	Description
55	Pine Ridge Road	Whippoorwill Road	I-75 NB Ramps	Widen from six to eight lanes
56	Randall Boulevard	Immokalee Road		Overpass (two lanes WB Randall to WB Immokalee)
57	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two to six lanes
58	Randall Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two to four lanes
59	Randall Boulevard	Desoto Boulevard	Big Cypress Parkway	New four-lane roadway
60	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes
61	SR 29/North Main Street	North 9th Street	Immokalee Drive	Widen from two to four lanes
62	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Widen from six to eight lanes
63	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Widen from six to eight lanes
64	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Widen from eight to 10 lanes
65	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Road	Rattlesnake Hammock Road	Widen from six to eight lanes
66	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two to four lanes
67	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Boulevard)
68	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd)
69	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	Widen from four to six lanes
70	Vanderbilt Beach Road Extension	Everglades Boulevard	Desoto Boulevard	New two-lane roadway in a four-lane footprint

Attachment B-1. Alternative 1 Projects

Project No	Facility	From	To	Description
71	Vanderbilt Drive	Immokalee Road	Woods Edge Parkway	Widen from two to four lanes
72	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway
74	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two to four lanes
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
76	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
80	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal

GGP = Golden Gate Parkway
NB = northbound
SB = southbound
WB = westbound

Attachment B-2. Alternative 2 Projects

Project No	Facility	From	To	Description
3	Big Cypress Parkway	North of I-75	Golden Gate Boulevard	New two-lane roadway
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Extension	New two-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Extension	Oil Well Road	New two-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
9	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Extension	
12	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line - Logan Boulevard	New two-lane roadway
16	Everglades Boulevard	Vanderbilt Beach Road Extension	Randall Boulevard	in EC
17	Everglades Boulevard	Randall Boulevard	South of Oil Well Road	in EC
24	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	in EC
26	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
27	Green Boulevard Extension	23rd St SW	Wilson Boulevard Extension	New two-lane roadway (Future Study Area)
28	Green Boulevard Extension	Wilson Boulevard Extension	Everglades Boulevard	New two-lane roadway (Future Study Area)
29	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway (Future Study Area)
34	Immokalee Road	Strand Boulevard	Northbrooke Road	in EC
69	Vanderbilt Beach Road	Goodlette-Frank Road	Airport Pulling Road	in EC
73	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway

Attachment B-2. Alternative 2 Projects

Project No	Facility	From	To	Description
82	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line - Logan Boulevard	New four-lane roadway (expanding on the idea of Alt 1 MPO Project 12 - now including this as four lanes rather than two lanes)
83	Logan Boulevard	Collier Boulevard Extension	Bonita Beach Road	Widen from two to four lanes
84	Bonita Beach Road Extension	Bonita Beach Road Eastern Terminus	Immokalee Road approximately at SW 47th	
85	Big Cypress Parkway Extension	Big Cypress Parkway Northern Terminus	Corkscrew Road	

Attachment B-3. Alternative 3 Projects

Project No	Facility	From	To	Description
11	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four to six lanes
14	Everglades Boulevard	I-75 (SR-93)	Golden Gate Boulevard	Widen from two to four lanes
15	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Beach Road Extension	Widen from two to four lanes
18	Everglades Boulevard	Oil Well Road	43rd Avenue NE	Widen from two to four lanes
22	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Widen from six to eight lanes
30	I-75 (SR 93)	Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp
38	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four to six lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two to four lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two to four lanes
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	included by Lee MPO
54	Pine Ridge Road	Livingston Road	Whippoorwill Road	Widen from six to eight lanes
55	Pine Ridge Road	Whippoorwill Road	I-75 NB Ramps	Widen from six to eight lanes
57	Randall Boulevard	8th St NE	Everglades Boulevard	Widen from two to six lanes
60	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes
66	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two to four lanes
70	Vanderbilt Beach Road Extension	Everglades Boulevard	Desoto Boulevard	New two-lane roadway in a four-lane footprint
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
78	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal
86	Corkscrew Road	SR 82	Lee County Line	Widen from two to four lanes
87	Everglades Boulevard	43rd Ave NE	Immokalee Road	Widen from two to four lanes
88	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four to six lanes

Attachment B-4. Alternative 4 Projects

Project No	Facility	From	To	Description
3	Big Cypress Parkway	North of I-75	Golden Gate Boulevard	New two-lane roadway
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Extension	New two-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Extension	Oil Well Road	New two-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
11	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four to six lanes
22	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Widen from six to eight lanes
30	I-75 (SR 93)	Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp
38	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four to six lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two to four lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two to four lanes
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	included by Lee MPO
54	Pine Ridge Road	Livingston Road	Whippoorwill Road	Widen from six to eight lanes
55	Pine Ridge Road	Whippoorwill Rd	I-75 NB Ramps	Widen from six to eight lanes
57	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two to six lanes
60	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes
66	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two to four lanes
70	Vanderbilt Beach Road Extension	Everglades Boulevard	Desoto Boulevard	New two-lane roadway in a four-lane footprint
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
78	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
86	Corkscrew Road	SR 82	Lee County Line	Widen from two to four lanes
88	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four to six lanes

Attachment B-5. Alternative 6 Projects

Project No	Facility	From	To	Description
11	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from 4 to 6 lanes
21	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston) - Major Intersection Improvement
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four to six lanes
60	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four to six lanes
74	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two to four lanes
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal
88	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four to six lanes
101	I-75 (SR 93)	Immokalee Road	Bonita Beach Road	Widen from six to eight lanes
103	I-75 (SR 93)	Pine Ridge Road	Immokalee Road	Widen from six to eight lanes
104	I-75 (SR 93)	Golden Gate Parkway	Pine Ridge Road	Widen from six to eight lanes
106	Bridge at 16th Street SE	South of Golden Gate Boulevard		New Bridge over Canal



Public and Stakeholder Involvement Summary

Public and Stakeholder Involvement Summary for the Collier MPO 2050 Long Range Transportation Plan

Technical Memorandum

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

December 2025

Jacobs

COLLIER Metropolitan Planning Organization

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Acronyms and Abbreviations

BPAC	Bicycle and Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CMC	Congestion Management Committee
CRA	community redevelopment agency
FDOT	Florida Department of Transportation
LCB	Local Coordinating Board for the Transportation Disadvantaged
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
PIP	Public Involvement Plan
PPP	Public Participation Plan
SE	Socioeconomic
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program

Public and Stakeholder Involvement Summary for the Collier MPO 2050 Long Range Transportation Plan

Introduction

The Collier Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) envisions the development of an integrated, equitable, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, resilience, and community character. Collier MPO aims to ensure that all citizens regardless of race, color, religion, national origin, sex, age, disability, or family status have an equal opportunity to participate in the MPO's decision-making process. As part of the Collier MPO 2050 LRTP update process, the MPO aimed to ensure equitable, inclusive participation by involving the potentially affected public in MPO outreach and public involvement programs. MPO activities to inform the 2050 LRTP were designed to develop partnerships and enhance the participation in the transportation planning process, with groups and individuals of 'traditionally underserved communities. These include transit-dependent communities, low-income residents, the elderly, and persons with disabilities.

The MPO developed a Public Involvement Plan (PIP) that provided constructive, collaborative, and inclusive outreach activities throughout the 2050 LRTP process. Public outreach methods during the 2050 LRTP update included public outreach events, newsletters, social media posts, surveys, online interactive maps, a virtual public meeting, and a project website. The MPO also performed outreach to various stakeholders, agencies, and tribal governments during the Needs and Cost Feasible phases.

Title VI

Collier MPO does not discriminate against anyone on the basis of race, color, religion, sex, age, national origin, disability, or family status. Recognizing the importance of addressing environmental justice in all phases of the transportation planning process, the MPO took steps to ensure that all public engagement activities for the 2050 LRTP update were accessible by all community members. This included publishing materials in multiple languages (English, Spanish, and Creole) and partnering with community organizations to reach specific communities.

Figure 1. Collier MPO Jurisdiction



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

Collier MPO Planning Process

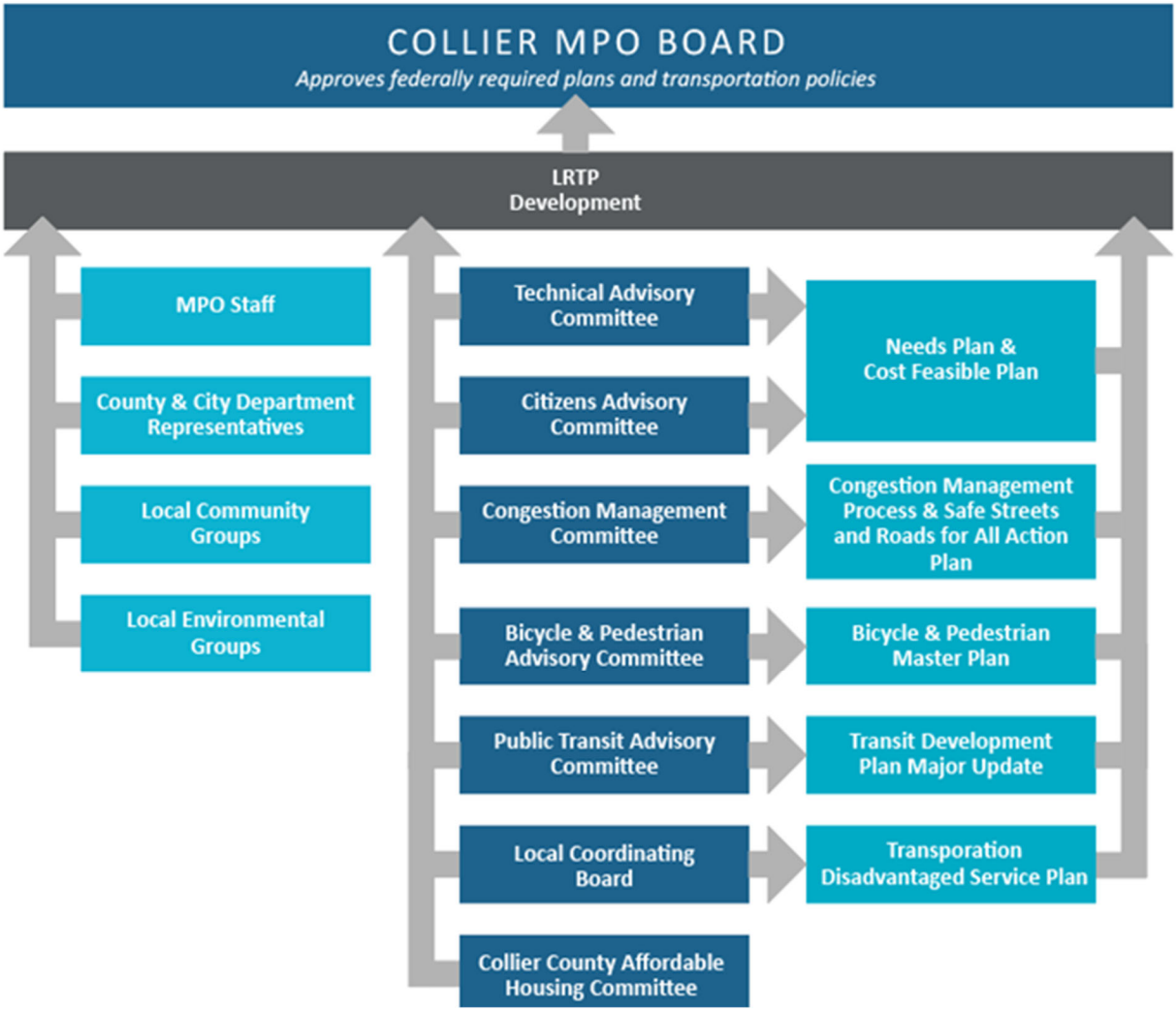
Established in 1982, the Collier MPO is a federally mandated transportation policy-making body comprised of a board of nine voting members and one non-voting adviser from the Florida Department of Transportation (FDOT). The MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island, and Everglades City (refer to **Figure 1**). The MPO uses federal, state, and local funds to carry out long-range planning processes that provide a balanced, integrated, and multimodal program that efficiently moves traffic throughout Collier County (hereinafter, "the County").

In addition to the LRTP, federal funding and state requirements include the development of a 5-year Transportation

Improvement Program (TIP), a Unified Planning Work Program (UPWP), and a Public Participation Plan (PPP). The TIP is a fiscally constrained, multimodal program of transportation projects. The UPWP is a 2-year plan that identifies funding sources for each MPO planning activity. The PPP provides a framework for engaging with the public during the development of MPO planning activities. The 2050 LRTP PIP was developed in accordance with the PPP.

The MPO board is assisted by dedicated MPO professional staff who provide technical expertise and manage several advisory committees, including the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Local Coordinating Board for the Transportation Disadvantaged (LCB), and the Congestion Management Committee (CMC) (refer to **Figure 2**).

Figure 2. 2050 LRTP Participation and Process



Updating the LRTP

MPOs are required to develop and update their LRTPs on a 5-year cycle to receive federal funds. These updates maintain a minimum time horizon of 20 years and ensure that the future transportation system is efficient, fosters mobility and access for people and goods, and enhances the overall quality of life for the community. The previous 2045 LRTP update was adopted in December 2020. The Collier MPO 2050 LRTP update began in March 2024, and it will help citizens, businesses, and elected officials collaborate to

develop a sustainable transportation system that addresses projected growth through 2050. The LRTP must be multimodal and should include, at a minimum, highway and transit infrastructure improvements.

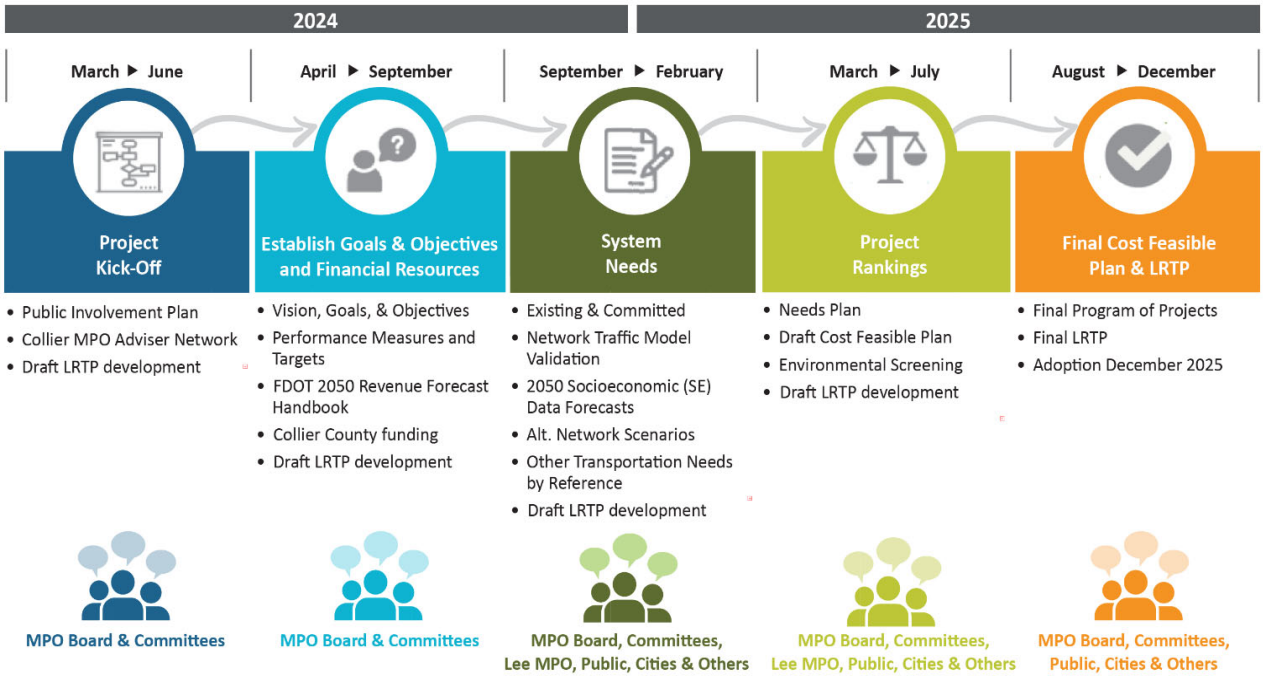
During the development of the 2050 LRTP, the Collier MPO collaborated with its standing committees—particularly the TAC and CAC—who reviewed and commented on every aspect of the plan. The TAC and CAC held a series of monthly meetings through the summer of 2025 to assist the MPO on the Needs and Cost Feasible Plans. The CMC, BPAC, and LCB also helped guide the development of the LRTP by providing their expertise to shape their respective committee's corresponding elements of the larger LRTP.

The LRTP update process includes the following steps:

- Identify Goals and Objectives
- Collect and Analyze Data
- Assess Needs and Identify Transportation Vision
- Define/Develop Projects
- Evaluate Projects against Goals
- Recommend Preferred Plan
- MPO Board Adoption

As presented in **Figure 3**, these steps were organized into five discrete phases from 2024 through 2025, and the MPO sought input and advice from stakeholders and the public throughout the update process.

Figure 3. Phases of 2050 LRTP Development



Public Involvement Principles and Goals

Updated in December 2024, the Collier MPO PPP provides a framework for the public involvement process regarding the MPO planning-related activities, including the LRTP. The PPP's primary goal is to actively engage a broad cross section of the public in transportation planning and serve as a source of information on MPO transportation planning activities. It describes the MPO's strategies and techniques to

inform and engage the public in transportation planning issues to maximize public involvement and effectiveness.

Drawing from this document, the MPO developed an LRTP-specific PIP to guide its outreach and engagement efforts throughout the LRTP update process. The PIP builds on the content and assumptions within the approved PPP but provides additional information, such as specific stakeholders to be engaged during the LRTP development, a summary of proposed engagement activities throughout the LRTP development, and an engagement milestone schedule.

Guiding principles for public involvement for the 2050 LRTP update include:

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

Outreach Partners

To assist with public involvement, the MPO relied on several partnerships as follows:

- **Government Agencies:** The MPO coordinated with government agencies, community redevelopment agencies (CRAs), and Collier County committees/groups throughout the LRTP process including:
  - City of Naples
  - City of Marco Island
  - City of Everglades City
  - Immokalee CRA
  - Bayshore/Gateway Triangle CRA
  - East of 951 Ad Hoc Advisory Committee
  - Affordable Housing Advisory Committee
- **MPO Adviser Network and Committees:** The MPO engaged with and sought advice from its standing committees throughout the LRTP update process. These advisory committees include:
  - Technical Advisory Committee
  - Citizens Advisory Committee

- Bicycle and Pedestrian Advisory Committee
- Congestion Management Committee
- Local Coordinating Board
- Adviser Network

The MPO Advisor Network includes groups, businesses, and agencies, along with approximately 400 private citizens. **Attachment A** presents the MPO Adviser Network.

- **Intergovernmental Coordination:** The MPO consulted with Tribal governments on the LRTP update process, specifically the Miccosukee Tribe and the Seminole Tribe. Moreover, the Collier MPO coordinated with the Lee County MPO to address areas for improvement within the network of regionally significant transportation corridors, facilities, and services.

Outreach Techniques

The MPO used several outreach strategies to bring awareness to the 2050 LRTP update. These techniques helped to ensure that the public and stakeholders were involved throughout the development process. **Attachment B** includes outreach notifications.

MPO Website

The MPO established a dedicated website under their LRTP tab to update the public on the LRTP's progress, provide links to the survey and interactive online maps, and solicit comments. The website was updated throughout the LRTP update process with public meeting information and materials, Draft 2050 LRTP, and LRTP-specific presentations to the MPO Board and Committees. The website also allowed provided contact information for stakeholders and members of the public to submit comments and questions.

Social Media

The MPO used the established social media presence of MPO partners and the Adviser Network to organically connect with stakeholders and grow participation during the 2050 LRTP update. The MPO currently posts information on the County's Facebook, Instagram, and X pages. The MPO also used a targeted advertisement campaign during both the Needs and Cost Feasible Phases of the LRTP.

Electronic Newsletters and Notifications

Electronic newsletters were prepared and distributed during the LRTP update. The MPO posted the newsletters on the LRTP webpage of the MPO website and also distributed them through electronic notifications, social media, public engagement tools, and at the information booth. The MPO maintains a database of contacts, including businesses, residential associations, agencies, Native American Tribes, the Adviser Network, and members of the public. This database includes committee membership and email addresses and includes individuals who have an established interest in transportation issues in Collier County. The MPO used this existing database to send surveys, electronic and paper newsletters, and upcoming meeting information.

Surveys

The MPO implemented two surveys during the LRTP update to gather information on the public's transportation needs and help prioritize projects. The surveys were posted on the LRTP webpage of the MPO website and also distributed through electronic notifications, social media, public engagement tools, and at local pop-up events.

Information Booths and Pop-Up Events

To further engage the public on LRTP updates, the MPO hosted information booths at local community events. The first round of events occurred during the Needs Plan development phase at the Golden Gate Community Market (February 22, 2025) and the Immokalee Cattle Drive and Jamboree (March 8, 2025), as shown on **Figures 4 and 5**, respectively. During these events, staff distributed paper surveys. Participants could view the proposed Roadway Needs Projects and provide comments. Scanned survey forms can be found in **Attachment C.**

Figure 4. Residents Fill Out Surveys at the Golden Gate Community Market on February 22, 2025



The second round of community events occurred during the Cost Feasible Plan development phase at the Golden Gate Farmers Market (September 27, 2025) and the Immokalee Pioneer Pumpkin Palooza (October 11, 2025). During these events, staff distributed comment forms where participants could provide feedback on the proposed Cost Feasible Roadway Projects. Scanned comment forms can be found in **Attachment D.**

Figure 5. Staff Discuss LRTP Roadway Needs Projects at the Immokalee Cattle Drive & Jamboree on March 8, 2025.



Public Meetings

LRTP information was also provided at the Airport Road Widening Project's Public Information Meeting, hosted by Collier County Transportation Engineering on March 27, 2025. MPO staff set up a table at this open-house-style meeting where attendees could ask questions and learn about the plan update.

The MPO also held a virtual public meeting via Zoom during the Cost Feasible development phase of the LRTP. The meeting occurred on October 29, 2025, from 5 to 6 p.m. MPO staff provided a presentation that gave an overview of the LRTP process and provided the Roadway Needs and Cost Feasible project maps. A total of ten members of the public attended this meeting.

Additional Stakeholder and Agency Meetings

The MPO also held coordination meetings with community-based agencies and tribal governments to allow for additional input throughout the LRTP development process. These meetings included members from the Seminole Tribe, and the Miccosukee Tribe, CRAs, Cities, and other groups/committees. **Table 1** summarizes public participation events held to aid in the development of the 2050 LRTP.

Table 1. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	TAC/CAC	8/26/2024
	MPO Board	9/13/2024
Provided update on E+C Network and D1RPM Alternatives	TAC/CAC	9/23/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	Miccosukee Tribe	10/16/2024

Table 1. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Presentation of LRTP Overview, Vision, Goals & Objectives, and Evaluation Framework	Seminole Tribe	10/17/2024
Provided update on E+C Deficiency Analysis, Alternative 1, and Draft Roadway Needs List	TAC/CAC	11/25/2024
	MPO Board	12/13/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	Immokalee CRA/MSTU	12/11/2024
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	Bayshore/Gateway Triangle CRA	1/9/2025
Provided update on the results of Alternatives 1 & 2, Other Needs, and Stakeholder Coordination *(Jacobs did not attend)*	TAC/CAC	1/27/2025
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	City of Marco Island	2/18/2025
Community Outreach Event Number 1: Provided draft Roadway Needs List and Surveys at the Golden Gate Farmers Market	Members of the Public	2/22/2025
Presentation of LRTP Overview, Vision, Goals & Objectives, and Needs	City of Everglades City	2/4/2025
Presentation of Visioning & Needs survey results, Socioeconomic (SE) Data, and Draft Roadway Needs	TAC/CAC	2/24/2025
	MPO Board	3/14/2025
Community Outreach Event Number 2: Provided draft Roadway Needs List and Surveys at the Immokalee Cattle Drive & Jamboree	Members of the Public	3/8/2025
Provided draft Roadway Needs List and Surveys at the Airport Road Widening Project Public Meeting	Members of the Public	3/27/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	Miccosukee Tribe	4/2/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	Seminole Tribe	4/8/2025
Presentation of Visioning & Needs survey results, SE Data, and Draft Roadway Needs	East of 951 Ad Hoc Advisory Committee	4/15/2025
Presentation of Final Roadway Needs Projects, Alternatives 3, 4, & 5 Results, Draft Chapter 5 and Financial Resources Tech Memo, and Draft Cost Feasible Projects	TAC/CAC	8/25/2025
	MPO Board	9/12/2025
Community Outreach Event Number 3: Provided draft Cost Feasible Projects and Comment Forms at the Golden Gate Farmers Market	Members of the Public	10/4/2025

Table 1. Summary of Public and Stakeholder Outreach

Event Details	Group	Date
Community Outreach Event Number 4: Provided draft Cost Feasible Projects and Comment Forms at the Immokalee Pioneer Pumpkin Palooza	Members of the Public	10/11/2025
Presentation of Draft LRTP	TAC/CAC	10/27/2025
	MPO Board	11/14/2025
Presentation of Final Draft LRTP for Committee Endorsement and Board Approval	TAC/CAC	11/24/2025
	MPO Board	12/11/2025

Summary of Outreach Results

Visioning and Needs Survey

The MPO's initial public outreach occurred with the Visioning and Needs Survey. This survey provided the public with a chance to provide input on their specific needs within the Collier County Transportation network. The survey was promoted by the Collier MPO and its partners. The survey was provided through an online platform in English, Spanish, and Haitian-Creole language options, and received a total of 275 responses. Survey responses can be found in **Attachment E**.

Participants were asked to provide details on their daily travel habits. The majority of respondents (80%) primarily travel by driving alone, indicating a strong reliance on personal vehicles. This use of personal vehicles applies mainly to shorter distances, with 77% of participants indicating they travel 20 miles or less per day. While personal vehicles dominate current travel patterns, respondents also expressed interest in a future commuter rail option as a travel alternative.

When asked about the County's greatest transportation challenges, traffic and roadway congestion emerged as top concerns, followed by limited sidewalks and trails and limited connectivity between neighborhoods. Safety was also a major theme, with respondents citing distracted drivers and limited visibility as key issues and emphasizing that improving safety in the transportation network should be the County's highest priority.

Additionally, participants were asked to rank proposed transportation improvements from most important to least important. The most important transportation improvements identified were mitigating storm-water impacts on roadways (30%) and expanding existing roads and intersections to accommodate growth (26%). Prioritizing complete streets and safety improvements also ranked highly overall.

Respondents were also asked to provide specific roadways that frequently face issues related to traffic, safety, and/or maintenance. The most frequently mentioned roadways included:

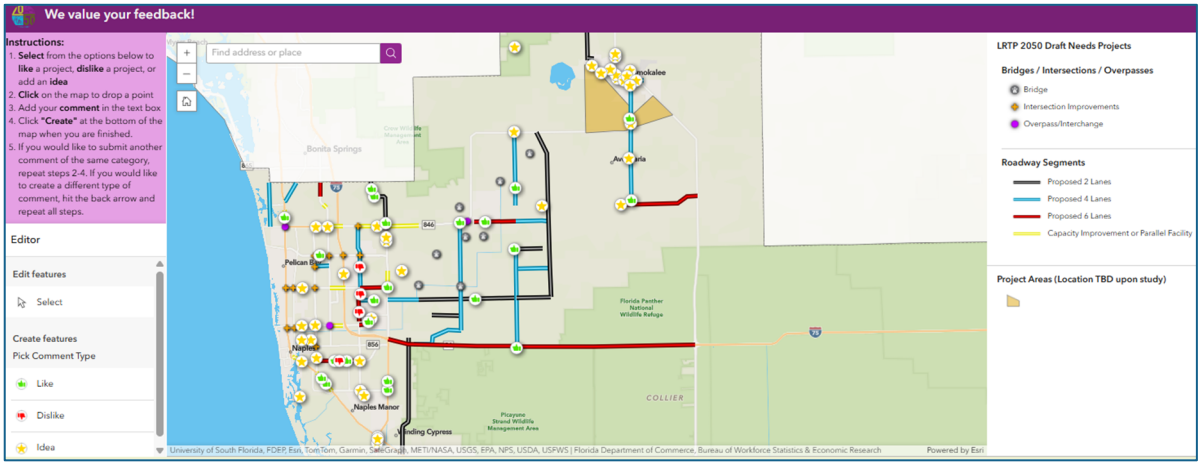
- US 41/Tamiami Trail
- Pine Ridge Road
- Immokalee Road
- I-75
- Airport Road
- Vanderbilt Beach Road
- Collier Boulevard (951)

The results of this survey provided critical insight into community priorities and helped shape the overall vision and needs for the LRTP. These insights ensured the LRTP reflects both immediate needs and long-term goals for a safer, more connected transportation system.

Interactive Roadway Needs Map and Survey

To help identify community needs, the MPO developed an online interactive that allowed residents to indicate priorities and locations of concern. The interactive map (refer to **Figure 6**) contained a dashboard with three main interfaces: the Projects, the Survey, and the Add Ideas tabs. The projects tab included an interactive map that showed the proposed Draft Roadway Needs Projects overlayed on a map of the County. On this map, users could select different roadway projects to get more specific information such as limits and project length.

Figure 6. Interactive Roadway Needs Map



A short survey accompanied the interactive map. This survey asked respondents to identify their top priorities for the Collier County Transportation system. The top priorities chosen included improving safety for drivers, walkers, and bicyclists and building connections between people and jobs. These results are consistent with the results of the Visioning and Needs survey, in which participants also emphasized the importance of safety and connectivity in the Collier County transportation network.

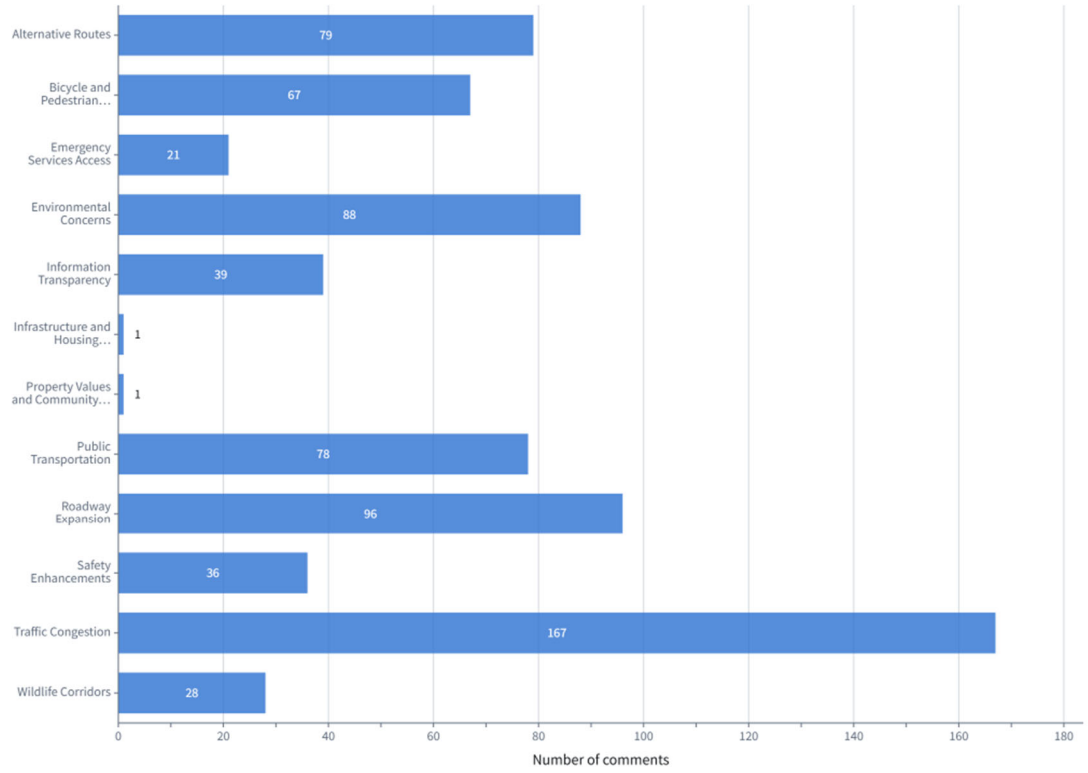
In addition, the survey included an open-ended section inviting respondents to identify specific roadways in the County that they believe require improvements. Among the most frequently mentioned were Immokalee Road, with particular concern about congestion near the I-75 interchange and Pine Ridge Road, where respondents noted the substantial number of traffic signals between US 41 and Airport-Pulling Road causing delays. Additionally, congestion issues were highlighted on various segments of US 41, Collier Boulevard, Oil Well Road, Vanderbilt Beach Road, and I-75.

An analysis of public input revealed which proposed projects received the strongest support and which were the most disliked. The proposed I-75 Interchange near Everglades Boulevard was one of the most favored projects. Similarly, the Everglades Boulevard Widening and the Collier Boulevard Extension garnered high levels of approval from respondents. Conversely, the Logan Boulevard/Santa Barbara Boulevard Widening and the Benfield Road segment between City Gate Boulevard North and US 41 were among those receiving the least favorable responses. Regarding ideas and comments, West Main Street received feedback emphasizing both capacity enhancements and safety improvements. Camp Keais Road also generated input reflecting similar concerns related to traffic flow and roadway safety.

Comments received on the interactive map can be found in the Comments and Responses summary in **Attachment F.**

After soliciting comments from the interactive map, print and electronic surveys, and emails/phone calls, the comments were compiled and analyzed for common themes and sentiments, as presented in **Figure 7.** The most common themes were related to traffic congestion, roadway expansion, and environmental concerns.

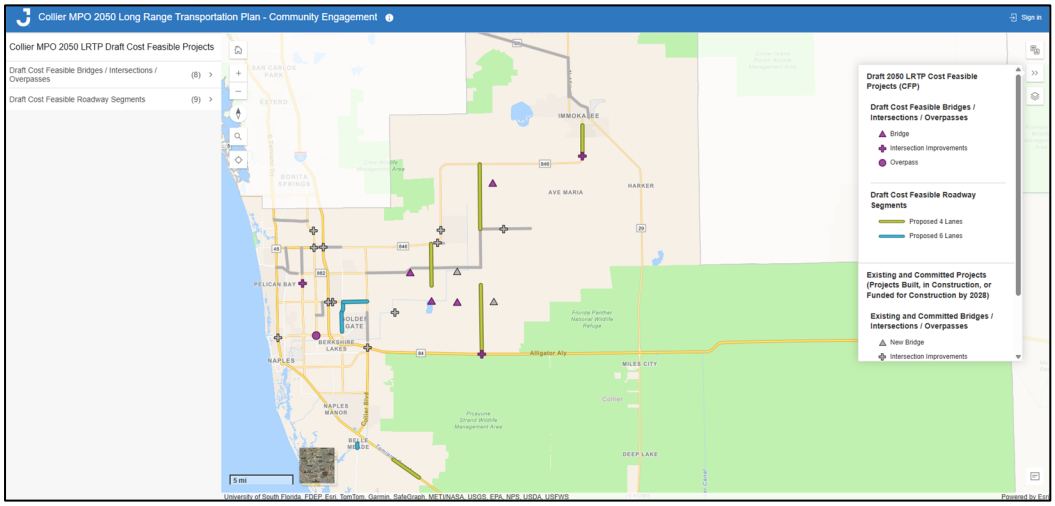
Figure 7. Common Themes from Comments Received during Draft Roadway Needs Outreach



Interactive Cost Feasible Projects Map

An additional interactive online map was developed during the Cost Feasible outreach phase to allow members of the public to provide comments on the draft Cost Feasible Roadway projects. This map (refer to **Figure 8**) provided space for participants to provide comments, likes, and dislikes. Comments received on the online map can be found in the Comments and Responses summary in **Attachment F.**

Figure 8. Interactive Cost Feasible Projects Map

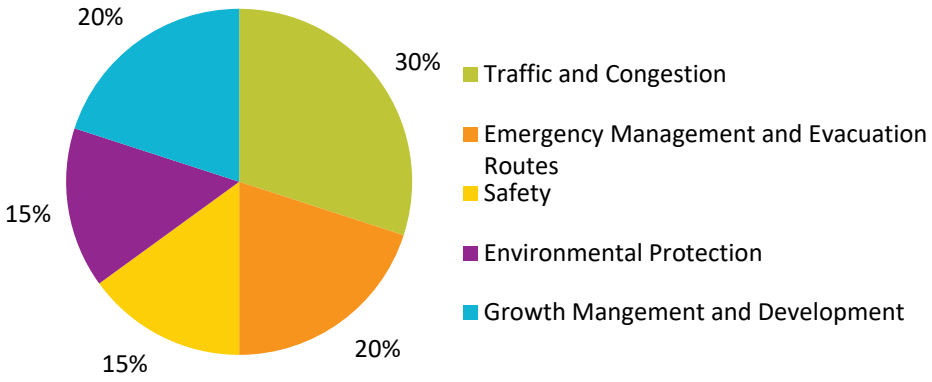


The most liked projects include the I-75 Partial Interchange in the vicinity of Everglades Boulevard, the Immokalee Road widening from Camp Keais Road to Carver Street, the Wilson Boulevard widening from Golden Gate Boulevard to Immokalee Road, and the proposed roundabout at Camp Keais Road and Immokalee Road. This highlights the public's need for improved roadway capacity, safety enhancements, and better connectivity to support growth and reduce congestion.

Although the proposed I-75 partial interchange near Everglades Boulevard was among the most liked projects, comments also show that while many residents view this project as critical for traffic relief and emergency preparedness, others express concerns about environmental impacts and loss of community character. Other disliked projects include the intersection improvement at Airport-Pulling Road and Orange Blossom Drive and the Everglades Boulevard widening from I-75 to Golden Gate Boulevard.

After soliciting comments from the interactive map, comment forms, and emails/phone calls, the comments were compiled and analyzed for common themes and sentiments (refer to **Figure 9**). Traffic and congestion were the most frequently mentioned issues, accounting for 30% of responses. Other prominent themes included emergency management and evacuation routes and growth management and development, highlighting the need for strategic planning as the County grows. Safety and environmental protection were also noteworthy topics.

Figure 9. Themes from Comments Received during Draft Cost Feasible Rodway Projects Outreach



Social Media Geofencing Campaigns

Targeted advertisement geofencing campaigns were utilized during both the Needs and Cost Feasible Phases of the LRTP. During the Needs phase, advertisements were posted to Google and Facebook, targeting specific areas of Collier County, including Golden Gate and Immokalee. This campaign ran from March 17, 2025, through April 13, 2025. The ads included graphics which provided links leading to the online interactive Draft Roadway Needs Map and its accompanying survey. **Table 2** summarizes the campaign's performance during the Needs phase including number of impressions, clicks, and click through rate (CTR).

Table 2. Draft Roadway Needs Geofencing Campaign Performance

	Impressions	Clicks	CTR (%)
Google Ads	102,170	3,037	2.97
Facebook Ads	68,085	2,483	3.65
Total/Average CTR	**170,255**	**5,520**	**3.31**

A similar advertising campaign was used during the Cost Feasible phase of the LRTP, however the geofencing area encompassed all of Collier County to allow for wider reach. The campaign was active from

October 1, 2025, to November 2, 2025. During this time ads were posted on Google, Facebook and Instagram in which users could see, interact with and click the link that took them to the Draft Cost Feasible Projects Interactive Map. **Table 3** summarizes this campaign's performance during the Cost Feasible phase of the LRTP.

Table 3. Draft Roadway Cost Feasible Projects Geofencing Campaign Performance

	Impressions	Clicks	CTR (%)
Google Ads	162,158	6,812	4.32
Facebook Ads	194,601	2,399	2.25
Total/Average CTR	**356,759**	**9,211**	**3.29**

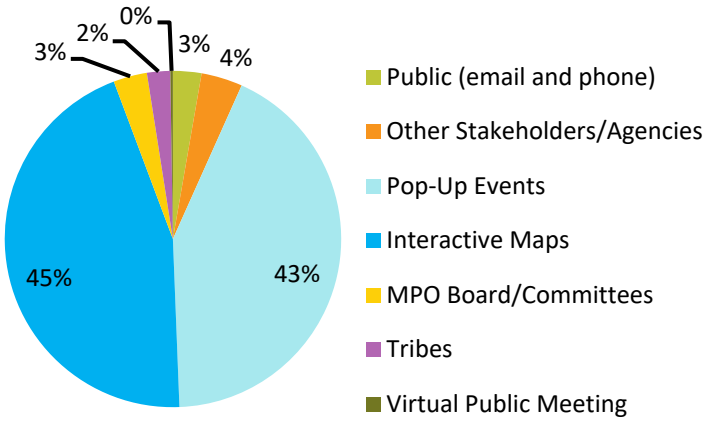
Overall, both campaigns were very successful. Total CTR for both campaigns was above the average 3% for similar geofencing campaigns.

Summary of Agency, Stakeholder, and Public Comments

The LRTP development process involved multiple meetings with the Collier MPO Board, MPO Committees, community-based agencies, tribal governments, and members of the public. These meetings provided an opportunity for participants to express their preferences and concerns or provide input on projects and planning initiatives.

A total of 403 comments were received as a result of ongoing coordination. **Figure 10** provides a summary of the comments received throughout the LRTP development process. The majority of these comments came from members of the public on the online interactive maps and at information booths at pop-up outreach events. **Attachment F** presents a summary of public comments received during the development of the 2050 LRTP.

Figure 10. Summary of Agency, Stakeholder, and Public Comments



Outreach Effectiveness

Through its combination of surveys, information booth engagement, newsletters, and online interactive mapping, the Collier MPO interacted with several hundred community members during the 2050 LRTP update process. Residents expressed a wide variety of views on transportation priorities and challenges. Public input was an important part of the development of the 2050 LRTP and helped refine the 2050 Cost Feasible Plan.

2050 LRTP Approval

On December 11, 2025, the 2050 Final LRTP was approved unanimously by the Collier MPO Board. The public comment period ended during this meeting. Prior to the adoption, the MPO Staff presented a summary of public and stakeholder comments and an overview of the Final LRTP to the MPO Board on November 14, 2025. **Attachment G** includes the MPO Staff presentation.

References

Collier Metropolitan Planning Organization (Collier MPO). 2023. *Transportation Improvement Program FY2024-FY2028.* Adopted June 9.



Attachment A

MPO Adviser Network

MPO Adviser Network

Organization Type	Organization Name
Tribal Entities	• Miccosukee Tribe of Florida • Seminole Tribe of Florida
Public Agencies	• Florida Department of Transportation • U.S. Army Corps of Engineers • U.S. Department of Transportation • Federal Highway Administration • Southwest Florida Regional Planning Council (represented on CAC) • Florida Department of Environmental Protection (SUN Trail Network) • Florida Department of Health (through FDOT Community Traffic Safety Team) • City of Bonita Springs • Collier County Sheriff Office (represented on the Safety Action Plan (SAP) Steering Committee) • City of Marco Island Police Department (represented on SAP Steering Committee) • City of Naples Police Department (represented on SAP Steering Committee) • Collier County Economic Development Office Workforce Development Board • Lee MPO (represented on TAC) • Collier Area Transit (CAT) • Lee County Transit (LeeTran) • Collier County Community Planning & Resiliency (represented on TAC) • Collier County Zoning Division (coordinated with during the County Interactive Growth Model (CIGM) update) • Collier County Tourism Department • Collier County Community & Human Services Division • Collier County Senior Services • City of Marco Island Growth Management Department (coordinated with during the CIGM update, represented on the AHAC) • City of Naples Planning Department • City of Everglades Planning and Zoning Board • Collier Community Foundation
Public Education System	• Lorenzo Walker Technical College • Keiser University • Collier Public Schools (represented on CAC)
MPO	• Collier County Board of County Commissioners • Collier MPO Board • Technical Advisory Committee (TAC) • Citizens Advisory Committee (CAC) • Bicycle/Pedestrian Advisory Committee (BPAC) • Congestion Management Committee (CMC) • Local Coordinating Board (LCB) for the Transportation Disadvantaged
Businesses & Chambers of Commerce	• Arthrex • First Florida Integrity Bank • Tourist Development Council • Collier County Greater Naples Chamber of Commerce • Immokalee Eastern Chamber of Commerce • Florida Restaurant & Lodging Association • Hispanic Chamber of Commerce

MPO Adviser Network

Organization Type	Organization Name
	• Marco Island Chamber of Commerce • Southwest Florida Inc. • Chamber of Southwest Florida
Affordable Housing & Work Force Housing	• Collier County Housing Policy & Economic Division • Collier County Affordable Housing Advisory Committee (AHAC) • Habitat for Humanity • United Way Collier • Collier Homeless Coalition • St. Matthew's House • Blue Zones Project of SW Florida
Civic Organizations	• Golden Gate Estates Area Civic Association • League of Women Voters • HOAs – multiple listing
Environmental Organizations	• Conservancy of Southwest Florida
Freight Industry Representatives	• Troyer Brothers • Oakes Farms • Fresh from Florida • CCIP Citrus • Lipman Produce • Seminole Tribe • Barron Collier • Gargiulo Farms • Gulf Citrus • FDOT D1 Freight Coordinator
Low-income Communities	• Naples Community Redevelopment Agency (CRA) • Bayshore/Gateway Triangle CRA • Immokalee CRA • Immokalee Unmet Needs Committee • Coalition of Immokalee Workers • NAACP
Bicycle & Pedestrian Advocacy Groups	• Bike-Walk Lee County • FDOT's Community Traffic Safety Team (CTST) • Florida Bicycling Association • Naples Pathways Coalition • Blue Zones Project
Representatives of the Disabled	• Lighthouse of Collier County (represented on CAC & LCB)



Attachment B

Public Outreach Notifications

MPO Website

LONG RANGE TRANSPORTATION PLAN (LRTP)



The LRTP is a federally required planning document that guides transportation projects and priorities throughout Collier County, including Naples, Marco Island, and Everglades City. Updated every five years, it ensures the County remains eligible for federal transportation funding while guiding investments that improve mobility, safety, access, and quality of life for residents and visitors. It also ensures Collier County remains eligible for federal transportation funding. Developed in collaboration with Jacobs Engineering, this update will help identify future transportation needs and prioritize projects for the Transportation Improvement Program (https://colliermpo.org/tip/).

The 2050 LRTP will incorporate other key MPO plans, including the including The Congestion Management Process (https://colliermpo.org/congestion-management/) (adopted), Bicycle and Pedestrian Master Plan (https://colliermpo.org/bp-master-plan/) (adopted), Safety Action Plan (https://colliermpo.org/other-programs-documents/traffic-safety/) (adopted), and Transit Development Plan (https://colliermpo.org/transit/) (in production).

📍 Explore the Draft Roadway Cost Feasible Projects and share your feedback using our interactive map survey: 🔗 Collier MPO 2050 LRTP Interactive Map (https://jacobs.maps.arcgis.com/apps/instant/reporter/index.html?appid=2f13ee3cd6454942999d96ba72c57d84)

Your insights can make a real difference. Help us build a smarter, safer, and more connected future for Collier County!

Schedule of final MPO Board and advisory committee reviews and opportunities for the public to comment on the draft 2050 LRTP:

10/27/25 TAC/CAC – Chapters 4 (Needs), 6 (Cost Feasible Plan) and 7 (Implementation)

10/29/25 Virtual Public Meeting on the 2050 LRTP 5-6pm. Register Here (https://us02web.zoom.us/webinar/register/WN_1j8OvLbDTD2iJBGrS8I_TQ#/registration)

11/14/25 MPO Board Meeting – review draft 2050 LRTP

11/24/25 TAC/CAC – endorse draft 2050 LRTP

12/11/25 MPO Board Meeting – adopt final 2050 LRTP

Contact Anne McLaughlin, MPO Executive Director, for more information at 239-252-5884 or via email: anne.mclaughlin@collier.gov (mailto:anne.mclaughlin@collier.gov)

2050 LRTP Documents Currently Under Review

The Technical Advisory and Citizens Advisory Committees (TAC/CAC) and the MPO Board are currently reviewing draft versions Chapter 4 (Needs Plan), Chapter 6 (Cost Feasible Plan) and Chapter 7 Implementation. The documents may be viewed as they appear in the TAC/CAC agenda packet for their meetings on 10/27/25 along with the presentation by Jacobs Engineering, the MPO's consultant:

7B.1 Draft Ch4 Needs LRTP2050Update_October2025 (https://colliermpo.org/wp-content/uploads/7B.1-Draft-Ch4-Needs-LRTP2050Update_October2025.pdf)

7B.2 Collier2050LRTP_Chapter6_CostFeasiblePlan_DRAFT2 (https://colliermpo.org/wp-content/uploads/7B.2-Collier2050LRTP_Chapter6_CostFeasiblePlan_DRAFT2.pdf)

7B.3 Collier2050LRTP_Chapter7_Implementation_DRAFT (003) (https://colliermpo.org/wp-content/uploads/7B.3-Collier2050LRTP_Chapter7_Implementation_DRAFT-003.pdf)

7B.4 LRTP2050Update_October2025 (https://colliermpo.org/wp-content/uploads/7B.4-LRTP2050Update_October2025.pdf)

Questions and comments are always welcome and can be emailed to: anne.mclaughlin@collier.gov (mailto:anne.mclaughlin@collier.gov)

Current and active: 2045 LRTP

The MPO Board approved the 2045 Long Range Transportation Plan (LRTP) on December 11, 2020. Click on the following links to view the electronic file: FinalCollier2045LRTP6-1-21 (https://colliermpo.org/wp-content/uploads/2021/06/FinalCollier2045LRTP6-1-21.pdf); a double-sided printable version: FinalCollier2045LRTP6-1-21_print (https://colliermpo.org/wp-content/uploads/2021/06/FinalCollier2045LRTP6-1-21_print.pdf); appendices: Final_2045LRTP_Appendices_1-21-21 (https://colliermpo.org/wp-

content/uploads/2021/01/Final_2045LRTP_Appendices_1-21-21.pdf)and Technical Compendium: Final_2045LRTP_TechnicalCompendium_1-21-21 . (https://colliermpo.org/wp-content/uploads/2021/01/Final_2045LRTP_TechnicalCompendium_1-21-21.pdf)

Amendments

The MPO Board approved an amendment (https://colliermpo.org/wp-content/uploads/2045-LRTP-Amendment-adding-MFF-projects-12.8.23.pdf) to the 2045 LRTP on December 8, 2023 revising Table 6-2 on page 6-4. This addressed changes to projects based on additional funding from the Moving Florida Forward (MFF) Infrastructure Initiative and recent Federal and State appropriations and project phases added or changed in the FDOT Tentative Work Program of FY (fiscal year) 2025-2029. The 2045 LRTP serves as an instrument to identify needed improvements to the transportation network and provides a long-term investment framework that addresses current and future transportation challenges. Projects must be identified in the 2045 LRTP – Cost Feasible Plan in order to be incorporated in the Transportation Improvement Program.

The MPO Board approved a second amendment (https://colliermpo.org/wp-content/uploads/2045-LRTP-Amendment-2-adding-MFF-project-Immokalee-DDI-5.9.25.pdf) to the LRTP on May 9, 2025. This again revised Table 6-2 on page 6-4, addressing changes to the FDOT Work Program of FY 2026-2030 from MFF.

For more information regarding the 2045 or prior LRTPs, contact the MPO office at: Collier.mpo@colliercountyfl.gov (mailto:Collier.mpo@colliercountyfl.gov) or call 239-252-5884.

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Social Media Plans

Collier MPO Long Range Transportation Plan

Survey Participation Awareness and Outreach
Social Media Plan

Submitted v09/16/24

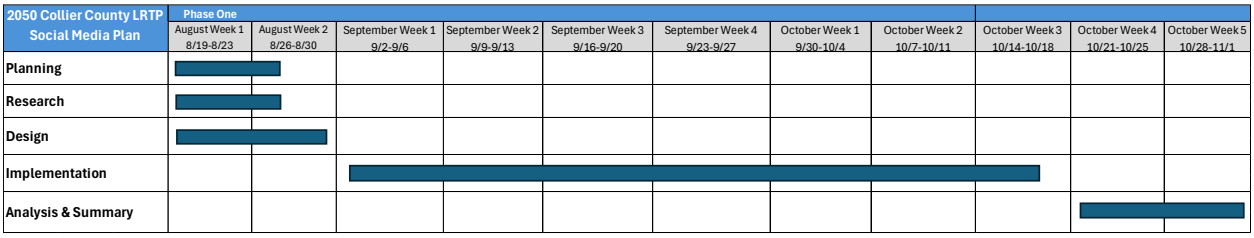
Overview

The primary goal of this social media plan is to maximize the reach of the Long Range Transportation Plan Visioning and Needs survey by leveraging various social media platforms. By sharing the survey link consistently on the county's official Facebook, X, and LinkedIn pages, we aim to stimulate engagement and participation among a wider audience.

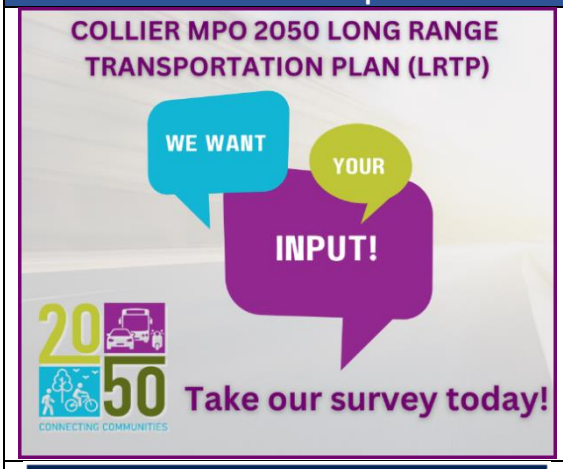
To complement these efforts, we will also seek collaboration with stakeholders and the Adviser Network, encouraging them to promote the survey on their respective social media platforms, e-newsletters, and internal distribution to their associates and constituents. This strategic partnership will help extend the survey's visibility and foster a sense of community involvement.

Furthermore, we will employ engaging content and visuals to capture the audience's attention, ensuring that the survey's purpose and significance are conveyed effectively. By fostering dialogue and encouraging people to share their input, we aim to amplify the impact of the survey and gather valuable insights from a diverse range of participants. Social media and complementary collateral will be developed in Spanish and Haitian-Creole formats.

Consistency in posting and maintaining an active online presence will be crucial to sustaining momentum and attracting sustained interest in the survey. Analyzing engagement metrics and audience feedback will also guide adjustments to our social media strategy, ensuring its effectiveness throughout the survey's duration.



Content and Posting Schedule

Social Media Graphic	Caption	When to Post
	Attention Collier County residents! Here's your chance to shape the future of transportation in our community. Take a moment to complete this survey (link) for the Collier MPO Long Range Transportation Plan. Your insights can make a real difference! English: https://forms.office.com/r/Dkvk4HaGbM	-Wednesday, September 25 -Wednesday, October 2 -Tuesday, October 8
	Commute between Collier and Lee counties? Help shape the future of transportation in our region. Your opinion counts! Take a ride with us and fill out this survey (link) to help craft the Collier MPO Long Range Transportation Plan. Let's pave the way to a smoother, more efficient commute together! English: https://forms.office.com/r/Dkvk4HaGbM	-Saturday, September 28 -Friday, October 4 -Thursday, October 10
	Enjoy biking? Use area transit or ride sharing services? We're seeking your input and ideas about enhancing how you live, work, and play throughout Collier County. Take a few minutes today to share your thoughts by participating in the Long Range Transportation Plan survey (link). English: https://forms.office.com/r/Dkvk4HaGbM	-Monday, September 30 -Sunday, October 6 -Monday, October 14

Additional Captions:

🚶 Let's make sure our voices are heard in planning the future of transportation in Collier County! Take a few minutes to share your thoughts and insights in this survey (link) for the Collier MPO Long Range Transportation Plan. Together, we can create a better transportation system for our community!

🌟 Commute between Collier and Lee counties? Help shape the future of transportation in our region. Your opinion counts! We invite you to fill out this survey (link) and help craft the Collier MPO Long Range Transportation Plan. Let's pave the way to a smoother, more efficient commute together!

🌴 Calling all Collier County residents! Share your thoughts, ideas, and dreams for the future of transportation in our beautiful community. Get in the driver's seat and take this survey (link) Long Range Transportation Plan. Let's steer towards a brighter, more connected future!

🚦 Gear up, Collier County! We need your input to build a transportation plan that reflects our unique needs and aspirations. Cruise through this survey (link) and be a part of designing the Collier County MPO Long Range Transportation Plan. Join us in creating a more accessible, sustainable tomorrow!

Community Stakeholder Translations

Instead of posting the social media graphics several times in the varying languages, we will share the content with our community partners in Creole and in Spanish for them to post on from their social media accounts and newsletters.

Creole:

Social Media Graphic	Caption
	Atansyon rezidan Konte Collier! Men chans ou pou fòme lavni transpòtasyon nan kominote nou an. Pran yon ti tan pou w ranpli sondaj sa a (lyen) pou Collier MPO Plan Transpòtasyon Long Ranje. Opinyon ou ka fè yon diferans reyèl! Haitian-Creole: https://forms.office.com/r/C3cgh9SUcW
	Vwayaje ant Konte Collier ak Lee? Ede fòme lavni transpòtasyon nan rejyon nou an. Opinyon ou konte! Pran yon woulib avèk nou epi ranpli sondaj sa a (lyen) pou ede fabrike Collier MPO Plan Transpòtasyon Long Ranje. An nou pave wout la nan yon vwayaj ki pi lis, pi efikas ansanm! Haitian-Creole: https://forms.office.com/r/C3cgh9SUcW
	Jwi monte bisiklèt? Sèvi ak sèvis transpò nan zòn oswa sèvis pataj? N ap chèche opinion w ak lide sou amelyore fason w ap viv, travay, ak jwe nan tout Konte Collier. Pran kèk minit jodi a pou pataje panse ou lè w patisipe nan sondaj Plan Transpòtasyon Long Ranje (lyen). Haitian-Creole: https://forms.office.com/r/C3cgh9SUcW

Additional Creole Captions:

Ann asire nou tande vwa nou nan planifikasyon lavni transpòtasyon nan Konte Collier! Pran kèk minit pou pataje panse w ak opinyon w nan sondaj sa a (lyen) pou Collier MPO Plan Transpòtasyon Long Ranje. Asanm, nou ka kreye yon pi bon sistèm transpòtasyon pou kominote nou an!

Vwayaje ant Konte Collier ak Lee? Ede fòme lavni transpòtasyon nan rejyon nou an. Opinyon ou konte! Nou envite w ranpli sondaj sa a (lyen) epi ede fabrike Collier MPO Plan Transpòtasyon Long Ranje. An nou pave wout la nan yon vwayaj ki pi lis, pi efikas ansanm!

Ap rele tout rezidan Konte Collier! Pataje panse ou, lide, ak rèv ou pou lavni transpòtasyon nan bèl kominote nou an. Antre nan chèz chofè a epi pran sondaj sa a (lyen) Plan Transpòtasyon Long Ranje. Ann dirije nan direksyon pou yon lavni ki pi briyan, ki pi konekte!

Ekipe w, Konte Collier! Nou bezwen opinyon w pou bati yon plan transpòtasyon ki reflete bezwen ak aspirasyon inik nou yo. Kwazyè atravè sondaj sa a (lyen) epi fè pati nan konsepsyon Konte Collier MPO Plan Transpòtasyon Long Ranje. Jwen nou nan kreye yon demen ki pi aksesib, dirab!

Spanish:

Social Media Graphic	Caption
	¡Atención residentes del condado de Collier! Esta es su oportunidad de dar forma al futuro del transporte en nuestra comunidad. Tómese un momento para completar esta encuesta (enlace) para el Plan de Transporte de Largo Alcance de Collier MPO. ¡Sus ideas pueden marcar una diferencia real! Spanish: https://forms.office.com/r/TLQ60iVWAF
	¿Viajas entre los condados de Collier y Lee? Ayude a dar forma al futuro del transporte en nuestra región. ¡Tu opinión cuenta! Acompáñenos y complete esta encuesta (enlace) para ayudar a elaborar el Plan de Transporte de Largo Alcance de Collier MPO. ¡Allanemos el camino hacia un viaje más suave y eficiente juntos! Spanish: https://forms.office.com/r/TLQ60iVWAF
	¿Te gusta andar en bicicleta? ¿Usa servicios de tránsito del área o viajes compartidos? Solicitamos sus comentarios e ideas sobre cómo mejorar la forma en que vive, trabaja y juega en todo el condado de Collier. Tómese unos minutos hoy para compartir sus pensamientos participando en la encuesta del Plan de Transporte de Largo Alcance (enlace). Spanish: https://forms.office.com/r/TLQ60iVWAF

Additional Spanish Captions:

¡Asegurémonos de que nuestras voces sean escuchadas en la planificación del futuro del transporte en el condado de Collier! Tómese unos minutos para compartir sus pensamientos y puntos de vista en esta encuesta (enlace) para el Plan de Transporte de Largo Alcance de Collier MPO. ¡Juntos, podemos crear un mejor sistema de transporte para nuestra comunidad!

¿Viajas entre los condados de Collier y Lee? Ayude a dar forma al futuro del transporte en nuestra región. ¡Tu opinión cuenta! Lo invitamos a completar esta encuesta (enlace) y ayudar a elaborar el Plan de Transporte de Largo Alcance de Collier MPO. ¡Allanemos el camino hacia un viaje más suave y eficiente juntos!

¡Llamando a todos los residentes del condado de Collier! Comparta sus pensamientos, ideas y sueños para el futuro del transporte en nuestra hermosa comunidad. Póngase en el asiento del conductor y responda esta encuesta (enlace) Plan de Transporte de Largo Alcance. ¡Caminemos hacia un futuro más brillante y conectado!

¡Prepárate, condado de Collier! Necesitamos su opinión para crear un plan de transporte que refleje nuestras necesidades y aspiraciones únicas. Navegue a través de esta encuesta (enlace) y sea parte del diseño del Plan de Transporte de Largo Alcance de MPO del Condado de Collier. ¡Únete a nosotros para crear un mañana más accesible y sostenible!

Content Calendar Schedule

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Collier MPO Long Range Transportation Plan

Outreach 2 – Draft Roadway Needs Projects
Social Media Plan

Submitted v02/14/25
Updated v02/27/25, v03/05/25, final v03/10/25

Overview

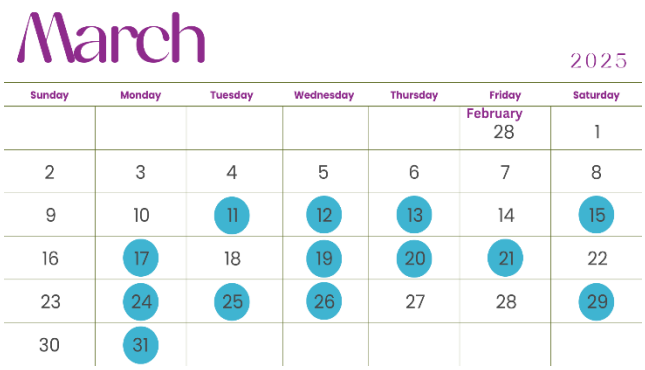
The primary goal of this social media plan is to maximize the reach of the Long Range Transportation Plan Needs Survey by leveraging various digital social media platforms. By sharing the survey link consistently on the county's official Facebook, X, and LinkedIn pages, we aim to stimulate engagement and participation among a wider audience.

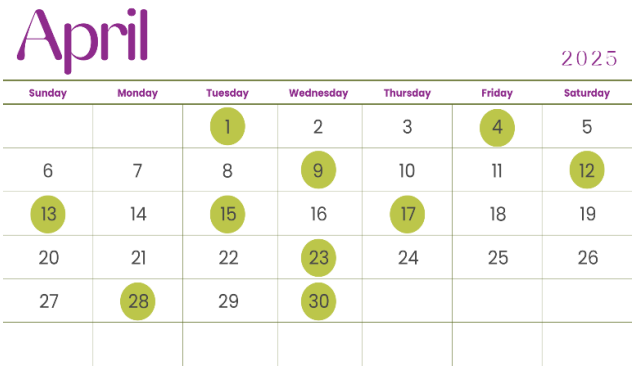
To complement these efforts, we will also seek collaboration with stakeholders and the Adviser Network, encouraging them to promote the survey on their respective social media platforms, e-newsletters, and internal distribution to their associates and constituents. This strategic partnership will help extend the visibility of survey and foster a sense of community involvement.

Furthermore, we will employ engaging content and visuals to capture the audience's attention, ensuring that the purpose of the survey and significance are conveyed effectively. By fostering dialogue and encouraging people to share their input, we will amplify the impact of the survey and gather valuable insights from a diverse range of participants. Social media and complementary collateral will be developed in Spanish and Haitian-Creole formats.

Consistency in posting and maintaining an active online presence will be crucial to sustaining momentum and attracting sustained interest in the survey. Analyzing engagement metrics and audience feedback will also guide adjustments to our social media strategy, ensuring its effectiveness throughout the campaign's duration.

Content Calendar Schedule





English Content and Posting Schedule

Social Media Graphic	Caption	When to Post
	Attention Collier County residents! Here's your chance to shape the future of transportation in our community. Explore the Draft Roadway Projects as part of the 2050 LRTP update. Your feedback is crucial. Your insights can make a real difference! Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/	- Tues., March 11 - Mon., March 17 - Fri., March 21 - Tues., March 25 - Sat., March 29 - Wed., April 9 - Sun., April 13 - Mon., April 28
	Commute between Collier and Lee counties? Help shape the future of transportation in our region. Your opinion counts! Explore the Draft Roadway Projects as part of the 2050 LRTP update. Your input is crucial for creating a transportation network that meets our region's needs. Let's pave the way to a smoother, more efficient commute, together! Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/	- Wed., March 12 - Wed., March 19 - Mon., March 24 - Tues., April 1 - Thurs., April 17 - Wed., April 23
	The 2050 Future Draft Roadway Projects are available for your input! Your input is crucial for creating a transportation network that meets our region's needs. Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/	- Thurs., March 13 - Thurs., March 20 - Wed, March 26 - Mon., March 31 - Fri., April 4 - Sat., April 12 - Tues., April 15 - Wed., April 30

Community Stakeholder Translations

In addition to posting the social media graphics several times in the varying languages, we also will share the content with our community partners in Creole and in Spanish for them to post on/from their social media accounts and newsletters.

Creole:

Social Media Graphic	Caption
	Atansyon rezidan Konte Collier! Men chans ou pou ou kontribiye a avni transpò nan kominote nou an. Fè yon gade projè ke County a propoze nan kad aktyalizasyon LRTP 2050 la. Opinyon ou enpòtan anpil. Opinyon ou ka fè yon gwo diferans! Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/
	Eske ou kondi ant konte Collier ak Lee? Ede fòme avni transpò nan rejyon nou an. Opinyon ou konte! Eksplore Pwojè Wout nan kad aktyalizasyon LRTP 2050 la. Opinion ou enpòtan anpil pou kreye yon rezo transpò ki satisfè bezwen rejyon nou an. Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/
	Pwojè ke konte a pwopoze nan plan LRTP 2050 yo disponib pou opinyon w! Sa ou panse enpòtan anpil pou kreye yon rezo transpò ki satisfè bezwen rejyon nou an. Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/

Spanish:

Social Media Graphic	Caption
	¡Atención residentes del condado Collier! Esta es tu oportunidad de darle forma al futuro del transporte en nuestra comunidad. Explora el Borrador de Proyectos de Vías como parte de la actualización del LRTP 2050. ¡Tu opinión es crucial y puede hacer una gran diferencia! Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/
	¿Viajas entre los condados Collier y Lee? Ayuda a darle forma al futuro del transporte en nuestra región. ¡Tu opinión cuenta! Explora el Borrador de Proyectos de Vías como parte de la actualización del LRTP 2050. Tu opinión es crucial para crear una red de transporte que satisfaga las necesidades de nuestra región. ¡Hagamos juntos el camino más suave y eficiente! Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/
	Los Borradores de los Proyectos de Vías para el Futuro 2050 están disponibles para que compartas tus comentarios. Tu opinión es crucial para crear una red de transporte que satisfaga las necesidades de nuestra región. Link: https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/

Collier MPO Long Range Transportation Plan

Outreach 3 – Cost Feasible Projects

Social Media Plan

Submitted v08/11/25

Updated v09/03/25

Overview

The primary goal of this social media plan is to maximize the reach of the Long Range Transportation Plan Draft Roadway Cost Feasible Projects by leveraging various digital social media platforms. By sharing the survey link consistently on the county's official Facebook, X, Instagram, and LinkedIn pages, we aim to stimulate engagement and participation among a wider audience.

To complement these efforts, we will also seek collaboration with stakeholders and the Adviser Network, encouraging them to promote the survey on their respective social media platforms, e-newsletters, and internal distribution to their associates and constituents. This strategic partnership will help extend the visibility of the interactive map and foster a sense of community involvement.

Furthermore, we will employ engaging content and visuals to capture the audience's attention, ensuring that the purpose of the survey and significance are conveyed effectively. By fostering dialogue and encouraging people to share their input, we will amplify the impact of the interactive map and gather valuable insights from a diverse range of participants. Social media and complementary collateral will be developed in Spanish and Haitian-Creole formats.

Consistency in posting and maintaining an active online presence will be crucial to sustaining momentum and attracting sustained interest in the interactive map. Analyzing engagement metrics and audience feedback will also guide adjustments to our social media strategy, ensuring its effectiveness throughout the campaign's duration.

Content Calendar Schedule

September 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	28	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

October 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

English Content and Posting Schedule

Social Media Graphic	Caption	When to Post
	Attention Collier County residents! Here's your chance to shape the future of transportation in our community. Explore the Draft Roadway Cost Feasible Projects as part of the 2050 LRTP update. Your feedback is crucial. Your insights can make a real difference! Link:	- Mon., September 15 - Fri., September 19 - Thurs., September 25 - Tues., September 30 - Sat., October 4 - Fri., October 10 - Thurs., October 16 - Wed., October 22
	Commute between Collier and Lee counties? Help shape the future of transportation in our region. Your opinion counts! Explore the Draft Roadway Cost Feasible Projects as part of the 2050 LRTP update. Your input is crucial for creating a transportation network that meets our region's needs. Let's pave the way to a smoother, more efficient commute together! Link:	- Tues., September 16 - Sun., September 21 - Sat., September 27 - Thurs., October 2 - Mon., October 6 - Sun., October 12 - Sat., October 18 - Thurs., October 23
	The 2050 Draft Roadway Cost Feasible Projects are available for your input! Your input is crucial for creating a transportation network that meets our region's needs. Link:	- Wed., September 17 - Tue., September 23 - Mon., September 29 - Fri., October 3 - Wed., October 8 - Tues., October 14 - Mon., October 20 - Fri., October 24

News Articles, Email Blasts and Press Releases

Naples Daily News

Traffic talk: Collier's MPO schedules virtual public meeting to discuss long range plan

Mark H. Bickel

October 28, 2025

The Collier Metropolitan Planning Organization will hold a virtual public meeting to discuss the 2050 Long Range Transportation Plan (LRTP).

When is it? 5 p.m. to 6 p.m. on Wednesday, Oct. 29.

Who can attend? Members of the public are encouraged to participate in this remote meeting.

How can you attend? Individuals who would like to participate remotely must pre-register prior to the beginning of the meeting by clicking this link: Register Here

What officials are scheduled to participate? One or more members of:

- The Collier County Board of County Commissioners
- Naples City Council
- Marco Island City Council
- Everglades City Council
- Florida Department of Transportation (FDOT) may be present and may participate at the meeting.

The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils, or agencies.

In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814.

From: Suzanne Miceli
To: Suzanne Miceli
Cc: McLaughlinAnne; Dusty Hansen; Sean Kingston
Subject: [EXTERNAL] Your Input Needed for 2050 Draft Roadway Projects!
Date: Friday, March 21, 2025 2:26:05 PM
Attachments: image001.png
image002.jpg

This Message Is From an External Sender
This message came from outside your organization.



The **Future Draft Roadway Projects** are here!

We value your feedback! Click the following link to view the *interactive map* and provide your feedback today! https://collier-county-2050-lrtp-jacobs.hub.arcgis.com/

The *interactive map* allows you to explore the 2050 Future Draft Roadway Projects. **You may review the list of projects, provide comments, and suggest your own projects!**

In order to receive federal transportation funds, the MPO is required to complete a Long Range Transportation Plan (LRTP) to guide Collier County's transportation system and investment decisions over the next 20 years. The plan is updated every 5 years to ensure that the future transportation system is efficient, fosters mobility and access for people and goods, and enhances the overall quality of life for the community.

To learn more about the LRTP development process, please visit colliermpo.org.

Respectfully,

Suzanne Miceli
Operations Support Specialist II



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Naples, FL, 34104
Suzanne.Miceli@colliercountyfl.gov
colliermpo.org
Office: 239-252-5814
Mobile: 239-450-8136

News Media Contact:
Anne McLaughlin
MPO Executive Director
239-252-5884
Colliermpo.org

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October 22, 2025

FOR IMMEDIATE RELEASE

NOTICE OF VIRTUAL PUBLIC MEETING TO DISCUSS THE 2050 LONG RANGE TRANSPORTATION PLAN COLLIER METROPOLITAN PLANNING ORGANIZATION COLLIER COUNTY, FLORIDA

Wednesday, October 29, 2025
5:00–6:00 p.m.

The Collier Metropolitan Planning Organization will hold a virtual public meeting to discuss the 2050 Long Range Transportation Plan (LRTP) ***from 5:00 p.m. to 6:00 p.m. on Wednesday, October 29, 2025***. Members of the public are encouraged to participate in this remote meeting.

Individuals who would like to participate remotely must pre-register prior to the beginning of the meeting by clicking this link: Register Here

One or more members of the Collier County Board of County Commissioners, Naples City Council, Marco Island City Council, Everglades City Council and the Florida Department of Transportation (FDOT) may be present and may participate at the meeting. The subject matter of this meeting may be an item for discussion and action at a future meeting of those boards, councils or agencies.

In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Suzanne Miceli, at (239) 252-5814 or by email at: Suzanne.Miceli@collier.gov, or in writing to the Collier MPO, attention: Title VI Coordinator, at 2885 South Horseshoe Dr., Naples, FL, 34104.

###

News Media Contact:
Anne McLaughlin
MPO Executive Director
239-252-5884
Colliermpo.org

2885 S. Horseshoe Drive, Naples, Florida 34104 • (239) 252-5814 • collier.mpo@collier.gov

November 12, 2025

FOR IMMEDIATE RELEASE

Notice of Public Comment Period
On the Draft 2050 Long Range Transportation Plan
Collier Metropolitan Planning Organization Board
Collier County, Florida

November 12, 2025 through the December 11, 2025 MPO Board Meeting

The Collier Metropolitan Planning Organization (MPO) has posted the complete Draft 2050 Long Range Transportation Plan (LRTP) for public review and comment. The target date for the MPO Board to adopt the 2050 LRTP is Thursday, December 11, 2025.

The 2050 LRTP can be viewed on the MPO's website at the following link: 2050 Long Range Transportation Plan

The Appendices, Technical Compendium and Presentation are available for viewing at the links provided.

Comments and questions may be directed to Anne McLaughlin, MPO Executive Director by phone: 239-252-5884 or email: Anne.McLaughlin@Collier.gov

In accordance with the Americans with Disabilities Act, any person requiring special accommodations to view or comment on the 2050 LRTP should contact the Collier Metropolitan Planning Organization by calling (239) 252-5814.

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To learn more about Collier MPO's Long Range Transportation Plan, go to: colliermpo.org/lrtp

###

From: Anne McLaughlin
To: Ross, Colleen
Cc: Dodia, Sonal
Subject: [EXTERNAL] FW: October 29, 2025 5–6PM | Join Collier MPO for a Virtual Public Meeting to Discuss the 2050 LRTP! | Adviser Network, Staff and Agency Partners
Date: Wednesday, October 22, 2025 1:46:07 PM
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This Message Is From an External Sender
This message came from outside your organization.

This went to MPO Board members.

Anne McLaughlin
Executive Director - MPO
Metropolitan Planning Organization

Office:239-252-5884
Mobile:239-919-4378

2885 South Horseshoe Dr
Naples, FL 34104
Anne.McLaughlin@collier.gov

My email address has changed. Effective immediately, please update your contact list to use this new address: Anne.McLaughlin@collier.gov

From: Suzanne Miceli <Suzanne.Miceli@collier.gov>
Sent: Wednesday, October 22, 2025 1:38 PM
To: Suzanne Miceli <Suzanne.Miceli@collier.gov>
Cc: Anne McLaughlin <Anne.McLaughlin@collier.gov>; Sean Kingston <Sean.Kingston@collier.gov>; Dusty Hansen <Dusty.Hansen@collier.gov>
Subject: October 29, 2025 5–6PM | Join Collier MPO for a Virtual Public Meeting to Discuss the 2050 LRTP! | Adviser Network, Staff and Agency Partners

JOIN THE COLLIER MPO FOR A VIRTUAL PUBLIC MEETING TO DISCUSS THE 2050 LRTP!

Wednesday, October 29, 2025 | 5–6PM

The Collier MPO is holding a virtual public meeting to help shape the 2050 Long Range Transportation Plan (LRTP) —**Your input is essential!**

REGISTER HERE!

The LRTP is a federally required planning document that guides transportation projects and priorities throughout Collier County, including Naples, Marco Island, and Everglades City. Updated every five years, it ensures the County remains eligible for federal transportation funding while guiding investments that improve mobility, safety, access, and quality of life for residents and visitors.

The 2050 LRTP will incorporate other key MPO plans, including the Congestion Management Process, Bicycle and Pedestrian Master Plan, Safety Action Plan, and Transit Development Plan. Developed in collaboration with Jacobs Engineering, this update will help identify future transportation needs and prioritize projects for the Transportation Improvement Program.

Meeting Topics Include:

1. Overview of the 2050 LRTP and why it matters
2. How to review the draft plan
3. Ways to participate via surveys and public comment
4. Ways to share your feedback leading up to and during the December 11, 2025 MPO Board meeting

Explore the Draft Roadway Cost Feasible Projects and share your feedback using our interactive map survey: Collier MPO 2050 LRTP Interactive Map

Your insights can make a difference. Help us build a safe, efficient transportation network for the future of Collier County!

Register here now!

For questions or more information, contact Collier MPO Executive Director, Anne McLaughlin, at 239-252-5884 or Anne.McLaughlin@collier.gov

Suzanne Miceli
OPERATIONS SUPPORT SPECIALIST II
Metropolitan Planning Organization

Office:239-252-5814

2885 South Horseshoe Drive
Naples, Florida 34104
Suzanne.Miceli@collier.gov

My email address has changed. Effective immediately, please update your contact list to use this new address: Suzanne.Miceli@collier.gov

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

From: Anne McLaughlin
To: Ross, Colleen
Cc: Dodia, Sonal
Subject: [EXTERNAL] FW: October 29, 2025 5–6PM | Join Collier MPO for a Virtual Public Meeting to Discuss the 2050 LRTP! | Advisory Committees
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This Message Is From an External Sender
This message came from outside your organization.

This went to the MPO's advisory committees.

Anne McLaughlin
Executive Director - MPO
Metropolitan Planning Organization

Office:239-252-5884
Mobile:239-919-4378

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Flyers

2050 CONNECTING COMMUNITIES

YOUR INPUT IS NEEDED ON THE FUTURE OF COLLIER COUNTY

COLLIER MPO 2050 LONG RANGE TRANSPORTATION PLAN:

Are you someone who enjoys biking, using area transit, or utilizing ride-sharing services? Your input and ideas are valuable to us as we seek to enhance the way you live, work, and play throughout Collier County. Take a few minutes out of your day to share your thoughts and participate in the Long Range Transportation Plan survey. Your feedback will help shape the future of transportation in our community. Thank you for being a part of this important initiative!

TAKE OUR SURVEY:

Scan QR Code

¡Su opinión es importante para el futuro del transporte en el condado de Collier! Tómese unos minutos para completar esta encuesta.

ESCANEAR QR AQUÍ

Opinyon ou enpòtan pou lavni transpòtasyon nan Konte Collier! Pran kèk minit pou ranpli sondaj sa a!

ESKANE QR ISIT LA

STAY UP TO DATE WITH ALL COUNTY NEWS:

/CollierGov

Collier-County-Government

@CollierCountyFL

@CollierGov

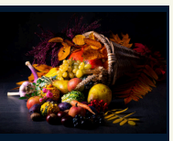
MPO Newsletters

IN MOTION

COLLIER MPO NEWSLETTER | NOVEMBER 2024

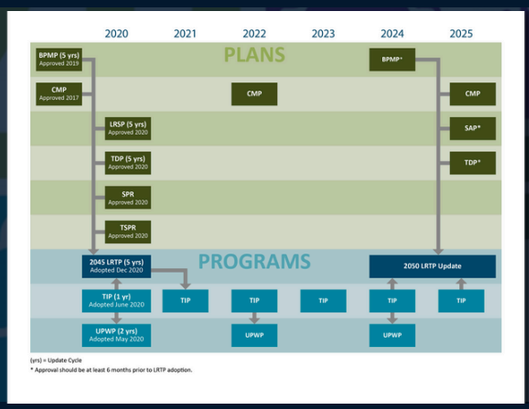
2885 South Horseshoe Drive, Naples, FL 34104 | **colliermpo.org**

COLLIER MPO HAS A CORNUCOPIA OF PLANS IN DEVELOPMENT!



Collier MPO's Long Range Transportation Plan (LRTP) is a multimodal plan that includes highway and transit infrastructure improvements and considers environmental impact, economic development, mobility, safety, security, and quality of life. The 2050 LRTP update is currently in production and is projected for completion and adoption in December 2025.

The LRTP is the master plan and guiding document for the future of transportation in Collier County, including the cities of Naples, Marco Island, and Everglades City. It guides project prioritization for the Transportation Improvement Program and incorporates MPO's adopted Congestion Management Process, as well as the Bicycle and Pedestrian Master Plan, Safety Action Plan, and Transit Development Plan, all currently in development.



The 2050 LRTP Visioning and Needs Survey closes December 1, 2024. We want to hear from you regarding the future of transportation in the Collier region!

SAFE STREETS & ROADS FOR ALL (SS4A) SAFETY ACTION PLAN

The MPO is collecting feedback on the roadways of Collier County and the cities of Naples, Marco Island, and Everglades City for the development of its SS4A Safety Action Plan. Click here to watch the replay of the October 30, 2024 Virtual Public Workshop!

Click here to take our Safety Action Plan survey and here to participate in our interactive map!

rideCAT COLLIER AREA TRANSIT

ONLINE SURVEY FOR COLLIER COUNTY TRANSIT DEVELOPMENT PLAN

Collier MPO is collaborating with Collier Area Transit (CAT) to develop a ten-year transit plan to guide the future of transit and mobility in the region. Your comments will help to define CAT's vision to promote improvements that enhance mobility over the next decade. This **survey** will take approximately 5-10 minutes to complete. Thank you for your participation!

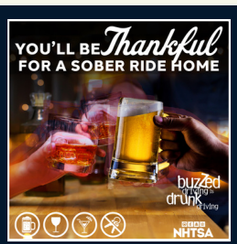
2025 BPMP UPDATE

BICYCLE & PEDESTRIAN MASTER PLAN (BPMP)

Collier MPO is in the process of updating its BPMP! You can contribute to the MPO's vision to provide safe and enjoyable facilities for walking and riding in Collier County.



Click here to take the final survey! Click here to access the interactive map and here for a map user guide!



NHTSA

THANKSGIVING TRAVEL:

BUZZED DRIVING IS DRUNK DRIVING

During this holiday, all drivers are reminded to keep the Thanksgiving holiday spirit alive by making responsible choices and prioritizing the safety of all road users. Drive 100% sober, because Buzzed Driving Is Drunk Driving. For more information on impaired driving, visit www.nhtsa.gov/risky-driving/drunk-driving.

MPO UPCOMING MEETINGS



Fall 2024 Schedule

- November 19 | BPAC
- November 20 | CMC
- November 25 | TAC/CAC
- December 4 | LCB
- December 13 | MPO Board



INTERESTED IN JOINING A COMMITTEE?

The Collier MPO Board is advised by five committees. Committee members are either citizen volunteers, jurisdictional staff, or agency representatives. Check out our **Committees** webpage to see if you might be eligible to become a member and fill vacancies for the Citizens Advisory Committee or Local Coordinating Board for the Transportation Disadvantaged!

Inquiries: Collier.mpo@colliercountyfl.gov

COLLIER Metropolitan Planning Organization

IN MOTION

COLLIER MPO NEWSLETTER | MARCH 2025

2885 South Horseshoe Drive, Naples, FL 34104 | colliermpo.org

HELP SHAPE COLLIER COUNTY'S FUTURE!

THE 2050 LRTP DASHBOARD IS NOW LIVE: SHARE YOUR FEEDBACK TODAY!

Let's Build the Future Together!

The Collier MPO, in collaboration with Jacobs Engineering, is updating the **2050 Long Range Transportation Plan (LRTP),** a roadmap for the future of transportation in Collier County. This plan will guide transportation improvements for the next 25 years, impacting everything from roadways to transit systems across Collier County, including the cities of Naples, Marco Island, and Everglades City.

Why Your Feedback Matters

The LRTP determines how federal transportation funds are allocated and prioritizes key projects that impact our daily lives. Now, you can directly influence the plan by exploring the Future Draft Roadway Projects using the **interactive map** created for public feedback!

What Can You Do?

- Explore Projects: View proposed roadway projects and their details.
- Leave Feedback: Share your thoughts and comments on the projects.
- Suggest Ideas: Have an idea for a new project? Suggest it through the map!
- Take the LRTP Survey!

Whether you're a daily commuter, a resident who values safe and accessible transportation options, or someone who wants to make sure future generations enjoy a better, more sustainable transportation system, your feedback is essential. Together, we can ensure that the 2050 LRTP is a plan that works for everyone!

Get Started Now!
Explore the 2050 LRTP Dashboard here

Take the LRTP survey and tell us about your needs!

Complete the survey and let us know your **Top 5 Priorities** for the Collier County Transportation System and share your comments about the LRTP in the area provided!

Go straight to the Survey here!



JOIN THE CONVERSATION ON ALL OF COLLIER MPO'S PLANS!

Collier MPO brings together several important plans as part of the Long-Range Transportation Plan (LRTP) all of which play a vital role in creating a safer, more efficient, and sustainable network for everyone.

We encourage you to check out the surveys and interactive maps linked to these plans to provide your valuable input. Your feedback will help us shape a transportation system that meets the needs of today and prepares us for tomorrow!

Check out how you can influence Collier MPO's planning process!

- Learn more here about the **Comprehensive Safety Action Plan** here
- Take the **Bicycle and Pedestrian Master Plan Update** Survey here & Check out the interactive map here
- Learn more here about the **Transit Development Plan**

Be a part of the transportation planning process for Collier County!



YOUR LIFE IS WORTH MORE THAN A POT O' GOLD!

Plan ahead for a sober ride home this St. Patrick's Day. ☘ Buzzed Driving Is Drunk Driving.

Join the U.S. Department of Transportation's National Highway Traffic Safety Administration's (NHTSA) safety initiative to educate the public about the importance of sober driving.

PLAN AHEAD FOR A SAFE CELEBRATION

- Always drive 100% sober. Even one alcoholic beverage could be one too many.
- Plan ahead: Before you have even one drink, designate a sober driver to get you home safely. If you wait until you've been drinking to make this decision, you might not make the best one.
- You have options to get home safely: Designate a sober driver or call a taxi or rideshare. Getting home safely is always worth it.
- If it's your turn to be the designated driver, take your job seriously and don't drink.

Learn more on the NHTSA WEBSITE

MPO UPCOMING MEETINGS



Winter/Spring 2025 Schedule

- March18 | BPAC
- March 24 | TAC/CAC
- April 11 | MPO Board
- May 7 | MPO Board



INTERESTED IN JOINING A COMMITTEE?

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Inquiries: Collier.mpo@colliercountyfl.gov

COLLIER Metropolitan Planning Organization

IN MOTION

COLLIER MPO NEWSLETTER | OCTOBER 2025

2885 South Horseshoe Drive, Naples, FL 34104 | colliermpo.org

VIRTUAL PUBLIC MEETING

OCTOBER 29, 2025 | 5-6PM

HELP SHAPE COLLIER'S 2050 LRTP!

CONNECTING COMMUNITIES

REGISTER HERE!

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- Overview of the 2050 LRTP and why it matters
- How to review the draft plan
- Ways to participate via surveys and public comment
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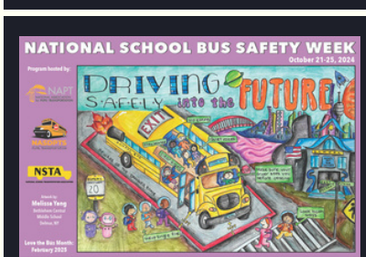
Explore the Draft Roadway Cost Feasible Projects and share your feedback using our interactive map survey:
Collier MPO 2050 LRTP Interactive Map

Your insights can make a difference. Help us build a smarter, safer, and more connected future for Collier County!

REGISTER HERE!



NATIONAL SCHOOL BUS SAFETY WEEK

October 20-24, 2025

National School Bus Safety Week is an active and evolving public education program and an excellent way for parents, students, teachers, motorists, school bus operators, school administrators, and other interested parties - to join forces and address the importance of school bus safety. Designed to promote school bus safety, school districts throughout the country observe School Bus Safety Week. Looking for school bus safety tips all year round? Click here for some great tips from NHSTA.

FDOT PUBLIC HEARING

FDOT District 1's Draft Five-Year Work Program

FDOT District One is hosting a public hearing for the public to review and comment on its **Draft Tentative Five-Year Work Program**, outlining proposed transportation improvements for fiscal years 2026/27 through 2030/31.

- **Attend an in-person meeting:** 11 a.m. Friday, October 24, 2025, at both the Bartow office (801 N. Broadway Avenue) and Fort Myers office (10041 Daniels Parkway).
- **Appointment:** FDOT will be available October 20-24, 2025, to review project materials with the public. Contact the Bartow office at 863-519-2907 or Fort Myers office at 239-225-1900 to schedule,
- **Self-guided:** (ePublic Hearing): SWFLRoads.com and fdot.gov/wpph/district1 October 20-24, 2025.

Comments accepted until October 24, 2025, COB by mail to James Driggers, Jr, P.E., District Secretary, FDOT, 10041 Daniels Parkway, Fort Myers, FL 33913, attention H. Wayne Gaither, Southwest Area Office Director, or email to wayne.gaither@dot.state.fl.us.



NEXT STOP, YOUR FEEDBACK!

CAT'S 10-YEAR TDP

PUBLIC COMMENT PERIOD

Collier MPO and Collier Area Transit have partnered to create a draft Major Update to the Transit Development Plan (TDP) for 2026–2035, as required by FDOT. This plan provides strategic direction for public transportation in Collier County over the next decade.

The TDP outlines community mobility needs, projects future costs and revenues, recommends service improvements, and includes a 10-year roadmap for proposed transit initiatives. Its scheduled to be presented to the Board of County Commissioners for approval on December 9, 2025.

Community input is a vital part of the planning process. Review the draft and provide your comments by November 16, 2025!

READ THE DRAFT TDP

READ THE TDP Appendix

Submit your comments via email, phone, or in person:

Email: rideCAT@collier.gov

Phone: 239-252-7777

Hearing Impaired Assistance by telephone to 1-800-955-1339



TRANSPORTATION TRIVIA

The distinctive yellow color of buses is officially called National School Bus Glossy Yellow, chosen for its visibility in low-light conditions.

MPO UPCOMING MEETINGS



Autumn 2025 Schedule

- October 21 | BPAC
- October 27 | TAC/CAC
- November 14 | MPO
- November 19 | CMC



INTERESTED IN JOINING A COMMITTEE?

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Attachment C

Scanned Roadway Needs Surveys

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☒ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34110

3. What is your work zip code? 34105

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☒ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☒ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Pine Ridge
Immokalee

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Great ideas explained by Jacobs Engineer Sonal Dodia.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34116

3. What is your work zip code? 34112

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

* INTERSECTION OF GOLDEN GATE PARKWAY & 951 "LIGHT"
* STOP/TURN LEFT SIGNAL INTO WINN DIXIE PARKING

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

* Rattlesnake & 951 Improvements
* 951 & 41 INTERSECTION IMPROVEMENTS HEADING IN AND OUT/IN TO MARCO ISLAND
* PINE RIDGE TO OIL WELL ROAD Congestion / LIVINGSTON ROAD.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

CONNECTING COMMUNITIES

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

Disabled N/A

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?**

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

1 - ☒ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☒ Reducir el tiempo de viaje para viajes diarios

☒ Modernizar las principales carreteras para vehículos autónomos

☒ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☐ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Drivers need

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

Bicyclist. Sound / Blow.

more Driving School.

...desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su ...ción de correo electrónico.

COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

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☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** 34116

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☐ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☑ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

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☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☑ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

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☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? None

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34110

3. What is your work zip code? 34109

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☑ Reduce transit travel times
☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Rd, too much traffic heading east in afternoon rush hour and west in morning.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

All the proposed projects seem like good plans. Jacobs Engineer Sonal Dodia explained them to me.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☑ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34104

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

The Golden-Gate Blvd and Airport Pulling Rd intersection might need improvement. That intersection takes about five minutes per light cycle and is generally inconvenient.

The proposed 6-lane road of Davis Blvd would be a great improvement.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34104

3. What is your work zip code? Same

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
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COLLIER Metropolitan Planning Organization

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? 34112

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☑ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Green Blvd & Sunshine. 4 lane.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

you would like to be notified of future LRTP updates, please provide your email address.

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34104 **3. What is your work zip code?** None

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☐ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☑ Modernize major roadways for self-driving vehicles
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- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Santa Barbara, Davis

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34105

3. What is your work zip code? 34109

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
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- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Pine Ridge Road has too many stops on it so the traffic is always high intensity, and accident prone.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Pine Ridge road ~~the~~ the bottom more near the Gulf of Mexico need to take out some lights and make it so ~~people~~ can only turn on the road and if they need to go the other way they take a uturn further up.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34105

3. What is your work zip code? 34108

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

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☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

immokalee road. major congestion near 75, many unaware/ distracted drivers
logan & immokalee intersection is dangerous as well

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

capacity improvement for pine ridge & immokalee as well as light improvement or removal of pine ridge from 41 — airport.

7. If you would like to be notified of future LRTP updates, please provide your email address.

MPO COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34114 **3. ¿Cuál es el código postal de tu trabajo?** 34114

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☑ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☑ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

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☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Golden Gate & Pine Ridge Rd

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

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2. ¿Cuál es el código postal de tu casa? 34112 **3. ¿Cuál es el código postal de tu trabajo?** N/A

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☑ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

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☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Immokalee Road.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

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☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** N/A

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

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☑ Reducir el tiempo de viaje para viajes diarios

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☐ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Vanderbilt Beach Road.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

N/A

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

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2. ¿Cuál es el código postal de tu casa? 34112 **3. ¿Cuál es el código postal de tu trabajo?** 34112

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

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☑ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

carreteras que van acia los ospitales y escuelas

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

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☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** 34113

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☑ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

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☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☑ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Poner mas autobus

Esperar mucho tiempo. y mejorar el transporte publico.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** 34116

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☒ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☑ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☐ Reducir los tiempos de viaje en tránsito

☑ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Livingston RD desde principio con final

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

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1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 33965 **3. ¿Cuál es el código postal de tu trabajo?** 29564

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☐ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☑ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

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☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

N/A

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

N/A

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

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☐ Menores de 18 años ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** multiple

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

- ☑ Mejorar la seguridad de conductores, peatones y ciclistas.
- ☑ Proporcionar rutas seguras para la evacuación y la recuperación.
- ☑ Mantener la red de carreteras existente
- ☑ Reducir el tiempo de viaje para viajes diarios
- ☐ Modernizar las principales carreteras para vehículos autónomos
- ☐ Salvaguardar hábitats críticos y especies en peligro de extinción
- ☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos
- ☐ Reducir los tiempos de viaje en tránsito
- ☐ Construir conexiones entre las personas y los trabajos
- ☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas
- ☑ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

N/A

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

N/A

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34104

3. What is your work zip code? 34104

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☒ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

BETTER BIKE LANES, LIKE THOSE ON ST. ANDREWS IN LEYLE, ARE NEEDED ON ALL MAJOR ROADS, COLLIER, DAVIS, SANTA BARBARA, ETC.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

ALREADY ON LIST

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34113

3. What is your work zip code? Ft Myers

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☑ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☑ Reduce transit travel times

☑ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

15 - 32-33

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34116 **3. ¿Cuál es el código postal de tu trabajo?** 34109

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☐ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☑ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☑ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

N/A

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

N/A

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34105

3. What is your work zip code? N/A

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

N/A

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Golden Gate Pkwy Improvements

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

CONNECTING COMMUNITIES

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1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** 34142

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☑ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☑ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

more crosswalks Traffic Lights for crossing in main street.

crosswalks near Lake Trafford near schools.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

MPO COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

CONNECTING COMMUNITIES

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☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** 34142

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

- ☑ Mejorar la seguridad de conductores, peatones y ciclistas.
- ☑ Proporcionar rutas seguras para la evacuación y la recuperación.
- ☑ Mantener la red de carreteras existente
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- ☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas
- ☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

W main st Al 38

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

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COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

An any day, any time of the day SR 29/Main is congested. After work 4-7 pm its near impossible to get of Immokalee. ~~Gets~~ Gets better after westclox.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

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2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** 34142

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☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

State Rd 29 & 82

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

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☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** _____

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☑ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

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☑ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Todo esta bien ningun Problema

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☑ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☑ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☑ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Fix roads

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Put more Actives in Immokalee like bowling Allies and other ~~for~~ fun activy.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☑ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☑ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Oil Well Road - turn lane for DeSoto + four lane to Ave Maria

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114 **3. What is your work zip code?** _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☑ Safeguard critical habitat and endangered species
- ☑ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Wild life Crossings

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? 43952

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☑ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☑ Build connections between people and jobs

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Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34120

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☑ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

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7. If you would like to be notified of future LRTP updates, please provide your email address.

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☑ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 18.15 **3. ¿Cuál es el código postal de tu trabajo?** _____

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☑ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☑ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☑ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

las vanguetas

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? _____

3. What is your work zip code? 34112

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

City of Naples

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☑ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? Retired

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☑ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

All around Immokalee

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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_____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33930

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☒ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☒ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
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- ☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
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- ☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
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Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 33907

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☑ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Rd - from Immokalee to Waterways. A lot of people in Immokalee work in Naples & Marco Island. It gets to bumper to bumper 50 cars deep going to & from work. Rich folks use the casino too!

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142 **3. What is your work zip code?** Same

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☒ Provide secure routes for evacuation and recovery
☒ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
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☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

All Immokalee roads need to be resurfaced!!

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Traffic within and outside of Immokalee is bumper to bumper. Four lanes need to be built in and out of Immokalee. No more building within town of Immokalee. Traffic already congested.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 65251 **3. What is your work zip code?** 65251

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
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7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 65251

3. What is your work zip code? 65251

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
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Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33321

3. What is your work zip code? 33919

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☑ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Prefer not to answer

2. What is your home zip code? 34135

3. What is your work zip code? Retired

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☐ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
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- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Unknown

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Prefer not to answer

2. What is your home zip code? 34116

3. What is your work zip code? 34104

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☒ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

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☐ Build connections between people and jobs

☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Golden Gate Pkwy. Immokalee Rd.
Radio Rd.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

denise.gamache@gmail.com

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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☐ Prefer not to answer

2. What is your home zip code? 34135

3. What is your work zip code? Retired

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☑ Reduce travel time for daily trips

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COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Prefer not to answer

2. What is your home zip code? 34135

3. What is your work zip code? Retired

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? 34104

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☒ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33908 **3. What is your work zip code?** 33908

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
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5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Dont add roundabouts

Dont change the name of Tamiami trail

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34120 **3. ¿Cuál es el código postal de tu trabajo?** 34120

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

- ☑ Mejorar la seguridad de conductores, peatones y ciclistas.
- ☑ Proporcionar rutas seguras para la evacuación y la recuperación.
- ☑ Mantener la red de carreteras existente
- ☑ Reducir el tiempo de viaje para viajes diarios
- ☐ Modernizar las principales carreteras para vehículos autónomos
- ☑ Salvaguardar hábitats críticos y especies en peligro de extinción
- ☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos
- ☑ Reducir los tiempos de viaje en tránsito
- ☑ Construir conexiones entre las personas y los trabajos
- ☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas
- ☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Collier Blvd
Immokalee Rd

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 33905 **3. ¿Cuál es el código postal de tu trabajo?** 34120

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☑ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☑ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

immokalee Rd.
vanderbilt

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☑ Reduce transit travel times
☑ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

US 41 to 75
pineridge Collier
Golden Gate to Collier

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

MPO COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☒ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☒ Safeguard critical habitat and endangered species
- ☒ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☒ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

travel and alternative routes from Collier Lee Heavy for residents to connect jobs + education Opportunities

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Safety + Congestion improvements in and around Ave Maria corridor towards Immokalee

7. If you would like to be notified of future LRTP updates, please provide your email address.

lvazquez@cultivateabundance.org

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

CONNECTING COMMUNITIES

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34135

3. ¿Cuál es el código postal de tu trabajo? 34120

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☐ Mejorar la seguridad de conductores, peatones y ciclistas.

☐ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☑ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☑ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☑ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

none, we need less development!!

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

none

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. Kamila1019@gmail.com

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☑ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☑ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Imm. Main St.
Imm. SR 29
SR 82

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? _____

3. What is your work zip code? 34119

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☑ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Sidewalks + lighting

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

NO

MPO COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☒ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33972

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☒ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

St Rd 29 needs to be two lanes

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33935

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☐ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☑ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Expansion on Main St., pavement on N 19th St, expansion on New Market

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

- Send to rd & Bridge dept.

1. Immediate improvement - add stop sign (missing) Carson Rd South of Immokalee Dr - people come out w/o stopping.

2. Sidewalk & Lights

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Sondaj Bezwen Plan Transpòtasyon Collier MPO 2050 Long Range

CONNECTING COMMUNITIES

Òganizasyon Planifikasyon Metwopoliten nan Collier County (MPO) ap mete ajou Plan Transpò Long Range (LRTP) li epi li ta renmen tande w! Tanpri fè nou konnen ki bezwen transpò ou genyen nan Collier County. Mèsi pou patisipasyon w!

1. Ki laj ou genyen?

☐ Mwens ke 18 an ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Plis pase 75

☐ Mwen pito pa reponn

2. Ki kòd postal lakay ou? 34142

3. Ki kòd postal kote ou travay? _____

4. Chwazi senk pi gwo priyorite w pou Sistèm Transpò Collier County a nan lis sa a (Tanpri chwazi 5).

☑ Amelyore sekirite pou chofè, moun kap mache, ak mounn ki sou bekann yo

☑ Bay wout sekirite pou evakyasyon ak rekiperasyon

☐ Kenbe rezo wout ki egziste deja

☐ Diminye tan li pran pou ou al kote ou bezwen chak jou

☐ Modènize wout pou machin ki kondi poukont yo

☐ Pwoteje abita enpòtan ak espès ki an danje

☐ Bay lòt opsyon mobilite altènatif tankou transpò piblik, wout bisiklèt, ak santye

☐ Diminye tan vwayaj transpò piblik yo

☑ Bati koneksyon ant moun ak travay

☑ Prepare enfrastrikti wout pou inondasyon, cyclòn, ak move tan

☑ Amelyore aksè nan plaj ak destinasyon touris yo

5. Ki wout ki nan konte a ki bezwen amelyorasyon? Tanpri eksplike. Siplemantè yo bay espas sou do fèy sa a.

wout Bel Paske li danje anpit epi mta swete gen plis polisye sou wout la koz lap fe chofè ki move intention sou wout la pou yo Pridan sa Ap evite aksidan

6. Tanpri gade pwojè wout yo pwopoze yo sou kat la epi di kisa ou panse. Gen espas an plis sou fey sa pou ou ekri sa ou panse.

Pou mwen se yon Bel pwojè koz lap fe moun kap kondwi gen plis sekirite ef Pwoteje lot mounn kap Prekante wout la

7. Si w ta renmen jwenn enfòmasyon sou pwochen mizajou LRTP, tanpri bay adrès imel ou.

_____

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☑ Reduce transit travel times
☑ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

SR 29 Entering and exiting Immokalee
890 - 846 Ease of Travel for planned communities
on 890 to access 846

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34109

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☒ Reduce transit travel times

☐ Build connections between people and jobs

☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Support all intersection improvements on vanderbilt beach road

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34103

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☒ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Road 75
Pine Ridge

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☒ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☒ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

~~M Fewer~~ Wider Roads so Roadways are less congestive

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

~~EP~~ Extend the 6 lane ext on Oil well west to DeSoto
we like the ~~B~~ Camp Keais 4 lane idea
- Need signal improvements on Camp Keais & Immokolee

7. If you would like to be notified of future LRTP updates, please provide your email address.

BeebeDCKL@gmail.com

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☑ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? N/A

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☒ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

I 75 Needs more lanes ~~to accommodate~~ for

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Should change for Beach Buss & let people that take CAT Ride free -

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☒ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☒ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

BAYSHORE, SPEED
BAYVIEW PARK - WIDEN & SPEED

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

DAVIS BLVD,

7. If you would like to be notified of future LRTP updates, please provide your email address.

jnhelene@HOTMAIL.COM

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☒ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112 **3. What is your work zip code?** 34112

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☒ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☐ Build connections between people and jobs

☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

41 in Naples is way to congested during seasons. Also widen the bike lanes

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

I really like #66. See comment above. #15 will be helpful too.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☒ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 0

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Love the Vanderbilt Rd. Extension

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ ~~66~~-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? RETIRED

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

1 ☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

5 ☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce transit travel times

☐ Reduce travel time for daily trips

☐ Build connections between people and jobs

2 ☑ Modernize major roadways for self-driving vehicles

3 ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Safeguard critical habitat and endangered species

4 ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 03223

3. What is your work zip code? Ret

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☑ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

I'm not a great source of info from NH
But more protection for Wildlife (ex under road passes)

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Major I-75 improvement (6 lane) good
More Bike paths created when any roads are improved.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☑ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Poor wildlife keeps getting pushed out. We need wild life corridors.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☒ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34117

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☑ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Rd gets very congested at rush hour. If there is an accident, there aren't other options to get home.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Some traffic lights change way too quickly so cars try to get by and sometimes block intersection

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34120

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Rd; Need to add more lines or provide alternate options.
Extend Everglades to Lee & connect with I 75

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☑ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33908

3. What is your work zip code? Same

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Great

7. If you would like to be notified of future LRTP updates, please provide your email address.

SharonDuffy46@gmail.com

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** 34142

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☑ Mejorar la seguridad de conductores, peatones y ciclistas.

☑ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

☐ Modernizar las principales carreteras para vehículos autónomos

☑ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☑ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☐ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? 34110

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☑ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Road
Airport Road

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

CONNECTING COMMUNITIES

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☒ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34142 **3. ¿Cuál es el código postal de tu trabajo?** —

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☒ Mejorar la seguridad de conductores, peatones y ciclistas.
☒ Proporcionar rutas seguras para la evacuación y la recuperación.
☐ Mantener la red de carreteras existente
☒ Reducir el tiempo de viaje para viajes diarios
☒ Modernizar las principales carreteras para vehículos autónomos
☐ Salvaguardar hábitats críticos y especies en peligro de extinción
☒ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos
☐ Reducir los tiempos de viaje en tránsito
☐ Construir conexiones entre las personas y los trabajos
☒ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas
☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

Poner Tumolos por la velocidad
ya que hay carros que exeden a la velocidad
hay niños que caminan

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

COLLIER Metropolitan Planning Organization

Encuesta de necesidades del plan de transporte de largo alcance Collier MPO 2050

¡La Organización de Planificación Metropolitana (MPO) del Condado de Collier está actualizando su Plan de Transporte a Largo Plazo (LRTP) y le gustaría saber de usted! Háganos saber cuáles son sus necesidades de transporte dentro del condado de Collier. ¡Gracias por tu participación!

1. ¿Cuántos años tiene?

☐ Menores de 18 años ☐ 18-25 ☐ 26-35 ☐ 36-45 ☒ 46-55 ☐ 56-65 ☐ 66-75 ☐ Más de 75 años

☐ Prefiero no responder

2. ¿Cuál es el código postal de tu casa? 34143 Collier **3. ¿Cuál es el código postal de tu trabajo?** 34142

4. Elija sus cinco prioridades principales para el sistema de transporte del condado de Collier de la siguiente lista (elija 5).

☐ Mejorar la seguridad de conductores, peatones y ciclistas.

☒ Proporcionar rutas seguras para la evacuación y la recuperación.

☐ Mantener la red de carreteras existente

☐ Reducir el tiempo de viaje para viajes diarios

☒ Modernizar las principales carreteras para vehículos autónomos

☐ Salvaguardar hábitats críticos y especies en peligro de extinción

☐ Proporcionar opciones de movilidad alternativas como transporte público, tranvías, rutas para bicicletas y senderos

☐ Reducir los tiempos de viaje en tránsito

☐ Construir conexiones entre las personas y los trabajos

☒ Preparar la infraestructura vial para inundaciones, marejadas ciclónicas y condiciones climáticas extremas

☐ Mejorar el acceso a playas y destinos turísticos

5. ¿Qué carreteras dentro del condado necesitan mejoras? Por favor explique. Extra se proporciona espacio en el reverso de esta hoja.

29 & 82

6. Revise los proyectos de carreteras propuestos en el mapa y proporcione sus comentarios. Extra se proporciona espacio en el reverso de esta hoja.

7. Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico. _____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 3409

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☒ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☒ Reduce transit travel times

☐ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

More safety precautions

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☑ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? _____

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☑ Safeguard critical habitat and endangered species
- ☑ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

All Immokalee. In particular Immo Kale Drive, and 1st Street, and 15th Main Street.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

amvidovri@hotmail.com

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? 34116

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☒ Maintain the existing roadway network
- ☒ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☒ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Collier Blvd going down to Marco Island needs to be wider. ALL Lights need to be better timed. Continue Collier Blvd to Bonita Beach Road.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

I like jug handles. ALL turns from right lanes. Drivers suddenly need to make a Left turn and they are in the right lane of a 3 or 4 lane highway. They suddenly have to cut others off pulling way over to the left lane to turn. I do like round abouts. Keeps traffic moving like in the Villages. The diamond lane at turning works well in Wesley Chapel FL.
I do think the 75 work on collier Blvd Naples will be successful. Need more police presents for speeders and Red light runners

7. If you would like to be notified of future LRTP updates, please provide your email address.

susanh3526@yahoo.com

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? 34114

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☒ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☒ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
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- ☒ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Collier Blvd. Timming of lights and Light cycle - Too Long
Immok. -
41 - Tam Trail -
Airport Pulling Almost all of Naples

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

People From other Country are Allowed to drive on their licenses From their Country For 90 days. But are not Familiar with our Laws, so they do things That they do in their Country - like HONK at lights and stop signs when in there country they get to go First.
on Collier Blvd between 75 And Rattlesnake are 6,000 Apts And Homes going up also a Costco. This will cause Long wait times.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33964

3. What is your work zip code? 19143

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☒ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☒ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
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- ☒ Reduce transit travel times
- ☒ Build connections between people and jobs
- ☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Rt 75

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34110

3. What is your work zip code? 34110

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☐ Safeguard critical habitat and endangered species
- ☑ Provide alternative mobility options like transit, trollies, bike routes, and trails
- ☐ Reduce transit travel times
- ☑ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Old Hwy 41, 41 Thru Collier big holes provide more lighting on back roads

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

Take electric bikes off the road way unless the have safety equipment.

Side walks / lighting

Small Van transportation instead of large busses.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Kyacus@gmail.com.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34112 **3. What is your work zip code?** NA

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☒ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

St. Andrew/ Santa Barbara - left turn lanes can't hold all the left turn drivers and they are then stuck still in the forward lane blocking those drivers

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

We need PSA's about the correct use of a round about!

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34109

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☑ Modernize major roadways for self-driving vehicles
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- ☐ Reduce transit travel times
- ☐ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Road and State Road 29 coming towards Immokalee.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

It would be great to have a Corkscrew road connected too City of Immokalee. State 82 is a very dangerous road and where their are fatalitie accidents drivers be stuck in traffic. According to news their has been 37 lives taken away. It would be great to have a road connect to our home.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34120

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☒ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Tree Farm Road Needs a better Bus stop + Flashing Crosswalk

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34104

3. What is your work zip code?

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

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☒ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

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☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Rattlesnake - Pine Ridge, Collier Blvd

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☒ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34119 **3. What is your work zip code?** SAME

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☒ Safeguard critical habitat and endangered species

☒ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☒ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

TAMIAMI TR

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

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☐ Prefer not to answer

2. What is your home zip code? 34112

3. What is your work zip code? 34112

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☐ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☐ Reduce travel time for daily trips
- ☐ Modernize major roadways for self-driving vehicles
- ☑ Safeguard critical habitat and endangered species
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- ☐ Reduce transit travel times
- ☑ Build connections between people and jobs
- ☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

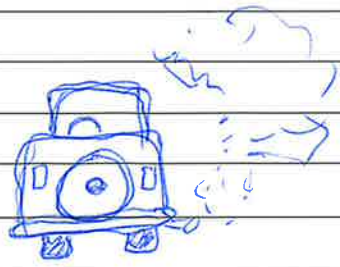
East 41 Bayshore to Immokalee

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

#29 Everglades Interchange

#9 + 43 Location Studies

I'm okay w/ overpasses



7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☑ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142 **3. What is your work zip code?** 34116

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☐ Reduce travel time for daily trips
☑ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Roads going to the Lake & cemetery need pavement. The ~~road~~ residence area estero & 82 are in need of proper lighting poles ~~&~~ & traffic light & stop signs for ~~better~~ the safety of everyone.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

biankaguadian@yahoo.com

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☑ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☐ Safeguard critical habitat and endangered species

☑ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☑ Build connections between people and jobs

☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Westclox needs more safety precautions on turns.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

New market and 29 intersections needs a better way to reduce traffic going in and out of immokalee.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☒ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 33928

3. What is your work zip code? N/A

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☒ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☒ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☒ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☒ Reduce transit travel times

☐ Build connections between people and jobs

☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

29 South to Everglades City

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☒ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☒ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☒ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☒ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

All Streets In Immokalee Most are in need of Repairs

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 16117

3. What is your work zip code? N/A

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
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☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Rd - Accesses to I-75, Airport Puling, Livingston Rds.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? n/a

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☑ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☑ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☑ Reduce transit travel times

☐ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

41 & 951

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

I hope this is better!

7. If you would like to be notified of future LRTP updates, please provide your email address.

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☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? SAME

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

- ☑ Improve safety for drivers, walkers, and bicyclists
- ☑ Provide secure routes for evacuation and recovery
- ☑ Maintain the existing roadway network
- ☑ Reduce travel time for daily trips
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- ☐ Build connections between people and jobs
- ☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
- ☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

West of Immokalee & East Delaware!!!

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

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☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☒ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☒ Modernize major roadways for self-driving vehicles

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Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists

☐ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☑ Reduce travel time for daily trips

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☑ Reduce transit travel times

☐ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet. Immokalee Rd. 846 W.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address. NO

COLLIER Metropolitan Planning Organization

Sondaj Bezwen Plan Transpòtasyon Collier MPO 2050 Long Range

Òganizasyon Planifikasyon Metwopoliten nan Collier County (MPO) ap mete ajou Plan Transpò Long Range (LRTP) li epi li ta renmen tande w! Tanpri fè nou konnen ki bezwen transpò ou genyen nan Collier County. Mèsi pou patisipasyon w!

1. Ki laj ou genyen?

☐ Mwens ke 18 an ☐ 18-25 ☐ 26-35 ☐ 36-45 ☑ 46-55 ☐ 56-65 ☐ 66-75 ☐ Plis pase 75 ☐ Mwen pito pa reponn

2. Ki kòd postal lakay ou? _____

3. Ki kòd postal kote ou travay? _____

4. Chwazi senk pi gwo priyorite w pou Sistèm Transpò Collier County a nan lis sa a (Tanpri chwazi 5).

☑ Amelyore sekirite pou chofè, moun kap mache, ak mounn ki sou bekann yo
☐ Bay wout sekirite pou evakyasyon ak rekiperasyon
☑ Kenbe rezo wout ki egziste deja
☐ Diminye tan li pran pou ou al kote ou bezwen chak jou
☑ Modènize wout pou machin ki kondi poukont yo
☐ Pwoteje abita enpòtan ak espès ki an danje
☑ Bay lòt opsyon mobilite altènatif tankou transpò piblik, wout bisiklèt, ak santye
☑ Diminye tan vwayaj transpò piblik yo
☐ Bati koneksyon ant moun ak travay
☐ Prepare enfrastrikti wout pou inondasyon, cyclòn, ak move tan
☐ Amelyore aksè nan plaj ak destinasyon touris yo

5. Ki wout ki nan konte a ki bezwen amelyorasyon? Tanpri eksplike. Siplemantè yo bay espas sou do fèy sa a.

_____

_____

_____

_____

6. Tanpri gade pwojè wout yo pwopoze yo sou kat la epi di kisa ou panse. Gen espas an plis sou fey sa pou ou ekri sa ou panse.

_____

_____

_____

_____

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_____

_____

_____

7. Si w ta renmen jwenn enfòmasyon sou pwochen mizajou LRTP, tanpri bay adrès imel ou.

_____

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☑ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34137 **3. What is your work zip code?** 34114

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☑ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☑ Modernize major roadways for self-driving vehicles
☐ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! Please let us know what your transportation needs are within Collier County. Thank you for your participation!

1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☑ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34114

3. What is your work zip code? —

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☑ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

☑ Safeguard critical habitat and endangered species

☑ Provide alternative mobility options like transit, trollies, bike routes, and trails

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☐ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☐ Improve access to beaches and tourist destinations

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SUMMERSAT 20 @ AOL. com

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☐ 26-35 ☒ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☒ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☒ Safeguard critical habitat and endangered species
☐ Provide alternative mobility options like transit, trollies, bike routes, and trails
☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

SR-29 leaving town towards SR-82 is extremely congested after 4:30 PM.
It is also very dangerous in front of Popeyes; many accidents. Needs to be safer for pedestrians.

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? retired

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☐ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
☒ Safeguard critical habitat and endangered species
☒ Provide alternative mobility options like transit, trollies, bike routes, and trails
☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet. SR 29 needs a by pass road to pass just north of the healthcare network to the Airport to avoid congestion in downtown Immokalee

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan Needs Survey

CONNECTING COMMUNITIES

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☐ Prefer not to answer

2. What is your home zip code? 34142 **3. What is your work zip code?** 34142

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

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☐ Provide secure routes for evacuation and recovery
☐ Maintain the existing roadway network
☒ Reduce travel time for daily trips
☐ Modernize major roadways for self-driving vehicles
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☒ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☒ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Oil well Rd

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

7. If you would like to be notified of future LRTP updates, please provide your email address.

afulkerson@mapei.com

COLLIER Metropolitan Planning Organization

Collier MPO 2050 Long Range Transportation Plan Needs Survey

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1. What is your age?

☐ Under 18 ☐ 18-25 ☑ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 66-75 ☐ Over 75

☐ Prefer not to answer

2. What is your home zip code? 34120

3. What is your work zip code? 34109

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists
☐ Provide secure routes for evacuation and recovery
☑ Maintain the existing roadway network
☑ Reduce travel time for daily trips
☑ Modernize major roadways for self-driving vehicles
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☐ Reduce transit travel times
☐ Build connections between people and jobs
☐ Prepare roadway infrastructure for flooding, storm surge, and extreme weather
☐ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

W main st -
Immokalee Rd - Immokalee to Naples
Everglades BLVD
St 29 Towards Miami

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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Collier MPO 2050 Long Range Transportation Plan Needs Survey

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☐ Prefer not to answer

2. What is your home zip code? 34142

3. What is your work zip code? 33913

4. Choose your top five priorities for the Collier County Transportation system (please choose 5).

☑ Improve safety for drivers, walkers, and bicyclists

☑ Provide secure routes for evacuation and recovery

☐ Maintain the existing roadway network

☐ Reduce travel time for daily trips

☐ Modernize major roadways for self-driving vehicles

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☐ Provide alternative mobility options like transit, trollies, bike routes, and trails

☐ Reduce transit travel times

☑ Build connections between people and jobs

☑ Prepare roadway infrastructure for flooding, storm surge, and extreme weather

☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

State Road 82
Immokalee Road

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

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☐ Prefer not to answer

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3. What is your work zip code? 34142

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- ☐ Provide secure routes for evacuation and recovery
- ☐ Maintain the existing roadway network
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- ☐ Reduce transit travel times
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- ☑ Improve access to beaches and tourist destinations

5. What roadways within the County need improvements? Please explain. Extra space is provided on the back of this sheet.

Immokalee Road, 82, 29

6. Please review the proposed roadway projects on the map display and provide your feedback. Extra space is provided on the back of this sheet.

There's only two ways to get through immokalee! It would be better if they fixed the roads.

7. If you would like to be notified of future LRTP updates, please provide your email address.

_____



Attachment D

Scanned Cost Feasible Projects Comment Forms

Plan Transpò Long Tèm Collier MPO 2050 Pri Preliminè Pwojè Wout Reyalizab

Òganizasyon Planifikasyon Metwopoliten Konte Collier (MPO) a ap mete ajou Plan Transpò Long Tèm (LRTP) li a epi li ta renmen tande pale de ou! Plan an nan faz devlopman Pri Fezab. Pwojè yo pwopoze yo te devlope baze sou finansman prevwa jiska 2050, patisipasyon moun ki gen enterè yo, ak fidbak piblik la.

Eskane kòd QR la pou jwenn aksè a kat entèaktif sou entènèt la. Tanpri revize pwojè wout yo pwopoze sou kat la epi bay fidbak ou.

Ki pwojè ou renmen?

all of 29, it needs major updates

Ki pwojè ou pa renmen?

Tanpri bay nenpòt lòt kòmantè anba a. Gen plis espas ki disponib sou do fèy sa a.

Immokalee Roads need more lanes which is 29, especially as it has been used as a backway for people traveling to Miami

Si ou ta renmen resevwa notifikasyon pou dènye nouvèl LRTP yo nan lavni, tanpri bay adrès imel ou.

Plan de Transporte a Largo Plazo 2050 de la MPO de Collier Borrador de Costos Factibles para Proyectos Viales

CONNECTING COMMUNITIES

La Organización de Planificación Metropolitana del Condado de Collier (MPO) está actualizando su Plan de Transporte de Largo Alcance (LRTP) y desea conocer su opinión. El plan se encuentra actualmente en la fase de desarrollo de costo-factibilidad. Los proyectos propuestos han sido elaborados con base en la financiación proyectada hasta el año 2050, así como en las aportaciones de las partes interesadas y la opinión pública.

Escanee el código QR para acceder al mapa interactivo en línea. Revise los proyectos viales propuestos en el mapa y comparta sus comentarios.

¿Cuáles de los proyectos te gustan?

Pine Ridge lane increase into interstate 75

¿Cuáles de los proyectos no te gustan?

Todos se ven bien

Le invitamos a incluir cualquier comentario adicional en el espacio provisto a continuación. Si requiere más espacio, puede utilizar el reverso de esta hoja

~~Pine~~ interstate 75 improvements.

Si desea recibir notificaciones sobre futuras actualizaciones de LRTP, proporcione su dirección de correo electrónico.

COLLIER Metropolitan Planning Organization

Plan de Transporte a Largo Plazo 2050 de la MPO de Collier Borrador de Costos Factibles para Proyectos Viales

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¿Cuáles de los proyectos te gustan?

¿Cuáles de los proyectos no te gustan?

Le invitamos a incluir cualquier comentario adicional en el espacio provisto a continuación. Si requiere más espacio, puede utilizar el reverso de esta hoja

US 41 Bus does not reach ~~(stop to~~ station need to access beach and other amenities.

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¿Cuáles de los proyectos te gustan?

¿Cuáles de los proyectos no te gustan?

Le invitamos a incluir cualquier comentario adicional en el espacio provisto a continuación. Si requiere más espacio, puede utilizar el reverso de esta hoja

Lake ~~Trafford~~ Trafford Rd → Lighting ; traffic lights + sidewalk
~~Both~~ Benches need for bus stop (18th) ; sidewalk
Secret Ave

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Plan de Transporte a Largo Plazo 2050 de la MPO de Collier Borrador de Costos Factibles para Proyectos Viales

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¿Cuáles de los proyectos no te gustan?

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& sport complex → fix sidewalk widening ; fix light post adding more lighting

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Escanee el código QR para acceder al mapa interactivo en línea. Revise los proyectos viales propuestos en el mapa y comparta sus comentarios.

¿Cuáles de los proyectos te gustan?

poner bus stop pls.

¿Cuáles de los proyectos no te gustan?

No me gusta que hay nomas un camino para Labelle

Le invitamos a incluir cualquier comentario adicional en el espacio provisto a continuación. Si requiere más espacio, puede utilizar el reverso de esta hoja

Nesesitamos una calle para ir a Naples

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Collier MPO 2050 Long Range Transportation Plan
Draft Cost Feasible Roadway Projects

The Collier County Metropolitan Planning Organization (MPO) is updating its Long Range Transportation Plan (LRTP) and would like to hear from you! The Plan is in the Cost Feasible development phase. The proposed projects have been developed based on projected funding through 2050, stakeholder input, and public feedback.

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Roundabout at Camp Keais Rd.

Immokalee Rd Camp Keais Rd.

Which projects do you dislike?

None

Please provide any additional comments below. Additional space is provided on the back of this sheet.

More roundabouts where they are possible to improve traffic flow.

If you would like to be notified of future LRTP updates, please provide your email address.

Collier MPO 2050 Long Range Transportation Plan
Draft Cost Feasible Roadway Projects

CONNECTING COMMUNITIES

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Camp Keais Rd. widening is much needed. The curves on camp Keais cause accidents - people going too fast around them.

If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Near Highlands elementary - needing to fix potholes
Lighting at Lake Trafford.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

The project I like is the new by pass Road that's being constructed for the big trucks semi-trucks.

Which projects do you dislike?

All are good.

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Would like extra lights at night heading to Lare trafford in Immokalee.

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COLLIER Metropolitan Planning Organization

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Draft Cost Feasible Roadway Projects

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

The expansion of S 1st Street to convert it to four lanes.

Which projects do you dislike?

Airport Rd project has my concern if they will be cutting through the airport park

Please provide any additional comments below. Additional space is provided on the back of this sheet. The light on Westclox St is not long enough for drivers who are crossing 29 to head to new market road.

If you would like to be notified of future LRTP updates, please provide your email address.

Lmaria012@yahoo.com.

COLLIER Metropolitan Planning Organization

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Which projects do you like?

More light pollution safe street lights

Which projects do you dislike?

sidewalks being close to roads

Please provide any additional comments below. Additional space is provided on the back of this sheet.

- More ~~greenery~~ plants would be nice
- lots of trees
- maybe some flower bushes

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CONNECTING COMMUNITIES

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

~~16th Avenue Road~~ need pavement + drainage (extreme flooding) (Christian Terrace)
Highland elementary; road next to it need fixing

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

100, 29, 18, 37, 94, 56

Which projects do you dislike?

Need to research more.

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Immokalee is in desperate need of additional infrastructure improvements.

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Which projects do you like?

From CR 846 to N of New Market Road.
From N of New Market Rd to SR 82.

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Draft Cost Feasible Roadway Projects

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

SR29 oil well to 82
I75 Pine Ridge
I75 to Immk Rd. - Bonita Beach
100 Immok Rd. - Camp Keais

Which projects do you dislike?

Not for Adding Lanes to Immokalee

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Which projects do you like?

Immokalee Rd #60

Which projects do you dislike?

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Which projects do you like?

ID #81, 18

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Collier MPO 2050 Long Range Transportation Plan
Draft Cost Feasible Roadway Projects

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Immokalee Rd from Immokalee to Camp Keais

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

All of SR29

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Immokalee ~~Roads~~ Roads need attention so much incoming traffic.

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COLLIER Metropolitan Planning Organization

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Which projects do you like?

I-4 FROM CR 846 TO N OF NEW MARKET ROAD

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

SR29 CR 846 to N of New Market Rd
SR29 from N to NewMarket Rd to SR82
SR29 from oil well Rd to SR82
SR82 from Hendry Co Line to Gator Slough Lane

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

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Which projects do you like?

Add lanes I-75

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

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Which projects do you like?

102 I-75 AT IMMOKALEE RD.
101 + 103

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet. CREATE MORE ROUNDABOUTS.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

From N of New Market Rd to SR 82

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

New Road Construction
CR 346 to N of New Market Rd
from W. of New Market Rd to SR 82
Priority: New development

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

New Market from CR 846 to N. New Market to SR82

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

SR 29 New Road Construction

Which projects do you dislike?

New Bridge over Canal

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

- Immokalee rd. to Camp Keais
- Bridge at Wilson Blvd.
- Immokalee rd. add lanes

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

More roads and lanes!

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Lake Trafford + Immokalee Dr. is so congested in the AM.

Camp Keais road needs capacity improvement

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Lighting + safety on Lake Trafford

lighted crosswalk needed on Lake Trafford + 18th

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COLLIER Metropolitan Planning Organization

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Metro carts across collier, ~~[illegible]~~ won't get stuck in traffic unlike cars / buses

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

31 Immokalee Rd / Camp Keais Rd C.

Which projects do you dislike?

100 Immokalee Rd Camp Keais

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Widen all medium roads BEFORE constructing lots of housing

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Which projects do you like?

47 – Logan Blvd

Which projects do you dislike?

21 Golden Gate Pkwy

Please provide any additional comments below. Additional space is provided on the back of this sheet. Logan is closest to my job & affects me the most

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Collier MPO 2050 Long Range Transportation Plan
Draft Cost Feasible Roadway Projects

CONNECTING COMMUNITIES

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

101, 102, 103, 104

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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njgcrs@gmail.com

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Which projects do you like?

SR 29 / I 75 101

Which projects do you dislike?

Road projects be done at night most as possible

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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Which projects do you like?

① from CR 846 to N of New Market Rd

② from N of New Market Rd

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

More improvements in the City of Immokalee. Very few were provided as options.

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evitaro55@yahoo.com

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

SR 29 oil well Rd to SR 82 needs more lanes because its very dangerous to drive @ night w/ everyone passing

Which projects do you dislike?

N/A

Please provide any additional comments below. Additional space is provided on the back of this sheet.

N/A

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Which projects do you like?

I like the Intersection innovation at orange blossom and airport

Which projects do you dislike?

I like all of them. All very good for current traffic flow.

Please provide any additional comments below. Additional space is provided on the back of this sheet. Do anything to fix pine ridge road.

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

101 - 104 75 widening

project 94

Which projects do you dislike?

N/A

Please provide any additional comments below. Additional space is provided on the back of this sheet. pine ridge road needs improvement

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Immokalee Rd. CR 846
widen from 2 to 4 lanes

Which projects do you dislike?

All are good

Please provide any additional comments below. Additional space is provided on the back of this sheet. None

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

Santa Barbara Blvd. widen from 4 lanes to 6 lanes

Which projects do you dislike?

All are good

Please provide any additional comments below. Additional space is provided on the back of this sheet.

NONE

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Which projects do you like?

Collier Blvd. SR 951 wide from 4 to 6 lanes

Which projects do you dislike?

All are good

Please provide any additional comments below. Additional space is provided on the back of this sheet.

NONE

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Which projects do you like?

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Need a light at SR82 + Corkscrew

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

S 1st Street

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

light at Corkscrew + 82

Pedestrian walkway needed at Lake Trafford + N 18th

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Draft Cost Feasible Roadway Projects

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Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

I-75 widening

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

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CONNECTING COMMUNITIES

Scan the QR code to access the online interactive map. Please review the proposed roadway projects on the map and provide your feedback.

Which projects do you like?

100 Immokalee and Camp Keais Rd

74 Wilson Blvd Golden Gate Blvd

Which projects do you dislike?

Please provide any additional comments below. Additional space is provided on the back of this sheet.

Need better traffic safety here.

If you would like to be notified of future LRTP updates, please provide your email address.

COLLIER Metropolitan Planning Organization

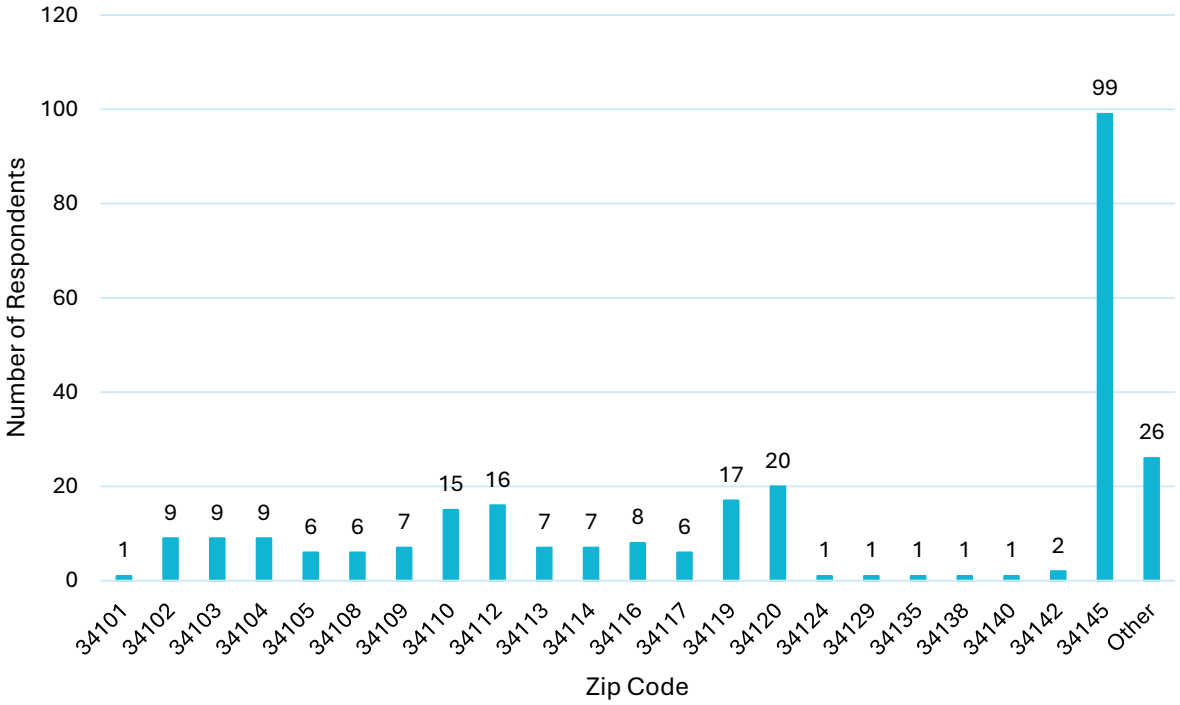


Attachment E

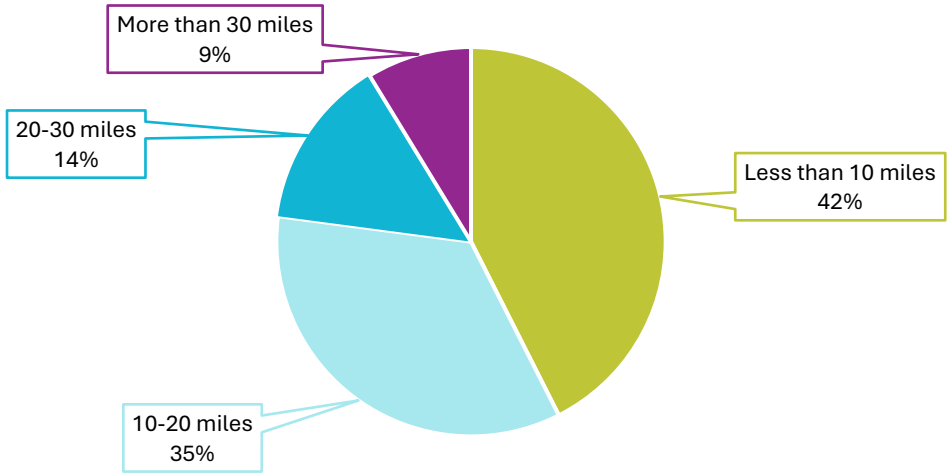
Visioning and Needs Survey Results

2050 LRTP Visioning and Needs Survey Results

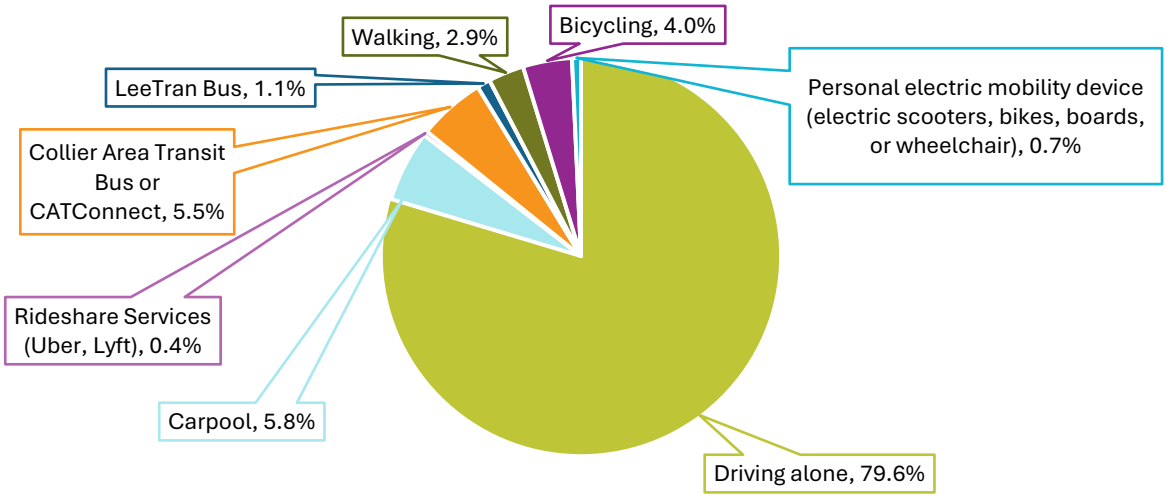
Question 1: What is your home zip code?



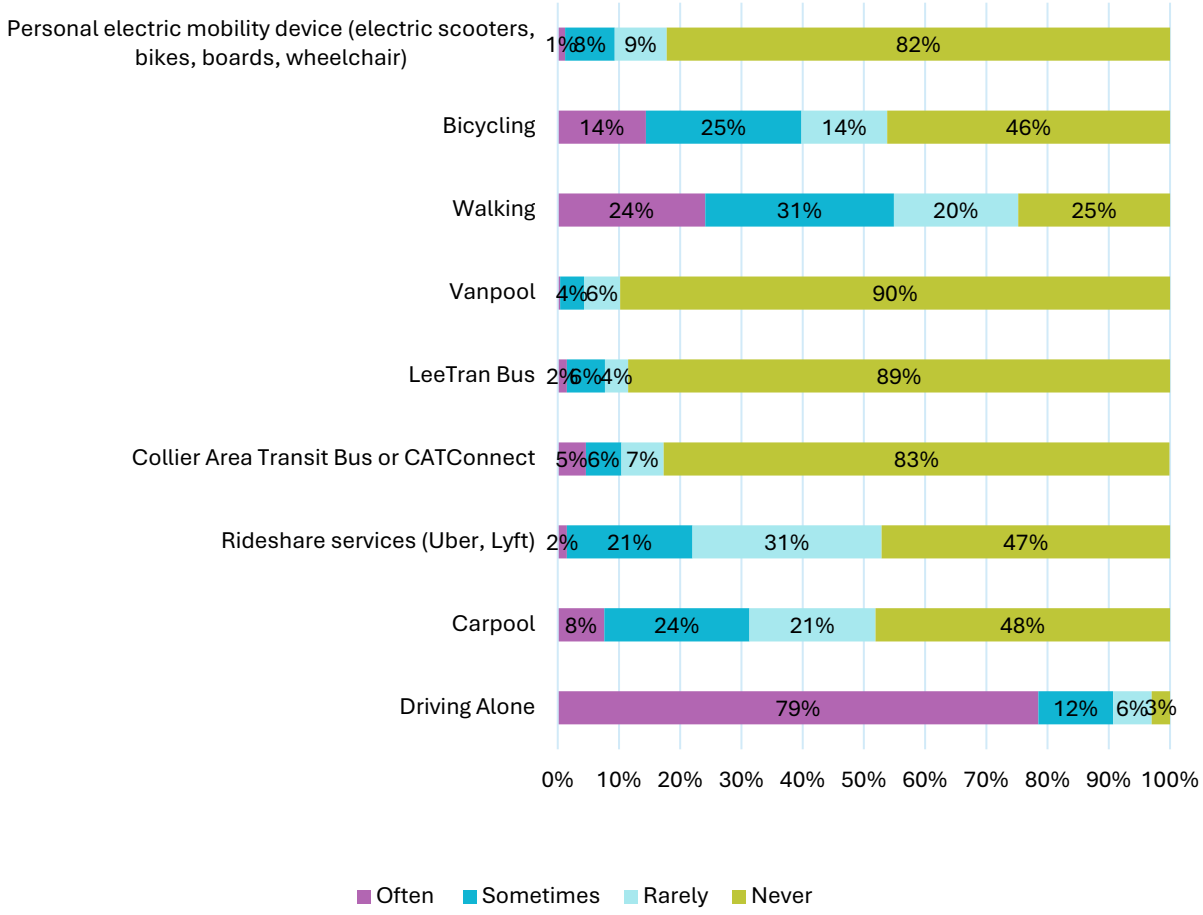
Question 2: How many miles do you travel on a typical day?



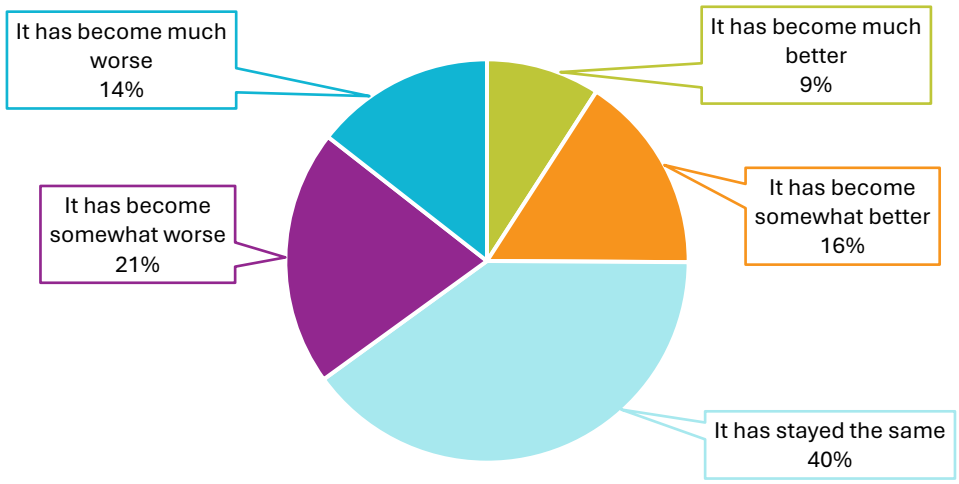
Question 3: Which of the following travel options do you use the most?



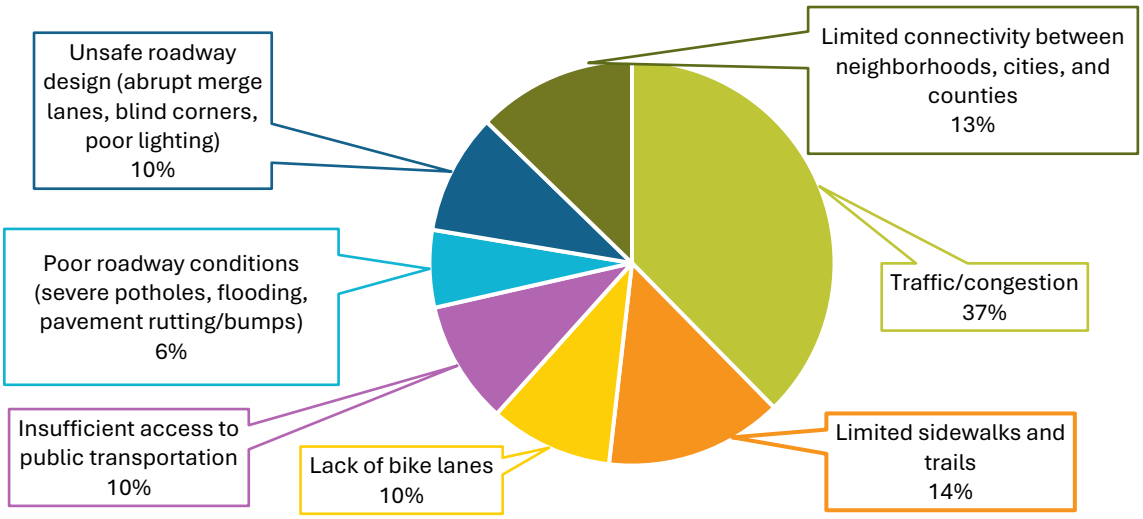
Question 4: How frequently do you use the following travel options?



Question 5: How would you describe how the transportation system has changed in Collier County over the last 5 years?



Question 6: In your opinion, which describes Collier County's primary transportation challenges?



Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

I avoid Pine Ridge Road on my ebike for safety reasons
Pine ridge road
Immokalee, Pine Ridge
Pine Ridge/Immokalee Rd
Pine ridge road, I 75
Tamiami Trail
Pine Ridge Road, Immokalee Road, US 41
Immokolee Road and Pine Ridge Road
US 41, any road with interstate connection (Immokalee/Pine Ridge/Golden Gate/Collier
Pine ridge
I try to avoid the northbound Goodlette Rd. approaching Golden Gate Parkway as much as possible during evening peak hr. Pine Ridge Rd. eastbound during season around 5-5:30pm. Immokalee Rd west by interstate in peak hour.

Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

I75 and Immokalee Rd.
Immokalee road and pine ridge during morning and evening commutes
Golden Gate and 41.
Pine Ridge Road, Golden Gate Pkwy going to and from I75. Radio Road from Santa Barbara to Livingston mornings.
Tamiami trail/Length of 41 Vanderbilt beach Ed and Immokolee Rd
Pine Ridge and Immokolee
Rt 41
41, Davis Boulevard Boulevard
Pine Ridge and 41, Immokalee Road and Livingston
US 41
US41 through the downtown Naples and over the bridge heading east. Goodlette Frank Rd between Us41 & Golden Gate.
US-41 south and northbound during season. Stay clear of 5th Ave. during season
Jolley Bridge
41
Collier Blvd at the Marriott during season
YES. US41 between Golden Gate Blvd and Immokalee Road.
41
Immokalee Rd, Pine Ridge Rd, Golden Gate Blvd.,
It's difficult to leave the island and drive up Collier between 3-4pm when workers are leaving
Collier in season
Collier Blvd Sr 41
Immokalee Rd
Collier Blvd on Marco during season. That's why I chose #6 (congestion) above.
Rte 41 Tamiami trail
951
951
Pine Ridge Road and Immokolee Road
951
Davis Blvd; exit 111;
Immokalee Road, Vanderbilt, US41
951 and 41
Rte 41
Avoid 951 between Marco and 41 going off Island after 2:30PM until after 6:00PM
Marco Island - Intersection of Collier and Barfield; Collier County (SR-951 from Marco Island to I-75 during rush hours)
951 bad traffic
Collier
I 75
Pine ridge rd, Immokalee rd,gg blvd
City of Naples Rte 41
Immokalee Rd, Livingston Rd, Pine Ridge Rd
Collier Blvd, Tamiami
951 between Marco Island and Naples
951/JOLLEY BRIDGE

Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

Immokalee road, pine ridge road
Pine Ridge Rd
going south then east on 41 from 3 to 6pm. Traveling east on GG parkway toward the interstate from 3 to 6pm.
Tamiami Trail N from downtown to Immokalee
Immoklee Road East of 75
I75 exit 101 to the north
Immokalee road. The entire length
Immokalee and I-75
School times, entries and exerts. Immokalee road, Pine Ridge Road, North Tamiami Trail, East Trail from the City of Naples.
Immokalee Rd
Avoid Marco
Collier
Immokalee Rd, Airport Pulling
Yes
Immokalee, Pine Ridge Road,
Immokalee Road (Wilson to US 41), from 7-9 Am, 3-7 PM, Pine Ridge Road (Airport to US 41) from 7-9 Am, 3-7 PM,
Immokalee Rd
Collier leaving Marco is horrible from 3-7 PM.
951 and rt 41
Airport Road, Immokalee Road, Livingston
Collier blvd due to speeding vehicles
Collier blvd and 41
951 Marco to75
Barfield and Collier
Collier Blvd South on Marco Island
no
Interstate 75, Immokalee Rd, Pine Ridge Rd
Immokalee Rd
Pine Ridge Road from Seagate to Livingston, Immokalee Road from 41 to Livingston, all of Airport Pulling, and 41 from Downtown to Rattlesnake.
yes. Pine Ridge. Immokalee Road
ETamiami Trail, Airport Pulling and Pine Ridge.
Avoid Collier, Bald Eagle, THE BRIDGE, ALL RESTAURANTS, most of us avoid leaving our homes in season due to the overcrowding on Marco which has gotten WORSE in the last 4 years. I avoid riding my bicycle in season so I don't get ran over.
Logan & Immokalee, Immokalee Rd, Airport Rd between Vanderbilt & Pine Ridge, Airport Rd between Golden Gate Pkwy & E. Tamiami Trl.
Immokalee road, 75
It seems in season it's always peak time
951 north from marco to Naples. Pine ridge road, TAMIAMI trail and airport road north horrible in season, poor out of season. Our roads cannot handle growth in collier county.
Collier, 41
Collier Blvd from Marco Island to 41. San Marco Rd, all intersections on Marco Island, Collier Blvd from N Barfield to Winterberry.
Route 41
951..from Marco to I75. 41 around downtown Naples...75 from Exit 111 to RSW Airport
Golden Gate Plwy, Pine Ridge Road

Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

No
Pine ridge rd,Immokalee rd,randall blvd,ggblvd
Yes
Airport Pulling and Immokalee Rd
Naples onto Fifth Ave
Golden Gate Blvd, 951&Golden Gate Pkwy, Immokalee Rd, Airport-Pulling Rd, US41
all roads during peak times
downtown naples
Pine Ridge Road
YES. Pine Ridge, Immokalee RD near I-75
Airport & Tamiami Trail East; Radio Road & Airport Road; Golden Gate Blvd. & Collier Blvd.; Pine Ridge Road & I-75; Vanderbilt Beach Rd. & Logan
All of 41 all the time, 951 during season
collier blvd. marco island
City of Naples. Road between Marco Island and Naples
No
Collier
I try to avoid rush hour between Naples, Ft Myers, and Marco Island (Routes 75, 41 and 951)
collier bridge, 41
41
No
Naples
951
Imokolee Rd & Pine Ridge Rd
Collier
951 is terrible in season but I can't avoid it
No
San Marco
Immokalee Road and Pine Ridge Road at peak hours from 7-9am & 4-6 pm
951 and 41
I 75, Collier Blvd near Marriott, Collier near the Jolley Bridge
Immokalee Rd
Traveling south on Marco Island Collier Blvd 7-8:30 am and north 4-5:30 pm.
U.S. 41 N., Immokalee Rd., Pine Ridge Rd., Golden Gate Blvd.
Golden Gate Blvd west bound in the mornings. Wilson Blvd gets backed up. Pine Ride is heavy all day,
Immokalee Rd. (Between 41 and 951)
North Naples
all
Golden Gate Parkway, Green Blvd
Immokalee, Logan, Pine Ridge, Airport, 41
Collier Blvd between San Marco and Winterberry (Marco Island) avoid at all costs during season.
Airport Pulling, Pine Ridge, Immokalee Rd, 41
Pine Ridge Road

Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

Immokalee Road from 951 to Livingston. Every cross street with Livingston is backed up.
75 N during afternoons, 75 in general, Immokalee Road
Collier blvd, Barfiled
Airport at Pine Ridge
951 & 41
Pine Ridge, Immokalee
Immokalee, Tamiami
Collier blvd rt 41
city of naples - downtown
Yes I won't eat anywhere in Naples during season
Tamiami near bayfront
No
Downtown Naples - Immokalee Rd - 951 from 41 to I-75 exits - anywhere there's golf carts
Immokalee Rd, Pine Ridge, US41
Pine Ridge Road and Immokalee Road
no
Collier Blvd 4 pm to 6
Pine Ridge Road, Cty Rd 41, 75 at peak hours
Rte 41
Immokolee road
Collier blvd
All roads in city of naples and collier county
Immokalee between collier and I75, Pine Ridge between Collier and 41, Vanderbilt between Collier and Livingston
Immokalee Rd
Davis, Airport pulling, 41
Immokalee Rd, US 41, North Naples
Immokalee Road , Vanderbilt Beach Road west of Airport Pulling,
Immokalee Road
Immokolee Rd. Pine Ridge
41
Immokalee
Immokalee Road
Yes, 41 from 5th Ave to pineridge road and pineridge road, and Immokalee Road
Immokalee road
41 anywhere and Immokalee Rd anywhere
US-41 Pine Ridge Road
Yes. Airport, pine ridge, 41, Immokalee rd.
41
Immokalee from 75 to 41
Golden gates
Immokalee Rd, GG BLVD, Collier Southbound onto Pine Ridge in the morning
Pine Ridge
Immokalee road Tamiami tr and airport pulling

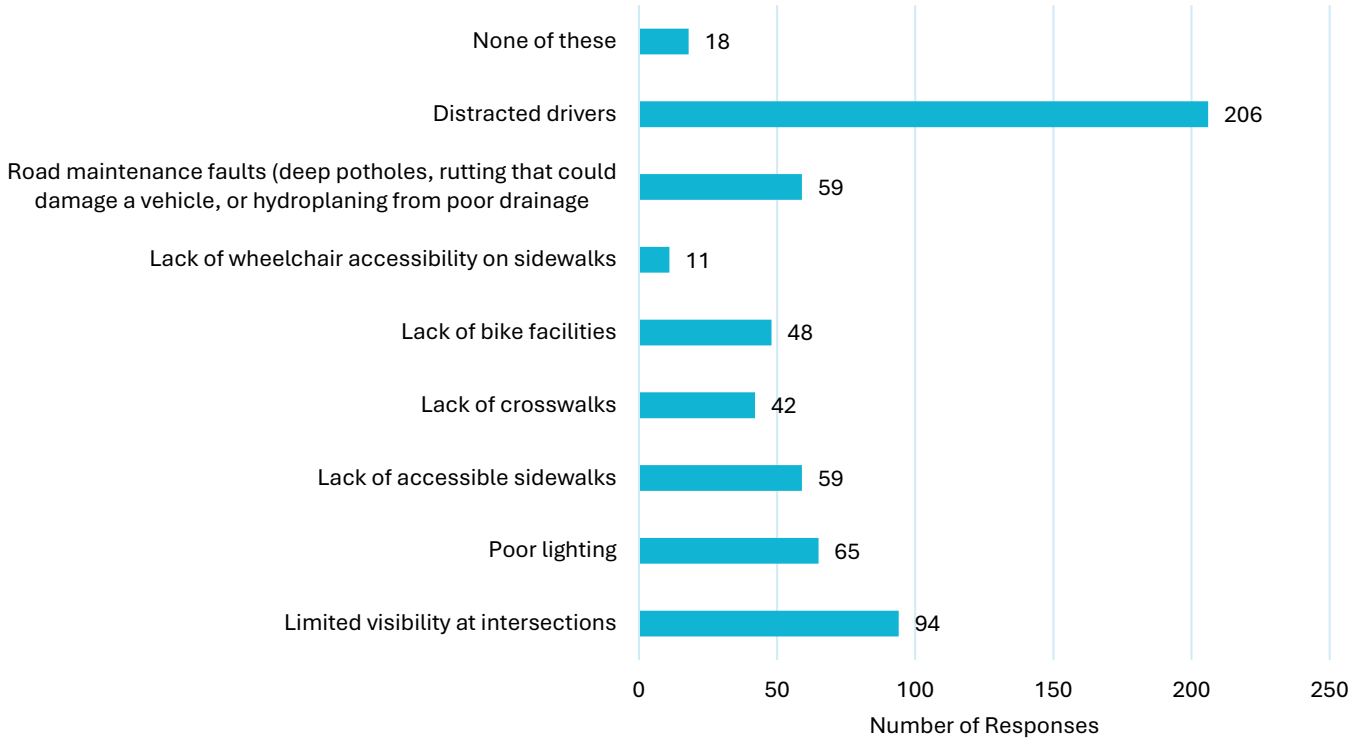
Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

Collier Blvd on Marco Island..commuter hours
Collier near Manatee Re
Immokalee, I75, US 41
Immokallee Rd, Pine Ridge Rd, Intrstate 75
Immokalee Road going east in the afternoon.
Yes, US 41
Immokalee Road-west side of 75, Pine Ridge-west side of 75
No
Immokalee Road
Pine ridge, immokalee, davis, 9th st n and s
Golden gate
41
Pine Ridge, Immokalee
41
Collier Blvd Marco & East Naples
Collier
41 and Collier
Collier Blvd near I-75
I avoid driving early mornings and 4-6pm in all areas, especially during peak season. Traffic is getting worse.
Hwy 41 and Imokolee
Hwy 951
Downtown and N. Naples
N Collier Blvd on Marco- Barfield to Bald Eagle.
Collier Rd, Marco Island, JW Resort
tamiami (41), pine ridge
Airport north, immokolee rd, golden gate parkway
Pine Ridge Rd from 430pm to 6pm
Usually, roads away from the city center and major commercial and industrial areas, as well as some roads within communities, have relatively little traffic.
The city of Naples:Corkscrew Road, State Route 82, Marco Island City: Roads near the bridge connecting Marco Island with the mainland.
yes
ConnectNa BuleNaplesCity,The roads in Marco City can be congested
The area near the south of Fifth Avenue
Will not avoid
no
no
Rt 92 (San Marco Rd) between Goodland and Rt 41 - extremely dangerous on bicycle
Wilkinson Court
no
No,I live in Naples.
Immokalee between Livingston to Collier and particularly in the I-75 area.
Collier Blvd
No

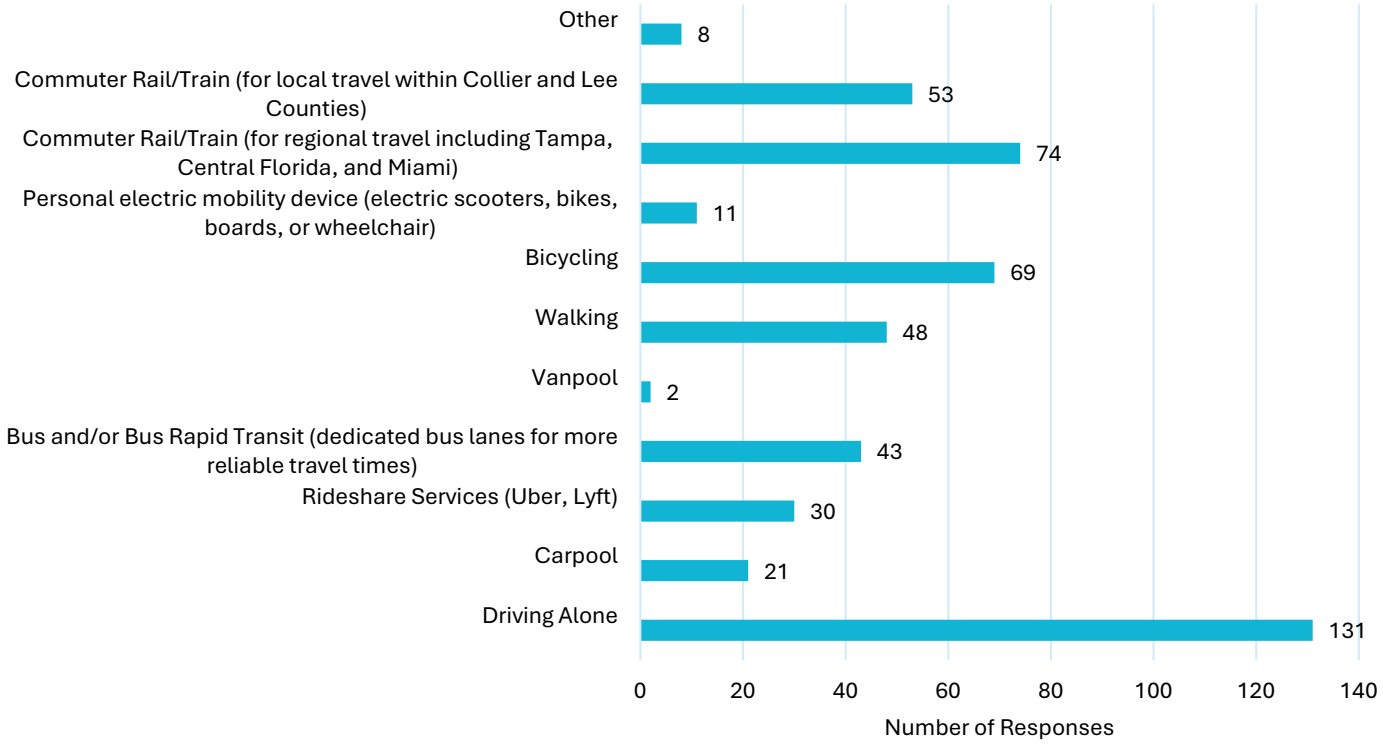
Question 7: Are there roads or areas in Collier County (including the municipalities of City of Naples, City of Marco Island, and Everglades City) that you avoid during peak travel times to avoid congestion or delays? If yes, please indicate the road name(s) and general area(s).

I-75
North of Pine Ridge Road on any of Collier County major road
951
Immokalee Road, between US 41 and 951. 951 between I75 interchange and Pine Ridge.
Yes Collier Blvd
41 and Collier Blvd
Collier
All areas near I75 entrances and exits
No. We just have to take the roads.
Yes. Vanderbilt Beach Road at rush hour
Si
Pine ridge

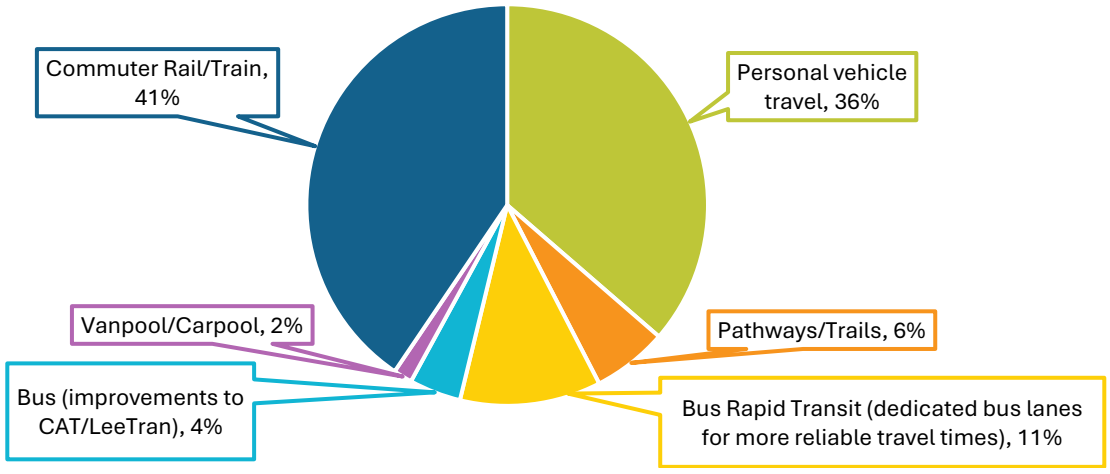
Question 8: Have you experienced any safety concerns while traveling in Collier County within the last 6 months? Check all that apply.



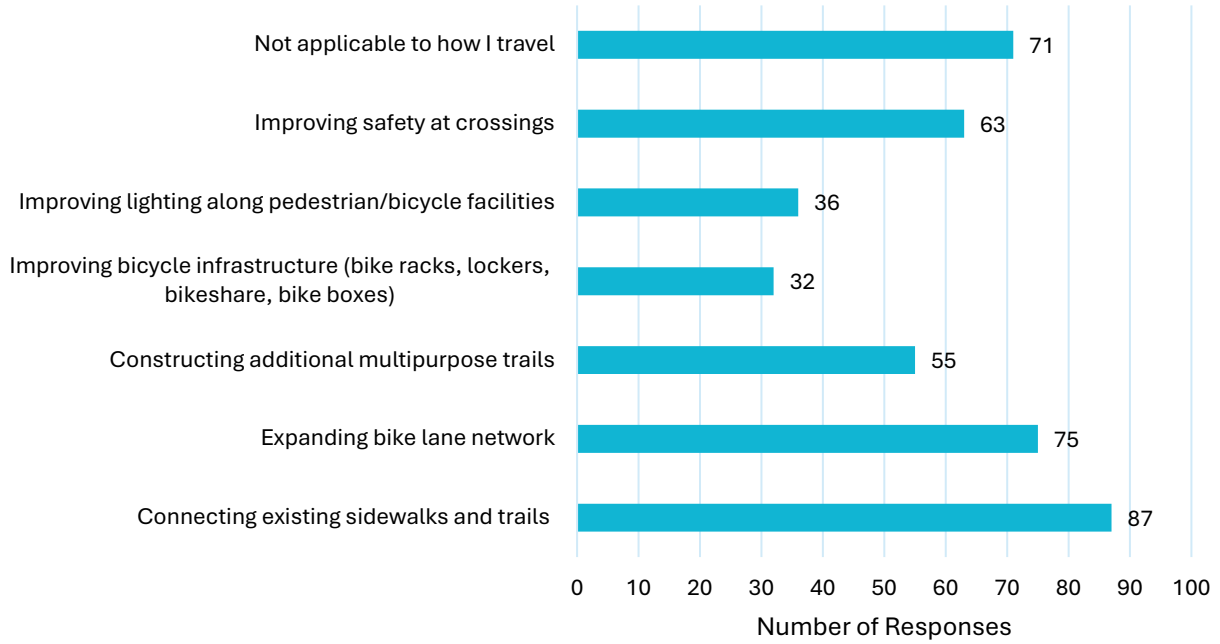
Question 9: Which travel option would you like to use more in the future? Pick two.



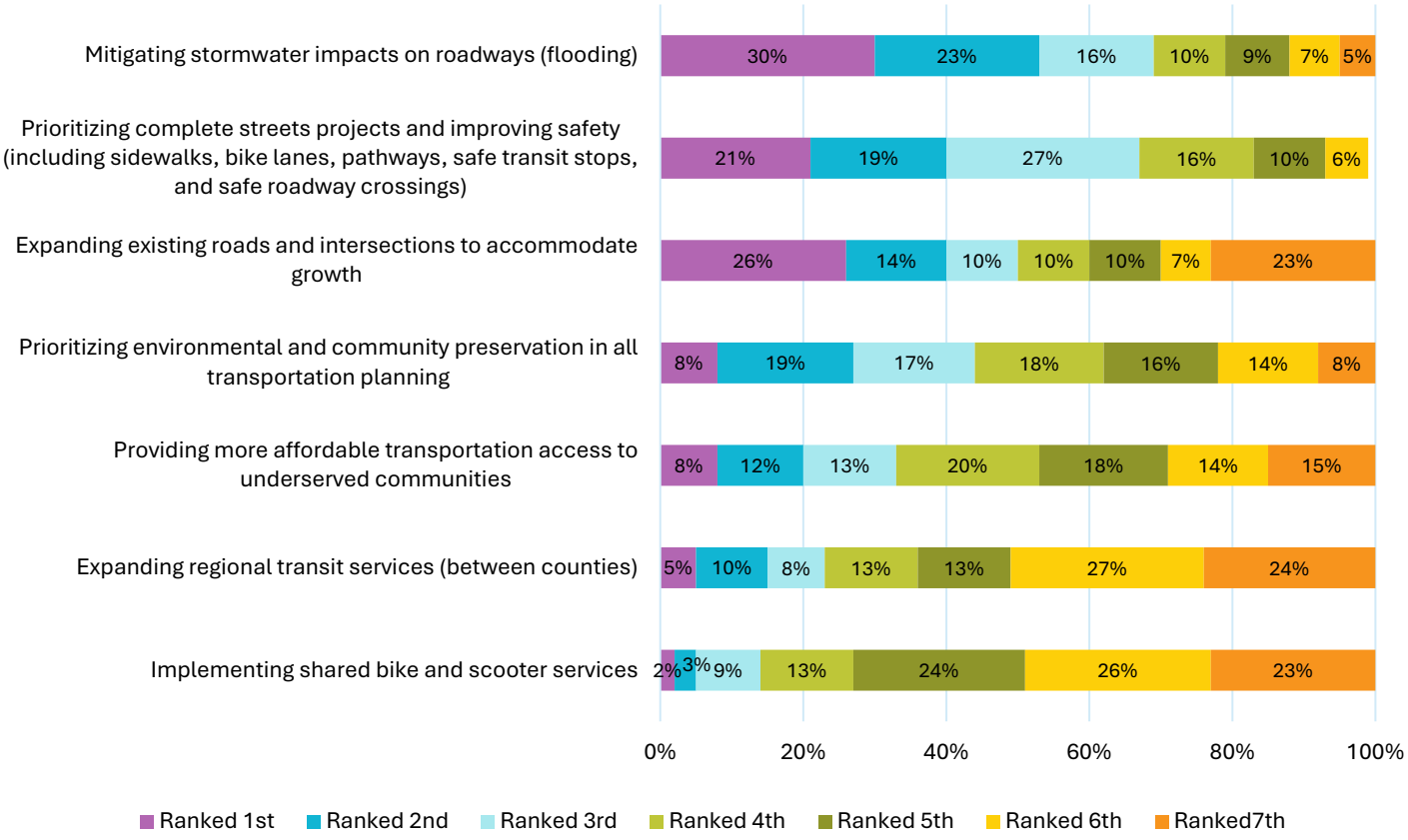
Question 10: Which travel option should Collier County prioritize to improve travel between regions (including Tampa, Central Florida, and Miami)?



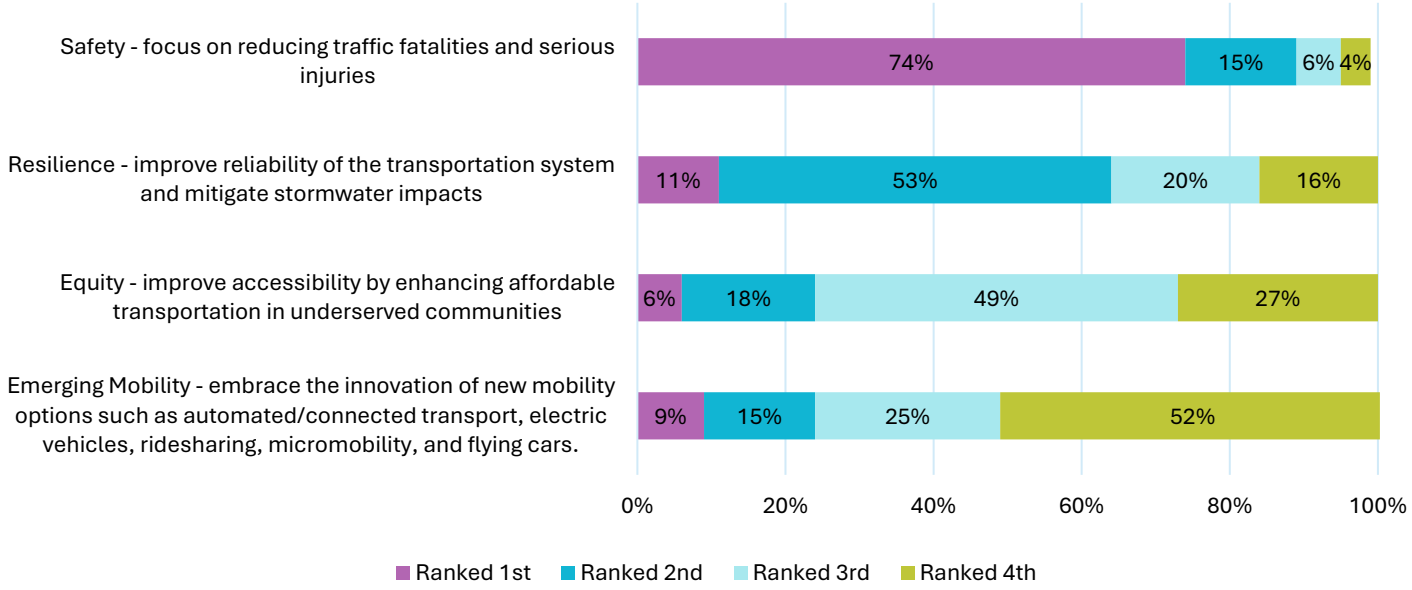
Question 11: If you travel by foot, bike, or personal electric mobility device, which of the following would improve your trip? Pick two.



Question 12: What transportation improvements are important to you? Rank from most important to least important.



Question 13: Please rank the following transportation considerations from most important to least important.



Question 14. Please enter any additional comments here.

The focus must be to get people out of cars into fun public transportation and slow moving transportation (golf carts, bicycles, walking) Increase safety by lower speed limits and automated speed control.
The county needs to invest more dollars into public transit so the current CAT system is reliable for those looking to get to work in the mornings, afternoons and later into the evenings.
Bikes should not be treated the same as pedestrians on the sidewalk. They move too fast and the two should not be equated. Setbacks should be maintained - especially for vegitation at intersections as they can block your view and cause accidents. Also stops signs should not be hidden by trees - I see this frequently. Roads should be kept in good repair. They have always been excellent and now they are bumpy with potholes. Road trash from accidents should be cleaned up and it is not. Too much road debris lately. Trucks who spill paint, nails, wood, and rocks should be made more accountable for their lack of securing their haul. Thank you.
Create a revolutionary and cost-effective solar-powered community light-rail train transit system for Collier and Lee County that includes bicycle and pedestrian pathways. This will also include a bike share system with bicycles at each transit station, with stations spaced approximately 1-2 miles apart.
As a family, my kids and I would love to ride our bike around town and to the store. However we are surrounded by large and fast roads, which either have a bike lane or a sidewalk directly next to traffic. I do not feel safe walking or riding my bike on these roads. Also, more and more people are opting to commute via bike, and many of them travel along these roads (i.e. Pine Ridge). We need better bike facilities so their choices are better than choosing between a small sidewalk they share with pedestrians (unsafe for peds) or a small bike lane they share with traffic (feels unsafe for bikes, most choose the small sidewalk).
The growth should be more controlled which seems as it it should be tied to the planning. The rate of growth has been exponetial and it does impact the roadway system for all users. I would like to see a focus on bike/ped within the County when evaluating for improvements.The overpass on Golden Gate Parkway over Airport, for example, while it is not new, does not facilitate bike traffic. This is a challenge as this is an essential east-west link where bicycles must go through an intersection with more conflict points. One more recent example is the future divergent diamond at I-75 and Pine Ridge. The bike/ped consideration appeared to be overlooked and simply an after thought with users directed to cross several lanes of traffic and placed between the directional traffic flows. Also, visibility of pedestrians should be a key consideration at intersections such as Airport Rd and Orange Blossom.
More complete streets projects throughout the county. Better walkability.
City is being swallowed up by development, and roadway congestion making it dangerous for alternative and healthier means of transportation such as walking and biking. Crossing 41 anywhere during season by foot or bike is a dangerous proposition. Would love city/county to make alternative transport and pathways, walkways, crossovers a priority.

Question 14. Please enter any additional comments here.

A rail system linking along 75 linking Collier to RSW and ultimately Tampa would get a lot of cars off the roads. In addition maybe people who use Naples Airport would consider using RSW Private Sky so the city of Naples could regain control of the 733 acres it owns and put it to a better use such as Level 1 trauma center, workforce housing and a public golf course that could be accessed through Baker Park via golf carts.
Have park and ride bus service from designated parking lots for the larger companies employees such as grocery stores, hospitals, and large corporations. This would alleviate so much stress on individuals having to drive to in three hours each way to work and will alleviate a lot of traffic.
More alternative routes.
Thank you for this. I will not ride a bike IN Season. SnowBirds. Lots to juggle. Pedestrians, casual bikers, ebikes/scooters ~ on sidewalks~weaving~confusing. Gulfshore Blvd N ~ Crayton ~ Seagate is where I work and live. I experience that traffic everyday. The new Pedestrian light is great . Vedado Way. Thank you. Looking forward to how, In season, the drivers become trained. It is the people driving. There are a lot of people who do not know how to drive properly, and, or don't attend to driving. Drivers texting, watching videos, relying on GPS, suddenly stop, make sudden turns, don't use their turn signals, aggressive, tailgating, tinted windows where one can't anticipate a move, car brights, fog lights on. Yadayada. This is a grid design. It is, what It is. There are limitations. Gated communities take up square miles with no cut through access. If we build more roads, more people will keep coming and causing more traffic and problems. This area is a popular place with drivers from all over the World. Perhaps coming from different laws and/or they are used to a mass transit system to rely on where it is not car centric. The Challenge is changing the behavior of poor drivers to good drivers. How do we do this?
The increase in development east of downtown Naples needs to focus more on building roads & bike lanes to support the increased traffic.
coordination of signalization on many streets and roadways. I'm somewhat surprised that this issue was not raised above.
Parking and traffic
Cities are approving development of residential and businesses without long-term studies, design and implementation of infrastructure and transportation. Cart before the horse planning.
Please improve bike lanes with hard dividers between road and lane to make them more safe. If possible, create pedestrian only streets. Increase sidewalks where possible.
Stop all the building which will cut down on volume of cars/traffic
I don't think it is just underserved communities that need access to public transportation. We live on Immokalee Rd, have an adult child who is unable to drive, and the bus commute time eliminates it as a possibility. THERE IS NO BUS THAT TRAVELS THE LENGTH OF IMMOKALEE ROAD! The buses don't travel on Immokalee between Wilson & 951. WHY?
- During season traffic is the biggest problem as a large number of out of state drivers do not obey “stop” signs. - Many walking tourists do not go to a proper crossing, especially on Collier Blvd. - Helmets not being worn by children/teens on bikes (especially electric). - More severe enforcement of speed limits needed. - Overcrowding in golf carts, and young children often driving them is a major concern of mine and seatbelts not being worn. - Need for enforcement on trash bins at private homes where bins are overstuffed so the trash falls out onto the street. - Vehicles blocking sidewalks. Happens on my street every day but enforcement drives by and doesn’t stop to enforce the law.
I travel often on I75 in and around Collier County. Construction vehicles are dangerous as in many do not secure their loads and dropping/flying debris, including heavy metal instruments. More focus on fining these vehicles to prevent accidents/damage to other vehicles needs immediate attention.
Interchange at 951 and 75 with flyover ramps is poor design...thanks FDOT.
I believe we need more lanes on 75 from Marco Island to Airport in both North and South bound
Would love a rail option to get from Collier County to RSW, Miami area, Tampa, Orlando, and Jacksonville. Specifically on Marco Island, road flooding on major roads needs to be addressed. Intersection of Collier and Barfield is dangerous do to lack of left turn lanes on Barfield. Lack of a crosswalk on Barfield between San Marco and Collier, especially near Plummer Park — especially during season — is not just an inconvenience, but a major safety concern.
So much building on 951. Collier Blvd. not sure if it will be able to handle traffic. I’m from New York and compared to the city and suburbs this is heaven. Keep up the good work
Semi and dump trucks limited to certain rds and not allowed in passing lane on highways
I would love to see the high speed rail (Brightline) end up completing a loop through Everglades and north to Tampa.
THE TROLLEY ON MARCO IS NOT VIABLE.
Red light cameras. I see so many people run hard red lights and so many accidents. If they're on camera they can be prosecuted accordingly and even get their driving privledges revoked until they stop running red lights.

Question 14. Please enter any additional comments here.

Control city growth,to many people not enough roads.
People walking against the lights (even when there is a a light to tell them where/when to walk). I constantly see people walking across the road (41 mostly) when hey see the traffic allows them to. Turning incorrectly when trying to turn into a street across an intersection.
Marco is to congested. Do not bring bus loads down and create more chaos
I think the street light/crossing light is dangerous on the corner of S Collier and Winterberry. If you are on Winterberry turning left onto Collier - walkers also get the go ahead and walk. Both cars and walkers shouldn't be able to go t the same time. Maybe time it so all road traffic has stop for walkers
We DO NOT WANT A TROLLEY ON MARCO
STOP BUILDING ON EVERY PIECE OF LAND STOP DESTROYING THE WILDLIFE THE COUNTY IS BEYOND OVERCROWDED WITH THE YEARLY RESIDENTS LET ALONE THE SNOWBIRDS. THINK ABOUT THE HARD WORKING PEOPLE FOR ONCE
Need to widen Wilson Blvd for when Vanderbilt opens up - will be a power move. Everglades interchange connection is sorely needed. Connect Immokalee Road to Bonita Beach Road, will offset I-75 traffic.
Collier County should concentrate on completing their Transportation Network in Growth Areas (Arterials, Collectors, Local Streets), Then focus on connectivity form bicycle and pedestrians.
Enforce speed limits on roads. Cut back landscaping on properties that block views when trying to drive & make safe turns. Restrict electric bikes from all sidewalks & make them follow regular bicycle rules. Only allow 1 person per seat on electric bike
Don't put bike lanes near car traffic. People are to distracted or bad drivers.
Marco Island does not have a very good police presence, allowing drivers to speed, drive while texting and just plain drive poorly. A good patrol would reduce a lot of the problems on our island.
We really need someone to take a look at landscaping impacting visibility around turns and stops. On Rosemary Lane (34103), a house's bushes jut out making it hard to see if a car is coming. People end up siding into a property's driveway especially when large vehicles use the road. There are no sidewalk on Rosemary Lane, but Ridge Street has one. Also, the poor lighting on Rosemary makes it very hard to see at night.
I avoid leaving my house during season. There are too many people here and most are terrible drivers on Marco Island during season. Traffic lights are ignored and too many red lights are ran constantly.
There needs to more connections for folks from estates to get on 75. Immokalee road has become a nightmare with all trucks etc.
How to get people to STOP at stop signs and yellow lights
Stop growth east of Naples. Beaches and roads can't handle people here now.
Would really like to see bike trails that connect the counties to allow for long rides
I am interested in dedicated, separate bicycle lanes and trails. I will not use a bicycle lane next traffic. It is just too dangerous.
Why is the trolley going to caxambas when it is closed? It should be going to tigertail and that should be the parking lot.
Extend to later hours for bus riding and safety of placement of bus stops
I have lived here since 1987 and the growth has totally outpaced the supply of roads making driving very unpleasant.
The bus on Marco Island is not at all convenient - route is unidirectional and runs twice a day at hours that do not coordinate with business hours. Moving our workforce to and from work should be prioritized to reduce traffic, reduce emissions, increase affordability, etc. Building wider roadways (adding lanes) is not the answer to transportation challenges. Marco Island bike lanes are quite dangerous and many cyclists choose the sidewalks for safer transit. We should also resolve our conflicting state, county and local laws and regulations re: biking on streets and sidewalks.
None
Providing road connections between communities; Change delivery times of large trucks to off hours; Enforce traffic laws, i.e., speed limits, red light running; Enforce traffic laws for bicycles and personal electric mobility devices; Penalize people who are driving without a drivers license; Increase fines for traffic violations; Test elderly drivers for driving capabilities;
Interested in a circulating trolley on Marco Island to relieve congestion during winter season. Prioritizing moving residents and people who have already arrived and are staying on the island - giving them a usable alternative to getting back in their cars for short trips around the island.
Road rage is a problem that is overlooked. Marco Island is completely built out and has no room for day trippers, even though we would like to share our beaches. Why not create a bus route to the Tigertail Beach for County residents?
Our street has no connecting crossings on our sidewalk

Question 14. Please enter any additional comments here.

I oppose the Marco Island trolley because it will make traffic issues worse in season with people boarding and exiting it with beach chair, coolers, strollers, etc. I believe more Uber and Lift on the island would be better. They could pickup/drop off in condo, restaurants and store parking lots. That would be less disruptive to traffic flow on Marco Island.
Increasing public density by bussing large volumes of people into evironmentally vulnerable spaces and areas land limited like islands.
The trolley on Marco is a bad idea. Put a toll on the Marco bridge
Get rid of golf carts on Marco. Traffic hazard. Also Trolley is bad use of tax dollars
Bussing in Marco Island to help with beach accessibility would be great
Signage from 41 South to 951 South is confusing, especially at night or times of low visibility. Have seen many confused people and near accidents as people find they're in the wrong lane.
CAT CONNECT MUST GO TO OTHER COUNTY!
Publish the rules for bike and motor operated devices and then in force them. They don't stop at lights or crosswalks. They are often under legal age. They speed on sidewalks.
See answer in number 10
Immokalee Road has become of main concern lately with too may accidents on this road all too frequently and many with serious injuries and/or deaths.
To increase ridership, frequency of the buses needs to improve. Golden Gate Estates has a lot of coverage area that is not served by the city bus. This forces people to drive or depend on Ubers and Lyft's.
I would like Collier County to be early adopters of flying cars or the beta testers for this modality. I would also like to see a scooter share service sponsored by Collier County.
When using Uber and Lyft as example ride share services you forget about and omit the many other a services such as taxies and transportation services.
The growing number of drivers has resulted in crowded conditions during the off-season, making commuting particularly challenging during the peak season.
Road safety is an issue on Marco. We NEVER see police pull over anyone, or see them at all. People drive like maniacs here and our police does nothing.
Enforcement of rules for bikes, trikes, golf carts, clown cars, electric bikes, scooters and one wheels
Immokalee road from oil well to immokalee city is terribly maintained. Many of the side streets in the estates are too narrow to for vehicles to pass in opposite directions. And mailboxes are posted too close to the roads.
Biggest issue is traffic and our continued growth. We do not have the infrastructure to accommodate the people we have - and we just keep building
Collier Area Transit needs more buses along airport road instead of having only one bus route (route 12) that you have to rely on.
Congestion and dangerous roads are of primary concern to us. So many incidents of unsafe driving in the Naples area (distracted, speeding, running red lights, elderly, bad drivers)
Reduce development such as a moratorium on building.
Do not implement any traffic circles. They cause more harm than good because drivers here don't understand them
If you make it easier for Lee County and Miami areas to access Collier County crime will increase…
I believe the rental/owned golf carts with too many people or no safety belts are very dangerous, particularly at dusk, night, poor weather. Efficient & comfortable forms of public transportation, short & long range, should be addressed
Distracted driving, speeding, red-light running are real problems here
Be sure that there is a traffic light at one exit from each plaza, especially large plazas, and plazas at intersections. Light up your bike program. Set up donations of bike lights and reflectors. It's the only transportation for lots of workers.
Distracted driving, speeding, reckless driving, poor use of signals to change lanes, etc all contribute to unsafe roads.
People running red lights is the major problem in collier county. Especially on Immokolee and all along collier blvd
As someone who lives in Naples and Toronto equally and works for Toronto's transport planning division, It is a well-known fact that prioritizing transit access is essential to reducing congestion. Collier County can learn from our enhancements in fast frequent transit services, Firstly, a BRT system would help both tourists and locals, Consider a BRT corridor along Tamiami. Our neighbors to the north of Toronto, York Region have implemented a BRT network and it has reduced travel times greatly. Alternatively, a Tourist Transportation system would be extremely beneficial. Look at WEGO in Niagara Falls, ON as a framework. I've had roles in the implementation of both and am happy to say that both projects have provided results below the expected cost and above the expected ridership.
I am mostly concerned about the county's ability to handle the population increase and the addition of year round traffic. As the county grows innovative solutions are needed to address east/west traffic. It would also be great to have a away to get across the state without having to drive a car.

Question 14. Please enter any additional comments here.

I live in Golden Gate City. Streets need repaving.
It is so unsafe to drive here. Red light running, aggressive driving, distracted driving, and driving under the influence. More police are needed, fines needed to be higher.
Reduce traffic on 75 by investing in rail between FL major hubs.
We need more road lanes the Golden Gate Estates especially during emergencies. Public transportation needs to be more frequent and provide more routes. This area forces you to own a car.
Traffic
Start requiring motor bikes registration and license. They are dangerous and do not follow road rules
No trolley on marco
Thank you for allowing us to share our thoughts and opinions.
The rapid growth of dense development -- like those "tenements" on the east side of Collier Blvd. in east Naples -- makes a joke out of any attempts to mitigate traffic congestion. Pine Ridge and Immokalee Roads are practically parking lots. Rte. 41 east from Collier is getting to be a nightmare. So, do whatever, it's not going to make a difference as long as the frantic pace of growth continues. I
Stop approving development on failing road systems.
Would like bike path on 951 from 41 to Marco Island, similar to the bath on 41 near 951 intersection.
Many medians have bushes that block oncoming traffic at intersections. All bus stops need protection from sun and rain and seating. Bus routes are too limited. I cannot get to work using the bus which causes financial hardship. The bus stop is two miles from my job way to far for an older senior to walk.
Please embrace autonomous diving and aid in clearing regulatory hurdles. I believe it will be the answer to many of the problems you are trying to solve. Most transportation issues are caused by people being distracted more than ver while driving, speeding, and breaking traffic laws.
Stop over development and you wont have an issue.
Create more connecting bridges over canals in Golden Gate City in order to have more exits and ease the hours of traffic congestion at peak times.
No trollies on Marco Island.
Multiple apartments building are bringing increase in traffic on all roads around Lely area What are the plans to mitigate this??
Need transportation from Marco Island to Naples and local stores on Marco.
A closed loop raised shuttle service, ALL solar powered would be great that can eventually expand from Marco Island to RSW to Babcock Ranch would be great. A high speed rail from Tampa to naples to miami would be perfect. Next...there have been MANY accidents and tragic ones due to the number of distracted drivers that may possibly run red lights purposely. I personally witness this DAILY. There should be a time delay setup at all major intersections so all lights are red before the next green.. I realize this may hinder traffic flow, solution, simply increase the green light time by the added delay time. The next alternative, which isn't popular, is if law enforcement isn't going to be present to enforce red light laws, is to install red light cameras and start fining all the folks running red lights... BTW, glad to see more and more round-abouts being put in :)
I do not feel safe on a bike lane that is part of a roadway. I ask that you build separate bikeways similar to or combined with pedestrian sidewalks separated from roadways.
E-bike rules need addressed. I feel very vulnerable walking along the East Trail especially because e-bikes are using sidewalks and come up beside you suddenly without warning. There is going to be deaths due to this. They should have rules and they should be on the bike lanes. I have seen them on the lanes running lights also.
Remove ebikes from sidewalks. There are signs that say no motor vehicles on the sidewalk, bikes have motors. Pretty simple. And they can go up to 30 miles an hour. Does not make sense.
I don't live in Naples full time, so not your primary customer. For seasonal visitors, transportation to/from the airport would be helpful. Also, the congestion in Naples during high season is a problem. I would think that there's a real need to provide good transportation for people who work in the service industry - but cannot afford to live close to where they work. The Brightline on the east coast has been a success. Might be interesting to explore expanding that to west coast.
Thank you
A train going north to Tampa and east to Miami/Ft. Lauderdale would be a great.
It pointed out the main sections of the county that are prone to congestion during peak traffic hours, and analyzed that the congestion may be caused by large traffic volume, narrow roads, and unreasonable intersection design.
no have
The biggest traffic challenge in this county lies in narrow roads and heavy traffic flow. Especially during rush hours, it is easy to cause congestion. The areas with safety issues are mainly around schools. Because there are many students and parents during school hours, the traffic

Question 14. Please enter any additional comments here.

order is relatively chaotic. The area I avoid is the construction section. The road condition is poor and there are potential dangers. The improvements I hope to see in the future are increasing public transportation facilities, optimizing road planning, and strengthening the publicity and implementation of traffic regulations.
The plan has a long-term vision, aiming to address the transportation needs of Collier County over the next 20 years.
People's awareness of traffic safety is not strong.
The road traffic is narrow, and the street lights are not bright enough to see the road conditions at night, and some of them are still dirt roads.
Rt 92 between Goodland and Rt 41 is in desperate need of widening and pedestrian/bicycle lanes. It is absolutely unsafe for anything but motor vehicles. The narrow lanes, non-existent shoulders and speed limit allow no margin for error or avoidance (even for motor vehicles). The ongoing fatalities on Tamiami Trail East (between Rt 951 and Rt 41) need to be addressed with better engineering, signage, traffic lights and turn options. This is something the county needs to take control of. The trolley in Marco Island is not needed and a very stupid waste of funds.
Develop intelligent transportation
Most traffic vehicles can't do enough to yield to pedestrians and may even speed up.
no
I hope the highway can be improved better and better.
Improve the public transport system, strengthen traffic management, and continue to upgrade infrastructure.
Would like to have additional bike lane safety features such as narrow rumble strip or pavement markers to alert distracted drivers when they drift into the bike lane. For better visibility, a setback for landscaping or other structures at intersections, shopping center or business driveways, etc. At times, cars enter well into crosswalks where pedestrians may be to check for oncoming traffic.
Mad seguridad en las careteras
I have been a resident of Naples for over two years now, and have noticed several improvements in the transportation system, for which I thank you folks/Collier County for putting in place for its residents. The benefits to having a very effective, comprehensive, reliable and efficient mass transportation system are numerous, and include providing viable options for transportation for commuters, as well as visitors, allowing people of all ages - from teens to adults, as well as elderly adults, who may no longer feel safe driving - options for safety and autonomy in travel; reduction in automotive exhaust and increase in clean air; reduction in the number of vehicles on the road – therefore reducing congestion and accidents - just to name a few. Also, I would like to make two recommendations. As a working individual, there are currently just two times a day on two bus lines, where an actual *connection* is possible, such that I am able to get to the office on public transportation. It would be ideal to INCREASE the number of times that this is possible on connecting bus lines, in order to ensure more flexibility, both for (other) commuters, as well as visitors/sightseers in Collier County. Also, there is very little mass transit available in the evenings to INCREASE the hours of mass transportation options would be ideal – both for commuters, as well as visitors to the area, and would very likely positively impact RESTAURANT revenues, as individuals have more options and flexibility to enjoy evenings out, and most importantly, enabling folks to avoid drinking and driving in Collier County! Finally, I would like to note that the bus drivers are just wonderful, and very appreciated and their professionalism, kindness - I.e., In coordinating with dispatch and the other bus drivers to ensure our connections could be made. In addition, we greatly appreciate their skill and excellent driving - I have witnessed these exceptional individuals avoid accidents with distracted and/or aggressive drivers many times now. Thank you for soliciting our feedback for this survey, and as a very happy Naples resident, I greatly look forward to more exciting changes to come!
More traffic signal in these areas
Commuter rails would be great for regional access. Ideally it would run alongside I-75 for minimal environmental impacts.
Please continue to pursue the Trolley during peak season. Parking and traffic is a real problem. It's so difficult to make left turns where no stop lights. Also keep the landscaping at a low profile in medians so we can see to turn.
There is a serious issue on 41 and collier with distracted drivers and people clogging the left lanes.
People ride their bikes on the sidewalks. Not safe. My husband got hit just walking
Bike safety is a huge issue in my area. Too many accidents and near misses. Bikers should have priority as it's healthy for ourselves and our environment and reduces cars on the road. We would bike 75% if it was safer.



Attachment F

Comments and Responses Summary

Collier MPO LRTP 2050

General Public Comments and Responses

Comment No.	Source of Comment	Date Comment Received	Response Date	Response Sent By	Agency	Name1	Name 2	Address/Contact Info	Type	Requested information? (Y/N)	Content, if applicable (excerpts)	Response (excerpts)
1	Email and Public Comment at CAC Meeting	8/22/2024 (Email) 8/26/2024 (CAC Meeting)	8/26/2024 (CAC Meeting)	CAC	Collier MPO	Patrick	Post	patrickclaypost@outlook.com	Email and CAC Meeting	N	I've attached my proposal for creating sustainable communities. It provides information on building solar-powered light-rail train community transit systems and sustainable affordable housing. I would like to have the proposal to improve Southwest Florida included in the long-range MPO discussion.	We will consider this when developing our vision and goals (verbal)
2	Phone Call	45432	45432	Sean Kingston	Collier MPO	Douglas	Fee		Phone Call	N	Mr. Fee expressed an interest in expanding the Veterans Boulevard extension's bicycle and pedestrian facilities from 41 to Vanderbilt Drive.	Sean answered and had a long discussion with Mr. Fee about how the BPMP is being developed, how it relates to the LRTP which is also in development for update, the topics of discussion at BPAC the next day, May 21, and how he can effectively communicate his interest in facilities, whether they be a new roadway or only a greenway from Cocohatchee Road (Parcel No 00155884207) to Vanderbilt Drive. He suggested leaving an email for public comment, leaving a comment on the interactive map for the BPMP once ready after identifying these features and their timeframes on the project schedule, keeping an eye on upcoming BPAC agendas for the opportunity to leave comment, and to voice his interest to the County.
3	phone call	7/18/2024	7/18/2024	Sean Kingston	Collier MPO	Douglas	Fee		phone call and email	Y	Mr. Fee called asking about two context classification maps prepared by TBE Group.	He emailed them to Sean, Sean looked them over and described FDOT's context classification system for street hierarchy and mentioned that the map and County logo on it was unfamiliar to him and that the maps were likely prepared by TBE Group, another logo on the map. Mr. Fee sent another map later after the call, a map in the shared Drive folder, Functional Classification. Sean replied that he will call back when able, likely the next day. Sean returned the call and left a voicemail the next day. Doug returned the call and left Sean a message, saying he'd call back and not to return the call. Doug left another message 7/25/24.
4	Phone Call	45498	45498	Sean Kingston	Collier MPO	Douglas	Fee		phone call	Y	Mr. Fee called back to continue the previous conversationtion	Sean directed Doug to, first, the February Board item on FDOT's presentation and correspondence with MPO and County staff on the process of updating the 2013 FHWA Functional Classification map, which is a map Doug emailed earlier. The December 2023 Board showed FDOT's proposed changes to the map. Sean continued with the February Board, showing incorporated additions and revisions to the proposed changes. These included part of what Mr. Fee was interested in adding, Veterans Memorial from Livingston to 41. He was particularly interested in extending this from 41 to Vanderbilt, where he sees an opportunity to make an additional connection. Sean finished by showing this same roadway, not including Mr. Fee's particular interest, on the LOPP TRIP priorities approved at the June 2024 Board. Mr. Fee questioned why the other 2 of the 3 maps he sent earlier, 1 of which included the Vanderbilt extension from Livingston to Vanderbilt as a Minor Arterial wasn't being considered. Sean explained that though the map exists, it isn't clearly identified. During the conversation, Sean gave a basic explanation of the MPO, FDOT, County, and FHWA roles and how the MPO prioritizes and programs projects with its LOPP, LRTP, and TIP.
5	Phone Call	8/19/2024	8/19/2024	Sean Kingston	Collier MPO	Douglas	Fee		phone call	Y	Mr. Fee asked about the sidewalk project on Wiggins Pass and how to find out about its design and construction	Sean answered the call and directed Mr. Fee to the current TIP, where the Wiggins Pass bike ped project is listed as 448069-1 for a sidewalk from Vanderbilt Dr to US 41. He explained how the project sheet worked, how the County was the responsible agency and how funding is to be assigned in 2025 for PE and 2027 for CST, how the County has a project manager for this and that the best person to reach to answer his questions is this and to contact the County to find this person with the main TMSD number to start.
6	Email	45769		Lorraine Lantz	Collier County	Elaine	Estrada	ilenestrada.nahrep@gmail.com	Email	N	As both a resident of zip code 34117 and an active realtor and community advocate, I write to respectfully request your urgent attention regarding infrastructure needs in our rapidly growing area. Specifically, I would like to propose the re-evaluation and advancement of the long-discussed bridge connection across the Golden Gate Canal—linking 17th Avenue SW to Blue Sage Drive. This proposed connection would not only provide direct access to the Nancy Payton Preserve—a natural treasure deserving broader community access—but it would also significantly alleviate the daily hardship endured by the many families who currently must travel an additional 7+ miles and 23 minutes on a good day, simply to reach the main artery of White Boulevard. The current lack of connectivity imposes a daily strain on working families and schoolchildren who must navigate unnecessarily long routes just to get to school, work, or essential services. A bridge at this location would dramatically improve safety, reduce commute times, and contribute to the overall quality of life for hundreds of residents. It is my understanding that this project was once part of the Collier County Five-Year Plan but has since been deferred to the Long-Term 2030 Plan. Given the area's exponential growth and pressing transportation needs, I respectfully ask that this matter be reconsidered for placement on an upcoming Commission agenda for formal discussion and public input. On behalf of the local residents, I thank you for your service and commitment to the well-being of our community. We remain hopeful for your leadership in bringing meaningful infrastructure solutions to areas that need them most.	Thank you for your comments regarding interconnections and infrastructure needs. As the County considers which roads to improve, widen and construct, it must also be consistent with all adopted transportation plans in the area, including the cost feasible plan of the Collier Metropolitan Planning Organizations (MPO) Long Range Transportation Plan (LRTP). The MPO is responsible for developing a vision and planning for transportation for the area. The current LRTP plans for projects through the year 2045. Some roads are identified in the LRTP needs plan, indicating that if funding were not an obstacle, those roads would be constructed or improved for the entire road network and infrastructure to be optimized; however, funding is always a consideration. The 2045 LRTP prioritizes the transportation needs of the county and allocates anticipated funds to projects. The projects that are determined to be cost feasible are then the projects that the agencies (jurisdictions/municipalities) work towards funding in their capital improvement budgets. Please click this link for the MPO's LRTP: https://www.colliermpo.org/lrtp/ The future study and widening of Green Blvd. (16th Ave SW) extending to the east has remained on the LRTP Needs plan for many years. The segments of Green Blvd. Ext. from Collier Blvd. to 23rd SW as well as the segment from 23rd St. SW to Wilson Blvd. Ext. are in the vicinity of 17th Ave. SW but an alignment and canal crossing location have not been determined yet. The Green Blvd. Ext. project remains a transportation need, however there is no funding allocated for any phase of the project – which would include a study to determine the alignment, design, right-of-way acquisition and construction, between now and the year 2045. Please note that the 2045 LRTP is currently being updated to the year 2050 by the MPO. The 2050 LRTP in anticipated to be approved by December 2025 and project funding and timing will be updated. I will forward your comment to the MPO, so it can be included in their LRTP public involvement and encourage you to get involved with the Collier MPO's LRTP Update. Here is a link to their website, MPO website. Please let me know if you have any additional questions.

Collier MPO LRTP 2050
General Public Comments and Responses

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7	Email	45807	45813	Anne McLaughlin	Collier MPO	Linda	Houde	naplesreserveresident@gmail.com	Email	N	Respectfully request that the individuals who are making the decisions on the 2050 Long Range Transportation Plan (LRTP) reconsider the proposed routing of the 2-lane roadway in a 4-lane footprint that would merge onto Naples Reserve Blvd. I highly recommend the proposed road be re-routed so that it merges onto Greenway Rd instead of Naples Reserve Blvd to better service a greater number of residents. Please take into consideration where the county's planning board is consider approving more low-cost housing and development off of and east of Greenway Rd. If the proposed new road merges onto Greenway Collier Area Transit can put bus stops even closer to those current and future residents in these low income neighborhoods. Utilizing Greenway Rd would better divert Tamiami Trail traffic farther away from the Manatee School zone. The Naples Reserve Blvd/Tamiami Trail intersection is 0.4 miles from Manatee/Tamiami Trail's intersection by the school; the Greenway/Tamiami Trail intersection is 2.2 miles away. Decreasing the amount of traffic on Tamiami Trail between Collier Blvd and Greenway Rd would increase school zone safety.	Good afternoon Linda, I'm responding to your recent email sent to the Collier MPO which recommends rerouting a proposed new roadway from connecting into Naples Reserve Blvd further to the east to Greenway Rd instead. I believe you are referring to the Benfield Road extension, specifically the segment from Hacienda lakes Pkwy south to US41, which is the Benfield Rd Corridor Extension, which is #2 on the attached 2050 LRTP Draft Roadway Needs Map and List. The MPO did not choose the alignment and is not in a position to recommend changing it. The roadway was identified by Collier County as the preferred alignment in the Benfield Rd Corridor Study. I am forwarding your email to Collier County's 311 Coordinator, Celia Ambielli, to request her assistance in responding to your suggested change in the alignment. Regards, Anne McLaughlin Executive Director
8	Email	45813	45814	Lorraine Lantz		Dickinson	Joseph	D.joseph03@yahoo.com	Email	Y	Dear Ms. Lantz & Ms. McLaughlin, I hope this message finds you well. My name is Dickinson Joseph, and I am a resident of Naples, Florida, living in the Golden Gate Estates area near 26th Avenue SE. I am writing to respectfully request that your department consider conducting a feasibility study or including in long-term planning the potential extension of Everglades Boulevard or Desoto Boulevard to connect with Alligator Alley (I-75). As you may be aware, our growing community continues to face increasing traffic congestion, limited north-south access routes, and emergency response concerns. A direct connection from the Estates area to I-75 would not only ease local traffic but could also improve emergency evacuation routes and open access for economic development opportunities in eastern Collier County. I understand there may be environmental and logistical challenges to such a project, but I believe with thoughtful planning, community input, and inter-agency collaboration, a balanced solution could be found. Could you please let me know if this type of extension has ever been proposed or studied? I would also appreciate any guidance on how residents like myself can stay involved or contribute to the transportation planning process. Thank you very much for your time and service to our community. I look forward to your response.	Mr. Joseph, Thank you for your inquiry. I-75 is maintained and controlled by the Florida Department of Transportation (FDOT). A new interchange on I-75 at Everglades Blvd. was pursued by Collier County Transportation Planning approximately 10 years ago. The FDOT did not support the new interchange request and recommended that Collier County conduct further evaluations of off-system improvements and re-direct funding to County bridge and roadway improvements projects within the Golden Gate estates area to reduce the travel times associated with accessing I-75. Collier County has continued these efforts most notably with the construction of the Vanderbilt Beach Road Extension project and funding several new bridges in Golden Gate Estates (including bridges at: 16th St. NE, 10th Ave. SE, 62nd Ave. NE, Wilson Blvd. South and 47th Ave. NE). These projects are anticipated to relieve traffic on Immokalee Rd., Golden Gate Blvd. and the transportation network in the estates area. Recognizing the population growth, the anticipated completion of several of the projects listed above which were identified by FDOT in their prior recommendations and the additional transportation needs in the County, the Collier Metropolitan Planning Organization's (Collier MPO) 2045 Long Range Transportation Plan (LRTP) includes the Interchange Justification Report (IJR) and study of a new interchange at I-75 in the vicinity of Everglades Blvd. in the years 2026-2030. The Collier MPO is in the process of updating and extending the LRTP to the year 2050. As the MPO progresses through the update of the LRTP, County staff will be providing input and data. The 2050 LRTP is anticipated to be adopted by December 2025 and may provide additional guidance regarding the need for the interchange and a funding timeline. County plans and studies must be consistent with the LRTP. Ms. McLaughlin, the MPO Director will reach out to you via email regarding ways to stay informed and get involved in the MPO planning process. Please let me know if you have any additional questions. Respectfully, Lorraine
9	Email	4/29/2025		Sean Kingston		Ed	Brantley	edward@brantleycompany.com			Expand the Corner at Wildcat Drive: While the recent improvements have been helpful, they offer a limited solution at the Wildcat Drive corner. To better accommodate the anticipated traffic volume and turning movements of larger vehicles, a significantly larger radius is necessary. This expansion, as indicated in blue on the below map, is crucial for preventing future congestion and potential accidents.	

Collier MPO LRTP 2050
General Public Comments and Responses

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10	Email	6/30/2025		Lorraine Lantz		Alice	Karow	alicekarow@gmail.com	Email		Dear Collier Commissioner/Planners: This is just to express my desire to have more dedicated bike paths in Collier County and the City of Naples. Traffic has become such a horrible problem, especially during winter season, if we had bike paths next to the streets - but separated by a greenway as they have on Sanibel Island - it would not only enhance quality of life in our community, but also alleviate some of the vehicle traffic by providing a pleasant, safe alternative way to travel around town. Bike lanes as they exist now, continuous with vehicle traffic lanes and separated only by a painted stripe on the pavement, are hazardous both to vehicles and bicycles and should be eliminated and replaced with dedicated bike/pedestrian paths that are separated from vehicle traffic. You only need to watch the evening news to see how many bicyclists are injured or killed in SW Florida on those bike lanes. I understand there are thoughts about adding extra traffic lanes to Davis Blvd and I urge you NOT to do that. With elderly drivers (average age of Collier/Naples residents is 67 years old) who may have diminished driving skills and visitors or snowbirds who are unfamiliar with where they are going, extra lanes on roads through populated areas only adds to the confusion and increases the likelihood of traffic accidents and road-rage incidents. We don't need freeways through our populated areas! Bike/pedestrian paths to the side of Davis Blvd would be a better way to help traffic along. While I realize, adding extra lanes may seem like a positive step for allowing hurricane evacuations, I think it would just create more chaos, and more traffic on an already busy road. Earlier evacuation notices and storm surge mitigation should be the answer instead. Naples/Collier County is primarily a retirement haven and winter visitor/tourist destination and as such needs to plan with the aesthetics and quality of life experience in mind to prevent this area from deteriorating as the population grows. If we want to live up to the "Paradise Coast" moniker we need to increase green areas (shade trees like native live oaks as well as colorful flowering shrubs) and make walking and biking safe and pleasant - the norm rather than the exception. Especially with the new Metropolitan Naples 15-story residential high-rise at the Davis/Tamiami Trail triangle, there is a need for bike paths so residents can safely enjoy nearby businesses, ride a bike from East Naples to Downtown 5th Av S and 3rd St shopping and Naples Pier beaches to alleviate traffic and parking congestion. (Have you been stuck in that traffic jam just trying to get over the Gordon River bridge into downtown? The drive that takes 10 minutes during off-season can take an hour in winter high season!) Dedicated bike paths could also connect the many residential communities off Davis Blvd to Bayshore redevelopment area shopping/restaurants, Sugden Park, East Naples Park pickleball, and Naples Botanical Garden. We have the best climate for commuting and recreation by bicycles and e-bikes! Dedicated bike/pedestrian paths would only strengthen our community, make it more human-friendly (and less concrete jungle), safer, healthier, and more enjoyable for both bicyclists and motor vehicle drivers. Thanks for your time and attention to this!	Thank you for your inquiry. Your comments relate to several aspects of the transportation network. The first portion of your question relates to the future widening plans. The Collier Metropolitan Planning Organizations (MPO) is responsible for developing a vision and planning for transportation for the area. The current LRTP plans for projects through the year 2045. Some roads are identified in the LRTP needs plan, indicating that if funding were not an obstacle, those roads would be constructed or improved for the entire road network and infrastructure would be optimized; however, funding is always a consideration. The 2045 LRTP prioritizes the transportation needs of the county and allocates anticipated funds to projects. The projects that are determined to be cost feasible are then the projects that the agencies (jurisdictions/municipalities) work towards funding in their capital improvement budgets. The widening of Davis Blvd. from Airport Rd. to Santa Barbara Blvd. is designated as a need but not a fully funded project in the 2045 LRTP. The LRTP is updated every 5 years and the needs, as well as the estimated revenues are analyzed for inclusion into the LRTP updates. The Collier MPO is in the process of updating and extending the LRTP to the year 2050. As the MPO progresses through the update of the LRTP, County staff will be providing input and data. The 2050 LRTP is anticipated to be adopted by December 2025 and may provide additional guidance regarding the needs and a funding timeline. Please note that all County plans and studies must be consistent with the LRTP.
11	Email	11/12/2025				Eric	Tracey	ericmtracey@gmail.com	Email		Widening roadways never works. Please don't expand old 41. More lanes means temporary relief, so someone will choose this new route until it is no longer faster. It's called induced demand. The only sustainable and reasonable answers to the congestion are smarter development and alternative transportation options. Thank you, Eric Tracey	Good afternoon, Eric, Thank you for your comment. I've forwarded it to our consultant, Jacobs Engineering, to include in the record for the 2050 LRTP. You may be interested to know that the MPO Board approved a motion on 2/14/25 to reevaluate the PD&E to focus on improving the intersections and adding bicycle and pedestrian facilities, rather than widening the roadway from 2 to 4 lanes. (2050 LRTP Needs Plan p4-14). The reevaluation could take place during the next phase that is currently funded in the MPO's Transportation Improvement Program, which is Preliminary Engineering. However, project descriptions are subject to change over the years, so you'll want to keep an eye on this one.

Collier MPO LRTP 2050

Agency Comments and Responses

Comment No.	Source of Comment	Date Comment Received	Response Date	Response Sent By	Agency	Name1	Name 2	Address/ Contact Info	Type	Content, if applicable (excerpts)	Response (excerpts)
1	Comment at Immokalee CRA Meeting	1/15/2025	1/15/2025	Anne McLaughlin/ Commissioner McDaniel	Immokalee CTA/MSTU	Andrea	Halman		in-person	The only comment came from Andrea Halman, on the MSTU, who wants to see Little League Rd given high priority as an evacuation route related to brush fires.	Commissioner McDaniel explained that the road was a much lower priority than other roads that made it to the CFP in the 2045 LRTP, and is still not a high priority in his mind, but it's possible the 2050 LRTP will "tweak" it.
2	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	13th Street SW: Remove the traffic calming devices - CHICANES- to allow SAFER DISTRUIBUTION OF TRAFFIC	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
3	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Bridges: • Specifically Golden Gate Estates east of Collier Blvd • GNFD and NCFD have indicated response times could be improved if more bridges were in place • Can a CHEAPER OPTION be found to putting in bridges compared to the current design and cost?	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
4	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Woodcrest intersection with Immokalee Rd: • Make the middle lane on Woodcrest going north - LEFT TURN & STRAIGHT only- so that the right turn lane onto Immokalee Rd continues to move traffic	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
5	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Wilson Blvd: between Immokalee Road and GG Blvd. • Widening of Wilson and improving the 2 interesections at the Traffic signals is MORE NEED than wideng of Everglades Blvd between Oil Well and GG BLVD. During prime time traffic backs up 1 mile from the signals waiting for a left turn.	This improvement is included in the Draft Roadway Needs - Map ID 74
6	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Wilson Blvd - South Extension from GG Blvd to Collier Blvd: • This should be made a priority	This improvement is included in the Draft Roadway Needs - Map ID 25 and 26
7	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Everglades Blvd: N of Oil Well Rd: • Desperate need of SHOULDER WIDENING & REPAVING	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
8	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	43rd Ave NE: E of Everglades Blvd: • Desperate need of SHOULDER WIDENING & REPAVING	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
9	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Desoto Blvd: S of GG Blvd to 30th Ave SE: • Desperate need of SHOULDER WIDENING & REPAVING	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
10	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	Everglades Blvd S: GG Blvd to 10th Ave SE: • Needs widening to 4 lanes • Traffic Signal at 10th Ave SE	This is a 5-block segment south of GGB -Map ID 16 in Needs Plan I-75 to GG BLVD
11	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	SR 29: New Market Rd to SR 82 • Needs to be 4 laned	CST programmed in TIP FY27
12	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	BYPASS ROAD AROUND IMMOKALEE: • Needs to be PRIORITIZED	CST programmed in TIP FY27
13	Comment at meeting with East of 951 Ad Hoc Advisory Board	4/15/2025	4/15/2025	Anne McLaughlin	East of 951 Ad Hoc Advisory Committee				in-person	ALLOW CELL TOWERS IN RETENTION/DETENION PONDS: • For all new road construction in the Estates.	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
14	Affordable Housing Committee Meeting	3/18/2025			Affordable Housing Committee				in-person	The committee expressed the need for an alternative north/south connector for I-75.	Acknowledged by MPO. This will be considered when developing the Needs and Cost Feasible Plans.
15	Phone Call	n/a			6L Farms				phone	6L Farms freight representatives expressed the need to widen US 41 near 6L Farms	Acknowledge by MPO. This will be considered when developing the Needs and Cost Feasible Plans.

Collier MPO LRTP 2050

Agency Comments and Responses

Comment No.	Source of Comment	Date Comment Received	Response Date	Response Sent By	Agency	Name1	Name 2	Address/ Contact Info	Type	Content, if applicable (excerpts)	Response (excerpts)
16	Email	4/21/2025	5/15/2025	Sean Kingston	Greater Naples Fire Rescue District	Shawn	Hanson	shanson@gnfire.org	Email	1. Will the turn-around locations on the Interstate be affected, in particular, be removed? 2. Will any of the road-widening projects include Emergency Vehicle turn-around areas? 3. Are any current non-traffic signal intersections going to be closed off due to widening? Or will additional traffic signals be installed? 4. How might the widening of Davis Blvd affect the front driveway of ST20? Will the current left hand turn coming out of ST20 remain with the widening?	Good afternoon, Chief Hanson. Our staff has been focused on task targets for the past few weeks. Thank you for your patience. I apologize for the delay. Your comments are highly valued in LRTP development. The consultant preparing the plan is asking for them by Friday, June 6. These questions are more related to design than long range planning. Design is at a later stage of project development. The LRTP will guide the prioritization of projects 25 years from its adoption from a high level. A list of prioritized projects will be formed and approved every year based on the projections of the LRTP. The funding for these will then show in the Transportation Improvement Program (TIP). This includes a list of projects being funded through the MPO with a 5-year projection from its adoption date. It is updated (adopted) every year. Once in the TIP, the funding for the phases of the project are shown for each of the 5 years.For example, a project may have the Right of Way phase funds allocated for 2026, then Preliminary Engineering (Design) phase funds allocated for 2028 and finally Construction phase funds allocated for 2029. Projects, once being funded will have a responsible agency. This is usually a jurisdiction, such as Collier County, Naples, or FDOT. These are the parties responsible for the design of the project and can better answer these questions. The projects, their descriptions, locations, and their responsible agencies are listed in the current FY25-29 TIP. There are over 100 projects, many of which are to increase capacity. The project sheets in the TIP starting on page 49 contain details including project type, location, and responsible party. Each page is a project. The TIP has been amended also to add projects starting on page 271. A roll forward report starting on page 276 is one of the 5 amendments and has another list of projects which were added in September since the initial adoption of the TIP in June and has almost as much information in each project as ins the project sheets. Please know that the TIP contains MPO-funded projects, which are largely through state and federal funds. Not all projects in the County are found in the TIP and are purely through their jurisdiction. The long range plan will have the needs and cost feasible plan chapters which will have maps of the entire county with segments and intersections identified on these in tables as needs and then their feasibility for funding. The extent to how these are identified in their design is minimal, usually in a short description such as “major intersection improvement” or “new 2-lane road.” I encourage you to have your comments be more descriptive.

Collier MPO LRTP 2050

Tribal Government Meeting Comments and Responses

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting
				Seminole Tribe		
1	Member	10/18/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		Difficult to make a left turn onto 1st St from Seminole Way as there is a constant flow of traffic and there is no signal. This same issue is experienced onto 1st St from Camp Keais Road	Comment will be considered when developing the Needs Plan
2	Member	10/18/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		Members of the Tribe expressed their desire to be considered as a key government stakeholder during this process, not simply a member of the public.	The MPO emphasized the team's understanding of this concern and assured the Tribe that all necessary coordination with the tribe as a government entity will take place. As Needs and Cost Feasible Projects are developed, the MPO will coordinate with the Tribe to gain their input.
3	Member	10/18/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		Seminole Tribe members recommended that the MPO research the Silver Jackets organization and read through their U.S. 41 Collier Resilience Study.	MPO and Jacobs will review this document
				Miccosukee Tribe		
1	Member	10/17/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		The Miccosukee Tribe has use and occupancy rights of the entirety of the Big Cypress National Preserve and its resources. They have a vested interest in the management and use of its resources, in addition to maintaining structures and ceremonial grounds. The Tribe has concerns about water quality, particularly saltwater intrusion, and disruption of freshwater flow by the SR 29 Borough Canal.	Acknowledged by MPO
2	Member	10/17/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		The Tribe recommended bridging of Tamiami Trail to reconnect historic flow and sloughs. Tamiami Trail currently prevents natural cycle of storm surge that brings nutrients and inorganic matter into marshes.	Acknowledged by MPO
3	Tribal Member	10/17/2024	Powerpoint on LRTP Process, Goals & Objectives, and Evaluation Criteria		The Tribe is concerned about integrating ingress/egress of tribal camps along Tamiami Trail for safety reasons as well as flooding concerns.	MPO will take this into consideration when updating the Needs and Cost Feasible Plans.
4	Kevin Cuniff	4/2/2025	Powerpoint on LRTP Survey Results, Stakeholder Outreach, SE Data, E+C Projects, and Draft Roadway Needs		In the past there was discussion on potentially raising US 41 and I-75 where they cut through Big Cypress and the Everglades. I-75 and US 41 are the biggest barricades to the greater Everglades water flow. The Tribe would like to advocate for more direct connections between the northern and southern watersheds.	Acknowledged by MPO
5	Kevin Cuniff	4/2/2025	Powerpoint on LRTP Survey Results, Stakeholder Outreach, SE Data, E+C Projects, and Draft Roadway Needs		There is a need for more effective wildlife crossings. Based on the tribe's experience, above-ground crossings tend to be more effective than underground crossings.	Acknowledged by MPO
6	Kevin Cuniff	4/2/2025	Powerpoint on LRTP Survey Results, Stakeholder Outreach, SE Data, E+C Projects, and Draft Roadway Needs		Reconnecting the Big Cypress Watershed across I-75 is a matter of concern for roadway planning.	Acknowledged by MPO

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MPO Committee & Board Meeting Comments and Responses

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting
					Citizens Advisory Committee (CAC)	
1	Neal Gelfand	8/26/2024	Vision, Goals, Objectives, Evaluation Framework		The Schiltz Foundation puts out a survey similar to the Visioning and Needs Survey for the LRTP. It may be helpful to look at this survey to see how people respond to it.	We agree and will look into it.
2	Neal Gelfand	8/26/2024	Vision, Goals, Objectives, Evaluation Framework		Mr. Gelfand expressed some concern that affordable housing is not being addressed enough in the evaluation framework and that more coordination with the Housing Alliance should occur.	We will look into the Housing Alliance, however we also would like to reach out to AHAC since they are an official County Committee. Additionally, there is some language in the evaluation framework handout that addresses affordable housing that was not presented today. Please review that, and if you still have concerns please reach out to us.
3	Michelle Arnold	8/25/2025	Revised Evaluation Criteria, Final Roadway Needs, Financial Resources Tech Memo, Chapter 5, Roadway Needs Evaluation Matrix, Draft Cost Feasible Projects		Ms. Arnold asked about how the BPMP and SAP high injury network is incorporated into LRTP scoring.	Evaulation criteria 6 covers this topic and gives points to projects which provide improvements at locations in the idenitfied high injury networks.
4	Becky Irwin	8/25/2025	Revised Evaluation Criteria, Final Roadway Needs, Financial Resources Tech Memo, Chapter 5, Roadway Needs Evaluation Matrix, Draft Cost Feasible Projects		Ms. Irwin asked why the proposed commuter rail line in Alternative 5 was not brought down further south to Marco Island.	The commuter rail line was introduced into this model run to test the effects of transit improvements on overall network deficiencies. The goal was to connect two main activity center - Naples and Fort Myers. However, even with this addition, the model results show that transit improvements have little to no affect on network deficiencies.
5	Dennis DiDonna	10/27/2025	Draft Chapters 4, 6, and 7		Mr. DiDonna expressed his concerns that there are no alternate routes to bypass Naples. Because of this, he is concerned that by 2050, Collier County will be gridlocked with major congestion deficiencies.	Colleen Ross (Jacobs) responded that although there is no bypass being proposed, there are widening projects along I-75 that will add capacity. She emphasized that implementing a new bypass would require more funding that what is available. Additionally, a bypass would require building through sensitive conservation lands, which creates additional expenses.
					Technical Advisory Committee (TAC)	
1	N/A	8/26/2024	Vision, Goals, Objectives, Evaluation Framework		Committee as a whole had suggestions for potential projects that they see as needs: Everglades Blvd connection with I-75, Immokalee Rd connection with Bonita Beach Rd	Jacobs will be getting the deficiency analysis from FDOT in September and will be able to look into these suggestions. They will likely be included in the Needs Plan, however it is important to note that the Cost Feasible Plan will likely only include 1/4 of the projects listed in the Needs Plan.
2	Lorraine Lantz	8/26/2024	Vision, Goals, Objectives, Evaluation Framework		Is all of the scoring in the evaluation criteria either a 5 or a 0 or is there a range of scoring for any of them?	Some questions do have a range. It just depends on the types of questions asked. If it is a yes or no question like the example presented then there are only 2 possible options. However some questions that are not simple yes or no answers will have a range of scores they can achieve.

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MPO Committee & Board Meeting Comments and Responses

Comment #	Name	Date	Documents Presented	Project # (if applicable)	Comment Made During Meeting	Response Given During Meeting
3	Anne McLaughlin	8/26/2024	Vision, Goals, Objectives, Evaluation Framework		The LRTP Draft will need to be brought to the board during the November meeting since the required adoption date is 12/11/25 and the December board meeting is 12/12/25. The MPO has scheduled a tentative December meeting for 12/8/25 just in case the deadline in November cannot be met. However it is preferred to have it ready for the November meeting	
4	Kathy Eastley	2/24/2025	SE Data, Draft Roadway Needs		Ms. Eastley mentioned that the 2050 needs map showed three potential overpass locations, one being Golden Gate Pkwy over Livingston Rd., and that Collier County Transportation planning was in the midst of a corridor congestion study for that road segment, considering a Livingston Rd. over Golden Gate Pkwy overpass to avoid consecutive uphill then downhill driving.	Mr. Gramer said the possibility for the intersection is a fly over but either road could be considered.
5	Don Scott	2/24/2025	SE Data, Draft Roadway Needs		Mr. Scott asked if the Needs Plan showed anything for I-75 beyond the 8 lanes, as the master plan for the Moving Florida Forward (MFF) initiative shows 10 lanes, and asked why the Everglades Interchange was only partial	Mr. Gramer said the exact location of a potential Everglades Interchange was still being considered. The MFF projects were not included because they were not in the FDOT 5 year work program.
6	Don Scott	8/25/2025	Revised Evaluation Criteria, Final Roadway Needs, Financial Resources Tech Memo, Chapter 5, Roadway Needs Evaluation Matrix, Draft Cost Feasible Projects		Why is the Immokalee Rd interchange included as a separate project in the SIS CFP? Shouldn't this be included with the MFF projects?	This is project is shown twice because of FDOT duplicate documentation. This project is documented as part of MFF but is also documented in FDOT's SIS Approved Second Year Plan (FY 2031-2034). We will confirm with FDOT and revise accordingly.
7	Kathy Eastley	10/27/2025	Draft Chapters 4, 6, and 7	Project IDs 47, 61, and 56	Ms. Eastley mentioned that Collier County has recently received CIGP funding for Cost Feasible projects along Logan/Santa Barbara Blvd and Pine Ridge Road. There may need to be some changes to the funding periods for each of these projects to be consistent with the FDOT Work Program.	Jacobs staff will coordinate with Collier County transportation to confirm if a change to the CFP is needed.
8	Lorraine Lantz	45957	Draft Chapters 4, 6, and 7		Following a presentation by FDOT on the FPL-Livingston Trail PD&E, Ms. Lantz mentioned that some language may need to be included in the LRTP to reflect the need for this project so that it may qualify for SUN Trail funding.	Ms. Lantz will coordinate with FDOT representatives to see if the existing language in the Draft LRTP is sufficient, or if more details are needed.

Collier MPO LRTP 2050

Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
1	Add bridge walkway from the south side of river reach to access Gordon River Greenway Park. this would allow the neighbouring communities and the public additional and safer access to the park
2	Build Ebike lanes instead on Logan Blvd
3	Build Ebike Lanes instead on Logan Blvd instread of widening
4	Collier Blvd improvements
5	Corporate Flight Drive should be connected west to the Gordon River Greenway. It currently gets almost there where the sidewalk/trail deadends in a field.
6	Does not need to be in this location (I75): It would be sensible to build another East-West thoroughfare or more overpasses on Pine Ridge Rd like there is at Airport and Golden Gate Pkwy to alleviate some congestion (an East-West road to connect I-75 and US 41). Pine Ridge is so congested and Immokalee is becoming just as bad
7	Don't ruin Logan Woods
8	Gordon River Greenway needs to be extended north to vanderbilt beach road and west to the beach.
9	Major Intersection Improvment at Collier Blvd (Intersection) and Pine Ridge Rd
10	Meadwood needs a left in, U-turning at Indigo clogs it up because everyone at Indigo and Brittany Bay Apartments uses this turn lane
11	Needs overpass or flyover asap! Immokalee Rd and Livingston Rd
12	Overpass (Immokalee Rd over Wilson Rd)
13	Overpass (Immokalee Rd over Wilson Rd) anf Widen from 2 to 4 lanes (Wilson)
14	pedestrian / Bike overpass or underpass at 41 and 84
15	pedestrian / bike overpass or underpass on Estey Ave and 31
16	pedestrian over pass for school children on golden gate blvd near big cypress elementary
17	Please don’t widen Davis from 4to6 lanes! It will only bring more traffic and congestion! Davis may seem like a main commercial artery but it is a residential area, not commercial. Please divert major traffic and trucks to other areas snd leave this area as residential.
18	Yes Collier Blvd Extension
19	Yes Collier Blvd Extension
20	Yes Green Boulevard Extension
21	Yes to Capacity Improvement or Parallel Facility on US 41 (SR 90) (Tamiami Trail) from Immokalee Rd to Golf course
22	yes widen Everglades Blvd
23	Yes widen Randall Blvd
24	1. Let’s reduce/freeze the current building until all in progress is complete to assess the needs of the county moving forward. 2. We are taking too much existing land and leaving none for the wildlife. We need to preserve more land for the needs of the animals roaming within Collier County and stop pushing them east. 3. We are making this beautiful area a small major city which attracts crime and will decrease property values.
25	A road on Benfield will cut off the wildlife to the area and create dangerous roadways. Endangered panthers and deer frequent this quiet area.
26	Add more lanes for 75. Also build bike paths so people do not share the road with bikes
27	adding/improving alternate transportation methods (public transit, trains/rail systems) is key to building strong communities that serve people, not vehicles
28	Build a freeway connection from 75 to Marco
29	Collier need to build more roads, because of all the new communities that are being built on Collier Rd. The existing roads are very congested, and it will only get worse. There is all this land between all the communities. Can’t we connect some of them without effecting the communities privacy?
30	CONSIDER A RAIL SYSTEM BETWEEN NAPLES AND MIAMI
31	Expand and make Oil Well road safer … make double lanes for 75… one on top of another. Two layers like in Chicago. Will take up less space and handle More traffic.
32	I feel like trains or bus stations in cities would be nice to have like a hub where people can travel cities within Collier county. Trollies or places for ebike rentals would also be beneficial for the county.

Collier MPO LRTP 2050

Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
33	I really think that a mass transit railway should be installed between the lanes of I-75 to provide transportation from the Naples area to the Tampa area. This mass transit could be modeled after systems like the system in the Chicago area. It could also be extended south of I-75 along or between the lanes of Collier Blvd (951) to provide for better transportation for low income and constant commuters from Naples, Bonita, Cape Coral, Ft. Meyers, and Marco Island
34	I think Immokalee road needs to have ways for people to take alternate routes from the estates as morning traffic and evening traffic is awful and even 1 minor accident causes significant backup with limited workarounds.
35	I-75 needs additional interchanges at Vanderbilt Santa Barbara and Everglades Blvd. Building needs to he halted or slowed down considerably to allow infrastructure to carch up. Almost every road here appears to be at its capacity. Traffic has become horrible
36	Immokalee Road needs attention from Airport to Logan
37	Improve the bus system and make existing stops (ie. 951 between 1-75 and immokalee) safer for passengers and cars. Right now I see so many people sitting on the metal barrier right next to the road. Also, make sure the plants and trees in medians don't obscure the view for vehicles that may be lower to the ground.
38	Improve traffic flow in the Randall, Wilson area. It takes me 1 1/2 hours to get to work to the Naples Airport. It used to take 35 minutes 2 years ago.
39	Incentives to gated communities that have exits on different roads to convert to public roads. This would provide varied travel routes instead of forcing all the traffic on limited roads. Shortcuts for travel like we had before gated communities.
40	Increase capacity
41	leave GG Estates alone. We like the peace and tranquility. No need to build more or widen roads to encourage more people to come out here. The land mass is fixed and isn't growing.
42	Let's stop the out-of-control development. The current east-west roads can't handle the exponential growth. The "village" concept for the eastern part of the county is unrealistic. Jobs are not available there and seniors won't or can't walk to the grocery store.
43	Make i75 safer and more efficient by adding a train/light rail from Marco Island to the airport. Win for everyone.
44	Make more north to south roads and collaborate with lee county for more inter-county travel as collier county is too high to live in. Along with a cross town road, proposed with angular roads so that traffic has multiple routes to travel.
45	More development out east, keep people out of west where we are overwhelmed with traffic
46	more expansive roads to and from golden gate estates
47	More important that continually planning to widen roadways in areas of rural communities, the focus should be correcting the sequencing of traffic lights to improve the flow of the current roads. The other focus should be new roadways from West to East or the widening of Vanderbilt Road which has more commercial, as opposed to Pine Ridge Rd. which is more residential.
48	Need flyover on Livingston Rd. over Immokalee Rd. ASAP!
49	Need more alternate routes better traffic flow
50	Need more inter connectivity in GGE area. There are large blocks of the area with only one point of egress (Everglades S, Desoto S of GGB). This is a huge safety issue for evacuating in the event of fire. If the intersection of Wilson and GGB closed, everyone east of Wilson has to use Randall to get to 75. VBR will help alleviate this problem but there will be no capacity for the coming development east of Desoto. My trip on GGB from Everglades to collier at 7am takes 17 minutes when school is out compared to 50 minutes when schools are in session. When there is an accident on either GGB or Immokolee, my 17 mile commute to work can take an additional 30 minutes. Signal timing on Immokolee Road for safety- NCHRP REPORTS 731 & 812 to increase red and yellow to allow red light violations to clear the intersection…. Then increase patrols to enforce. Too many fatalities on this road.

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Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
51	Need more North-South options for commuters. We literally have I75, 3 Oaks/Imperial/Livingston (limited & 41). When there is an accident on 75 or 41, traffic dumps off to these other routes due to waze and other apps. If people are actually monitoring live traffic cams (I highly doubt they do), they do not adjust timing of lights to adjust for these. This causes long wait times at lights and adds to traffic woes. Also, timing could be adjusted for the morning commute to accelerate southbound traffic on 3 oaks/Imperial/Livingston & 41 (northbound in the evening). i.e. 3 Oaks & Corkscrew in the am. Why doesn't southbound have a longer green? Northbound turn has little traffic but the same time frame. Why not shorten that to allow longer southbound green for turn & straight through?
52	Need to alleviate severe congestion. A bypass of 75 to east would help get drivers to golden gate,immokalee and lehigh acres without going on local roads
53	Needed funding for safety improvements at intersections and crosswalks. Suggestion that when people are using crosswalk no turn red flashes on the side that is being crossed. Upkeeping Themo marking at intersections for stop bars, lane markers, line on roadway and RPMs and crosswalks. Making pathways for bikes and walkers to be off the roadway. Pedestrians and Bikers are every where on Airport rd from Davis to 41. People are crossing where they should not be crossing and e-bikes are coming in all directions. Thank-you
54	No damn trolleys! The County does not have enough sanitary restrooms on the beaches. We don’t need more beach visitors.
55	Oil well road between everglades and ave maria must be widened...it is intolerable
56	Old narrow farm roads being used as Major thoroughfares. Totally unsafe. Major housing developments and schools being built in Ave Maria but no road improvements.
57	Opening the I75 ramp off Everglades would greatly help commuting time in the GG Estates. I also like the idea of expanding Green Blvd to Everglades.
58	Our roadway intensity is out of control, please stop promoting more tourism By requiring 5 choices above, you have forced a beach access statistic that is not accurate for the priorities of residents
59	Pou mwen se on bèl powjè koz lap fe moun kap kondwi gen plis sekirite e pwoteje lot mounn kap frekante wout la [For me, it's a great project because it will make drivers safer and protect other people on the road.]
60	Public transport other then buses would be ideal.
61	Rapid transit so badly needed.
62	Reading your plan for 2040 which by 2030 will obsolete and inadequate your 2050 will far no better since your wish to put too many homes in the Ave Maria Orange tree corridors.
63	Roadway Improvements: Pine Ridge, Immokalee Proposed Roadway Projects: Great ideas explained by Jacobs Engineer Sonal Dodia.
64	Seperate divided bike lane on Collier from Fiddlers Creek to Marco Island
65	Slow down on development until transportation infrastructure catches up with what's already been approved. Roads are getting overtaxed, almost choked at time. One small accident shuts down traffic.
66	Stop all development of new homes and communities until infrastructure is in place to support existing traffic quantities. Require developers to pay for infrastructure costs prior to ANY new development. Develop strict traffic capacity guidelines and carefully plan any new developments so as not to exceed capacity.
67	Stop building more housing before you improve the roadways. In Collier, we are trapped when major fires or hurricanes hit us because of our lack of roadways
68	Stop building!/ extend 951 north of Immokalee rd .
69	Stop the sprawl - we need to start valuing quality of life and understand our carrying capacity or we will destroy why we moved here
70	Surprised to not see any transit-oriented projects on the map. Are they in a separate section from the roads projects? It would be nice to see those projects alongside the roads projects.
71	Tampa has an expressway over interstate 75 which goes one direction into the city in the morning and one direction out of the city in the evening. It’s a toll road and moves a lot of traffic off 75. If 75 flowed better, the side streets could empty better.
72	The plan needs to include all future residents and traffic. Widening roads by one lane at a time is a waste of money and time.
73	The projects do not include trails and trail connectors. Generally on street bike lanes are not protected as they should be for given vehicle speeds. Separated facilities should be part of improvements. This would make travel for bikes safer, encouraging 2 wheel travel, and reduce car traffic. Extending current trails to reach beaches, parks and restaurants would help attract more tourists, and garner free exposure in online and hard print media.
74	There are too many people in a small area and the roads cannot handle the influx. While widening roads may help additional roads will also help.
75	There is going to need to be a freeway that moves traffic east and west in northern Collier county. Perhaps an I75 bypass 10 miles to the west of I75.
76	There is no need for a trolley.

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Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
77	Too much growth too fast, with major sprawl and no infrastructure and public transportation
78	Traffic is terrible and often impedes emergency vehicles. New developments, including those with zoning changes for increased high density, are approved based on current traffic patterns and don't include all the prior approved yet unbuilt development projects and their additional vehicles and traffic.
79	Upgrade existing roads Put limits on future growth. Why does collier need to grow it's already jammed Concerned about water supply
80	Very concerned about the proposed roadways and the impact it will have on property values, obstructed views and impact on wildlife. For homeowners who paid a premium price for a lot with a wooded view, this is concerning that the county is proposing a road. I appreciate that you have this website with the project information.
81	Very concerned widening Vanderbilt Dr is going to create major congestion.
82	We desperately need more roadway infrastructure in the Estates and Rural Estates areas sooner rather than later. The roads have not kept up with the rapid expansion and home building in these areas. When there is an accident on any of the major thoroughfares, commute times double or triple. It is an unsustainable situation. If the County is going to continue to permit building out here, they need to prioritize road projects to match.
83	We do NOT need more tourists on Marco Island.
84	We must reduce the number of accidents and fatalities of bikers and pedestrians buy lowering speed limits on roads with bike paths, enforcing rules of the roads and ticketing for aggressive driving. Better lighting on roadways with sidewalks and bike paths, more sidewalks and bike paths that connect. And for the love of Pete, stop building. We're over populated and the county can't handle more reckless drivers.
85	We need a daily commuter high speed rail line connecting collier to ft myers, Miami and Ft. Lauderdale
86	We need a I75 bypass toll that goes directly to Eastern collier we also need to build self driving vehicle only lanes
87	We need to stop the over development then we don't need new roads
88	We [illegible] [illegible] back roads. The lack of alternate routes is crippling the road system. Pursue land takings on the swaths of unconnected planned developments that clog the urban network.
89	Terrible! More lanes = more cars! We need better solutions!
90	terrible map and tells me nothing about the improvements - survey was dumb really weak questions
91	I drive this road daily, and have been doing so for over a decade. There need to be safe wildlife crossings installed along this stretch, as there are some key locations where wildlife cross 858, including panthers and bears. There also needs to be hydrologic improvements made to allow for water conveyance. If any roadside lighting gets installed, it should be dark sky certified lighting to minimize light pollution.
92	New Partial Interchange. EB Off-Ramp and WB On-Ramp. The EIS that was completed for I-75 had a mitigation measure that there would never be a new interchange between Exits 80 and 101, prior to exit 80 being built, that mitigation measure extended all the way to the County line. Due to the absolute traffic insanity that now occurs in GGE, I believe that this partial interchange is a project that most residents would support. The majority of people I have spoken with do not want a full blown interchange. This partial interchange would greatly benefit us working class residents in GGE, improve roadway safety, reduce emissions, decrease traffic volume on the main GGE roadways, improve evacuation times/routes, and allow for the future growth that will occur in GGE and The Town of Big Cypress. I will fight tooth and nail to never allow for a full interchange at Everglades or Desoto. Purchase more conservation lands adjacent to existing conservation lands in eastern Collier for mitigation.
93	Please built a walking-bike path along Everglades between Oil Well and Immokalee. Everglades is already to dangerous to walk or bike on. Our area is in need of a safe walking and bike path that would connect to the already established Oil Well bike- walking path between Everglades and Immokalee. Thank you.
94	Cut down on the traffic lights way too close to each other we don't need a light at so many gated communities and miner roads all these lights are causing backups and accidents also stop building neighborhoods with little infrastructure as all those people are coming to coastal collier to use ours and clogging up our roads
95	Need a bike lane on Oil Well all the way to route 29.
96	Widening Vanderbilt from Immokolee to Woods Edge. Does not seem necessary and may only lure more traffic to an otherwise peaceful 2 lane road. If it happens, please retain the wide blacktop walking/slower bike rider sidewalk on west side of the road. This is heavily used and provides nice safety for users.
97	There doesn't seem to be enough attention given to Immokalee Road from Airport to Logan. This corridor is very congested.

Collier MPO LRTP 2050

Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
98	Widen White blvd from 2 to 6 lanes.
99	Hello, what is the time frame on this interchange/ramp? Also for the widening of Everglades boulevard that connects?
100	This would be a significant project to provide Immokalee rd relief Should be a high priority near term project
101	Project Should be widened to four lanes. Vs two. Use Logan blvd extension as an example of a north south roadway that's already jammed during rush hour.
102	Immokalee rd capacity improvement needs to be a high priority project. It's already jammed during rush hour in each direction.
103	Lakeland avenue Immokalee rd intersection. Light needs immediate attention for timing That intersection is always jammed providing too much time for Lakeland ave to turn onto Immokalee rd You could eliminate that interaction and force traffic down to the airport road light which would significantly improve traffic flow
104	You need to 6 lane the beginning of Randall not just 8th to Everglades. The publix entrance has no light on Randall and is a death trap waiting to happen. People coming from immakolee know they are not to turn into the publix from Randall and still do it.
105	You need to continue the 2 to 4 lane road through Everglades to past Randall to 10th Ave NE. GGE is blowing up we are the last of collier county that has land and we keep growing, plan for the infrastructure that we all know we continue and grow the roads to accommodate the population
106	I think the overpasses on Immokolee rd at collier, Wilson and Randal will be fantastic! I also think the I-75 interchange at Everglades blvd is great, I would encourage a full interchange but the limited interchange will at least be a great help with rush hour traffic as there are limited ways for us estates residents to get to 75. I encourage beginning the construction of many of these projects to begin in the estates area, as these areas have TERRIBLE rush hour traffic problems. I hope to see these projects beginning soon!
107	No project should go forward without complete consideration of the needs of cyclists: two wheels AND three wheels. A two or three foot afterthought on the right side of the road, separated from speeding traffic by a white line, does NOT comprise complete consideration. Cycle lanes should be at least 8' wide, paved and separated from the roadway by a fence or other barrier.
108	Can we develop light rails or anything other than strict car dependency?
109	With the goal of adding a road to connect little league road to 82 in Immokalee, the section of Lake Trafford road between 29 and Little League road should also be looked at for expansion/flow to alleviate the increased flow of traffic in this area. This is also important since more homes are being built in this area. Immokalee Road to Naples should also be reviewed as most traffic is on this road between Immokalee and Naples. 4 lanes would be ideal. Most Immokalee residents work outside of Immokalee. Thank you for your consideration.
110	Regarding the 951 extension, where would it join Logan Boulevard? Also, what is the plan for the intersection of Logan and Immokalee? Will Lee County improve the roads that are being "improved" in Collier County? What about a moratorium on development?
111	Marco Island's Collier blvd is a critical road for evacuation and fire fighting as most all of the tall structures are on this street. The street is two lane each way with a boulevard median down the middle. Turns crossing over the median interrupts the traffic flows. A widening and possible use of the median property can widen the road into three lanes and speed up traffic flow during the morning and afternoon traffic on and off the island that connects to the faster moving off island boulevard.
112	Any plans for a bridge on 16th Street NE between GG Blvd and Randall Blvd at the main canal?
113	No
114	didn't find detailed information on the projects - the information provided lacks details
115	I really hope we can preserve the wonderful aesthetic qualities of Collier County roads. Wider roads and overpasses means more concrete and asphalt. Please make sure we keep vegetative barriers and median landscapes as a priority, as well as decorative infrastructure elements. It is what helps set this area apart from much of the rest of Florida.
116	The traffic and congestion is Tamiami Trail. Creating a four lane highway in a quieter section - Logan and along Island Walk does nothing to disperse and address the traffic on the other side of 75. All is does is disrupt, add a higher level of noise, and potentially impact values to three residential communities.

Collier MPO LRTP 2050

Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
117	Do not widen US41 east to Farm Rd and stop over developing the Everglades. The state has already ruined the area due to stopping the natural flow of water out of Lake O. If you widen the road there, it means you are encouraging development. The wildlife needs the space to flourish. Do not widen roads I to the Everglades
118	A quick fix for turn from Immokalee rd to Oil Well Rd could be to create a 2nd right turn lane by simply painting an arrow and adding a sign stating right turn on red right lane only. Also, widen approaching lanes on Immokalee to Desoto to create specialized turn lanes.
119	Collier on its own may not be able to solve north/south congestion on 41, the root cause is in Lee north of Bonita Beach road Concur with proactive capacity increases in the east and southeast 41 corridors as population grows Expansion from 2 to 4 lanes will not provide desired results as traffic lights will be needed (eg Vanderbilt or Old 41 will require lights to allow entry/exit from neighborhoods like Audubon or Mediterra). This defeats the purpose
120	There's a large number of Panthers that cross benfield rd
121	Are there going to be any wildlife crossings build in the Immokolee Rd and Rookery areas?
122	I didn't see anything about the previously proposed widening of CR951 from Green Blvd South to the Golden Gate Main Canal. What is the status of that project?
123	I am curious as to how accurate this map of proposed roads is? Specifically referring to the section of two lane roadway from Beck Blvd to Tamiami Trail. Will that be now going behind all the developments, instead of cutting thru them? I thought it was originally slated to pass thru Esplanade at Hacienda Lake and Azure at Hacienda Lakes, now it looks like it passes behind all those communities in the preserve area. I do think that is a better spot.
124	Add separated bicycle lanes in each direction from Collier to San Marco Blvd
125	Could someone with a brain look into the right turn lane on Goodlette Road north bound turning onto Golden Gate Parkway? Better yet try going that direction everyday about 4pm, you'll understand. Better timing of the traffic lights would be appreciated.
126	Is this to make exiting into Mediterra more convenient? Is there space for this?
127	Hello. 951 extending north to the Lee county line would be wonderful & much needed. Would even like to see it 4 lanes instead of two. Thank you
128	The proposed 2-lane roadway that goes between Naples Reserve and Winding Cypress merging onto Naples Reserve Blvd will negatively impact the wildlife that traverse that area. I've personally seen bears, coyotes, bob cats, panthers and deer in my backyard which backs up to this narrow area. A roadway would increase the number of animals hit by cars. 'I am also concerned the road will quickly become a major thoroughfare for those wanting to avoid the lights and traffic caused by the increased development on Collier Blvd and east on Tamiami Trail. The resulting noise and light pollution would negatively impact me personally, especially if sound barriers are not installed. That area also remains under water during rainy season. Naples Reserve has only one exit, Naples Reserve Blvd. Reflections Lakes also exits via Naples Reserve Blvd. Adding another roadway would create significant congestion to get onto/from Tamiami Trail. There's no traffic light there. Please no road.
129	How will homeowners privacy and home values be protected?
130	Please terminate the proposed 2-lane road plan not at Tamiami Trail but at Sabel Palm Rd; a road that is better able then Naples Reserve Blvd to accommodate the volume of future traffic. The area between Naples Reserve and Winding Cypress is a significant choke point, often flooded during the rainy season, and frequently traversed by wildlife (panther, bob cate, coyotes and bears as evidenced by my backyard trail-cam).
131	What genius came up with this idea? Who's going to reimburse me for for huge devaluation of my property with a major road behind my house? I paid a huge upcharge for this select property site. Count on large opposition!
132	Please do not put a two lane road though Naples reserve and winding cypress!!! We have tons of home right up to this line, in both communities, wildlife galore and home values of millions that would gain nothing but losses. Object!! Tinarussell2022@gmail.com
133	Light rail is needed so bad. Traffic in Naples is getting horrendous.
134	Is there any plan yet to expand Oil Well From west of Arthrex to Everglades???

Collier MPO LRTP 2050

Interactive Map Comments on Draft Roadway Needs

Comment Number	Comment
135	What improvements/additions to public transit and alternate transportation methods are being proposed and studied?
136	Please, there can absolutely be no road that would fit in between Winding Cyprus and Naples Reserve. It's a wildlife haven and there's no room to fit. That is totally unacceptable.
137	There needs to he additional interchanges at Vanderbilt, Santa Barbara and Everglades Blvd. Pine Ridge Rd needs addressing from Livingston to US41 and the diverging diamond would have been better suited at Immokalee and 75 as that intersection is worse then Pine Ridge was
138	I recommend routing the proposed 2-lane road (on the 4-lane footprint) be re-routed to go along the north and east perimeter of Naples Reserve instead of between Naples Reserve and Winding Cypress (a choke point). Take into consideration the volume of traffic caused by the new developments being built off of Greenway Rd. It makes sense to connect Greenway and not Naples Reserve Blvd to the new road: It is doesn't have a choke point like the planned routing, enabling future widening; has a traffic light on rte 41; moves the north/south access point further east closer to the new developments being built along rte 41; and, diverts traffic father away from the school zone (compared to Naples Reserve Blvd).
139	How will our neighborhood cross Logan to the West side of the road where the sidewalk is?
140	Livingston Road must be extended to Davis ASAP, long before 2050,
141	Please consider building more normal bus stops. This would consist of a safe place for patrons to wait for their bus. Each bus stop should include a small shelter to protect riders from the extreme FL elements-sun, heat, & rain. Also, add a bench. If you're concerned about homeless sleeping there add a bucket style bench or chairs with arm rests. I have seen many truly unsafe bus stops along Collier Blvd. Riders have no place to sit. They are often sitting on a guard rail which is extremely dangerous and undignified. If it hasn't happened already it's only a matter of time before someone is hit by a car while waiting for a bus. These a not just day laborers, I have seen young & elderly women, disabled people, and children waiting near guard rails. Please don't wait for 20 years. Give these patrons the dignity and safety that they deserve now and build more normal bus stops. Each stop should be required to have a shelter and a seat. Consider the safety of the riders. Thank you
142	are you seriously not going to widen oil well road from everglades to ave maria?
143	Residencial area that now with two lanes people travel at 60 mph plus. What would they travel at with 6 lanes? Very concerned. Moved out of the city for peace and quite. No more now, city is here. It's a shame. Open the I-75 at Everglades for relief in our road it's what should be done.
144	This bridge is desperately needed. With wildfires, accidents and needing another access for the new homes in the shady hollow area. When I broke my elbow and needed an ambulance, driver in dark narrow road had to make k turn because no bridge .
145	We need more north to south roads avoiding Immokolee rd in eastern estates. East to west also
146	When expanding Davis to 6 lanes, the bike lanes should be eliminated for a separate 2 way bike facility running from Airport Pulling to Collier. There is plenty of right of way to add this facility.

Collier MPO LRTP 2050

Interactive Map Comments on Draft Cost Feasible Projects

Comment Number	Project Number	Road Name	From	To	Description	Comment	First name	Last name	Email
1	12	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes	This should absolutely be done! With the fire/EMS at the corner of 13th and golden gate blvd this is a no brainer to allow for direct access from that station to Vanderbilt extension. Also there is already a light existing at 13th and golden gate blvd which makes this a predictable route for people to take to get to the extension besides Wilson and collier if there is an accident between those streets.			
2	18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	The more connections we have throughout the estates the better. Fur both public safety - in case of emergency and also for traffic!			
3	18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	This should absolutely be done!!! For 1) emergency evacuation 2) rush hour traffic! The number of people that have to go ALL THE WAY INTO COLLIER BLVD on golden gate blvd is only growing! This could cut people's commute time significantly!			
4	18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes.	This exit needs to be fully operational for the residents of Golden Gates Estates to be able to more easily access I75, especially in an emergency situation.			
5	21	Golden Gate Pkwy	Livingston Rd		Overpass (GGP over Livingston)	It takes my husband sometimes an hour and half to get home from Davis blvd to Everglades NE. This would cut that time in half, it would also alleviate the traffic on GG blvd lessening accidents, freeing up EMT resources.	Cheryl	Brown	CherylBrown313@hotmail.com
6	21	Golden Gate Pkwy	Livingston Rd		Overpass (GGP over Livingston)	This interchange should NEVER be used for public use! Under no circumstances should this be freely used by the public. It should only be open during emergency situations or mandatory evacuations.			
7	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Opening this exchange up for public use is a bad idea. All it does is open up quick access to 75 to people that have no business being in the area. We have enough issues with robberies, people dumping trash, pets etc. don't need to give easier access and easier escape. Keep it for emergency evacuations			
8	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Bad idea to open this up for public use. It should remain private and opened for emergency situations only.			
9	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB	I guess I wouldn't mind an overpass put here, kind of like what's already at Airport Road. The amount of red light runners here is atrocious and I'm shocked that more people haven't been killed due to T bone collisions.			
10	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This will greatly help solve traffic problems in the Estates the most by diverting folks to the Interstate and alleviating pressure on the Parkway during peak hours.	Frank	Roberts	frank.roberts20@gmail.com
11	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	I agree with this - more exit points means more safety routes...and traffic alternatives on bad days.	Frank	Roberts	frank.roberts20@gmail.com
12	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	We desperately need this as residents of GGE, even if it was sticker access only to residents like the beach stickers type of system. We need more exits of the neighborhood in case of emergencies, morning traffic, accidents buses etc. our current roads are not enough to support the growing community.			
13	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This should be the top priority for all GGE residents, for everyone involved it's a matter of safety. Infrastructure needs to be expanding for the development approved for all the projects coming.			
14	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This NEEDS to be done-- you cannot continue to build in the estates without more roads in and out. We are all sitting ducks in an emergency. Listen to us!!! Please!!!			
15	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This should've been done a decade ago and now GGE residents are desperate for it. The fact that our traffic in and out of the estates is so horrible is appalling and this project should be priority one. It should've became priority one when the wildfires overtook the estates a few years ago and it took over 4 hours to go 20 miles. It is absolutely insane that the county keeps approving more building without the proper road infrastructure to support it.			

Collier MPO LRTP 2050

Interactive Map Comments on Draft Cost Feasible Projects

Comment Number	Project Number	Road Name	From	To	Description	Comment	First name	Last name	Email
16	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This should never be done. Opening up 75 will destroy Golden Gate Estates. The traffic will be absolutely horrible on Everglades. It will open up for the destruction of the forests and wildlife that make this area great. If 75 is open, gas stations and more ugly stop malls full of chain stores and low quality shops will flood the area even more. We all knew what we were moving into. This area is the last place that has some nature left in the county where the wildlife can roam free. Don't destroy it for people who demand more convenience and want more of the same fast food and gas stations that have taken over the rest of Naples. Living in the estates is not about convince. Opening up 75 is not needed and it will completely take away all the good and uniqueness that we still have left here.	Mary	Lundberg	Lundbergmary@yahoo.com
17	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Greatly needed			
18	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Great idea			
19	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Agreed. And we need one at North Wilson too toward the crew rookery so people do not have to go around to the fair grounds area to get there.			
20	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	Agreed			
21	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	This makes me sad. But as long as it is just an acess to the estates and not a gas station exit it will be fine. We have Picuyne State park area there too so as ling as they Never develop that it will be a good thing to have			
22	29	I-75 (SR 93)	Everglades Blvd		New Partial Interchange. EB Off-Ramp and WB On-Ramp	A partial interchange with an I-75N on-ramp and an I-75S exit would be the only interchange option that I would support. I have seen numerous maps showing a potential interchange for the Town of Big Cypress, but I believe that would be the wrong location for a new roadway and interchnage due to how close it is to FL Panther National Wildlife Refuge and the amount of natural lands that such an interchange would impact. A new partial interchange at Everglades Blvd would greatly improve traffic volumes on the few major roadways that we have for ingress and egress in GGE. This would greatly improve roadway safety where major accidents are occurring more often now that the population in GGE has increased so much within the last 10 years. What used to take my wife 40 minutes to get to the courthouse now takes upwards of 1.5 hrs on a good morning commute. One of the mitigation measures in the EIS that was completed for I75/ Alligator Alley was that there would never be another interchange between Exit 101 and the eastern County line, but an exception with mitigation measures occurred for Exit 80/SR29 interchange. Having only a partial interchange along with other necessary conservation acquisitions would be suitable mitigation measures for Everglades Blvd/I75. This Everglades project discussion has been ongoing since early-mid 2000's, when Coletta fought hard to get a full interchange. Hundreds of GGE residents showed up for those early meeting around 2010-2012. Much has changed since Coletta's days, and this partial interchange would greatly improve traffic volumes and safety on major roadways like Immokalee Rd, Randall Blvd, and GG Blvd. I and many others would fight tooth-and-nail against a full interchange if that were ever proposed here. I would recommend that this partial interchange have a modest toll with plate readers to help fund it, and to also minimize crime. In addition to using the overwhemingly boter approved Conservation Collier funds to acquire more conservation lands as a mitigation measure, a wildlife crossing/safety study, along with funding for identified wildlife crossings/safety improvements should be a part of this partial interchange project, as much of GGE provides habitat for far ranging species such as bears and panthers as they travel to and from the adjacent FL Panther National Wildlife Refuge and Picayune Strand State Forest.			dan88er2000@yahoo.com

Collier MPO LRTP 2050

Interactive Map Comments on Draft Cost Feasible Projects

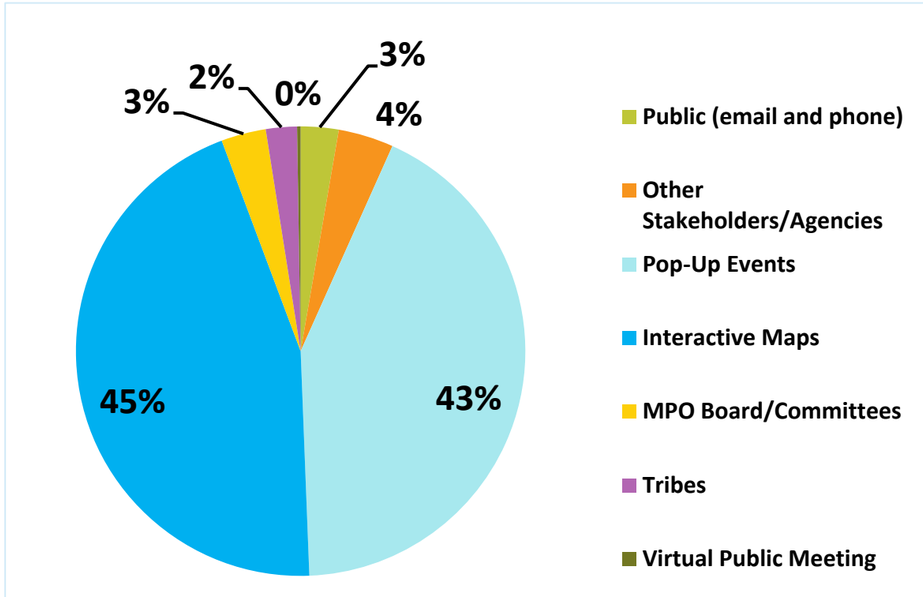
Comment Number	Project Number	Road Name	From	To	Description	Comment	First name	Last name	Email
23	47	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4 to 6 lanes.	This should have been done LONG ago, but the county failed to understand that Naples has only 1 direction to grow, and that's east. A full interchange would be ideal, and the argument that it would bring more crime is ignorant. Most of the crime in the estates is home-grown. My commute to work in Everglades City is currently 66 miles each way, when it could realistically be around 20 if a full interchange were built. With all that said, a half-interchange would at least help with traffic heading into town and would be a good compromise, as long as the infrastructure on Everglades Blvd S is built to support it.	Tony	A	Clayboy94@gmail.com
24	47	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4 to 6 lanes.	No one knows how to navigate roundabouts safely. This is a terrible idea			
25	67	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	As a home owner on Wilson South I hope this does not happen. I understand something needs to be done to relief the traffic on the blvd, but this route does not make any sense seeing how you would have to build a road to bring it back into town on the other side of the canal. Then if you decide to do that where is it going to lead? Behind the new sports park? Which is already a mess traffic wise in the first place? Opening the already existing interstate access to the public is going to be the most cost effective and non invasive way to relieve the traffic. Everglades is already a busy road so you wouldn't be changing anything and saying it would increase crime is a reach. Crime is going to happen anywhere, have faith in our local law enforcement and the ROC system that is being installed all throughout our county to do the job. I have two young kids that will grow up on this road, I hope they will have the same ability that I had growing up here.Riding bikes to the end of the street to fish, etc without having to worry about a parade of dump trucks blasting down it all day. Once again I know the traffic situation needs work, but there has to be a better way.			
26	67	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	This needs to be done in conjunction with the opening of Vanderbilt Beach Road. Currently if there is an accident on either Golden Gate Boulevard OR Immokalee road in the morning Wilson will back up from one road to another, can you imagine how back it's going to be when you add a light in the middle of that. The current proposed timeline is CRAZY considering it was up for development back in the early 2000s. 30 years of delays on this road while approving all this other density changes is stupid.			nmcevall@gmail.com
27	67	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes.	I live in 58th as much as I hate this… we need it. How about making a few bridges connecting roads out to Immokalee instead of widening? That's all we need. I			
28	74	Wilson Blvd	Golden Gate Boulevard	Immokalee Rd	Widen from 2 to 4 lanes.	I see the rationale from a traffic flow perspective, but there needs to safety precautions made for residents on Lancewood. As it stands, it's near impossible to see oncoming traffic because of the nature of the road's curve. At four lanes, turning left takes forever, so getting to Pine Ridge Rd at 6 lanes will be difficult. Plus, there's a school bus stop at the intersection.	Frank	Roberts	frank.roberts20@gmail.com
29	75	Bridge at 13th St NW	North End at Vanderbilt Beach Rd Extension		New Bridge over Canal	This is definitely necessary for the amount of traffic that tries to cut through to avoid Immokalee Road if there's ever a major crash or a huge delay. And with the amount of homes that are currently being built and the proposal of new communities which is going to put thousands of more cars on the road, widening is absolutely necessary.			
30	81	Bridge at Wilson Blvd, South End			New Bridge over Canal	Considerable growth coming to this part of town. It is also the window into Naples on the US41 side. Travel from east coast to Naples has increased.	David	Torres	det0678@yahoo.com
31	81	Bridge at Wilson Blvd, South End			New Bridge over Canal	Widening of this segment will encourage growth in the rural fringe receiving lands vs the stewardship district which is more rationale.			
32	81	Bridge at Wilson Blvd, South End			New Bridge over Canal	Collier County commissioners have already committed to overbuilding along Collier Boulevard from Marco island all the way up to Immokalee Road.widening only 0.36 mile is too little too late. Time frame is too late.			
33	81	Bridge at Wilson Blvd, South End			New Bridge over Canal	Need to widen Greenway Rd BEFORE the 1400 Greenway fritchy condos are built!			
34	100	Immokalee Rd	Camp Keis Rd		New Roundabout	Instead of adding more lanes for cars, consider adding wide and safe lanes (one in each direction) for busses, bicycles, and other slow moving vehicles, such as battery powered golf carts. We need more and better infrastructure for these types of transportation to get people out of cars! Adding more lanes for cars will only add more cars and not improve traffic for anyone.	Matthias	Reinhold	reinhold.us@gmx.net

Collier MPO LRTP 2050
Interactive Map Comments on Draft Cost Feasible Projects

Comment Number	Project Number	Road Name	From	To	Description	Comment	First name	Last name	Email
35	100	Immokalee Rd	Camp Keis Rd		New Roundabout	I don’t see IMMOKALEE rd on the schedule to be widened. There are two new subdivisions at imm rd and Everglades. I see that Everglades will go to 4 lanes but not imm rd. Simple facts are where will that influx of more vehicles 🚗 go? Immokalee Rd has a tons of traffic now headed towards the city of immokalee daily.			

Collier MPO LRTP 2050
Summary of Agency, Stakeholder, and Public Comments

Comment Summary by Sources	# of Comments	% of Total Comments
Public (email and phone)	11	3%
Other Stakeholders/Agencies	16	4%
Pop-Up Events	172	43%
Interactive Maps	181	45%
MPO Board/Committees	13	3%
Tribes	9	2%
Virtual Public Meeting	1	0%
Total Comments	**403**	





Attachment G

2050 LRTP Presentation



2050 Long Range Transportation Plan

Collier MPO Board Meeting
November 14, 2025

Jacobs

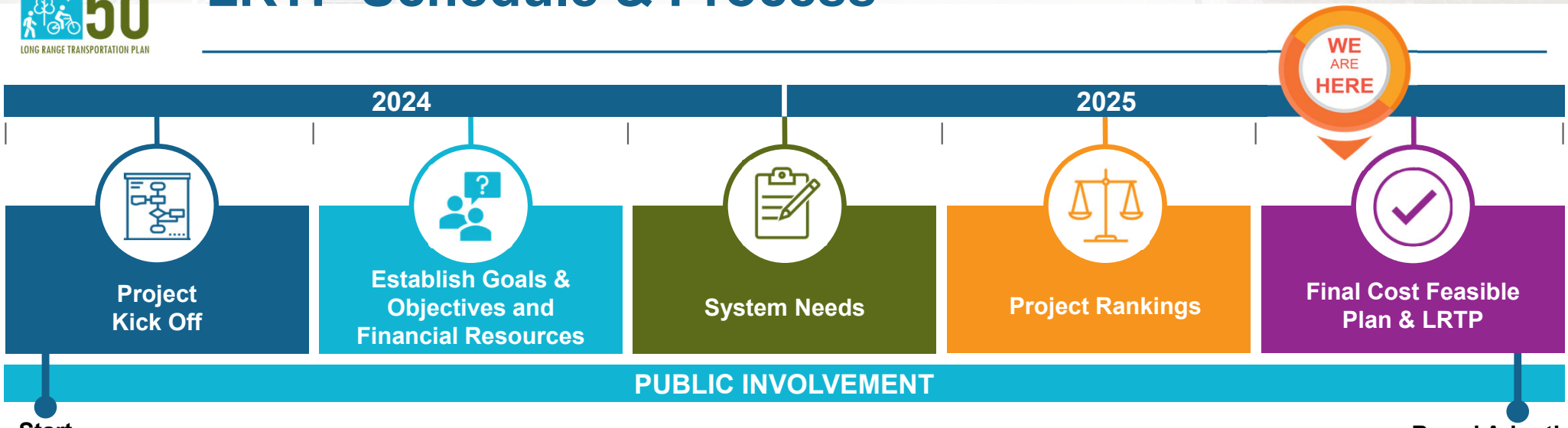
COLLIER Metropolitan Planning Organization

Agenda



- LRTP Schedule Update
- Needs Plan
- D1RPM Update
- Cost Feasible Plan
- Public Outreach
- Next Steps

LRTP Schedule & Process



2050 LRTP Needs Plan

- Chapter 4 - Needs Plan includes:
  - **Roadway Needs**
    - Safety – MPO SS4A Comprehensive Safety Action Plan (2025)
    - Freight – FDOT D1 Freight Mobility and Trade Plan (2023) & FDOT Freight Mobility and Trade Plan (2024)
    - MPO Congestion Management Process
    - Transportation System Management & Operations & Emerging Technologies (FDOT)
    - Resilience – FDOT Resilience Action Plan (2023), City of Naples/ Collier County Climate Adaptation Plan (ongoing)
  - **Bicycle & Pedestrian Needs** – MPO Bicycle Pedestrian Master Plan (2025)
  - **Transit Needs** – MPO Transit Development Plan (2025)
  - **Air Transportation Needs**
    - Naples Airport Master Plan (2020)
    - Immokalee Regional Airport Layout Plan (2017)
    - Marco Island Executive Airport
    - Everglades Airpark

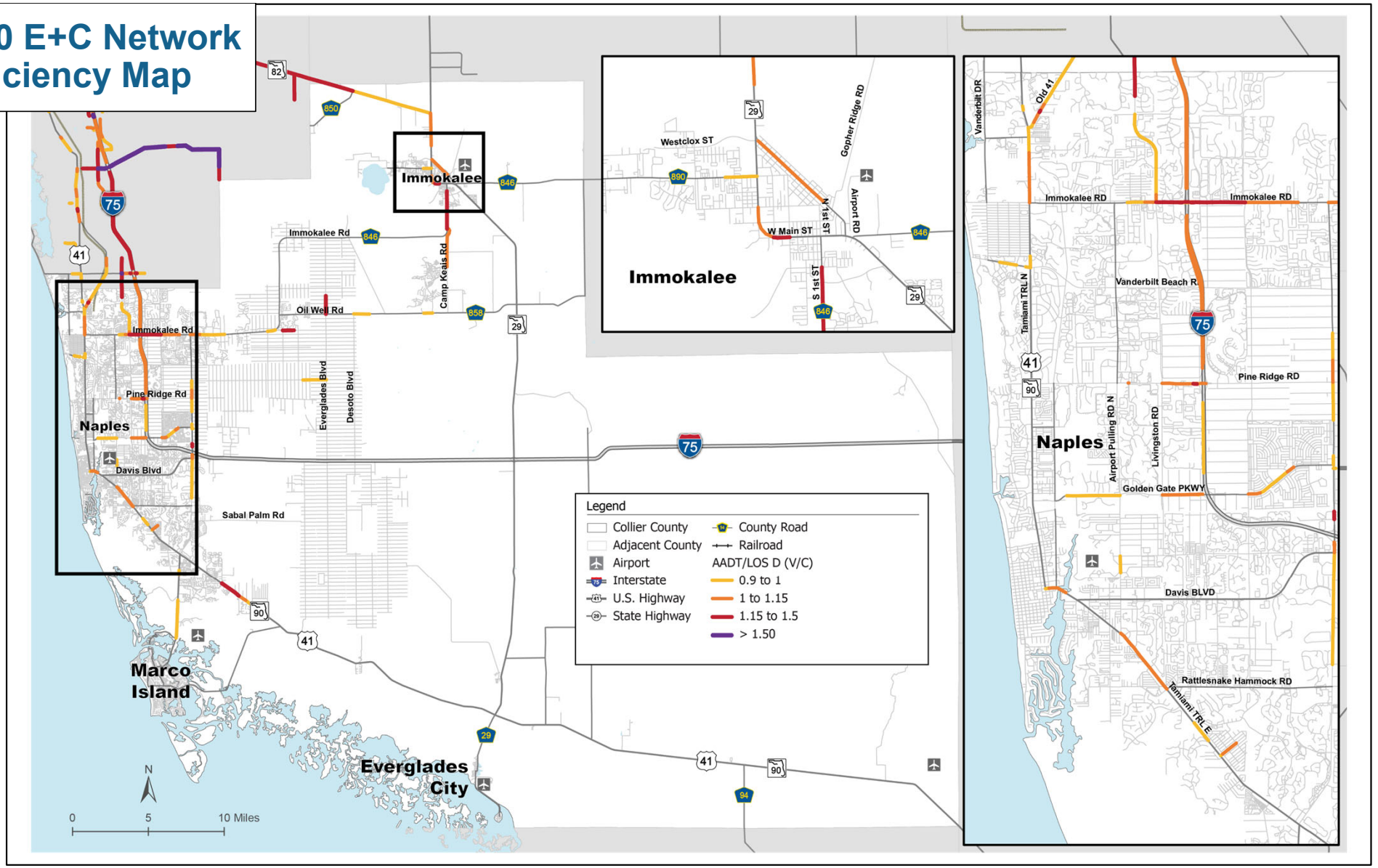
Draft Chapter 4 Needs Plan is provided for review and comment!

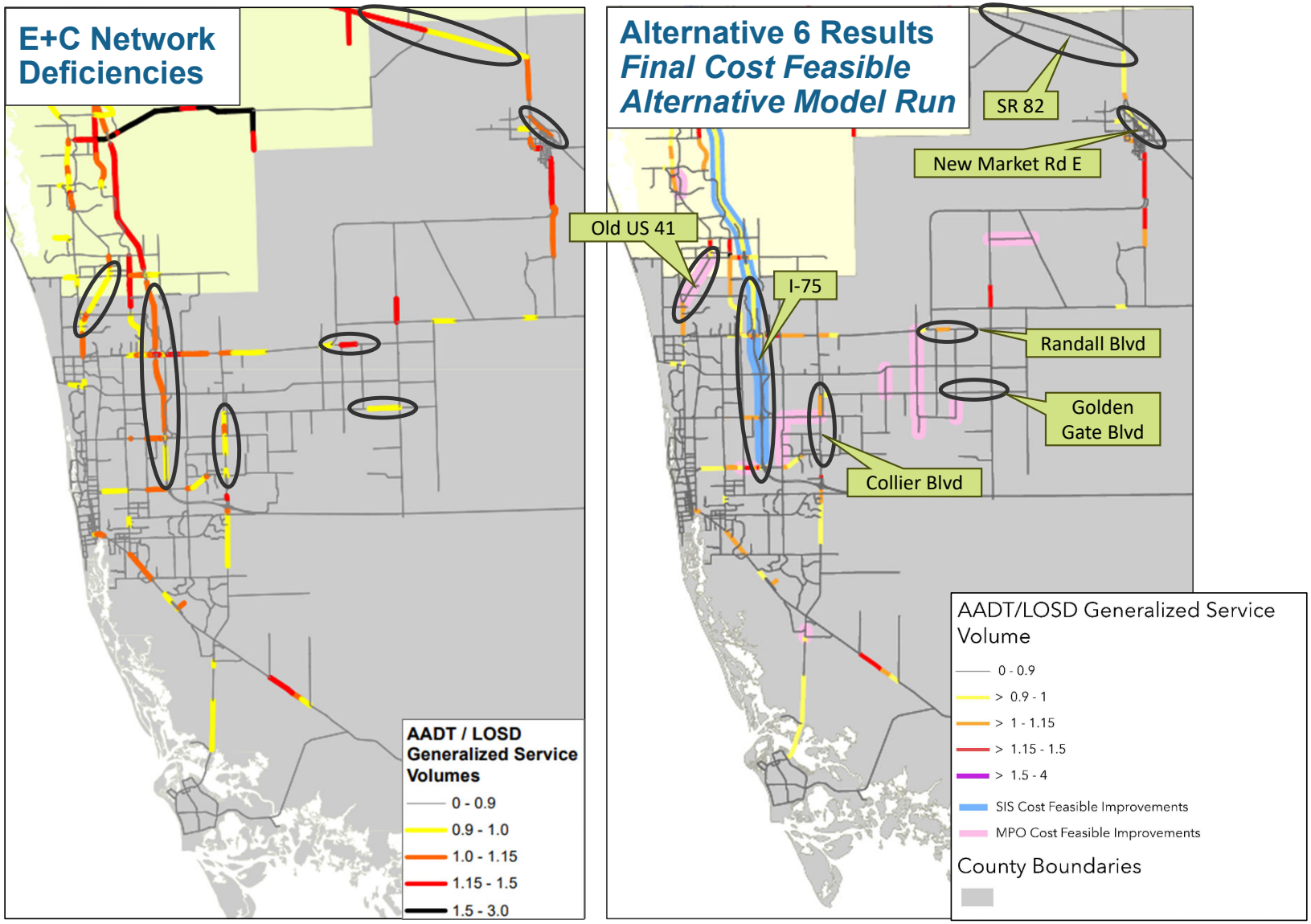


FDOT D1RPM Travel Model Alternatives

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

2050 E+C Network Deficiency Map




E+C Network Deficiencies
AADT / LOSD Generalized Service Volumes
0 - 0.9
0.9 - 1.0
1.0 - 1.15
1.15 - 1.5
1.5 - 3.0
Alternative 6 Results
Final Cost Feasible Alternative Model Run
SR 82
New Market Rd E
Old US 41
I-75
Randall Blvd
Golden Gate Blvd
Collier Blvd
AADT/LOSD Generalized Service Volume
0 - 0.9
> 0.9 - 1
> 1 - 1.15
> 1.15 - 1.5
> 1.5 - 4
SIS Cost Feasible Improvements
MPO Cost Feasible Improvements
County Boundaries

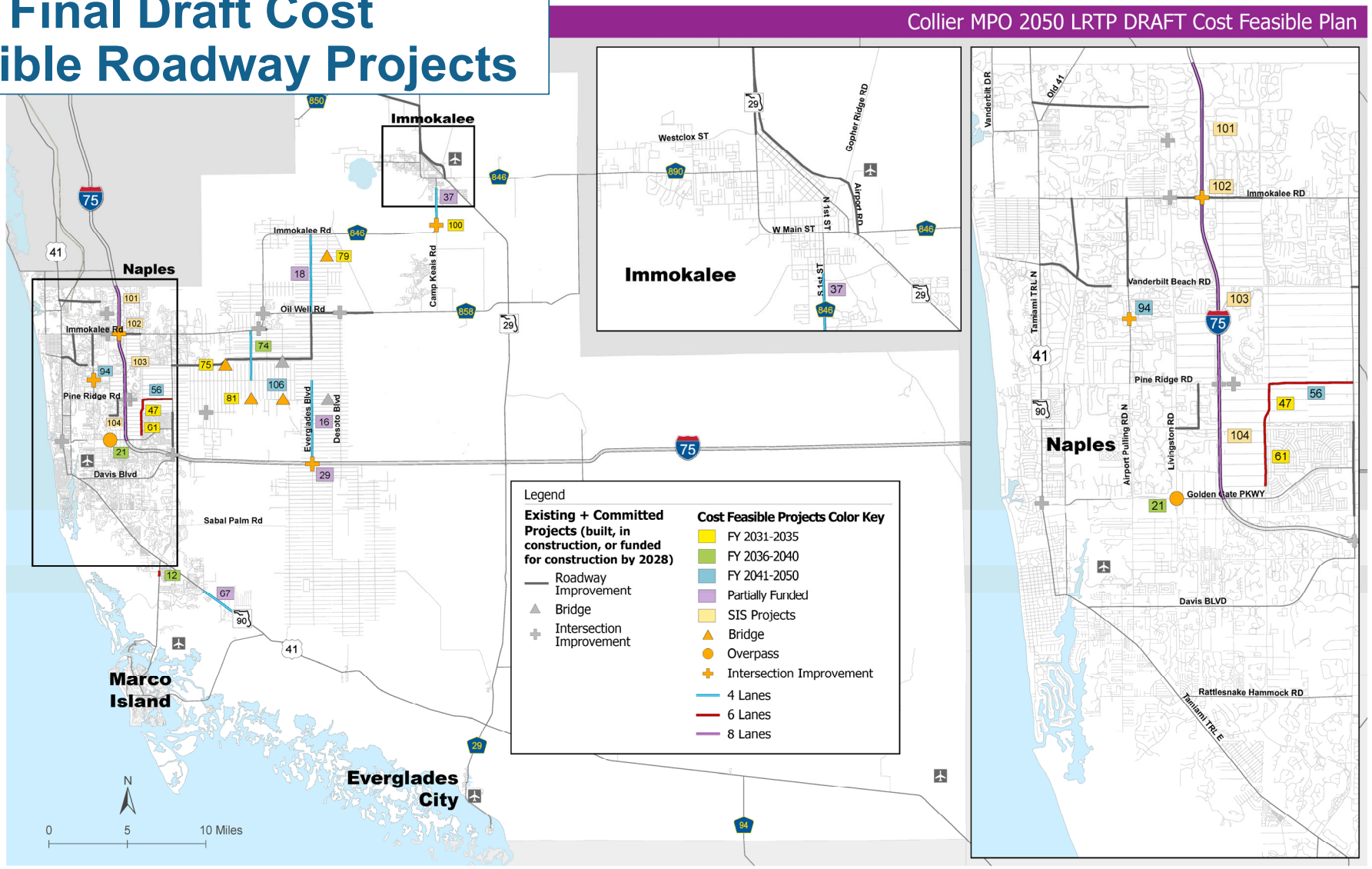
2050 Draft Cost Feasible Plan

- Identifies multimodal transportation projects that can be funded through 2050 based on estimated revenues.
- Similar to the Needs Plan, the CFP incorporates bike/ped, safety/congestion management, and transit cost feasible projects by reference

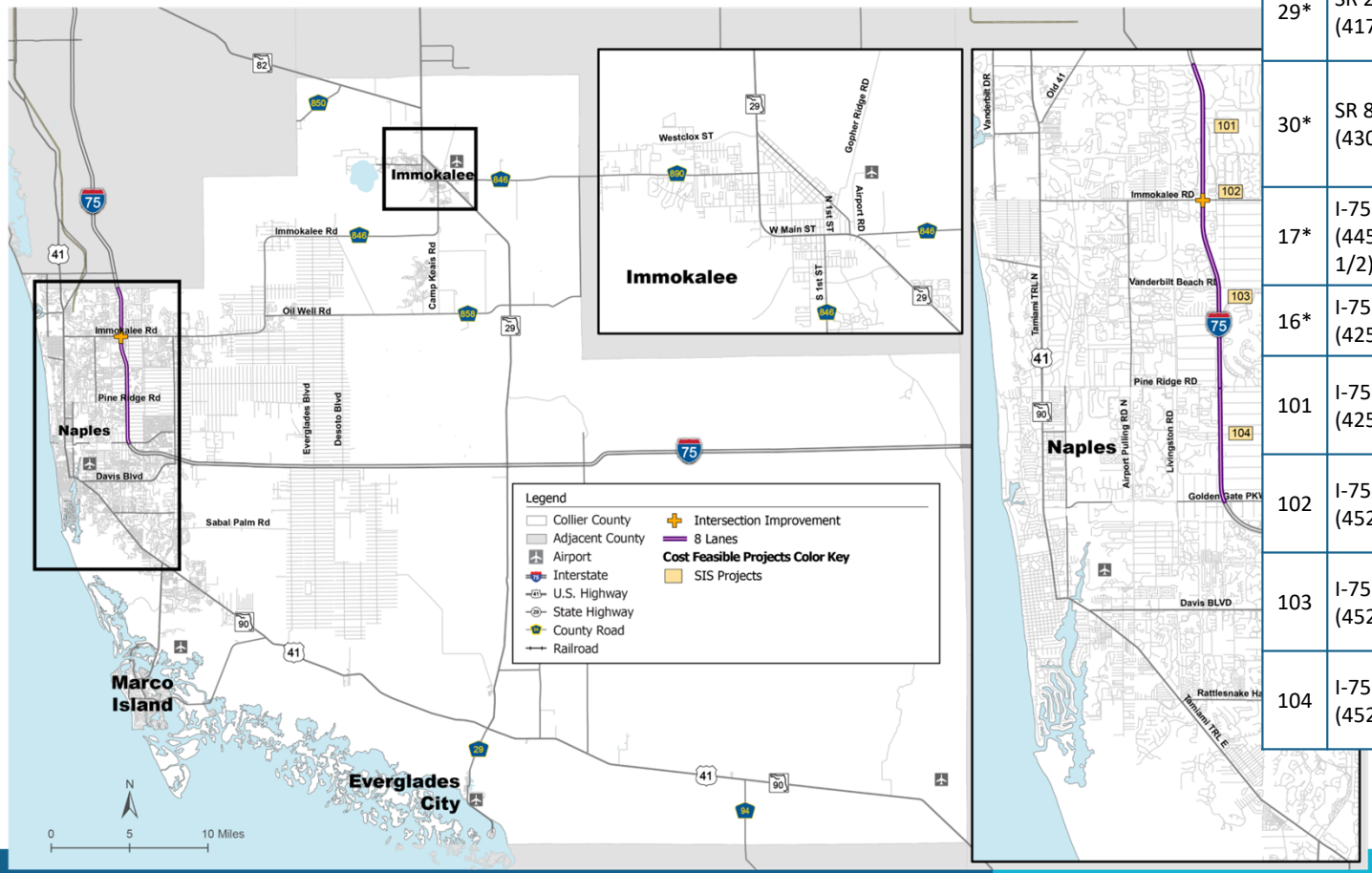
Draft Chapter 6 Cost Feasible Plan is provided for review and comment!



2050 Final Draft Cost Feasible Roadway Projects



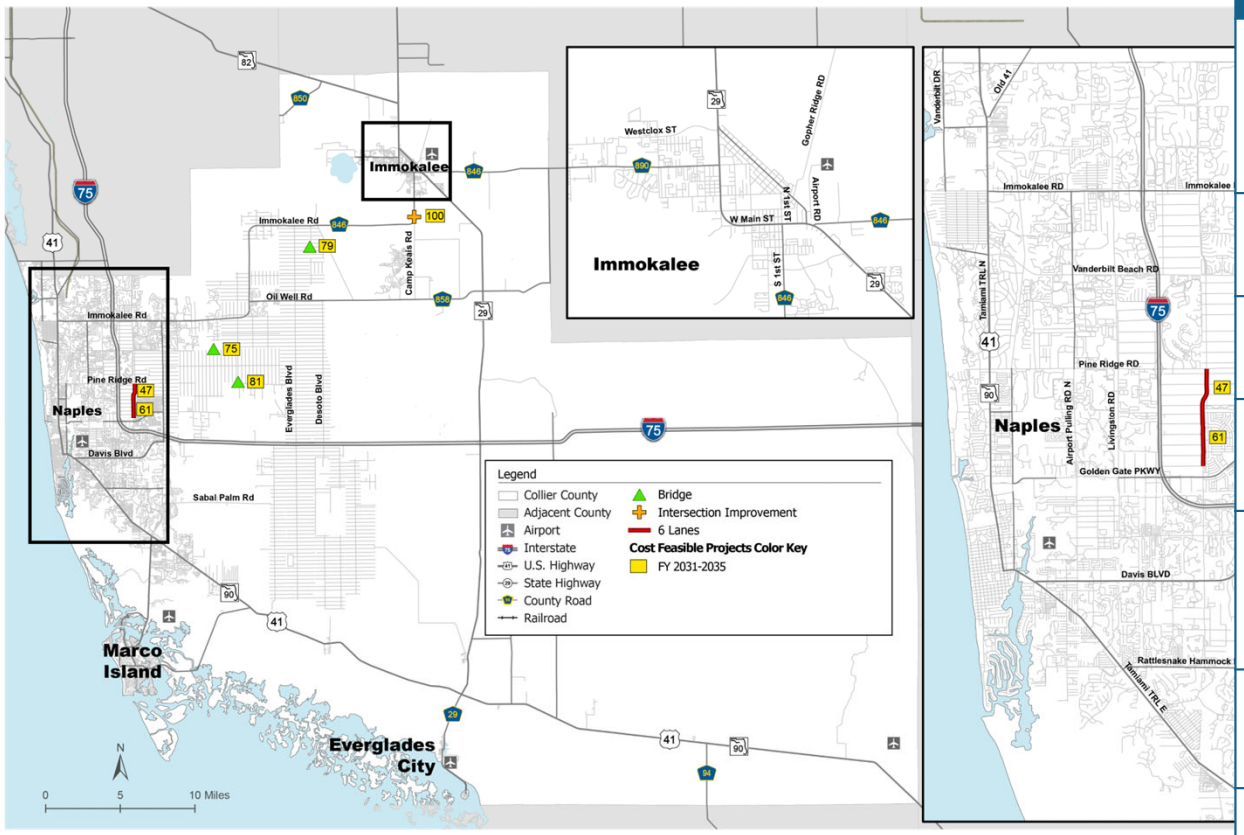
2050 Final Draft Cost Feasible Roadway Projects
FDOT SIS Projects 2026-2050



Map ID	Facility (FPID)	From	To	Description	YOE Cost ($ millions)
28*	SR 29 (417540-5)	from CR 846	N of New Market Rd	New Road Construction	$104.81
29*	SR 29 (417540-6)	from N of New Market Rd	SR 82	Add Lanes and Reconstruct (2 to -lanes)	$68.32
30*	SR 82 (430848-1)	from Hendry County Line	Gator Slough Ln	Add Lanes and Reconstruct (2-lanes to 4-lanes)	$7.42
17*	I-75 (445296-1/2)	at Pine Ridge Rd		Modify Interchange	$1.18
16*	I-75 (425843-2)	at SR 951		Modify Interchange	$2.84
101	I-75 (425843-3)	from Immokalee Rd	Bonita Beach Rd	Add Lanes and Reconstruct (6 to 8 lanes)	$120.95
102	I-75 (452544-4)	at Immokalee Rd		Modify Interchange	$71.54
103	I-75 (452544-5)	from Immokalee Rd	Pine Ridge Rd	Add Lanes and Reconstruct (6 to 8 lanes)	$30.46
104	I-75 (452544-6)	from Pine Ridge Rd	Golden Gate Blvd	Add Lanes and Reconstruct (6 to 8 lanes)	$13.90

*Project included in 2028 E+C Network

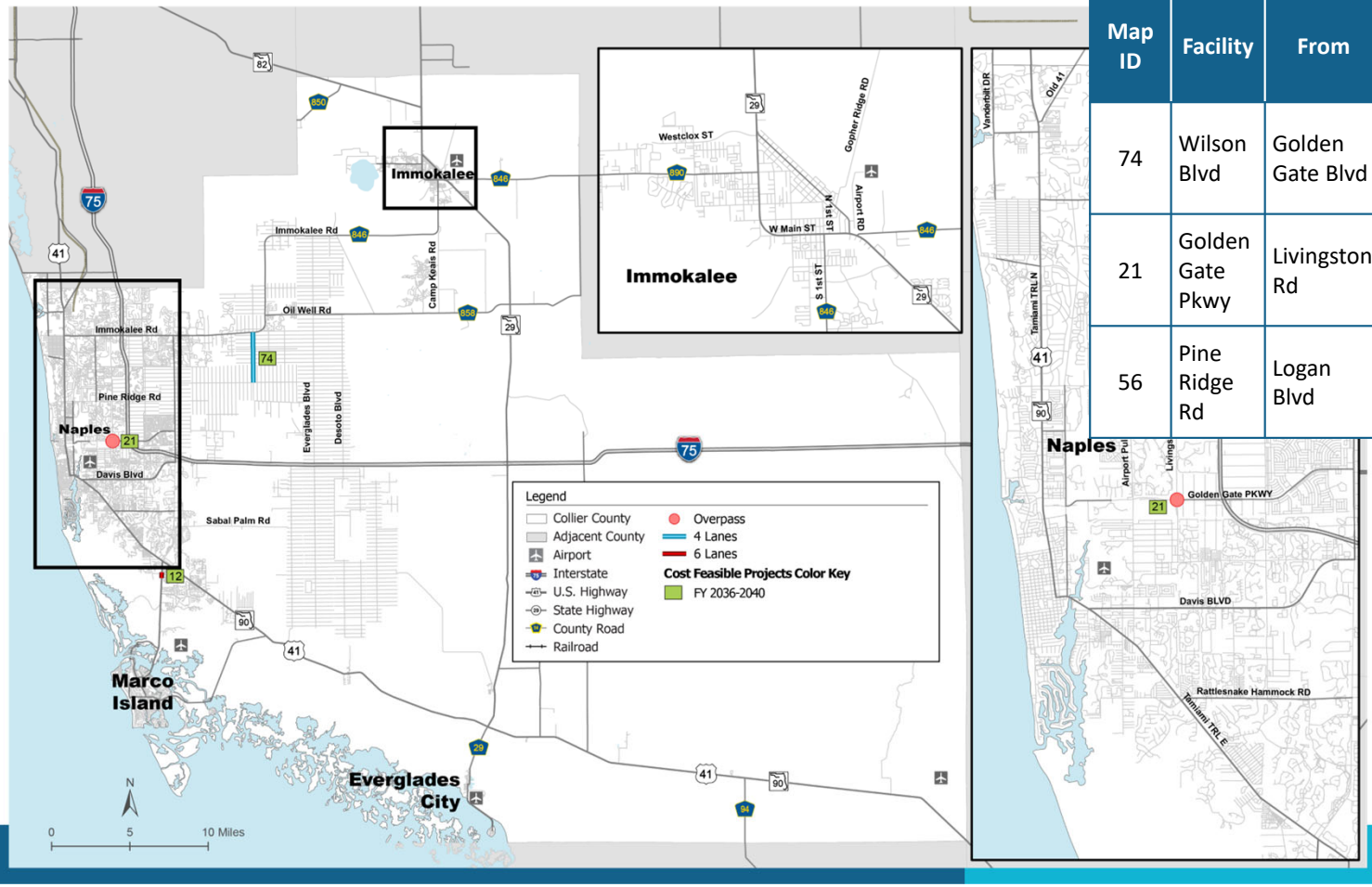
2050 Final Draft Cost Feasible Roadway Projects
Plan Period 2031-2035



Map ID	Facility	From	To	Description	YOE Cost ($ millions)	In 2045 Needs	In 2045 CFP
75	Bridge at 13th St NW	North End at Vanderbilt Beach Rd Ext		New Bridge over Canal	$8.58	Y	N
12	Collier Blvd	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes	$21.64	Y	N
47	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4 to 6 lanes	$23.46	Y	N
61	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	Widen from 4 to 6 lanes	$40.26	Y	N
81	Bridge at Wilson Blvd, South End			New Bridge over Canal	$8.58	Y	N
100	Immokalee Rd	Camp Keais Rd		Roundabout /Intersection Improvement	$25.80	N	N
79	Bridge at 62nd Ave NE	West of 40th St NE		New Bridge over Canal	$8.58	Y	N

YOE = year of expenditure

2050 Final Draft Cost Feasible Roadway Projects Plan Period 2036-2040



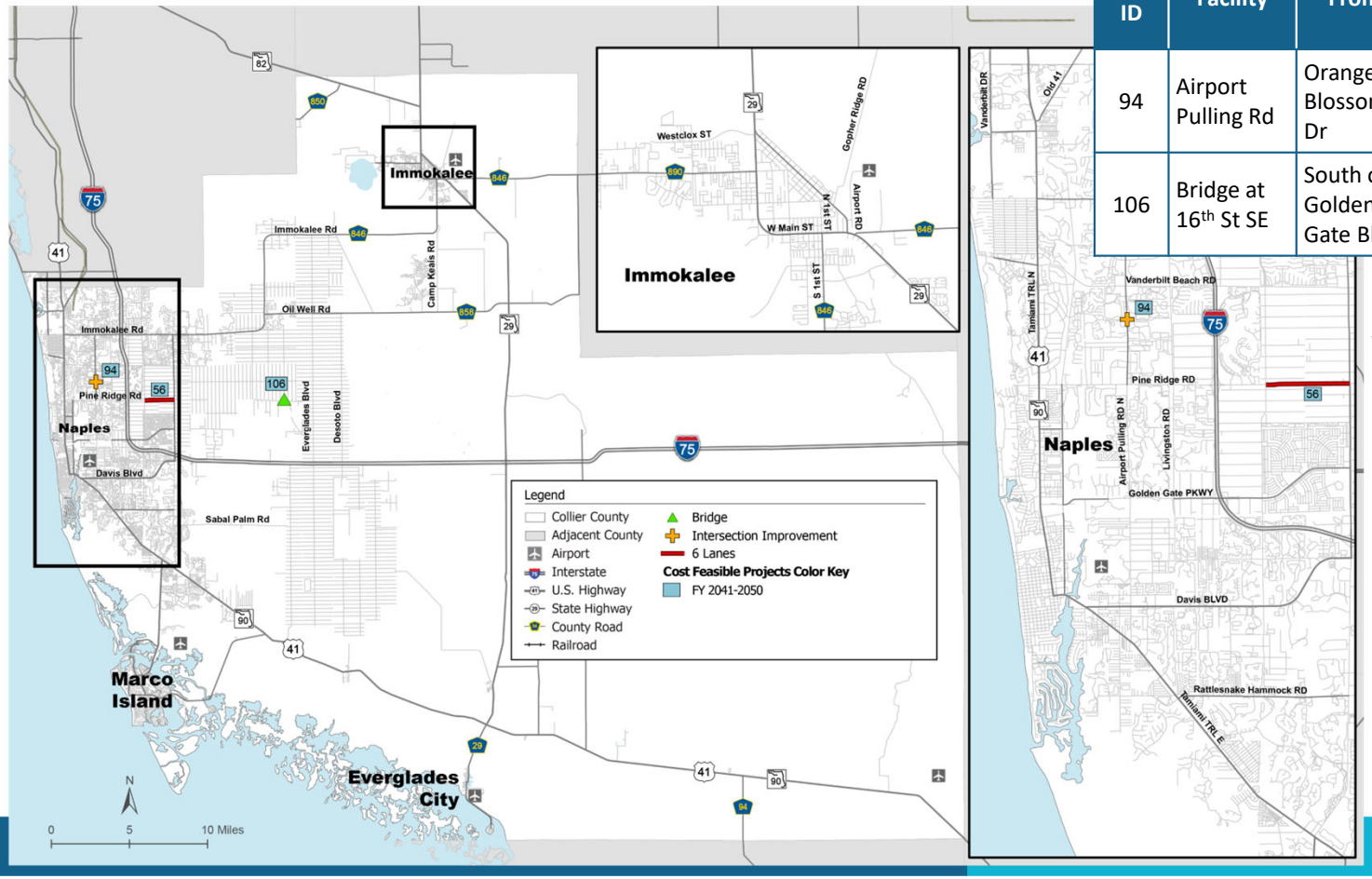
Map ID	Facility	From	To	Description	YOE Cost ($ millions)	In 2045 Needs	In 2045 CFP
74	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	Widen from 2 to 4 lanes	$137.86	N	N
21	Golden Gate Pkwy	Livingston Rd		Overpass (GGP over Livingston)	$72.85	Y	Y
56	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes	$41.10	Y	Y

YOE = year of expenditure

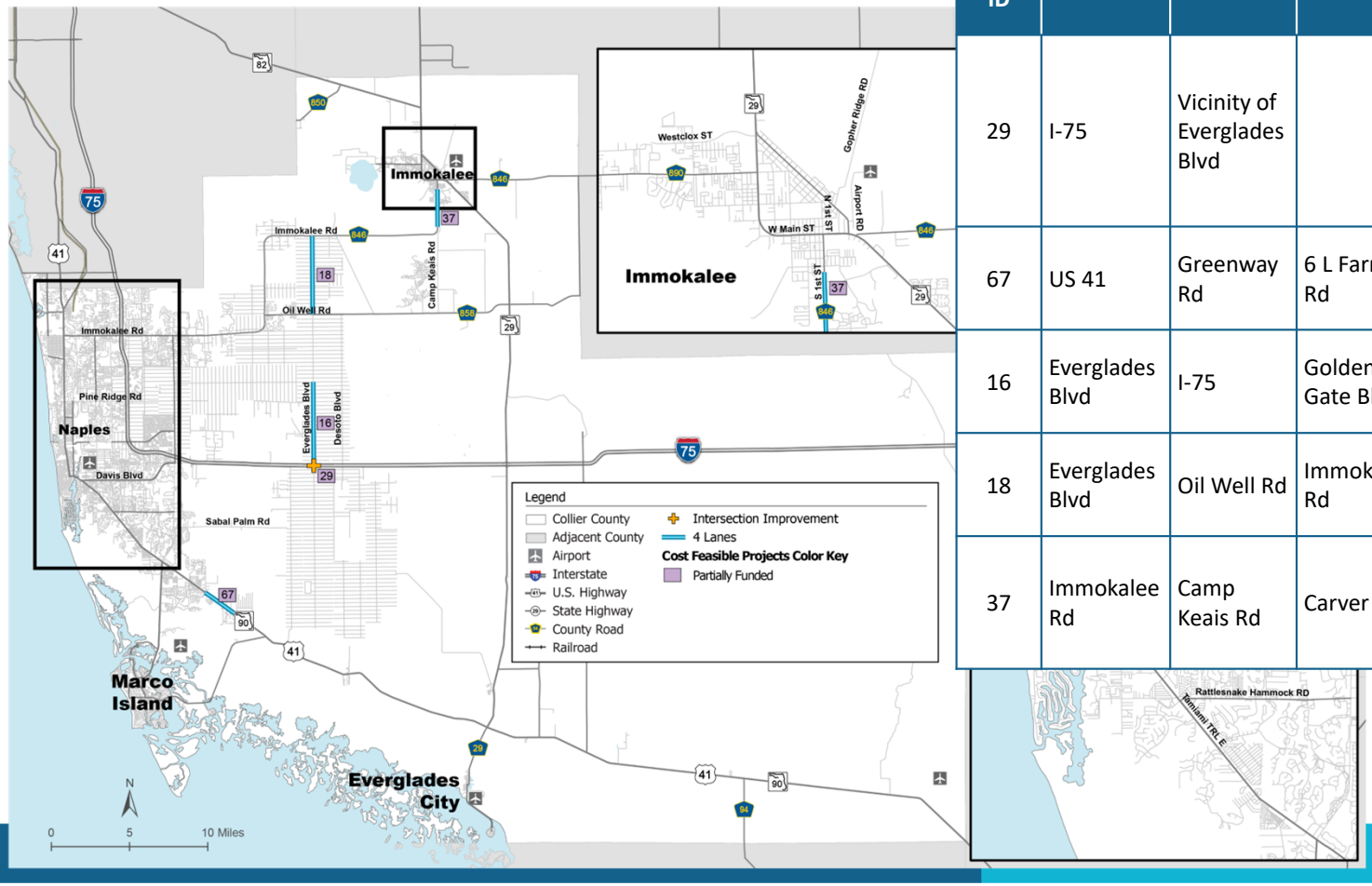
2050 Final Draft Cost Feasible Roadway Projects Plan Period 2041-2050

Map ID	Facility	From	To	Description	YOE Cost ($ millions)	In 2045 Needs	In 2045 CFP
94	Airport Pulling Rd	Orange Blossom Dr		Intersection Innovation/ Improvement	$10.12	Y	N
106	Bridge at 16th St SE	South of Golden Gate Blvd		New Bridge over Canal	$12.91	Y	N

YOE = year of expenditure



2050 Final Draft Cost Feasible Roadway Projects Partially Funded



Map ID	Facility	From	To	Description	YOE Cost ($ millions)	Partial Funding	In 2045 Needs	In 2045 CFP
29	I-75	Vicinity of Everglades Blvd		New Partial Interchange EB Off-Ramp and WB On-Ramp	$45.61	27.5% of CST Funded	Y	Y
67	US 41	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes	$35.51	26% of CST Funded	Y	Y
16	Everglades Blvd	I-75	Golden Gate Blvd	Widen from 2 to 4 lanes	$180.56	55% of CST Funded	N	N
18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes	$76.44	7.5% of CST Funded	Y	N
37	Immokalee Rd	Camp Keais Rd	Carver St	Widen from 2 to 4 lanes	$27.97	Pre-Eng and ROW Funded	Y	Y

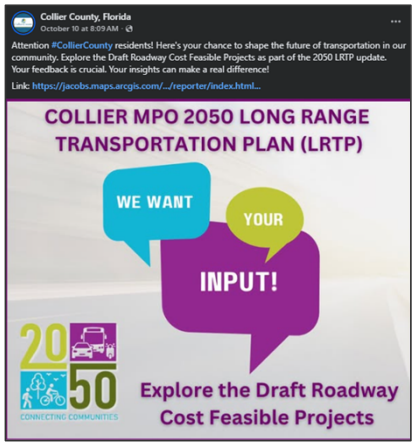
Cost Feasible Public Outreach

- Interactive Cost Feasible Projects Map

Scan to view the interactive Cost Feasible Roadway Projects Map!

- Public Outreach Pop-Up Events
  - Golden Gate Farmers Market (10/4/25)
  - Immokalee Pioneer Pumpkin Palooza (10/11/25)









Implementation Framework

Draft Chapter 7 Implementation is provided for review and comment!

- Performance Measures and Targets are provided through the MPO's System Performance Report (SPR)



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

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

Notes:
NHS = National Highway System
ULB = Useful Life Benchmark

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

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

Next Steps: Items for Review/Comment



- **Review/Comment on Draft LRTP**
  - Draft Chapters 1-7
  - Draft Appendices
  - Draft Technical Compendium

Next Steps



- Incorporate comments into Draft LRTP
- Present Final LRTP to TAC/CAC on 11/24/25
- Final LTRP MPO Board Adoption – **December 11, 2025**



Thank you!