



AGENDA CMC
Congestion Management Committee
Collier County Transportation
Management Services Department
South Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104

NOTE: THIS IS AN IN-PERSON MEETING

January 21, 2026
2:00 p.m. – 3:00 p.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of November 19, 2025 Meeting Minutes**
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO
 - C. Other
7. **Committee Action**
 - A. Elect CMC Chair and Vice-Chair for 2026
 - B. Reschedule the Committee's September 16, 2026, Meeting to October 21, 2026
8. **Reports and Presentations (May Require Committee Action)**
 - A. Overview of Updated MPO Call for Projects Submittal Requirements, Schedule and Funding
 - B. Update on Collier and Lee MPO Consolidation Feasibility Study
9. **Member Comments**
10. **Distribution Items (No presentation)**
 - A. Excerpts from INRIX 2025 Traffic Scorecard Report
 - B. FDOT Project Development Policy effective January 7, 2026
11. **Next Meeting Date:**

March 18, 2026, 2 p.m.
12. **Adjournment**

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. 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, Ms. Suzanne Miceli, (239) 252-5814 or by email at: Suzanne.Miceli@collier.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CONGESTION MANAGEMENT COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
November 19, 2025, 2:00 p.m.**

1. Call to Order

Chair Hall called the meeting to order at approximately 2:01 p.m.

2. Roll Call

Ms. Miceli called the roll and confirmed a quorum was present in the room.

CMC Members Present In-Person

Dan Hall, *Chair*

Chris Ordonez

Dave Rivera

Dayna Fendrick

Don Scott

Karen Homiak

CMC Members Absent

Alison Bickett, *Vice-Chair*

John Lambcke

Justin Martin

Omar De Leon

MPO Staff

Anne McLaughlin, Executive Director

Sean Kingston, Planner III

Dusty Hansen, Planner II

Suzanne Miceli, Operations Support Specialist II

Others Present

Kathy Eastley, Collier County Transportation Planning Planner III

Tony Khawaja, Collier County Traffic Operations

Haris Domond, Collier County Traffic Operations (*arrived during item 8A*)

Ian Debnam, Benesch

3. Approval of the Agenda

Mr. Scott moved to approve the agenda. *Ms. Homiak* seconded. Passed unanimously.

4. Approval of the September 17, 2025 Meeting Minutes

Ms. Homiak moved to approve the September 17, 2025 minutes. *Mr. Scott* seconded. Passed unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

None.

B. MPO

Ms. McLaughlin said three candidates were selected to interview for the Collier MPO Executive Director position at the December 11, 2025, MPO Board meeting, and that there was good news on one of the Congestion Management projects.

Mr. Khawaja confirmed that a project's equipment costs came in lower than expected and, due to advances in technology, only a single device was required.

Ms. McLaughlin said that **Ms. Hansen** would be facilitating the CMC meetings moving forward and **Mr. Kingston** would be facilitating the Local Coordinating Board for the Transportation Disadvantaged (LCB) meetings.

C. Other

(i) City of Naples

None.

(ii) Collier County Public Transportation & Neighborhood Enhancement (PTNE)

None.

(iii) Collier County Transportation Planning

None.

(iv) Collier County Traffic Management Center (TMC) Operations

None.

(v) Lee County MPO

None.

7. Committee Action

None.

8. Reports and Presentations (May Require Committee Action)

A. Congestion Management Process Update

Ms. Hansen said a Congestion Management Process (CMP) plan is required for MPO's with a Transportation Management Area (TMA) population of over 200,000, which must be updated every five years. The last CMP update was in 2022. The 2027 CMP update in progress includes a Collier and Lee MPO regional element. Consultant Benesch is working with both Collier and Lee MPOs.

Ms. McLaughlin recalled that when the top ten congested corridors were presented to the MPO Board in 2022, she was asked why the US 41 corridor from Davis Blvd to 5th Ave was not included, since it was very congested. She noted that for the current CMP update, it would be important to avoid disconnects between the MPO, the Committee, and the Board, and emphasized that Committee input on the process and criteria is vital.

Mr. Debnam provided a presentation (which can be viewed in the November 19, 2025 CMC Agenda).

A group discussion followed, which included mention that the County relies heavily on the Annual Update and Inventory Report (AUIR) for guidance when selecting congestion management projects. Although a multimodal approach is valuable, our current multi-modal infrastructure is not developed to the degree that it provides meaningful congestion relief in our area. It was also mentioned that Lee County is experiencing funding shortfalls, east-west traffic to and from Immokalee continues to be a challenge, costs for a proposed Everglades Blvd. Interchange are rising, and restructuring is needed at Golden Gate Blvd. An overpass and a proposed bridge to ease evening traffic were mentioned, along with the need to identify anything that may have been missed during the last CMP update.

Technology was discussed, highlighting that Intelligent Transportation Systems (ITS) updates are often outpaced by funding delays. Grant-purchased cameras are audited by serial number. Questions arose about Local Agency Program (LAP) updates and requirements and associated FDOT agreements. **Mr. Domond** said it would be helpful to agency staff if ITS locations could be generally identified by corridor on congestion management project applications, as committing to specific locations five years in advance is not always feasible. **Ms. Hansen** indicated that project costs should be updated periodically and **Mr. Khawaja** added that it should be done before execution of a LAP agreement.

Attention then turned to data, safety, and funding. Safety has had a significant impact on the CMP evaluation criteria, but congestion remains a priority. **Ms. McLaughlin** mentioned that with less funding identified in the 2050 Long-Range Transportation Plan Cost Feasible Plan, calls for projects might occur less often, and funding timelines already show a backlog, with current projects extending through FY2033 and new projects expected to be funded beginning in FY2034. **Ms. McLaughlin** indicated that over the

next five years, the MPO's SU box funds available for calls for projects for both congestion management and safety is only \$7.5 million (\$1.5 million per year).

This item was presented for presentation and discussion only.

B. FDOT FY 2027-2031 Draft Tentative Five-Year Work Program

Ms. McLaughlin said FDOT released the FY 2027-2031 Draft Tentative Work Program to Collier MPO on October 14th. FDOT's formal presentations and public hearing on the draft Work Program took place in-person in Fort Myers and Bartow and virtual options were offered the week of October 20th. The initial comment period ended on October 24th. **Ms. McLaughlin** stated that there were no surprises, although a few bike-ped projects were removed from the Transportation Improvement Program (TIP) and Central Office was investigating the reason. **Ms. McLaughlin** asked the Committee to peruse the draft and provide feedback. Collier County Department Head, Trinity Scott, raised concerns to FDOT regarding several issues with multiple ongoing projects, which were being addressed by FDOT.

This item was presented for presentation and discussion only.

9. Member Comments

None.

10. Distribution Items (No presentation)

A. 2026 Collier MPO Meeting Calendar

This item was distributed.

11. Next Meeting Date

January 21, 2026, 2:00 p.m. –Transportation Management Services Bldg., South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

There being no further comments or business to discuss, **Chair Hall** adjourned the meeting at 3:10 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Elect CMC Chair and Vice-Chair for 2026

OBJECTIVE: For the Committee to elect a Chair and Vice-Chair for calendar year 2026.

CONSIDERATIONS: The CMC Bylaws (<https://colliermmpo.org/wp-content/uploads/CMC-Bylaws-2024.pdf>) require that the Committee elect a Chair and Vice-Chair at the first regularly scheduled meeting of each year when a quorum is attained.

Any Committee member may nominate or be nominated as Chair/Vice-Chair. Elections shall be decided by the majority vote of Committee members present. The Chair and Vice-Chair shall serve a one-year term or until a successor is elected.

The current Chair is Dan Hall, and the current Vice-Chair is Alison Bickett.

STAFF RECOMMENDATION: That the Committee elect a Chair and Vice-Chair for calendar year 2026.

Prepared By: Dusty Hansen, Planner II

ATTACHMENT(S):

None

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Reschedule the Committee's September 16, 2026, Meeting to October 21, 2026

OBJECTIVE: To reschedule the Committee's September 16, 2026, meeting to take place on October 21, 2026, to accommodate the schedule for completion of the Congestion Management Process (CMP).

CONSIDERATIONS: The current schedule for presentation of the last set of draft CMP elements and the final proposed CMP to MPO Committees/MPO Board is as follows:

Date	Committee	Milestone
7/15/26	Congestion Management Committee	<i>Draft</i> tech memos on public outreach results, prioritization/strategies, and Regional Element
8/24/26	Technical and Citizens Advisory Committees	<i>Draft</i> tech memos on public outreach results, prioritization/strategies, and Regional Element
9/11/26	MPO Board	<i>Draft</i> tech memos on public outreach results, prioritization/strategies, and Regional Element
9/16/26	Congestion Management Committee	<i>Final</i> CMP, Strategy Recommendations
10/26/26	Technical and Citizens Advisory Committees	<i>Final</i> CMP, Strategy Recommendations
11/13/26	MPO Board	<i>Final</i> CMP, Strategy Recommendations

To allow adequate time to incorporate Committee/Board comments on draft components into the proposed final CMP prior to it being presented to CMC for approval, staff requests that the September 16, 2026, CMC meeting be rescheduled to October 21, 2026. This will allow sufficient time for the MPO's CMP consultant, Benesch, to prepare the final proposed plan and present the best possible product to CMC for approval.

STAFF RECOMMENDATION: That the Committee agree to reschedule its September 16, 2026, meeting to October 21, 2026.

Prepared By: Dusty Hansen, Planner II

ATTACHMENT(S):

None.

EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8A

Overview of Updated MPO Call for Projects Submittal Requirements, Schedule and Funding

OBJECTIVE: For the Committee to receive an update on revisions to the MPO’s SU Call for Projects submittal requirements, project funding and scheduling considerations.

CONSIDERATIONS: The draft 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan reflects the limitations imposed by steep reductions in the State’s revenue projections. A portion of the MPO’s Surface Transportation Block Grant - Urban (SU) annual funding amount is allocated to roadway improvements and the remainder to congestion mitigation and safety projects. Transportation Alternative – Urban (TALU) funding is allocated to bicycle and pedestrian projects. The MPO, of necessity, is prioritizing the completion of projects already in the pipeline over funding new projects. Other scheduling considerations include FDOT’s annual deadline of March 31st to enter new projects in FDOT’s GAP portal system and the Department’s decision to postpone issuing a Call for Projects for SUN Trail funding this year.

The Bicycle and Pedestrian Master Plan and Comprehensive Safety Action Plan approved by the MPO Board on October 10, 2025, introduced new evaluation criteria and scoring metrics. Work is underway on the Congestion Management Process update, which is expected to introduce new evaluation and scoring criteria when the update is approved by the MPO Board in the final quarter of 2026.

Staff will give a presentation at the meeting to provide a high-level overview of anticipated changes in the MPO’s Call for Projects submittal requirements and process, projected funding levels and timeframe. (**Attachment 1**)

STAFF RECOMMENDATION: Provided for informational purposes and Committee discussion.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Presentation – Update on Call for Projects Funding and Schedule

Update on Call for Projects Funding and Schedule 2026



BPAC 11-18-25
TAC/CAC 11-24-25
CMC 1-21-26 (new slide #13)

Agenda

- 2050 LRTP Cost Feasible Plan – SU Box Funds
- Project Priorities – Current Backlog, Proposed Call for Projects Schedule
- FDOT Deadline for Submitting New Projects in GAP
- SUN Trail Call for Projects – postponed
- New MPO Project Submittal Requirements
- Next Steps





2050 Long Range Transportation Plan

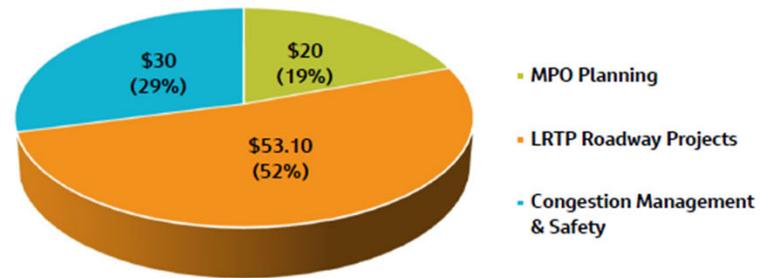
2050 LRTP CFP

State Revenue
Projections Down
Project Costs Up
Funding Constrained

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

Annual	Allocation Type	Fund	Plan Period 2: 2031-2035	Plan Period 3: 2036-2040	Plan Period 4: 2041-2050	Total Cost 2031-2050
\$1.0m	MPO Planning	SU Box	\$5	\$5	\$10	\$20
\$2.7m	LRTP Roadway Projects	SU Box	\$13.3	\$13.3	\$26.5	\$53.1
\$1.5m	Congestion Management & Safety	SU Box	\$7.5	\$7.5	\$15	\$30
		Total SU Box Funds	\$25.8	\$25.8	\$51.5	\$103.1
\$1.5m	Bicycle & Pedestrian	TA	\$7.5	\$7.5	\$15	\$30

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





Project Priorities

Current Backlog

Draft Schedule – New Calls for Projects, FDOT GAP Deadline

Call for Projects Backlog – FY28-32 DTWP (Nov 2026) Annual Budget \$1.5 million TA & SU (each)

Funding Source	Backlog	Project Cost
SU CMC/Safety	ITS Vehicle Detection	\$772,000
	ITS Retiming Arterials	<u>\$633,000</u>
		\$1,405,000
TA Bike/Ped	VBR bike path/trail (CST)	\$ 703,000
	106 th Ave N sidewalk (CST)	<u>\$ 621,000</u>
		\$1,324,000

Call for Projects Backlog – FY29-33 DTWP (Nov 2027) Annual Budget \$1.5 million TA & SU (each)

Funding Source	Backlog	Project Cost
SU CMC/Safety	ATMS & Controller Update	\$1,622,000
TA Bike/Ped	109 th Ave N sidewalk (CST)	\$ 622,000
	108 th Ave N sidewalk (CST)	<u>\$ 627,000</u>
		\$1,249,000

Call for Projects Backlog – FY30-34 DTWP (Nov 2028) Annual Budget \$1.5 million TA and SU (each)

Funding Source	Backlog	Project Cost
SU CMC/Safety	n/a*	
TA Bike/Ped	SUP on 6 th Ave & E Elkcam (CST)	\$1,900,000

*LOPP June 2028 should include new CMC and/or Safety priorities. Issue call for projects in calendar year 2027, or earlier, in case funding is freed up.

Congestion Management & Safety: Backlog extends through FY33 Bike/Ped through FY 2034

Funding Source	Target FY Funding	Issue Call/LOPP
SU CMC/Safety	2034	2027/2028
TA Bike/Ped	2035	2028/2029

Consider how much lead time agencies need and whether to prioritize one or more years in advance of target date (in case funding becomes available).

FDOT Notification for GAP 2026 TA Application Cycle

- Updated Forms - TA Set-Aside Funding Application, Funding Evaluation Criteria, Engineer's Cost Estimate
- [2025 Basis of Estimates Manual](#)
- Solicitation Period begins January 5, 2026
- “Hard” Deadline to enter into GAP - March 31, 2026

SUN Trail Funding – Next Call for Projects May Occur in Fall 2026. May need to update SUN Trail Priorities as early as June 2026 to be eligible to submit an application for the next phase to maintain planning consistency for the Livingston Trail PDE scheduled for Location & Design Concept Acceptance in Spring 2027.

DRAFT 2026 SUNTRAIL PRIORITIES						
Rank	FY 2032	SUN Trail Priorities	Work Type	Phase	Cost Estimate	Notes
1	447514-1	Livingston Trail PDE - Next Phase	Design entire 11.5-mile length of corridor, or	PE	\$5,280,000	potential Call for Projects Fall 26; PDE LDCA* Spring 2027; funds needed to complete PD&E for planning consistency
			Segment TBD	PE	TBD	
				CST	TBD	

New Evaluation Criteria



- ❑ **Bike/Ped Master Plan** adopted Oct 2025 - new evaluation criteria and scoring metrics
- ❑ **Safety Action Plan** adopted October 2025 – projects on HIN using SAP countermeasures and strategies eligible for Safety SU as well as SS4A Discretionary Grants
- ❑ **New CMP Update** target completion date December 2026 with new Lee/Collier joint regional component, revised evaluation criteria and scoring metrics

FDOT Notification of New Project Development Policy Effective 1/7/26

- Completion of a feasibility assessment with implementation recommendations as a prerequisite for programming preliminary engineering, PD&E or design
- Funding is available and programmed for construction within 8 years from start of PD&E
- PD&E studies for new alignment projects and capacity improvement projects to be completed within 18 months



Discuss Next Steps





For more information contact:

Anne McLaughlin, MPO Director

239-252-5884

anne.mclaughlin@collier.gov

www.colliermpo.org

REFERENCE SLIDE – TIP DEVELOPMENT PROCESS

Table 2: General Timeframe for FY2027-2031 TIP Process

Mar 2024 - March 2025	MPO solicits candidate projects for potential funding in the new 5 th year of FDOT’s FY2027 - FY2031 Work Program.
June 2025	MPO adopts prioritized list of projects for funding in the MPO FY 2027-2031 Work Program/TIP
July-Nov 2025	FDOT develops Draft Tentative Work Program for FY 2027-2031
Nov 2025 – April 2026	FDOT releases Draft Tentative Five-year Work Program for FY 2027-2031; final snapshot produced in April 2026 is basis for TIP project sheets.
March – May 2026	MPO produces draft FY2027-2031 TIP; MPO Board and committees review draft TIP; MPO advisory committees endorse TIP and endorse LOPP for FY2028-2032 Work Program
June 2026	MPO Board adopts FY 2027-2031 TIP. MPO adopts LOPP for funding in upcoming FY2028-2032 Work Program
July 2026	FDOT’s Five-Year Work Program FY 2027-2031 (which includes the MPO TIP) is adopted and goes into effect. (The Statewide Transportation Improvement Program goes into effect October 1, 2026)
September 2026	MPO adopts TIP Amendment for inclusion of Roll Forward Report, to cover final quarter of FFY26
July – Nov 2026	FDOT develops FY2028 – FY2032 Work Program

EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8B

Update on Collier and Lee MPO Consolidation Feasibility Study

OBJECTIVE: For the Committee to receive a report on the status of the Collier and Lee MPO Consolidation Feasibility Study.

CONSIDERATIONS: FDOT contracted with the Center for Urban Transportation Research, University of South Florida (CUTR) to conduct the first phase of a Feasibility Study to evaluate the potential consolidation of Collier and Lee MPOs.

Draft Tech Memo #1 provides a summary of “Current Local and Regional MPO Planning and Business Practices.” A second draft Tech Memo summarizing federal and state regulations regarding MPO designation and redesignation was prepared. CUTR provided a presentation to the Collier MPO Board and the Lee County MPO Board’s Executive Committee in November. A draft briefing document highlighting key facts for decision makers is included as **Attachment 1**. (The other documents referenced in this paragraph are included in the MPO Board agenda for November 14, 2025, Item 10.A., at <https://colliercofl.portal.civicclerk.com/event/1625/overview>.)

CUTR began working on the final task – conducting a survey of elected officials’ perspectives – in September. The survey is closed, and CUTR is preparing a draft Tech Memo. CUTR plans to provide the MPO Boards with a presentation on the survey results at their March meetings.

The anticipated timeline for completion of the phase one study is as follows:

- March 2026- Survey results presented to the MPO Boards
- Spring 2026- Preparation of draft proposed MPO Apportionment Plan
- Summer 2026 – Collier/Lee MPO Board Joint Workshop to review the Apportionment Plan
- Fall 2026 – Final presentation to the MPO Boards
- December 2026 – Study completion

MPO staff will provide a brief update on the study at the Committee meeting. Similar updates were previously provided to the MPO’s Technical and Citizens Advisory Committees.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Dusty Hansen, Planner II
 Anne McLaughlin, MPO Director

ATTACHMENTS:

1. CUTR Draft Briefing Document

Collier & Lee County MPOs: Key Facts for Decision Makers



8B Attachment 1
CMC 1/21/26

Introduction

The Collier and Lee County Metropolitan Planning Organizations (MPOs) are contiguous MPOs, and as a result, they coordinate on regional planning activities.

The local legislative delegation has expressed interest in exploring the benefits, costs, and process of consolidating the Collier and Lee County MPOs.

The Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) is conducting an MPO consolidation feasibility study on behalf of the Collier and Lee County MPOs. This study will evaluate the benefits, challenges, and key considerations associated with a potential merger of the two MPOs, fulfilling the expressed interest of the local legislative delegation.

This document gives decision makers a clear overview of how the Collier and Lee County MPOs operate today and what a potential merger of the two MPOs could mean. It explains current coordination, the rules that apply, and the major opportunities and challenges to consider. The goal is to give you the essential context to make informed choices about the future of regional transportation planning.

What is an MPO?

An MPO is a **policy board** responsible for **regional transportation planning** in urbanized areas (UZA) with populations over **50,000**.

Why MPOs Exist?

Created under **federal and state law** to ensure transportation decisions are coordinated, data-driven, and locally informed.

What MPOs Do?

MPOs plan, prioritize, and program transportation projects and funding to build a **safe, efficient, and multimodal system** for their metropolitan planning area (MPA).

Their core responsibilities include:

 **Long-Range Transportation Plan (LRTP)**

20+ year vision for the region's transportation future.

 **Transportation Improvement Program (TIP)** 5-year list of funded projects.

 **List of Priority Projects (LOPP)** Annual ranking of top local and regional projects.

 **Unified Planning Work Program (UPWP)**

2-Year work program and budget for MPO studies and tasks.

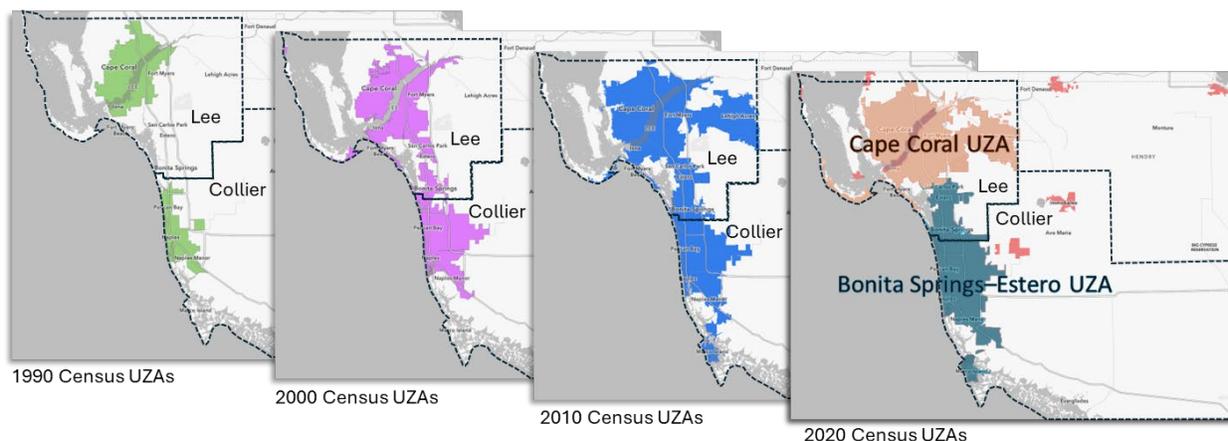
 A UZA is a Census-defined urban area with 50,000+ people. Each UZA must be covered by at least one MPO, which leads regional transportation planning there.

 An MPA is the geographic area designated by an MPO and the state Governor where regional transportation planning occurs and must include the existing urbanized area, as defined by the U.S. Census, and the contiguous areas projected to become urbanized within the next 20 years.

Background

- ❖ The Lee County MPO was established in 1977 to serve the Fort Myers UZA, encompassing the cities of Cape Coral, Fort Myers, and surrounding unincorporated areas in Lee County.
- ❖ The Collier MPO was established in 1982 to serve the Naples UZA, covering Naples, Marco Island, Everglades City, and nearby unincorporated areas of Collier County.

As both counties grew, more people traveled across county lines, and the region became more connected. After 2000, the urban area in Collier County stretched into Lee County, while Lee’s urban area expanded south. By 2010, they met near Williams Road, officially linking the two areas. Today, the Census calls them the Cape Coral UZA and the Bonita Springs–Estero UZA.



Why This Matters

- ❖ Federal law encourages—but does not require—there to be a single MPO covering contiguous UZAs.
- ❖ The Bonita Springs–Estero UZA now spans both counties, raising questions about efficiency, representation, and funding balance.

The question before decision makers is:

💡 Should the communities in Collier and Lee County maintain two MPOs covering two contiguous UZAs, or designate a new, unified MPO that covers both?

Current Practices

Both MPOs:

- ❖ Operate under the same federal/state requirements.
- ❖ Have similar staff sizes (4 each) and use consultants for specialized work.
- ❖ Develop and manage important planning documents and processes that guide how transportation dollars are spent and projects are prioritized.
- ❖ Rely heavily on FDOT for revenue forecasts and programming guidance.
- ❖ Already collaborate on transit studies, freight planning, emergency management, and corridor projects such as I-75, SR 82, Old US 41, SUNTrail, and more.

MPO Organizational Snapshot

Collier MPO

- **Board:** 9 voting members
- **Population of MPA:** 376,706 (2019)
- **Staff:** 4 (plus Collier County staff support)
- **MPO Budget (UPWP):** \$3.6M for 2 years (local share \$8,000/yr; Includes one-time federal/local funding of ~\$0.7M)
- **MPO Operations:** ~\$584/yr
- **Financial model:** Collier County fronts expenses until reimbursed
- **Organizational model:** Leaning Independent

Lee County MPO

- **Board:** 18 voting members
- **Population of MPA:** 770,577 (2019)
- **Staff:** 4
- **MPO Budget (UPWP):** \$4.7M for 2 years (local share \$73,191/yr)
- **MPO Operations:** ~\$623/yr
- **Financial model:** Uses local contributions & carryover funds until reimbursed
- **Organizational model:** Freestanding Independent

 Each item in this snapshot is a preview and will be explained in more detail later.

Regulatory Context

- ❖ Federal law and state statute require a single MPO per UZA, unless the size and complexity justify multiple MPOs.
- ❖ MPO designation or redesignation requires:
 - Approval by the Governor
 - Approval by local governments representing at least 75% of the affected population
 - Inclusion of the largest city by population
- ❖ MPA Boundaries must cover the current UZA and areas expected to urbanize within 20 years. MPA boundaries can't overlap.
- ❖ Coordination is required when multiple MPOs serve the same or contiguous UZAs or adjacent MPAs – this includes shared planning, programming, and consistent data.
- ❖ Florida Statutes cap MPO Governing Board size at 25 voting members.
- ❖ Each MPO must follow Florida statutes on who can be a member of its Board.
- ❖ Each MPO with more than 200,000 people must include elected officials, state officials, and representatives from transportation agencies like transit and airports.
- ❖ Federal/state law does not specify how MPOs should go about consolidating.

Key Issues for Decision Makers



Governance & Representation

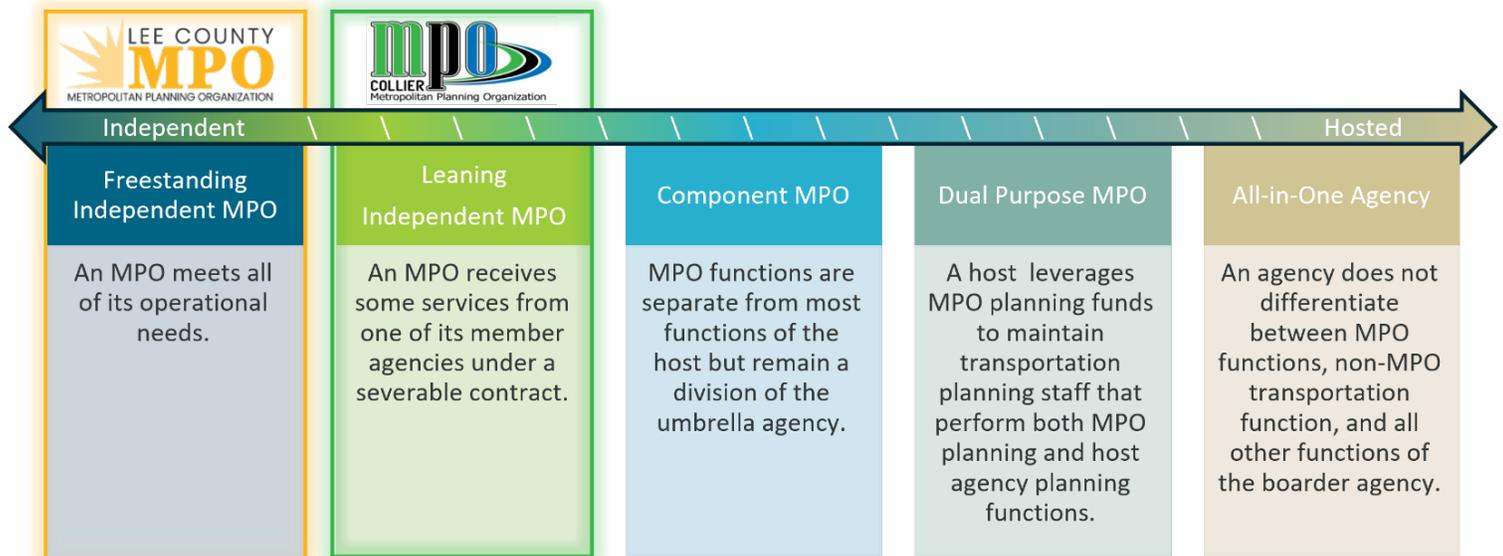
- ❖ The current combined board would exceed Florida's 25-member cap.
- ❖ Some jurisdictions would lose direct voting seats.
- ❖ Allocation of representation would be politically sensitive.



Operations & Staffing

- ❖ Collier MPO staff are County employees (leaning independent model).
- ❖ Lee County MPO staff are employees of an independent agency (freestanding model).
- ❖ A merger may require a new HR/employment framework, with implications for staff retention and administration.
- ❖ A single MPO covering an MPA of approximately 1.15 million people would likely require more employees than either organization currently maintains individually (4) or combined (8). Decisions after a merger would be about reducing overlap and where additional capacity is needed to meet expanded responsibilities.
- ❖ Both MPO Executive Directors are contract employees. A merger would require defining terms for the new Executive Director (replacing the current two directors).

👉 Nationally, MPOs serving a population of more than a million people have a median staff size of 25 employees.



Choosing an MPO structure means balancing autonomy and capacity.

- 👉 Independent MPOs retain greater decision-making power—but may struggle with staffing and funding.
- 👉 Hosted MPOs get more help—but may have to share decision-making power.
- ⚖️ The balance between autonomy and support shifts along the spectrum.



Financial Management

- ❖ The Collier MPO relies on Collier County to front expenses before federal/state reimbursement.
- ❖ The Lee County MPO uses local contributions/carryover funds to manage cash flow and pay for expenses before federal/state reimbursement.
- ❖ A merged MPO would need to decide where on the spectrum of organizational structures it should fall and how that affects its financial operations.
- ❖ Current budgets differ: Lee County MPO (\$4.7M 2-Year UPWP; ~\$73k/yr (3.3%) local share) vs. Collier MPO (\$3.6M 2-Year UPWP; \$8K/yr (0.4%) local share, including one-time funding of ~\$0.7M for LRTP and federal grant matching).



Planning & Prioritization

- ❖ Consolidation would require a single framework for:
 - LRTP (unified goals & scoring)
 - TIP (combined project list & shared funding)
 - LOPP (joint prioritization process)
- ❖ A unified planning and prioritization process could offer advantages for regional transportation planning.
 - Opportunity for improved coordination across county lines.
 - Likely focus on regionally significant project planning and prioritization,
 - Reduced administrative duplication.
 - More cohesive corridor development.
- ❖ A unified planning and prioritization process could introduce politically contentious issues.
 - Developing a common organizational mission and vision, clear governance protocols, and balanced resource allocation.
 - Reconciling differing project and funding priorities (local versus regional).
 - Some communities may worry that their projects will be deprioritized in favor of larger, regionally significant initiatives.



Implications for Funding

- ❖ Base funds
 - Currently, each MPO receives a base amount of \$350,000 annually in federal planning funds.
 - A consolidated MPO would receive a base annual amount of \$700,000 in federal planning funds.
 - The statewide federal planning funding formula is reconsidered following each decennial census, potentially reducing the total base funding for the consolidated MPO to match other MPOs in the state
- ❖ Population-based federal planning funds
 - Each MPO receives additional federal planning funds based on UZA population, which wouldn't change with an MPO merger—so total funding would stay the same.

- A consolidated MPO Governing Board would be responsible for allocating the previously separate planning resources across the entire 2-County MPA, which may prompt concerns about how planning funds are used to support both urban cores and smaller jurisdictions if the planning focus is changed to regionally significant project planning and prioritization.
- ❖ Federal formula funds for capital improvements
 - Federal formula-based funding for roadway and other transportation projects would remain unchanged (a combined \$16.8M in federal Surface Transportation Block Grant Program–Urban Allocation funds (SU) and \$2.49M in federal Transportation Alternatives Program– Urban Allocation funds (TALU), as these funds are distributed based on UZA population.
 - A consolidated MPO could pool resources across the entire 2-county area, potentially enabling the pursuit of larger, regionally significant projects that might otherwise be out of reach for either of the MPOs on their own.
 - This shift could benefit high-cost regionally significant and cross-jurisdictional investments but may also raise concerns among some jurisdictions about diminished visibility, influence, or access to funding for more local priorities.
- ❖ Federal discretionary grants
 - A consolidated MPO might be more competitive for federal discretionary grants (opportunity for larger regional scope, enhanced administrative capacity, and ability to demonstrate broader project impacts). However, no guarantee of increased awards exists. Success would depend on project quality and alignment with federal priorities.
 - Both MPOs have historically been successful in securing discretionary grants through strong planning and coordination under their current structures.

👉 Federal transportation formula program funds are federal dollars distributed to states and local entities using formulas that consider factors like population or usage, primarily for transit and highway projects.

👉 Federal transportation discretionary grants are competitive funds from the U.S. Department of Transportation (USDOT) for projects that align with the agency's goals such as safety and economic growth.

Options for Consolidation

To support informed discussion, the graphic below outlines five broad structural options for MPO consolidation, including the option to forego consolidation and maintain the current MPO structure in the 2 counties. These options represent potential consolidation models, each with distinct administrative and fiscal implications. These scenarios are presented to facilitate exploration, not to suggest a recommended course of action.

No Merger – Status Quo

- Each MPO keeps the existing structure.
- Maintains current funding streams.
- Coordination continues through existing interlocal agreements.
- Avoids disruption but may not resolve regional duplication.

Both MPOs Adjust Boundaries to Cover a Single UZA

- Each MPO keeps the existing structure
- Both MPOs must redesignate to reflect new membership and MPA boundaries
- Lee County jurisdictions in the Bonita Springs-Estero UZA must agree to join the Collier MPO
- Collier County must agree to manage administrative tasks and provide cash flow for a larger MPO
- Coordination continues through existing interlocal agreements.
- Could raise concerns about decision-making balance between jurisdictions.

Collier MPO Absorbs Lee County MPO

- Builds on Collier’s “leaning independent” model.
- Lee County MPO must dissolve, and Collier MPO must redesignate to include new members and expand MPA boundaries.
- Collier County must agree to manage administrative tasks and provide cash flow for a larger MPO
- Could raise concerns about decision-making balance between jurisdictions.

Lee County MPO Absorbs Collier MPO

- Builds on Lee’s “freestanding independent” model.
- Collier MPO must dissolve, and Lee County MPO must redesignate to include new members and expand MPA boundaries.
- New members must agree to provide local contributions to support self-managed cash flow
- Could raise concerns about decision-making balance between jurisdictions.

New MPO Entity

- Fresh start with the ability to design governance “from scratch.”
- Could adopt a hosted, hybrid, or fully independent model.
- Opportunity for new branding and processes.
- Significant startup effort; need for new agreements, policies, systems, and potentially a “host.”
- Could raise concerns about decision-making balance between jurisdictions.

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10A

Excerpts from INRIX 2025 Traffic Scorecard Report

OBJECTIVE: For the Committee to receive excerpts from a recent traffic report on congestion conditions in the greater Naples area.

CONSIDERATIONS: INRIX is a global traffic and mobility data analytic firm that has issued a Global Traffic Scorecard report for 2025. The report analyzes three years of transportation and mobility data from anonymous sources.

The report includes general congestion information for the City of Naples and portions of the greater Naples area. Since the source of the data and method of analysis is unclear to MPO staff, the report information is provided for the general awareness of the Committee and to provide a general idea of perceptions of congestion in our area.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Dusty Hansen, Planner II

ATTACHMENTS:

1. Screenshots from INRIX 2025 Traffic Scorecard Report for Naples

Naples FL #338

United States, Americas

Next Higher Ranked
 San Rafael CA, #337

Next Lower Ranked
 Lowell MA, #339

Back to Full Ranking List

Overview

338 Congestion Rank Worldwide

69 Congestion Rank in United States

29 Hours Lost in Congestion

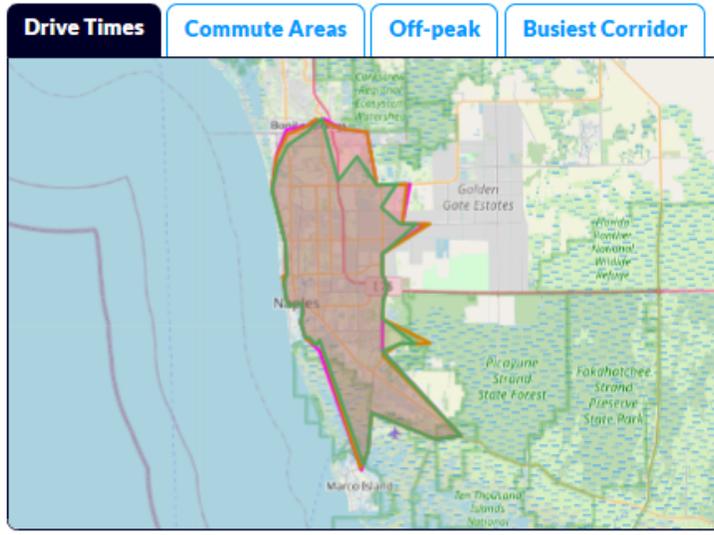
\$534 Cost of Congestion Per Driver

Download the INRIX 2025 Traffic Scorecard Report

What you get:

- Global ranking and analysis of 900+ cities in 36 countries
- Snapshot of each city's unique commuting patterns based on observed trips
- Lost time cost per driver, city and country, and estimated fuel price impact to drivers

Download the Full Report



Distance a Driver Can Travel From City Center Outwards in 30 Minutes

- ★ **2025** INRIX Drive Time visualizes commuting patterns by time of day. The animation indicates the distance a driver can travel from the city center outwards in 30 minutes in 2023, 2024 and 2025. INRIX uses anonymous trip data to identify the most frequented routes and destinations throughout a region, not just to and from a downtown core.
- ★ **2024**
- ★ **2023**

Year-Over-Year Speed Changes

Peak Speeds

The absolute worst portion of the morning and afternoon commute times.



Off Peak Speeds

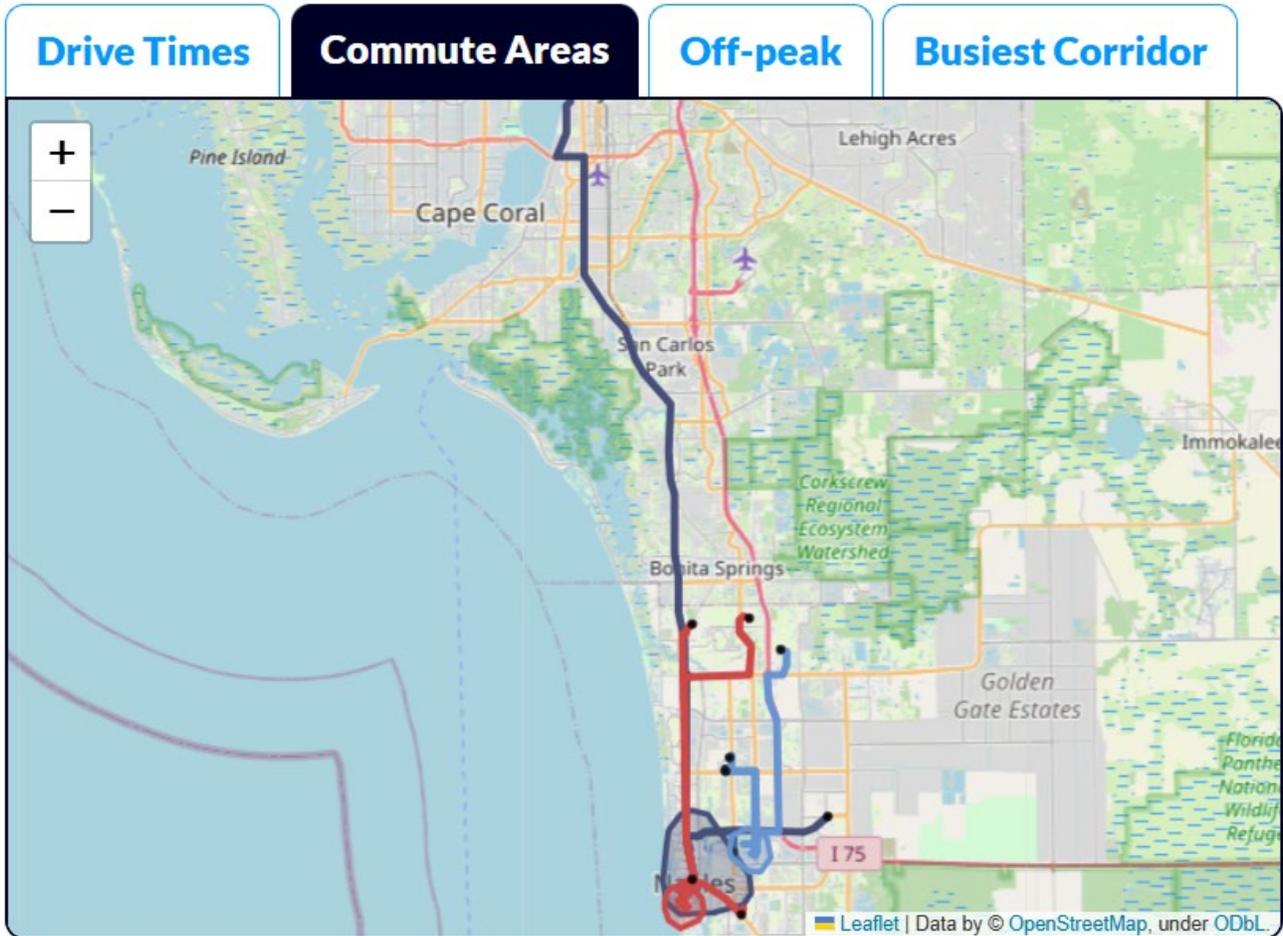
The low point between the morning and afternoon commute time periods.



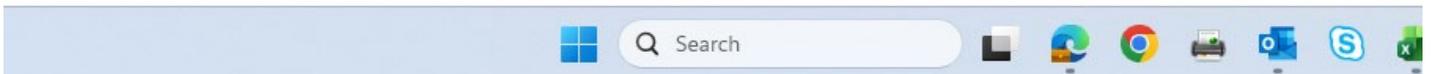
Last Mile Speeds

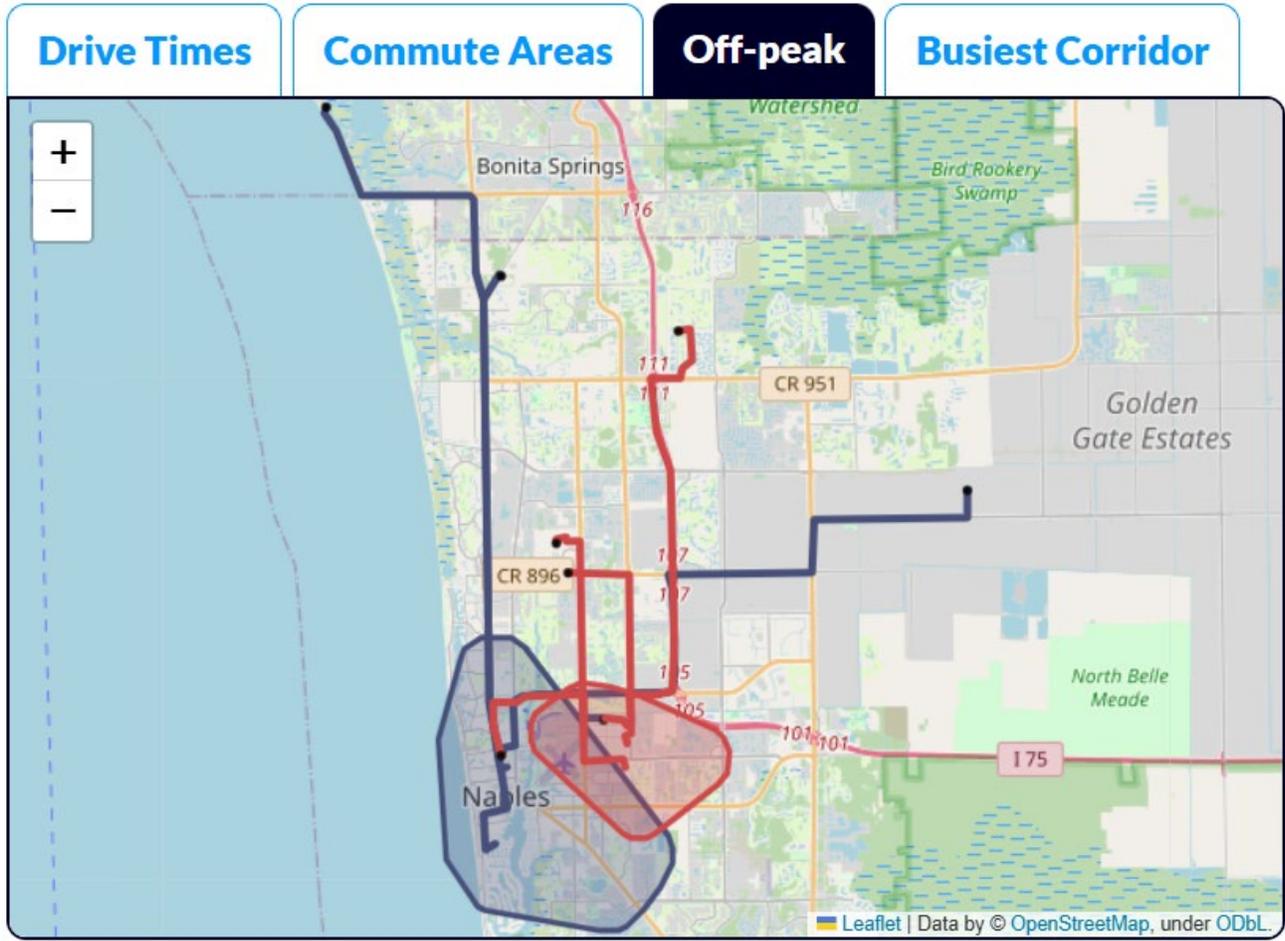
Last mile speeds into downtown during the morning commute.

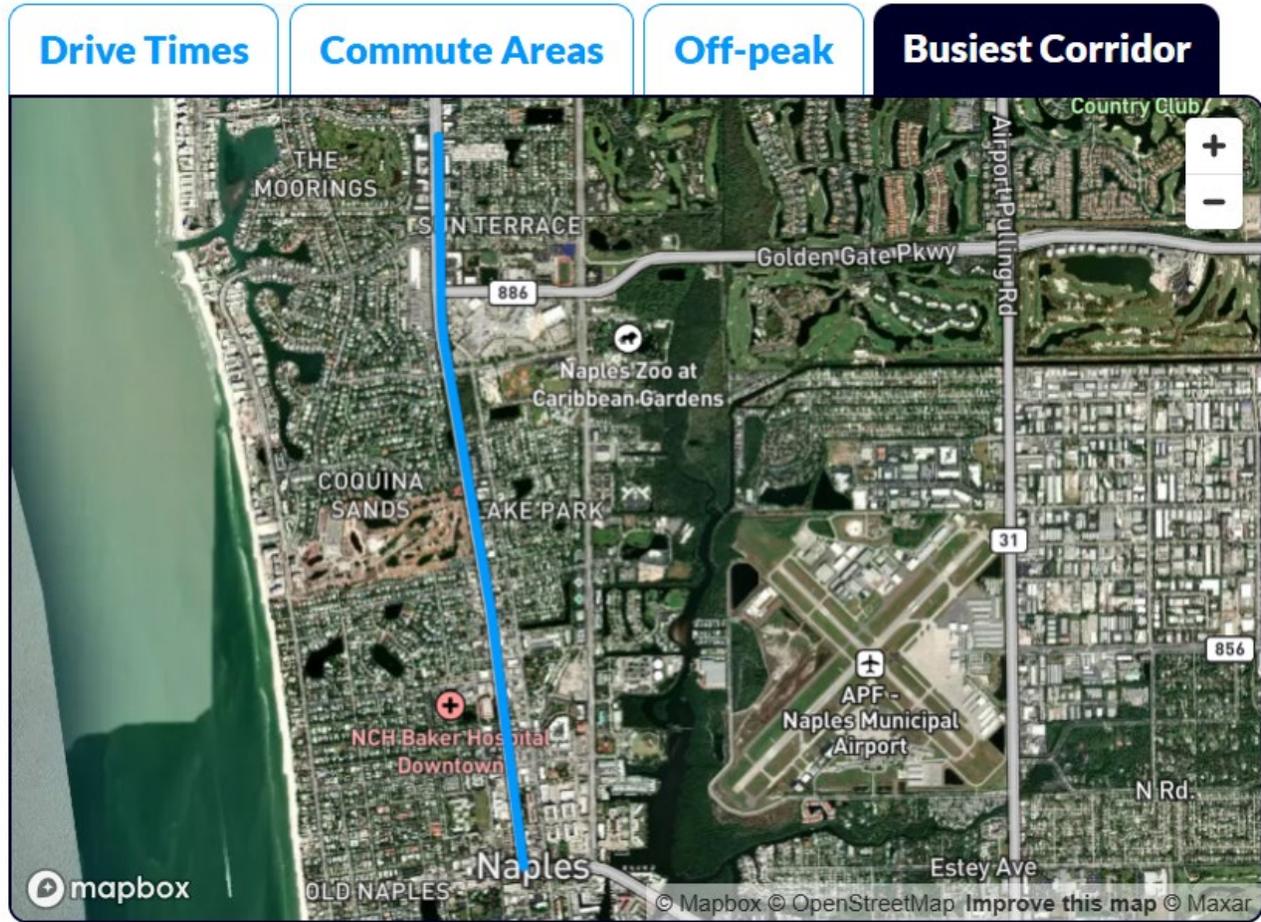




INRIX uses anonymous trip data to identify the most frequented routes and destinations throughout a region, not just to and from a downtown core.







EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10B

FDOT Project Development Policy effective January 7, 2026

OBJECTIVE: For the Committee to receive a newly issued FDOT policy outlining requirements for FDOT to program funds for transportation construction projects.

CONSIDERATIONS: On January 7, 2026, FDOT's Office of Policy Planning issued a Project Development Policy (**Attachment 1**) outlining new project requirements for transportation construction projects to be included in FDOT's Work Program.

The policy requires the completion of a feasibility study prior to programming the PD&E or PE phase, completing a PD&E within 18 months, and identifying projected funding for construction within 8 years from the start of the PD&E phase.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Dusty Hansen, Planner II

ATTACHMENTS:

1. FDOT Project Development Policy (1/7/26)

From: [Green, Donna](#)
To: [Gaither, Wayne](#); [Smith, Kristi](#); [Evans, Marcellus](#); [Barr, Pamela](#); [Kosheleva, Dasha](#); [Durrance, Rachel](#); [Maldonado, Carmen](#); [Perez, Edith](#); [Lockwood-Herrscher, Laura](#); [Brown, Achaia](#); [DeBold, Paige](#); [Santana, Laurie](#); [Siju, Anna](#); [Bryant T. Paulk](#); [Johnson, Christy](#); [Collins, Kaylor](#); [Smith, Aleah](#); [Peters, Victoria](#); [Norat, Tony](#); [Taylor, Marsha](#); [Budhu, Kelly](#); [Shiple, Jennifer](#); [White, Kathy](#); [Scarfe, Jonathan](#); [Koppernolle, Charles](#); [Powell, Kia](#); [Lockwood-Herrscher, Laura](#); [Jeffries, Ken](#); [Baker, Tellis](#); [Navarro, Melissa](#); [Hunter, Brian](#); [Olinger, Kelsey](#); [Ziegler, Suzanne](#); [Watkins, Caron](#); [Joyner, Elisa](#); [Scott, Carol](#); [Brown Jr, James](#); [Kavouklis, Katina](#); [Hughes, Loren](#); [Williams, Victoria](#)
Cc: [Huynh, Dat](#); [Smith, Kellie](#); [Knight, James](#); [Cleveland, Colby](#); [Reiding, Dana](#); [Gurram, Lakshmi N](#); [Leslie, Bekie](#); [SierraR@ccpgmpo.gov](#); [yaxis@ccpgmpo.gov](#); [Anne McLaughlin](#); [Sean Kingston](#); [Dusty Hansen](#); [Marybeth Soderstrom](#); [rnanck@cfrpc.org](#); [Jennifer Codo-Salisbury](#); [Mike McDaniel](#); [Scott, Donald](#); [Gogoi, Ron](#); [Calandra Barraco](#); [RyanKordek@polkfl.gov](#); [JuliaDavis@polkfl.gov](#); [AngelaKaufman@polkfl.gov](#); [Dave@mymmpo.org](#); [Ryan Brown](#); [Lindsay Heinrich](#); [davidm@mymmpo.org](#); [Wenonah Venter](#); [Alison Moss](#); [Thoburn, Brad](#); [Sheffield, Jeff](#); [edejesus@northfloridatpo.com](#); [asesion@northfloridatpo.com](#); [TFuste@northfloridatpo.com](#); [clark letter](#); [marybeth.washnock@ecrc.org](#); [Jill Lavender](#); [jill.strickler@ecrc.org](#); [Slay, Greg](#); [greg burke](#); [john.kostrzewa@crtpa.org](#); [Mitchell, Yulonda](#); [Lex, Suzanne](#); [kandase.lee@ecrc.org](#); [dawn.schwartz@ecrc.org](#); [Stuart, Greg](#); [Peter Gies](#); [Calvaresi, Paul](#); [caletkab@browardmpo.org](#); [Carl Ema](#); [Christopher Cross](#); [Flavien, Paul](#); [Norma Corredor](#); [Renee Cross](#); [Brian Freeman](#); [kcharest@indianriver.gov](#); [Beth Beltran](#); [Ricardo Vazquez](#); [Valerie Neilson](#); [Andrew Uhliir](#); [buchwaldp@stlucieco.org](#); [Yi Ding](#); [Woods, Michael](#); [LeMay, Doris](#); [Balmes, Rob](#); [Gary Huttmann](#); [Alex Trauger](#); [Taylor Laurent](#); [C.Nicoulin](#); [Stephan Harris](#); [Pamela Blankenship](#); [Gillette, Georganna](#); [Carter, Laura](#); [Kraum, Sarah](#); [Boucle, Aileen](#); [Salim, Zainab \(TPO\)](#); [Rosenberg, Christopher \(TPO\)](#); [Walford, Kevin C. \(TPO\)](#); [Blanton, Whit](#); [cfavero@forwardpinellas.org](#); [Mary Elwin](#); [Robert Esposito](#); [jturner@co.hernando.fl.us](#); [wongji@plancom.org](#); [Gena Torres](#); [reynoldsw@plancom.org](#); [Elizabeth Watkins](#); [Sarah Caper](#); [Amber Simmons](#); [tgorman@mypasco.net](#); [sferry@pascocountyfl.net](#); [Angel C. Avila](#); [stgarcia@pascocountyfl.net](#); [Shoffman@pascocountyfl.net](#); [Ischaediger@mypasco.net](#); [Carpenter, Amanda](#); [Neidhart, Mike](#); [Johnson, Tiffany N](#)
Subject: Project Development Policy effective January 7, 2026
Date: Wednesday, January 7, 2026 8:19:48 AM
Attachments: [image001.png](#)
[image003.png](#)
[Policv .pdf](#)

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Good morning FDOT MPO Liaisons and MPO Partners,

Please see the attached **new** Project Development Policy, effective today, Wednesday, January 7, 2026.

Thank you,

Donna M. Green
Statewide MPO Administrator
605 Suwannee St. | Tallahassee, FL 32399
Office: 850-414-4610 | Cell: 850-254-5606



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

POLICY

Effective: 01/07/2026
Office: Office of Policy Planning
Topic No.: 000-525-055

Reference: s. 334.63,
Florida Statutes

PROJECT DEVELOPMENT POLICY

It is the policy of the Department that project development phases of a transportation project, including preliminary engineering, project development and environment (PD&E), and design, result in timely project delivery. Upon completion of a feasibility assessment with implementation recommendations, the Department will program and fund preliminary engineering, PD&E, and design phases of transportation projects with the requirement that projected funding is available and programmed for construction within eight (8) years from the start of the PD&E phase.

PD&E studies for new alignment projects and capacity improvement projects must be completed to the maximum extent possible within 18 months after the date of commencement. Any exceptions to this policy must be approved by the Department's Chief Operations Officer prior to programming and funding the project phases.

This policy will be integrated into all aspects of the development process, including manuals, guidelines, Work Program Instructions, and related documents governing preliminary engineering, PD&E, design, construction and funding of transportation facilities.

DocuSigned by:
A stylized signature in black ink, appearing to read "J. Perdue".

862D6E01F4FF447...
Jared W. Perdue, P.E.
Secretary