



**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**

**May 20, 2026**  
**2:00 – 3:00 p.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Meeting Minutes**
  - A. March 18, 2026
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. Provide Input on Future Congestion Management, Traffic Operations, and Safety Planning Needs Resulting from Emerging Technology and Innovation (Dusty Hansen)
8. **Reports and Presentations (May Require Committee Action)**
  - A. Notice of Opportunity to Prepare for a Tentative FY2027 Safe Streets and Roads for All Grant Application (Dusty Hansen)
9. **Member Comments**
10. **Distribution Items (No presentation)**
  - A. Collier MPO 2026/27 Call for Bike-Ped Projects for Projected FY2034/35 Funding (Dusty Hansen)
11. **Next Meeting Date:**

July 15, 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](mailto: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  
March 18, 2026, 2:00 p.m.**

**1. Call to Order**

**Chair Hall** called the meeting to order at approximately 2:00 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  
Dayna Fendrick  
Don Scott  
Jacob Stauffer  
Karen Homiak

**CMC Members Absent**

Alison Bickett, *Vice-Chair*  
Dave Rivera  
John Lambcke  
Justin Martin

**MPO Staff**

Carmen Monroy, Executive Director  
Dusty Hansen, Planner II  
Suzanne Miceli, Operations Support Specialist II

**Others Present**

Kathy Eastley, Collier County Transportation Planning Planner III  
Ian Debman, Benesch

**3. Approval of the Agenda**

**Ms. Hansen** announced a walk-on agenda item adding a spreadsheet detailing how the volume-to-capacity data was developed for the draft maps to item 8.A.

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

**4. Approval of the January 21, 2026 Meeting Minutes**

*Ms. Homiak moved to approve the January 21, 2026 minutes. Mr. Ordonez seconded. Passed unanimously.*

**5. Public Comments for Items not on the Agenda**

None.

**6. Agency Updates**

**A. FDOT**

None.

**B. MPO**

**Ms. Hansen** mentioned that the MPO Board voted to discontinue participation in the Center for Urban Transportation Research (CUTR) Collier/Lee County MPO consolidation study at their March 13, 2026 meeting.

**Ms. Monroy** introduced herself as the new Collier MPO Executive Director.

**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**

**Mr. Scott** said the Lee County MPO Board would be discussing the Center for Urban Transportation Research (CUTR) consolidation study in the near future.

A group discussion noted that recent state efforts to consolidate the Collier, Lee, and Charlotte MPOs had stalled due to unresolved bill language. The importance of strengthening regional coordination was emphasized, highlighting the upcoming joint Collier–Lee Bicycle & Pedestrian Advisory/Coordinating Committees meeting.

**7. Committee Action**

None.

**8. Reports and Presentations (May Require Committee Action)**

**A. Congestion Management Process Status Update - Goal/Objectives/Performance Measures, CMP Network and Baseline Conditions for Collier County, Public Survey, and Next Steps**

**Mr. Debnam** provided a presentation on the status of Collier MPO’s Congestion Management Process (CMP) update (available in the March 18, 2026 CMC Agenda), which will include a regional element developed with the Lee County MPO and prepared by Benesch, the CMP consultant for both MPOs.

A group discussion followed, noting the need to better measure network interconnection, incorporate land-use and network data into the CMP, track upcoming development and construction timelines, refine capacity and hotspot analysis, and record more diverse travel behavior. Committee feedback was requested for the survey and the draft objectives and performance measures.

*This item was presented for presentation and discussion only.*

**9. Member Comments**

None.

**10. Distribution Items**

**A. Updated 2026 Collier MPO Meeting Calendar**

*This item was distributed.*

**B. FDOT D1 Draft Transportation Systems Management & Operations Master Plan**

*This item was distributed.* **Ms. Hansen** provided an overview of the plan recommendations as they relate to Collier County and indicated the recommendations would be reviewed in connection with development of the CMP.

**11. Next Meeting Date**

*May 20, 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 2:50 p.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Provide Input on Future Congestion Management, Traffic Operations, and Safety Planning Needs Resulting from Emerging Technology and Innovation**

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**OBJECTIVE:** For the Committee to provide input on future congestion management, traffic operations, and safety planning needs resulting from emerging technology and innovation.

**CONSIDERATIONS:** Technology and innovation are central to modern transportation planning, helping to achieve smarter, safer, and more sustainable systems. Integrating these tools into planning frameworks is key to realizing their full potential. As technology growth accelerates, the MPO and the Committee's role in planning for it expands as well. Further, since funding availability is less than in prior years, and as costs continue to increase, it is important that the MPO and its Committees work to develop lower-cost and innovative solutions to address congestion and safety.

Collier MPO does not currently have in-depth, targeted studies addressing technology and innovation. MPO Staff would like input from the Committee on potential future planning needs (pending funding availability).

Staff has evaluated recommended best practices and what other MPOs are doing to plan for technology and innovation. Some ideas for potential plans include:

- Intelligent Transportation System (ITS) Master Plan (*see example at: [Intelligent Transportation System \(ITS\) Master Plan | Space Coast Transportation Planning Organization, FL](#)*). Formulates a strategy for the development and maintenance of the local ITS network and aids in the formation of a sound basis for design, plans, specifications, estimates, operations and maintenance to phase implementation for potential ITS projects.
- Transportation System Management & Operations Master Plan (*see example at [Transportation Systems Management & Operations Master Plan | MetroPlan Orlando](#)*). Defines and prioritizes low-cost solutions that can maintain and improve the transportation system.
- Connected & Automated Vehicle (CAV) Readiness Assessment (*see example at: [MetroPlan-CAV-Readiness-7.1.20-Final.pdf](#)*). Evaluation of the current preparedness of local counties and cities for the emergence of CAVs, as well as to recommend next steps to proactively enhance their preparation.
- Resiliency & Vulnerability Assessment (*see example at: <https://www.mympo.org/resiliency-vulnerability-assessment>*). Regionally-focused vulnerability and mitigation analysis that identifies vulnerable transportation infrastructure and cost-effective strategies to increase the transportation system's resilience to storm surge, nuisance flooding, and wildfires.

**STAFF RECOMMENDATION:** That the Committee review and discuss future potential planning needs to address technology and innovation, and generally, to discuss the Committee's role in addressing these issues.

Prepared By: MPO Staff

**ATTACHMENTS:**

None.

**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8A**

**Notice of Opportunity to Prepare for a Tentative FY2027 Safe Streets and Roads for All Grant Application**

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**OBJECTIVE:** For Committee members to be prepared for a tentative FY2027 Safe Streets and Roads for All (SS4A) Notice of Funding Opportunity next year.

**CONSIDERATIONS:** The SS4A Grant Program is a federal competitive, discretionary grant program established by the Infrastructure Investment and Jobs Act in 2022. The grant requires a 20% local match. Collier MPO received a SS4A grant in 2022 to develop a Comprehensive Safety Action Plan (SAP), which was completed in October, 2025 (*see* [Traffic Safety – Collier Metropolitan Planning Organization](#)). The SAP provides that this Committee will review, rate and rank safety projects (pg. 87).

Once a safety action plan is developed, the SS4A program provides opportunities for further supplemental planning, demonstration, and implementation grants ([Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#)). The window to file an application is typically short (two months), from late March through late May. In anticipation of a potential Notice of Funding Opportunity (NOFO) in March, 2027, MPO Staff is evaluating options for a potential future planning or demonstration grant application now (**Attachment 1**). Technical staff of other eligible applicants are encouraged to begin planning now for a potential grant application next year.

Eligible supplemental planning activities include:

- Complementary safety plan development
- **Road safety audits**
- Follow-up data collection and safety analysis
- Progress reporting
- Stakeholder engagement and collaboration
- Roadway safety planning

Eligible demonstration activities include:

- **Feasibility studies**
- MUTCD engineering studies
- Behavioral or operational activity pilot programs
- New technology pilot programs

Eligible implementation activities include:

- **Low-Cost Roadway Safety Treatments**
- Network Risk Reduction
- **Pedestrian Safety Enhancements**
- Speed Management
- Safe Routes to School
- Emergency Response Coordination and Communications Improvements
- Post-Crash Care and Trauma Response System Enhancements
- Safety Technologies and Strategies
- Roadway Departure Reduction
- **Intersection Improvements**

Note that each SS4A applicant (an MPO, a political subdivision of a State or territory, a federally recognized Tribe government, or a multijurisdictional group of entities made up of the aforementioned) may file only one application per grant cycle, but that an application for planning/demonstration and implementation grants may be bundled into one application.

Implementation grants require demonstrated project readiness (design, feasibility, timelines). For the FY2026 grant cycle, the MPO has issued letters of support for the Miccosukee Tribe of Indians of Florida's SS4A implementation grant application (**Attachment 2**) and the Southwest Florida Regional Planning Council's supplemental planning grant application for Southwest Florida Post-Crash Care and Coordinated Emergency Response (**Attachment 3**).

In terms of potential projects for implementation, general action recommendations for High Injury Network locations are included in the Safety Action Plan (pgs. 88-99 and Appendix D). The SAP safety countermeasure toolkit of proposed solutions is located on pages 63 through 85.

The process to file a grant application next year is expected to be similar to this year's process. USDOT's Fiscal Year 2026 Safe Streets and Roads for All Overview and Funding Guide is included as **Attachment 4**, a Planning and Demonstration Grant checklist is included as **Attachment 5**, and an Implementation Grant checklist is included as **Attachment 6**. (*See also* the SS4A website at the link above.)

An estimated timeline of the anticipated grant application process is as follows:

Summer 2026 – Begin developing required elements of the grant application and coordinating scope/design aspects; confirm ability to secure 20% local match.

Fall 2026 – Develop project narrative; complete the draft application; other applicants coordinate with the MPO; coordinate process to confirm the required 20% local match.

January 2027 – MPO presents draft application for MPO planning study to the Congestion Management, Technical, and Citizens Advisory Committees.

Spring 2027 – MPO presents draft application for MPO planning study to the MPO Board for approval; FY2027 NOFO anticipated in late March 2027; applicants seeking an implementation grant submit SAP for pre-application eligibility review to SS4A liaisons.

May 2027 – Anticipated deadline to file an SS4A grant application is the end of May.

**STAFF RECOMMENDATION:** That the Committee be aware of the opportunity to prepare for a potential FY2027 SS4A grant application, and that the Committee provide any feedback it may have on the MPO's ideas for supplemental planning activities (included in Attachment 1).

Prepared By: MPO Staff

**ATTACHMENTS:**

1. Collier MPO Memo re: potential SS4A planning/demonstration grant ideas
2. Collier MPO Letter of Support for Miccosukee Tribe's SS4A Grant Application
3. Collier MPO Letter of Support for SWFRPC's SS4A Grant Application
4. USDOT's Fiscal Year 2026 Safe Streets and Roads for All Overview and Funding Guide
5. SS4A Planning and Demonstration Grant Checklist
6. SS4A Implementation Grant Checklist



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2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-5850 • [Dusty.Hansen@collier.gov](mailto:Dusty.Hansen@collier.gov)

## MEMORANDUM

From: Dusty Hansen, Collier MPO

To: File

Date: May, 2026

**Re: Collier MPO Safety Action Plan performance measure-based ideas for a supplemental planning/demonstration grant application**

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### **I. Eligible Grant Activity: Stakeholder engagement and collaboration**

1. County-wide safety public outreach and education campaign (SAP Strategy 1.1)
  - a. To include community engagement events (Action 1.1.1)
2. Parking Lot Safety Outreach/Education Campaign (Strategy 1.3)
3. (Collier County, Cities, Sherriff, etc.) Combined Traffic Safety Initiatives and Educations Programs Plan (Strategy 3.1)
  - a. Shared programs and safety materials (Action 3.1.3)
4. Motorcycle Safety Outreach/Education Campaign (Strategy 1.4)
  - a. Public awareness campaign and targeted outreach to motorcyclists (Actions 1.4.1 and 1.4.2)
5. E-Bike and E-Mobility Safety Outreach Campaign (Strategy 1.5)
  - a. Public awareness campaign, training courses, safety materials/resources (Actions 1.5.1 and 1.5.2)
6. County/Municipal Fleet Vehicle Safety Audit and Improvement Plan (Strategy 1.6)
  - a. Inventory of fleet vehicles and encourage future procurements of fleet vehicles include safety technology (Action 1.6.1)

### **II. Eligible Grant Activity: Follow up data collection and safety analysis**

7. Audit of Current Local Crash Data Sharing Practices between Hospitals, Police, Fire, EMS and Recommendations (Strategy 5.1)
  - a. Sharing of crash data (Action 5.1.2)
8. Local Traffic Safety Technology Audit and Recommendations (Strategy 5.1)
  - a. Explore new tech, AI, near miss detection tech (Action 5.1.3)

9. Regional Emergency Response Data and Information Coordination Plan (Strategy 5.1) This would address the 911 operator's idea
  - a. (Action 5.1.2)

10. Data Dashboard

- a. Various possibilities, including tracking of SAP performance measures



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March 8, 2026

The Honorable Sean Duffy  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Letter of Support – Miccosukee Tribe of Indians of Florida  
FY 2026 Safe Streets and Roads for All Implementation Grant Application**

Dear Mr. Duffy,

I am writing on behalf of the Collier Metropolitan Planning Organization (Collier MPO) to express our support for the Miccosukee Tribe of Indians of Florida's application for a Fiscal Year 2026 Safe Streets and Roads for All (SS4A) Implementation Grant. The Collier MPO is committed to advancing roadway safety across the regional transportation network. We endorse the Tribe's mission to implement permanent, data-driven safety infrastructure improvements to eliminate and reduce roadway fatalities and serious injuries within the Miccosukee Reserved Area.

The Collier MPO recognizes that roadway safety in rural and Tribal communities is a regional priority, and that underserved communities along rural corridors have historically lacked the pedestrian and non-motorized infrastructure available in more urbanized areas. The Tribe's commitment to implementing the safety strategies identified in its Safety Action Plan reflects the kind of evidence-based, community-driven approach to transportation safety that we support across our planning area. We are pleased to see the Tribe progressing from ongoing studies and data collection into design planning and implementation, and we believe these investments will have a meaningful impact on safety and well-being for Tribal members and all users of the corridor.

The Collier MPO fully supports the Miccosukee Tribe's FY 2026 SS4A Implementation Grant application. We are confident that the proposed infrastructure improvements will deliver lasting safety benefits for the Tribal community and the broader region, and we respectfully encourage the Department of Transportation to advance this application for award.

Sincerely,

A handwritten signature in blue ink that reads 'Carmen Monroy'.

Carmen Monroy  
Executive Director

Copy: Brian Fouch, Director of the Office of Federal Lands,  
1200 New Jersey Avenue, SE, Washington DC, 20590



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2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-5814 • [collier.mpo@colliercountyfl.gov](mailto:collier.mpo@colliercountyfl.gov)

May 11, 2026

The Honorable Sean Duffy  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Letter of Support – SW Florida Post-Crash Care and Coordinated Emergency Response Grant Application**

Dear Mr. Duffy,

On behalf of Collier Metropolitan Planning Organization, I am writing to express our support for the Southwest Florida Regional Planning Council's (SWFRPC) FY 2026 Safe Streets and Roads for All (SS4A) supplemental planning and demonstration grant.

The Collier Metropolitan Planning Organization supports SWFRPC's regional, data-driven approach to advancing the Safe System Approach through improved post-crash care coordination, multi-jurisdictional emergency response, and enhanced situational awareness during roadway incidents and mutual aid events. The proposed Planning and Demonstration activities support the SS4A program's objective to prevent roadway deaths and serious injuries through coordinated safety planning, implementation, and demonstration strategies.

We recognize the importance of:

- Improving emergency response coordination and responder safety
- Advancing regional collaboration across jurisdictions and agencies
- Using data-driven strategies to identify and address transportation safety risks
- Reducing roadway fatalities and serious injuries for all roadway users, including vulnerable users

We support SWFRPC's efforts to enhance regional emergency communications and advance transportation safety planning throughout Southwest Florida. We recognize that improving roadway safety in rural communities is a critical regional priority, particularly in underserved areas along rural corridors where pedestrian and non-motorized infrastructure has historically been limited compared to more urbanized communities. The Collier MPO is committed to supporting this initiative through data sharing, technical collaboration, participation in planning efforts, and implementation support.


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May 11, 2026  
Honorable Sean Duffy

We are confident the proposed project will deliver meaningful regional safety benefits by enhancing post-crash response coordination, improving regional interoperability, and supporting long-term strategies to reduce roadway fatalities and serious injuries across Southwest Florida.

Thank you for your consideration.

Sincerely,

Sincerely,

A handwritten signature in blue ink that reads "Carmen Monroy". The signature is written in a cursive style with a long, sweeping tail on the "y".

Carmen Monroy  
Executive Director

Copy: Brian Fouch, Director of the Office of Federal Lands,  
1200 New Jersey Avenue, SE, Washington DC, 20590



## **MPO Board Review – Project Description Sheet**

### **Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant**

#### **Project Title**

**Southwest Florida Post-Crash Care and Coordinated Emergency Response**

#### **Project Overview**

Southwest Florida continues to experience fatal and serious injury crashes along major regional and rural transportation corridors, including I-75, US-41, US-27, and SR-29. These corridors serve as critical evacuation, freight, commuter, and emergency response routes across Charlotte, Collier, Glades, Hendry, Lee, and Sarasota Counties.

The proposed project will support supplemental regional safety planning and demonstration activities focused on strengthening post-crash care coordination, improving multi-jurisdictional emergency response, and enhancing regional situational awareness during roadway incidents and mutual aid events. The project supports the Safe System Approach and advances regional efforts to reduce roadway fatalities and serious injuries throughout Southwest Florida’s urban and rural transportation network.

#### **Project Purpose**

The purpose of this initiative is to improve coordinated emergency response capabilities and identify scalable regional strategies that enhance post-crash survivability outcomes, reduce secondary crashes, and strengthen operational coordination among transportation and public safety agencies.

The project will emphasize coordination across jurisdictions and agencies serving both urbanized and rural communities, including underserved areas where emergency response challenges and transportation safety disparities remain significant.

#### **Proposed Activities**

Project activities will include:

- Regional follow-up crash and incident data collection
- Safety analysis along high-risk regional and rural corridors
- Stakeholder coordination and regional planning workshops
- Evaluation of emergency communications interoperability strategies
- Demonstration and pilot activities focused on coordinated incident management and emergency response



- Assessment of operational challenges affecting post-crash care and survivability outcomes
- Identification of future infrastructure, technology, and operational improvements supporting the Safe System Approach

Participating stakeholders are expected to include:

- Metropolitan Planning Organizations (MPOs)
- Transportation agencies
- Emergency Management
- EMS providers
- Fire Rescue agencies
- Law enforcement agencies
- Emergency communications and dispatch partners

### **Demonstration and Evaluation Activities**

The project will leverage existing regional coordination partnerships to evaluate interoperable incident management and coordinated emergency response strategies that improve:

- Mutual aid coordination
- Shared situational awareness
- Responder visibility and safety
- Communication effectiveness
- Operational coordination during roadway incidents

Demonstration activities will include pre- and post-demonstration evaluations measuring:

- Emergency response coordination effectiveness
- Incident duration and clearance times
- Secondary crash risks
- Communication and interoperability challenges
- Operational impacts on post-crash care and survivability outcomes

Special consideration will be given to rural and underserved communities where geographic distance, communications limitations, and infrastructure constraints may impact emergency response operations.

### **Connection to Comprehensive Safety Action Plans**

The supplemental planning and demonstration activities will inform future updates to Comprehensive Safety Action Plans across Southwest Florida by identifying data-driven



strategies, projects, and countermeasures that support reductions in fatal and serious injury crashes.

Project findings will help:

- Refine regional safety priorities
- Strengthen project prioritization efforts
- Support future implementation funding opportunities
- Identify scalable regional safety and emergency response strategies
- Advance Safe System Approach objectives throughout Southwest Florida

### **Requested MPO Action**

SWFRPC Staff is requesting MPO Board consideration of a Letter of Support for the Southwest Florida Regional Planning Council's SS4A Planning and Demonstration Grant application for the Southwest Florida Post-Crash Care and Coordinated Emergency Response project.

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## MEMORANDUM

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**FROM:** Becker Team  
**DATE:** April 16, 2026  
**RE:** USDOT's Fiscal Year 2026 Safe Streets and Roads for All  
Overview and Funding Guide

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### Introduction

The following memorandum provides a funding overview and guide of the U.S. Department of Transportation's (USDOT) FY26 "Safe Streets and Roads for All" (SS4A) grant funding opportunity. Strategies and insights were provided by USDOT's three-part SS4A webinar [series](#) on the program, covering:

1. **Implementation Grants**
2. **Comprehensive Safety Action Plans**
3. **Supplemental Planning & Demonstration Activities**

Collectively, SS4A covers a structured, phased funding and delivery model moving from planning, refining/testing, implementing, and evaluating. This approach reflects USDOT's emphasis on data-driven decision-making, iterative planning, and measurable safety outcomes.

### FY26 SS4A Program Overview

- **Overall:**
  - **FY26 Funding (final year):** \$1 billion (\$5 billion/fiscal year)
  - **Primary objective:**
    - Reduce and ultimately eliminate fatalities and serious injuries on U.S. roadways
  - **Safe System Approach** delivery, which considers:
    - Safer roads
    - Safer speeds
    - Safer people
    - Safer vehicles
    - Post-crash care systems
- **Funding Activities**
  - **Planning & Demonstration Grants**

- Typical award size: \$100K – \$5M
- Expected awards: 400–700 annually
- Federal share: 80% (20% local match)
- Significantly higher probability of award compared to implementation
- Congressional requirement:
  - 30% of total funding reserved (roughly \$305M)
- **Implementation Grants**
  - Typical award size: \$2.5M – \$25M
  - Expected awards: 40–70 annually
  - Requires:
    - Eligible Comprehensive Safety Action Plan
    - Demonstrated project readiness (design, feasibility, timelines)
  - Highly competitive; strongest applicants show clear, mature project pipelines
- **Key FY26 Program Updates**
  - **Shortened 60-day application window:** Applications due May 26<sup>th</sup>
  - Increased emphasis on public safety infrastructure (EMS, response systems)
  - New “**Projects of Merit**”:
    - Highly rated but unfunded applications receive priority in future cycles
  - Adjustments to review and selection considerations (used as tie-breakers)
- **Application Constraint**
  - Applicants may submit only one application per cycle (planning/demonstration **OR** implementation – *with optional bundling*)
  - **Bundling Strategy (Highly Recommended)**
    - Combine multiple elements into one application (Implementation + supplemental planning + demonstration)
    - **Advantages:**
      - More comprehensive proposal
      - Stronger narrative continuity
      - Flexibility for partial awards

### **The SS4A Program “Pipeline”**

The program is intentionally designed as a multi-phase pipeline, where each phase builds toward the next:

1. **Action Plan Development** (Required Foundation)
2. **Supplemental Planning & Demonstration** (Refinement and Testing)
3. **Implementation** (Execution of Proven Strategies)

#### ***Phase 1: Comprehensive Safety Action Plans***

Action Plans are the foundation of the SS4A program and are required for all implementation funding. They serve as the primary evaluation reference for all subsequent applications

- **Action Plans must be:**
  - **Data-driven:** Use crash data, fatality trends, and spatial analysis
  - **Comprehensive:** Address all roadway users and all roadway types
  - **Community-informed:** Reflect meaningful stakeholder engagement
  - **Action-oriented:** Provide prioritized projects with clear rationale
  
- **Required Seven Components**
  - 1. Leadership Commitment & Goal Setting**
    - Formal adoption by governing body
    - Clear safety targets (zero fatalities or defined reductions)
    - Demonstrates long-term accountability
  - 2. Planning Structure**
    - Cross-agency coordination (transportation, public safety, health)
    - Establishes governance for implementation
  - 3. Safety Analysis (Critical Component)**
    - Identification of high-risk corridors and populations
    - Integration of multiple datasets (e.g., FARS, local crash data)
    - Must clearly link data with safety problems
  - 4. Engagement & Collaboration**
    - Inclusive outreach to communities and stakeholders
    - Evidence that input influenced decisions
  - 5. Policy & Process Changes**
    - Review and update existing policies to prioritize safety
    - Integration of safety into planning and design standards
  - 6. Strategy & Project Selection**
    - Prioritized list of projects and interventions
    - Must include:
      - Selection criteria
      - Implementation timeline
      - (Ideally) cost estimates
  - 7. Progress & Transparency**
    - Performance metrics and reporting systems
    - Public-facing accountability (e.g., dashboards)

### ***Phase 2: Supplemental Planning & Demonstration***

Provides a critical middle layer between planning and implementation, allowing communities to address gaps in Action Plans, test strategies before committing capital funding, and improve technical/community readiness.

- **Supplemental Planning**
  - Deepens analysis and refines strategies within an Action Plan
  - **Requirements**

- Must produce a formal, public deliverable
- Must clearly enhance or inform the Action Plan
- Typical Activities
- Road safety audits
- Speed management or pedestrian plans
- Post-crash care analysis
- Data dashboards and performance tracking systems
- Stakeholder engagement processes
- **Demonstration Activities**
  - Tests safety interventions in real-world conditions before permanent implementation
  - **Requirements**
    - Temporary, time-bound, and fully removable
    - Must include evaluation framework
    - Must directly inform Action Plan updates or project selection
- **Evaluation Requirements (Critical Detail)**
  - Applicants must define:
    - Baseline conditions (before data)
    - Performance metrics (e.g., crash rates, yielding behavior)
    - Data collection methodology
    - How results will influence decision-making

### ***Phase 3: Implementation Grants***

This funds construction and large-scale safety interventions

- **Eligible Project Types**
  - Infrastructure (e.g., roundabouts, crossings, traffic calming)
  - Operational improvements
  - Behavioral safety programs
- **Merit Criteria (FY26 Detailed)**
  - **Safety Need** – Strength of problem identification
  - **Safety Impact** – Expected reduction in fatalities/injuries
  - **Implementation Cost** – Cost-effectiveness and budget clarity
  - **Engagement & Collaboration** – Stakeholder involvement and support

### **Overall SS4A Application Recommendations**

- **One application limitation**
  - Planning demonstration vs. implementation (notwithstanding bundling – *see above*)
- **Application Narrative Best Practices**
  - *Clearly articulate:*
    - Safety problem (data-driven)

- Proposed solution
  - Expected outcomes
  - *Avoid:*
    - Vague or generic language
    - Overuse of attachments without clear integration
- **Common Pitfalls**
  - Misclassification of activities (e.g., permanent work as demonstration)
  - Weak connection between data and strategy
  - Lack of evaluation metrics
  - Overly complex or unclear narratives
- **Strategic Positioning Recommendations**
  - **For Early-Stage Communities**
    - Focus on Planning & Demonstration Grants
    - Build a strong Action Plan foundation
    - Use pilots to test strategies
  - **For Advanced Communities**
    - Pursue Implementation Grants
    - Bundle supplemental activities to refine gaps
    - Emphasize readiness and measurable outcomes

# Safe Streets and Roads for All Planning and Demonstration Grant Application Checklist

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## SS4A Applications to Develop or Update a Comprehensive Safety Action Plan

- Check the status of your Unique Entity ID (UEI); it should be listed as “active” on [sam.gov](https://sam.gov). Register for a UEI on [sam.gov](https://sam.gov) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- Sign up for an account using the [Valid Eval Planning and Demonstration Grant Application](#).
- Gather key application data for the **applicant jurisdiction(s)**, including:
  - The total 2020 Census **population** for the applicant jurisdiction(s).
  - The total **count of motor vehicle-involved roadway fatalities from 2019-2023** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
    - If using data other than FARS, gather information on alternative fatality data.
  - The total **average annual fatality rate** (per 100,000 population) **from 2019-2023** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
  - Identify any **Underserved Communities** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Complete the following **Standard Forms** (download forms within the Valid Eval application):
  - SF-424: Application for Federal Assistance
  - SF-424A: Budget Information for Non-Construction Programs
  - SF-424B: Assurances for Non-Construction Programs
  - SF-LLL: Disclosure of Lobbying Activities
  - Review the [SS4A Fact Sheet](#) for guidance on how to complete required SF forms.
- Write an **application narrative** no longer than 2 pages if your Federal funding request is less than \$1,000,000. If you are requesting \$1,000,000 or more in Federal funds, your narrative must be no longer than 3 pages. The narrative must respond to the Safety Context merit criterion described in Section G.1.i of the [NOFO](#) and meet the other requirements described in the NOFO.
- Create a **map** that shows the location of the applicant jurisdiction(s) and highlights the roadway network. Upload the file in PDF format to your application in Valid Eval.

- Prepare a **spatial file** (e.g. Shapefile, GEOJSON, or KML/KMZ) that shows the location of the applicant’s jurisdiction(s) and highlights the roadway network within the jurisdiction(s).
  - Review the [SS4A Fact Sheet](#) for information on how to prepare a spatial file.
- Create a **Planning and Demonstration Grant Estimated Budget**. We recommend using [this template](#).
- Check the [SS4A cumulative awards map](#) to see if you are located in an area that has previously received a SS4A Planning and Demonstration Grant award, if you are applying to Develop or Update an Action Plan.
  - If applicable, gather information on **regional coordination** explaining how your proposal to Develop a New Action Plan differs from or complements previously funded SS4A planning efforts in your area. Proof of coordination – for example, a letter or email from the entity or entities in your area that have previously received funding to Develop a New Action Plan affirming they are aware of your application – should be included under the “Proof of Coordination” upload field in Valid Eval.

## SS4A Applications to Conduct Supplemental Planning and/or Demonstration Activities

- Complete all the information outlined above for “SS4A Applications to Develop or Update a Comprehensive Safety Action Plan.”
  - Applicants requesting funding for demonstration activities must also:
    - Provide a brief schedule showing when the activities will occur (e.g., hardware installed, when the pilot would begin) and the start/end dates of the work;
    - Describe how demonstration activities will be measured and evaluated;
    - Address how the supplemental planning and/or demonstration activities will be used to update or inform an Action Plan; and
    - Include the locations of demonstration activities (if known) in your map and spatial data.
- Complete [Self-Certification Eligibility Worksheet](#) and provide an **Action Plan** (required if applying to “Conduct Demonstration or Other Supplemental Planning Activities (ONLY)).”
  - *Note on Self-Certification Eligibility Worksheet:* If you are requesting funding to “Conduct Demonstration or Other Supplemental Planning Activities (ONLY)” you must **EITHER** 1) have a finalized Action Plan that meets the SS4A Action Plan requirements, **OR** 2) be in the process of completing an SS4A-funded Action Plan that will meet SS4A Action Plan requirements by the end of the grant period. If you do not have an existing Action Plan or have an Action Plan in-progress that is not being funded by SS4A, you likely are not eligible to apply to “Conduct Demonstration or Other Supplemental Planning Activities (ONLY).”

**A note about who can complete an SS4A application:** While a contractor may prepare and submit the application materials, a staff person from the applicant agency must be listed as the primary point of contact and alternate point of contact on the application. Staff from the applicant agency are responsible for signing all applicable forms and responding to any questions the SS4A team may have about application content.

Please refer to [transportation.gov/grants/ss4a](https://www.transportation.gov/grants/ss4a) and the [NOFO](#) for more information on eligible activities and projects. [Subscribe to email updates](#) to be notified when additional information is available.



# Safe Streets and Roads for All Implementation Grant Application Checklist

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- Optional:** Consider submitting your Action Plan(s) for a pre-application eligibility review by the SS4A Team on or before April 24, 2026, by emailing [SS4A@dot.gov](mailto:SS4A@dot.gov) with the subject line “Implementation Grant Eligibility Review: Applicant Name, State” and attaching a completed [Self-Certification Eligibility Worksheet](#) and any relevant links/attachments to your Action Plan(s).
- Check the status of your Unique Entity ID (UEI); it should be listed as “active” on [sam.gov](https://sam.gov). Register for a UEI on [sam.gov](https://sam.gov) if you do not already have one. Note that it can take up to 30 days to receive a UEI.
- Sign up for an account using the [Valid Eval Implementation Grant Application](#).
- Gather key application data for the **applicant jurisdiction(s)**, including:
  - The total 2020 Census **population** for the applicant jurisdiction(s).
  - The total **count of motor-vehicle involved roadway fatalities from 2019-2023** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to identify this information.
    - If using data other than FARS, gather information on alternative fatality data.
  - The total **average annual fatality rate** (per 100,000 population) **from 2019-2023** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to calculate.
  - Identify any **Underserved Communities** in the applicant jurisdiction(s).
    - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Gather key application data for the proposed **project area(s)**, including:
  - The total **number of fatalities, serious injury crashes, and suspected injury crashes** (*if serious injury crash data is not available*) between 2019 and 2023. You may use a data source other than FARS.
    - Review the [SS4A Fact Sheet](#) for information on how to determine and report this data.
  - Identify any **Underserved Communities** in the project area(s).
    - Review the [SS4A Fact Sheet](#) for information on how to identify.
- Complete the following **Standard Forms** (download forms within the Valid Eval Application):
  - SF-424: Application for Federal Assistance
  - SF-424C: Budget Information for Construction Programs
  - SF-424D: Assurances for Construction Programs
  - SF-LLL: Disclosure of Lobbying Activities
  - Review the [SS4A Fact Sheet](#) for guidance on how to complete required SF forms

- Write an **application narrative** no longer than 12 pages that responds to all the Implementation Grant selection criteria described in Section G – Application Review Information in the [NOFO](#) and that meets all other requirements described in Section E – Application Contents and Format in the [NOFO](#).
  - Implementation Grant applications that include supplemental planning and/or demonstration activities may submit up to 2 additional pages of narrative – 14 pages total – if these pages are focused solely on responding to the Supplemental Planning and Demonstration Activities selection criterion.
- Create a **map** that shows the location of the applicant jurisdiction(s) and highlights the roadway network. The map should show the jurisdiction(s)'s high-injury network and potential locations and corridors of the proposed projects, strategies, and demonstration activities (if applicable). Upload the file in PDF format to your application in Valid Eval.
- Prepare a **spatial file** (e.g. Shapefile, GEOJSON, or KML/KMZ) that shows the location of the applicant's jurisdiction(s) and highlights the roadway network within the jurisdiction(s). The spatial data should show the jurisdiction(s)'s high-injury network and potential locations and corridors of the proposed projects, strategies, and demonstration activities (if applicable).
  - Review the [SS4A Fact Sheet](#) for information on how to prepare a spatial file.
- Complete the **Implementation Grant Estimated Budget**. We recommend using [this template](#).
- Complete [Self-Certification Eligibility Worksheet](#) and provide a public link to the **Action Plan** or PDF if no public link is available.
  - Please ensure that any links provided are publicly available – do not include links to internal folders or cloud services that can't be accessed by the SS4A team.
  - Please be sure to include page numbers in the Self-Certification Eligibility Worksheet to direct the SS4A team to where the relevant information can be found in your plan(s).
- If applicable, provide **any other required supporting materials** (e.g., Letters of Intent or documentation of roadway safety responsibility) that support statements made in your application narrative or other sections.

**A note about who can complete an SS4A application:** While a contractor may prepare and submit the application materials, a staff person from the applicant agency must be listed as the primary point of contact and alternate point of contact on the application. Staff from the applicant agency are responsible for signing all applicable forms and responding to any questions the SS4A team may have about application content.

Please refer to [transportation.gov/grants/ss4a](https://www.transportation.gov/grants/ss4a) and the [NOFO](#) for more information on eligible activities and projects. [Subscribe to email updates](#) to be notified when additional information is available.

**EXECUTIVE SUMMARY**  
**DISTRIBUTION ITEMS**  
**ITEM 10A**

**Collier MPO 2026/27 Call for Bike-Ped Projects for Projected FY2034/35 Funding**

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**OBJECTIVE:** For the Committee to be aware that the MPO has issued a Call for Bike-Ped Projects, which may include safety-related projects.

**CONSIDERATIONS:** The 2050 Long Range Transportation Plan – Cost Feasible Plan establishes a programming budget of \$1.5 million per year in Transportation Alternative – Urban (TALU) funding for bike/ped projects. Other potential categories of funding include Bike/Ped Safety projects, which may be eligible for the MPO’s Surface Transportation Block Grant-Urban (SU) funds (approximate budget of \$1.5 million per year).

In early 2026, Collier MPO issued a call for bicycle-pedestrian projects (**Attachment 1**), which may include safety related projects. Since the Committee is tasked with reviewing safety projects, submitted bike-ped project applications may be presented to the Committee at a future meeting.

MPO Staff anticipates beginning the process for a congestion management/safety call for projects early next year.

**STAFF RECOMMENDATION:** That the Committee be aware of the pending bike-ped call for projects and prepared to review potential safety related project applications early next year.

Prepared By: MPO Staff

**ATTACHMENTS:**

1. Collier MPO 2026/27 Call for Bike-Ped Projects



**COLLIER MPO  
2026/27 CALL FOR BIKE-PED PROJECTS  
Target Programming for FYs 2034/2035**

Collier MPO follows the process outlined in the Bicycle and Pedestrian Master Plan (BPMP) approved by the MPO Board on October 10, 2025. (p90) The 2050 Long Range Transportation Plan – Cost Feasible Plan establishes a programming budget of \$1.5 million per year in Transportation Alternative – Urban (TALU) funding for bike/ped projects. Other potential categories of funding include Bike/Ped Safety projects which may be eligible for the MPO’s Surface Transportation Block Grant-Urban (SU) funds or USDOT Safe Streets and Roads for All (SS4A) discretionary grant program funds. Projects located on the SUN Trail regional network may be eligible to apply for SUN Trail funding managed by FDOT.

**SUBMITTAL PROCESS AND TIMELINE**

- **January 2026 - BPAC Meeting:** Review & Approve Call for Projects Packet
- **February 2026 -** MPO distributes Call for Projects & application materials
- **September 2026 –** deadline for LAP-qualified member agencies to submit MPO Project Concept Sheets, completed Local or Regional Project Scoring spreadsheet, and FDOT D1 Priority Project Information Form
- **October 2026 – BPAC Meeting:** Agency presentations, committee review and comment
- **November 2026 –** Deadline for agencies to submit additional information, if needed
- **January 2027 - BPAC Meeting:** Committee rates and ranks applications (staff will provide a spreadsheet to use in the agenda packet)
- **February 2027 BPAC Meeting:** final review and endorsement of project priorities
- **February 2027:** Agencies enter project submittals in GAP per FDOT deadline
- **March 2027 CAC/TAC Meeting:** review, revise or endorse BPAC project priority listing
- **May 2027 Board Meeting:** Board previews draft project priority lists
- **June 2027 Board Meeting:** MPO Board approves Annual List of Project Priorities (LOPP) for submittal to FDOT

**FOR MORE INFORMATION CONTACT:**

Sean Kingston, PMP, AICP, CFM, Principal Planner, [sean.kingston@collier.gov](mailto:sean.kingston@collier.gov) 239-252-5859

## **APPLICATION MATERIALS**



## **2026-27 CALL FOR BIKE/PED PROJECTS**



**MPO PROJECT CONCEPT SHEET – BICYCLE AND PEDESTRIAN**

**Part 1 – Determination of Eligibility –**

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

- 1. Name of Submitting Jurisdiction \_\_\_\_\_
- 2. Name of Applicant \_\_\_\_\_
- 3. Signature of Applicant \_\_\_\_\_
- 4. Date of Application \_\_\_\_\_
- 5. Project Title \_\_\_\_\_
- 6. Project Category (check all that apply)
 

<input type="checkbox"/> Local	<input type="checkbox"/> Feasibility Study or Corridor Plan
<input type="checkbox"/> Safety	<input type="checkbox"/> Facility Improvement
<input type="checkbox"/> SUN Trail Network	<input type="checkbox"/> Public Education & Outreach

Other/Describe \_\_\_\_\_  
\_\_\_\_\_

- 7. Describe Project Location, Termini and Length and Attach Location Map

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 8. Provide a brief Project Description and include the completed Local or Regional Project Scoring Spreadsheet (attached)

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
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9. Optional - Demonstrate by providing written justification or additional information of how the project meets the BPMP Evaluation Criteria for Local (p91) or Regional Project (p95) as outlined in the applicable Local or Regional Project Scoring Spreadsheet.

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10. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

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11. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

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12. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO and by the local entity, if provided. Funding availability must be sufficient to meet project costs and the request must be consistent with FDOT’s Project Development Policy effective as of January 7, 2026. *(Attach documentation such as CIP page, AUIR page, MPO 2050 LRTP CFP, MPO Call for Projects budget amount, and document the feasibility assessment’s implementation recommendations and identify projected funding for construction within eight (8) years of start of PD&E if requesting funding for PD&E or PE phase.)*

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13. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) *(Demonstrate where/how project is Identified in the Needs analysis (p45) – provide page number, table, map, appendices if relevant, and/or if project is identified in local plan adopted by reference, specify which Plan)*

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14. If this is a design and/or construction project, describe how it addresses the Design Guidelines in the BPMP. (p 88) *(attach pages or documentation if needed.)*

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15. Optional - attach additional information that will aid in understanding the project.



## *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", is written over a blue DocuSigned line.

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

## Exhibit 2

2026-27 Call for Bike-Ped Projects

LOCAL PROJECT SCORING MATRIX - To be Completed by Submitting Agency

Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested Funding		
						Phase	Amount	Fund Type
Criteria & Points	1	2	3	5	6	Score	Weighting	Adjusted Score
Safety	addresses safety concern raised by the public	addresses concern based on safety data, less than a severe crash, no analysis of safety measures	addresses safety concern of severe crashes supported by data	addresses safety concern involving severe crashes supported by data & a safety audit or uses safety countermeasures in the SAP	proposed improvement on HIN in SAP and Section 2 of BPMP		35	
Multimodal and Regional Connections	identified by public input but does not address connectivity needs		fills a connectivity need by public input and addresses some prioritized infrastructure gaps	completely fills a prioritized infrastructure gap identified in this plan, significantly enhancing connectivity			20	
Cost/Benefit*	Total Project Cost/Perm. Res. By Acre 3.0 or under	Total Project Cost/Perm. Res. By Acre 3.01-5.0	Total Project Cost/Perm. Res. By Acre 5.01-10.0	Total Project Cost/Perm. Res. By Acre >10			20	
Education	Distribution/posting sign or brochure		educational activity such as workshop, campaign, materials, or outreach to local groups	comprehensive & sustained education strategy, multiple outreach methods, strong partnerships			10	
Public Involvement & Support	project has not been presented or discussed with public in formal setting		project discussed in formal setting through committee and public meetings	project has strong public support & is identified as priority in BPMP			5	
Micromobility	does not support micromobility or related policies			fully supports micromobility by integrating relevant infrastructure & policies			5	
Economic Development, Revitalization, Tourism	addresses a local need but with minimal impact on tourism or overall appearance of the area		improvement is in a CRA, Trail Town, or identified in local tourism plan	improvement is on key infrastructure in high traffic tourism area, enhances visual appeal & visitor experience. Beautification efforts ie shade along SUP initiated & funded by local government			5	

\*See Figure 21: Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019.  
Source: 2050 Long Range Transportation Plan (LRTP), in Local Projects Evaluation Criteria.

2026-27 Call for Bike-Ped Projects

SUN TRAIL REGIONAL NETWORK PROJECT SCORING MATRIX - To Be Completed by Submitting Agency

Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested Funding		
						Phase	Amount	Fund Type
Criteria & Points	1	2	3	5	Score	Weighting	Adjusted Score	
Safety	addresses safety concern raised by the public		addresses concern based on safety data, less than a severe crash, no analysis of safety measures	addresses safety concern involving severe crashes supported by data & a safety audit or uses safety countermeasures in the SAP		35		
Cost/Benefit*	Costs >\$1 m,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre 0.51-3.0	Costs >\$750k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre3.01-5.0	Costs\$500k to \$750k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre5.01-10.0	Costs <\$500k,OR trail corridor within 5 miles of TAZ w/ Perm. Res. /Acre >10.0		25		
Connectivity	completes a segment and adds to overall trail alignment but does not close any gaps or provide linkages to new areas		adds to overall trail alignment and provides connection to existing trails	adds to overall trail alignment, provides connection to existing trails and completes a gap to connect new population		20		
Feasibility	faces major technical challenges, unrealistic or unverified budget ( $\pm 50\%$ of similar projects), lacks defined timeline, or uncertain, unlikely permitting & approval		some technical or logistical constraints (utilities, ROW), budget estimate within $\pm 25\%$ similar projects	minimal physical or regulatory obstacles, well-documented budget within $\pm 15\%$ similar projects, clear timeline for completion with in 1-3 years, high confidence in timely permitting & agency approvals		10		
Economic Development	addresses a local need but with minimal impact on tourism or overall appearance of the area		improvement is in a CRA, Trail Town, or identified in local tourism plan	improvement is on key infrastructure in high traffic tourism aarea, enhances visual appeal & visitor experience. Beautification efforts ie shade along SUP initiated & funded by local government		5		
Project Phase	Request is for preliminary design or feasibility study		<i>project moving to next phase, short of construction</i>	ready for construction		5		

\*See Figure 21: Ratio of Permanent Residents per Acre in each Traffic Analysis Zone (TAZ) in 2019. Source: 2050 Long Range Transportation Plan (LRTP), in Local Projects Evaluation Criteria.



**District One  
Priority Project Information Packet  
(2024 version, 2026 pending)**

***Please fill out this application completely. Please ensure all attachments are LEGIBLE  
Applications containing insufficient information will not be reviewed by the FDOT.***

**Name of Applying Agency:** [Click here to enter text.](#)

**Project Name:** [Click here to enter text.](#)

**Project Category:**

Congestion Management                       TRIP                       CIGP   
Transportation Alternative                       Transit/Modal                       SCOP                       SCRAP

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here.](#)

**Is applicant LAP certified?**                      Yes                       No

**Is project on State Highway System?**                      Yes                       No

*If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.*

**Is the roadway on the Federal Aid Eligible System?**                      Yes                       No

If yes, provide Federal Aid roadway number: [Click here to enter text.](#)

If no, give local jurisdiction: [Click here to enter text.](#)

<http://www.fdot.gov/statistics/fedaids/>

**Detailed Project Limits/Location:**

Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east.** Include jurisdiction (city/county), project length, attach a labeled project, map.

[Click here to enter text.](#)

**Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?**

Page Number (attach page from LRTP): [Click here to enter text.](#)

**Discuss the project in the local jurisdiction's Capital Improvement Plan?**

(Attach page from CIP): [Click here to enter text.](#)

### Project Description

Phase(s) requested:

Planning Study  PD&E  PE  ROW  CST  CEI

**Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):**

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]

**Total Project Cost: \$ [Number]**

**Project Details:** Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

[Click here to enter text.](#)

### Constructability Review

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? [Click here to enter text.](#)

2. Does the applicant have an adopted ADA transition plan? Yes  No

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

[Click here to enter text.](#)

3. Is there a rail crossing along the project?

Yes  No

What is the Rail MP?

[Enter MP](#)

4. Are there any transit stops/shelters/amenities within the project limits?

Yes  No

How many? [Click here to enter text.](#)

Stop ID number: [Click here to enter text.](#)

5. Is the project within 10-miles of an airport?                      Yes                       No
6. Coordinate with local transit and discuss improvements needed or requested for bus stops?  
(add additional pages if needed):  
[Click here to enter text.](#)
7. Are turn lanes being added?                      Yes                       No   
If yes, provide traffic counts, length, and location of involved turn lanes.  
[Click here to enter text.](#)
8. Drainage structures:
- Number of culverts or pipes currently in place: [Click here to enter text.](#)
  - Discuss lengths and locations of each culvert along the roadway: [Click here to enter text.](#)
  - Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are to be replaced, upgraded, or extended? [Click here to enter text.](#)
  - Discuss drainage ditches to be filled in?  
(Discuss limits and quantify fill in cubic yards) [Click here to enter text.](#)
  - Describe the proposed conveyances system (add additional pages if needed.)  
[Click here to enter text.](#)
  - Are there any existing permitted stormwater management facilities/ponds within the project limits?                      Yes                       No
  - If yes, provide the location and permit number (add additional pages if needed)  
[Click here to enter text.](#)
  - Discuss proposed stormwater management permits needed for the improvements. [Click here to enter text.](#)
  - List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): [Click here to enter text.](#)
  - Discuss Bridges within project limits? [Click here to enter text.](#)
  - Can bridges accommodate proposed improvements?                      Yes                       No   
If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):  
[Click here to enter text.](#)

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation

Yes  No

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

[Click here to enter text.](#)

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): [Click here to enter text.](#)

If none are needed, state the qualified exemption:

[Click here to enter text.](#)

11. Are there any wetlands within the project limits? Yes  No

If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:

[Click here to enter text.](#)

12. Are there any federal or state listed/protected species within the project limits?

Yes  No

If yes, list the species and what, if any mitigation or coordination will be necessary: [Click here to enter text.](#)

If yes, discuss critical habitat within the project limits: [Click here to enter text.](#)

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)

[Click here to enter text.](#)

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes  No

(Provide details) [Click here to enter text.](#)

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. [Click here to enter text.](#)

16. Are lighting improvements requested as part of this project? Yes  No   
Please provide a lighting justification report for the proposed lighting.  
[Click here to enter text.](#)

17. Is a mid-block crossing proposed as part of the project? Yes  No   
If yes, please provide the justification for mid-block crossing.  
[Click here to enter text.](#)

### **Required Attachments**

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

## **Applicant Contact Information**

### **Agency Name:**

**Mailing Address:** [Click here to enter text.](#)

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature indicates that the information included with this application is accurate.*

### **Maintaining Agency:**

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature serves as a commitment from your agency to maintain the facility requested.*

### **MPO/TPO:**

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.*

## Exhibit 4

### MPO PROJECT SCORING – NON-MOTORIZED

MPO staff will conduct a preliminary prioritized ranking of eligible projects based on the scoring criteria listed below. The BPAC, CAC, and TAC will review and comment on the ranking and endorse with adjustments as deemed warranted. The score is cumulative depending on the number of factors addressed:

MPO staff will present the complete record of staff and advisory committee rankings to the MPO Board. The Board has sole and final decision-making authority in determining the final list of priorities in ranked order. MPO staff will submit the Board's adopted project priorities to FDOT on or before June 30th.

#### ***CHECK APPLICABLE BOXES AND ATTACH DOCUMENTATION TO CONFIRM.***

##### 1. Safety

- a)  Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points
- b)  Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points
- c)  Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
- d)  Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point

##### Equity

- a)  Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
- b)  Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points
- c)  Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point

Connectivity

- a)  Fills a prioritized infrastructure gap identified in this Plan – 5 points
  
- b)  Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points