Agenda CAC

Citizens Advisory Committee

IN-PERSON MEETING

Transportation Management Services Department
SOUTH CONFERENCE ROOM
2885 South Horseshoe Dr.
Naples, FL, 34104

October 27, 2025, 2:00 P.M.

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the September 22, 2025 Meeting Minutes**
5. **Open to Public for Comments Items Not on the Agenda**
6. **Agency Updates**
   A. FDOT
   B. MPO Executive Director
7. **Committee Action**
   A. Endorse an Amendment to the FY2026-30 Transportation Improvement Program (4 projects)
   B. Review and Comment on Draft Chapters 4, 6 and 7 of the 2050 Long Range Transportation Plan
   C. Review and Comment on FDOT's Draft Tentative Work Program for FY2027-31
8. **Reports & Presentations (May Require Committee Action)**
   A. FDOT Presentation on Livingston - FPL Trail Extension from Radio Rd to Collier County Line PD&E Study
   B. Report on Collier and Lee MPO Consolidation Feasibility Study
9. **Member Comments**
10. **Distribution Items**
    A. Administrative Modification 1 to Collier MPO's Third Amended FY 24/25-25/26 Unified Planning Work Program
    B. Administrative Modification #2 to FY26-30 Transportation Improvement Program
11. **Next Meeting Date**

    November 24, 2025
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.

CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
September 22, 2025, 2:00 p.m.

1. Call to Order

Ms. Homiak called the meeting to order at 2:02 p.m.

2. Roll Call

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

CAC Members Present
Karen Homiak, *Chair*
Kevin Dohm
Michelle Arnold
Becky Irwin (*arrived at item 7.B.)*
Neal Gelfand
Harry Henkel

CAC Members Absent
Fred Sasser, *Vice Chair*
Dennis DiDonna
Josh Rincon
Misty Phillips

MPO Staff
Anne McLaughlin, Executive Director
Sean Kingston, Planner III
Dusty Hansen, Planner II
Suzanne Miceli, Operations Support Specialist II

Others Present
Marcellus Evans, FDOT
Lorraine Lantz, Collier County Transportation Planning
Kathy Eastley, Collier County Transportation Planning
Carmen Monroy, Stantec Consulting
Omar De Leon, Collier Area Transit

3. Approval of the Agenda

Mr. Dohm *moved to approve the agenda.* ***Mr. Henkel*** *seconded. Carried unanimously.*

4. Approval of the Meeting Minutes

Mr. Gelfand *moved to approve the August 25, 2025 meeting minutes.* ***Mr. Dohm*** *seconded. Carried unanimously.*

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Mr. Evans said there were no updates.

B. MPO

Ms. McLaughlin announced that her contract as Executive Director will expire on March 9, 2026, and she has decided to retire. She is anticipating candidates will be interviewed at the December 11, 2025 MPO Board meeting, but if there is a delay there may be a special MPO Board meeting in January.

7. Committee Action

A. Review and Comment on the Draft Transit Development Plan, Major Update, for 2026-2035

Ms. Hansen said that a Transit Development Plan (TDP) Major Update is required every 5 years by FDOT for transit agencies that receive State Block Grant Funds for transit system operations, like Collier Area Transit (CAT). Collier MPO funded Stantec Consulting to develop the update with CAT. The draft TDP was being presented for review and comment, which will be incorporated in the final draft.

Ms. Monroy provided a presentation (which can be viewed in the September 22, 2025 CAC Agenda), mentioning that the timeline will go through Committees and the MPO Board and presented to the Collier County Board of County Commissioners for approval on December 9, 2025. The TDP rule was recently amended to encourage more collaboration between transit agencies and MPOs, but the relationship and collaboration between Collier MPO and CAT is already strong. The plan thoroughly looked at data from peer transit agencies, as well as CAT operations, ridership projections, and the previous TDP. Recommendations were provided based on data evaluation, current conditions, peer evaluation, and public input.

A group discussion followed, regarding various aspects of the transit evaluation. It was noted that the evaluation addressed regular transit, but excluded paratransit, and did not establish eligibility requirements for paratransit riders. Prioritization criteria for recommendations were reviewed, highlighting the use of TBEST-generated trips and revenue hours of service as measures of effectiveness as the best

system for comparison with other agencies, with recommendations to expand the use of technology. A question regarding route planning for Everglades City was raised, and the area was identified as outside the core service zone. It was noted that a special study would be required to explore future inclusion of Everglades City in the CAT system. The aging driver workforce was mentioned as prompting efforts to attract new drivers through hiring incentives supported by FDOT and the Federal Transit Administration (FTA). It was reported that rider fare collection covers approximately 13% of transit costs and is accepted through passes, the CAT app, or cash. A rider fare study was also in progress at the time.

This item was presented for review and comment only.

B. Endorse the Final Draft Bicycle and Pedestrian Master Plan

Mr. Kingston said that the Bicycle and Pedestrian Master Plan (BPMP) had gone through 2 years of development. Capital Consulting Solutions revised the draft BPMP following its presentation to CAC in August. The evaluation criteria point system for the Call for Projects process and clarification of various sections within the draft plan were revised based on comments from County Transportation Planning and MPO staff. The final draft of the BPMP is scheduled to be presented to the MPO Board for approval on October 10, 2025.

TAC endorsed the BPMP with the caveat put in place by the Bicycle & Pedestrian Advisory Committee (BPAC) that a statement on Page 17 be revised to deemphasize the description of a "well-connected" bike-ped network outside of the municipalities, regarding bicycle paths and trails, and for errors in the priority projects listed for Everglades City to be corrected.

A group discussion followed, regarding the BPAC's emphasis on bike lane improvements rather than sidewalks, although Committee members highlighted the need for expanded sidewalk connectivity in Collier as well. In the evaluation criteria, it was noted that the cost-benefit metric was updated from a "per capita" basis to refer to population density data from the Long Range Transportation Plan (LRTP). In addition to the plan's gap analysis, which identifies areas lacking infrastructure within the Collier region, conducting a comparative study of bike/ped facilities across regions was suggested for future BPMP updates. The e-bike issue was discussed, and recent amendments to local ordinances were noted, including speed restrictions on sidewalks and shared-use paths, with guidance for e-bike riders to use bike lanes when available. It was mentioned that the plan prioritizes projects that support micromobility through infrastructure, connections, and policy integration. Safety concerns and increased e-bike usage as alternative to transit were acknowledged, particularly due to long transit intervals. The shared-use path along SR 951 was confirmed to be part of the Collier-Polk Regional Trail, with results of the Project Development and Environmental (PD&E) expected soon.

Mr. Dohm *moved to endorse the Final Draft Bicycle and Pedestrian Master Plan.* ***Mr. Henkel*** *seconded. Carried unanimously.*

C. Endorse the Final Draft Comprehensive Safety Action Plan

Ms. McLaughlin mentioned that the Comprehensive Safety Action Plan (CSAP) was following the same series of reviews as the Bicycle and Pedestrian Master Plan (BPMP). Consultant, TY Lin, had revised the draft CSAP in response to comments received from Collier MPO Advisory Committees, Collier County Transportation Planning, the Steering Committee, and MPO staff. The CSAP final draft is expected to be presented to the MPO Board for approval on October 10, 2025.

Revisions to the draft since the CAC August meeting include minor text clarifications and the addition of a disclaimer under "How to Use this Plan" on Page 12, stating that all safety improvement processes must comply with the requirements of relevant agencies. **Ms. McLaughlin** provided a handout detailing the revisions underway based on comments from the last Congestion Management Committee meeting and from a County Transportation Safety Engineer. The intention is that when the public reads the plan, all proposals in the plan must still follow traditional engineering studies and be aligned with local regulations. (A copy of the handout can be obtained by contacting Collier MPO.) An achievable measure of reducing fatalities and serious injuries by 25% by 2050 was added to the State's overall goal of Target Zero. **Ms. McLaughlin**, while working with the Steering Committee to develop the CSAP, had encouraged them to get involved in Community Traffic Safety Team meetings.

Mr. Gelfand *moved to endorse the Final Draft Comprehensive Safety Action Plan.* ***Mr. Dohm*** *seconded. Carried unanimously.*

D. Endorse the 2050 LRTP Revised Draft Evaluation Matrix/Project Ranking and Revised Draft Cost Feasible Roadway Projects

Ms. McLaughlin said that the Draft Evaluation Matrix and Cost Feasible Roadway Projects were presented to the Committee for review and comment in August. No comments from the Committee were received. Based on input received from Collier County Transportation Planning staff, a bridge at 16th St, SE/S of Golden Gate Blvd, was replaced with a bridge at Wilson Blvd. This update was reflected in the Needs Plan, Evaluation Matrix, and the draft Cost Feasible Plan. The revised documents were presented to the MPO Board for review on September 12, 2025. No additional comments have been received.

Collier MPO consultant, Jacobs Engineering, submitted the final Cost Feasible Roadway Network to FDOT on September 19, 2025. FDOT is keeping the door open for all MPOs to make further revisions to their Cost Feasible Roadway Networks, if needed Jacobs submitted a spreadsheet to FDOT that included the addition of the I-75 Widening Project from 6-8 lanes from Golden Gate Pkwy to Pine Ridge Rd and from Pine Ridge Rd to Immokalee Rd and 6-10 lanes from Immokalee to Bonita Beach Rd. These projects were funded by FDOT in the FY26-30 Transportation Improvement Program (TIP).

Mr. Dohm *moved to endorse the 2050 LRTP Revised Draft Evaluation Matrix/Project Ranking and Revised Draft Cost Feasible Roadway Projects.* ***Mr. Gelfand*** *seconded. Carried unanimously.*

8. <u>Reports & Presentations (May Require Committee Action)</u>

None.

9. Member Comments

Mr. Gelfand said he thought he saw staging for the widening of Goodlette Frank Rd from Vanderbilt Rd to Immokalee Rd.

Ms. Lantz said the Goodlette Frank Rd from Vanderbilt Rd to Immokalee Rd project is in the design phase and what **Mr. Gelfand** saw may have been a stormwater project.

Mr. Dohm thanked the Committee for their support regarding keeping the Everglades City Airport open. He said **Mr. Henkel** and he worked on it, and it was a partial victory, and airport would remain open for the time being. **Mr. Dohm** added that the airport also acts as a staging area during natural disasters and having staging areas for natural disasters is important.

Mr. Henkel thanked **Ms. McLaughlin** for including the airport vote in the CAC Chair Report to the MPO Board.

10. Distribution Items

A. Administrative Modification #1 to the FY 2026-30 Transportation Improvement Program (Updated Transit Safety Targets)

This item was distributed.

11. Next Meeting Date

October 27, 2025, 2:00 p.m. –Transportation Management Services Bldg., South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Homiak adjourned the meeting at 3:13 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Endorse an Amendment to the FY 2026-2030 Transportation Improvement Program – two new transit projects for operating assistance and capital to purchase vehicles/equipment and add the Railroad & Utilities phases to two existing roadway projects.

OBJECTIVE: Committee endorsement of an amendment to the FY 2026-2030 Collier MPO Transportation Improvement Program (TIP) and authorizing resolution to add two new transit projects and a new phase to two existing roadway projects.

CONSIDERATIONS: The Florida Department of Transportation (FDOT) has requested the Collier MPO to amend its FY 2026-2030 TIP for the following transit projects:

- **441512-1:** Add the RRU phase to a resurfacing project at US 41 from N of Old US 41 to S of Gulf Park Dr.
- **446451-1**: Add the RRU phase to an intersection improvement project at US 41 and Golden Gate Pkwy.
- **457348-2:** Add a new transit project to purchase vehicles/equipment for rural bus and facilities.
- **410120-2**: Add a new transit project for operating assistance.

Attachment 1 contains Resolution 2025-11, including Exhibits 1 and 2.

The MPO is following the TIP amendment public involvement process outlined in the MPO's Public Participation Plan in that this Amendment has been:

- Posted for review by the TAC and CAC;
- Public comment period announced on the MPO website; and
- Distributed via e-mail to applicable list-serve(s).

The comment period began on October 20, 2025, and ends with the MPO Board meeting on November 14, 2025.

STAFF RECOMMENDATION: That the Committee endorse the Amendment and authorizing resolution.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. MPO Resolution 2025-11, including Exhibits 1 and 2

MPO RESOLUTION #2025-11
A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION APPROVING AMENDMENT TO THE FY 2025/26- 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, State and federal statutes, rules and regulations require that each designated Metropolitan Planning Organization develop and adopt a Transportation Improvement Program ("TIP") and set forth the procedures for doing so; and

WHEREAS, the Collier Metropolitan Planning Organization's (the "MPO") TIP may require amending as authorized and required by 23 C.F.R. Part 450 Sections 326, 328, 330, 332 and 334, and by F.S. § 339.175(6), (8) and (13); and

WHEREAS, the Florida Department of Transportation ("FDOT") requested the Collier MPO to amend its FY 2025/26-2029/30 TIP to add Federal Project Numbers ("FPNs") 410120-2, a new transit project for operating assistance and 457348-2, a new transit project to purchase vehicles/equipment for rural bus and facilities and to add Railroad & Utilities phases to projects 441512-1, resurfacing at SR 45 (US 41) from N of Old US 41 to S of Gulf Park Drive and 446451-1, an intersection improvement at SR 45 (US 41) at CR 886 (Golden Gate Parkway) as shown in Exhibit 1; and

WHEREAS, FDOT has submitted a letter to the MPO stating that the amendments are necessary to include in the MPO's TIP to ensure consistency with FDOT's Work Program, as shown in Exhibit 2; and

WHEREAS, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all of the steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO's meeting on November 14, 2025; and

WHEREAS, the MPO has reviewed the proposed TIP Amendment for this project and determined that it is consistent with the MPO's adopted plans and policies; and

WHEREAS, in accordance with all required State and federal procedures, rules and regulations, including but not limited to the FDOT's MPO Administrative Manual, the TIP Amendment must be accompanied by an endorsement indicating official MPO approval.

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:

1. The FY 2025/26 - 2029/30 Transportation Improvement Program Amendment set forth in Exhibits 1 and 2 is hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2025/26-2029/30 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 14th day of November, 2025.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____ By: _____
Anne McLaughlin Dan Kowal
MPO Executive Director MPO Chair

Approved as to form and legality:

_____
Scott R. Teach, Deputy County Attorney

EXHIBIT 1 to Resolution 2025-11
TIP Amendment for Approval by MPO Board on October 10, 2025 for FY 2025/26 through FY 2029/30 TIP

FPN	Action	Project Name	Requested By	Fund	Amount	FY	Phase	Responsible Agency	TIP Location	LRTP Reference
441512-1	Add a phase	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	FDOT	ACSA	$1,050,000	26	RRU	FDOT	Appendix K	P6-18
446451-1	Add a phase	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)	FDOT	ACSU	$300,000	26	RRU	FDOT	Appendix K	P6-2, Table 6-1
457348-2	Add a project	SECTION 5339 RURAL BUS & FACILITIES D1-COLLIER COUNTY BOCC	FDOT	DU	$208,305	26	CAP	COUNTY	Appendix K	P6-23, Table 6-12
410120-2	Add a project	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE	FDOT	DU LF	$430,261 $430,261	26	OPS	COUNTY	Appendix K	P6-23, Table 6-12

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: _____ Date: _____ By: _____ Date: _____

Anne McLaughlin
Collier MPO Executive Director

Dan Kowal
MPO Chair

Approved as to form and legality

_____

Scott R. Teach, Deputy County Attorney

COLLIER MPO FY 2026 - 2030 TIP

441512-1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR
Type of Work Description	RESURFACING
Responsible Agency	MANAGED BY FDOT
Project Description	
Project Length	4.707
SIS	No
2045 LRTP	P6-18

Fund	Phase	2026	2027	2028	2029	2030	Totals
ACSA	RRU	1,050,000	0	0	0	0	$1,050,000.00
DS	CST	0	678,071	0	0	0	$678,071.00
CM	CST	0	2,180,274	0	0	0	$2,180,274.00
DSB2	CST	0	2,906,644	0	0	0	$2,906,644.00
ACNR	CST	0	7,061,289	0	0	0	$7,061,289.00
SA	CST	0	11,082,976	0	0	0	$11,082,976.00
		1,050,000	23,909,254	0	0	0	**$24,959,254.00**

COLLIER MPO FY 2026 - 2030 TIP

446451-1	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)
Type of Work Description	INTERSECTION IMPROVEMENT
Responsible Agency	MANAGED BY FDOT
Project Description	
Project Length	0.006
SIS	No
2045 LRTP	P6-2, Table 6-1

Fund	Phase	2026	2027	2028	2029	2030	Totals
ACSU	RRU	300,000	0	0	0	0	$300,000.00
SU	CST	0	1,799,881	0	0	0	$1,799,881.00
		300,000	1,799,881	0	0	0	**$2,099,881.00**

COLLIER MPO FY 2026 - 2030 TIP

457348-2	SECTION 5339 RURAL BUS & FACILITIES D1-COLLIER COUNTY BOCC
Type of Work Description	PURCHASE VEHICLES/EQUIPMENT
Responsible Agency	COLLIER COUNTY
Project Description	
Project Length	0
SIS	No
2045 LRTP	P6-23, Table 6-12

Fund	Phase	2026	2027	2028	2029	2030	Totals
DU	CAP	208,305	0	0	0	0	$208,305.00
		208,305	0	0	0	0	**$208,305.00**

COLLIER MPO FY 2026 - 2030 TIP

410120-2	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE
Type of Work Description	
Responsible Agency	COLLIER COUNTY
Project Description	
Project Length	0
SIS	No
2045 LRTP	P6-23, Table 6-12

Fund	Phase	2026	2027	2028	2029	2030	Totals
DU	OPS	430,261	0	0	0	0	$430,261.00
LF	OPS	430,261	0	0	0	0	$430,261.00
		860,522	0	0	0	0	**$860,522.00**

Exhibit 2

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 13, 2025

Collier County MPO
ATTN: Mrs. Anne McLaughlin, Executive Director
2885 Horseshoe Dr S
Naples, FL 34104

RE: Request to Revise Fiscal Year (FY) 2025/26-2029/30 Transportation Improvement Program (TIP)

Dear Mrs. McLaughlin:

Florida Department of Transportation requests Collier County MPO revise the FY 2025/26-2029/30 TIP to reflect project changes as described below.

Project # **441512-1** (Resurfacing) and **446451-1** (Intersection Improvement) are the existing projects managed by FDOT. The Railroad & Utilities phase was added to both projects in FY26 using federal funds. TIP Amendment is required so that federal funds can be authorized.

Project # **457348-2** new transit project that has been awarded to Collier County through 5339 Rural Bus and Bus Facilities grant for FY 26. Project # **410120-2** new transit project that has been awarded to Collier County through FTA 5311 program. Adding new projects require a TIP **amendment** so that federal funds can be authorized.

Please use the information below to revise the TIP accordingly:

FM#	Project Description	Length	Phase	Fund Source	Amount	FY
441512-1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	4.707 miles	RRU	ACSA	$ 1,050,000	2026

446451-1	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)	0.006 miles	RRU	ACSU	$300,000	2026
457348-2	SECTION 5339 RURAL BUS & FACILITIES D1-COLLIER COUNTY BOCC	0.000 Miles	CAP	DU	$208,305	2026
410120-2	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE	N/A	OPS	DU LF	$430,261 $430,261	2026

As always, feel free to contact the Liaison Group at D1-Liaisons@dot.state.fl.us if you have any questions.

Sincerely,

Marcellus Evans II, CSM, FCCM
Community Liaison

Cc: Wayne Gaither, FDOT
Kristi A. Smith, CPM, FCCM FDOT

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Review and Comment on Chapters 4, 6 and 7 of the 2050 Long Range Transportation Plan

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OBJECTIVE: For the Committee to review and comment on three major chapters of the 2050 Long Range Transportation Plan (LRTP).

CONSIDERATIONS: Jacobs Engineering has submitted the following three chapters of the 2050 LRTP for review and comment:

- Chapter 4 - 2050 Needs Plan, **Attachment 1**
- Chapter 6 - 2050 Cost Feasible Plan, **Attachment 2**
- Chapter 7 - Implementation, **Attachment 3**

Chapters 4 and 6, now include material drawn from the three plans approved by the MPO Board on October 10th: the Bicycle and Pedestrian Master Plan, Transit Development Plan, and Comprehensive Safety Action Plan. Both chapters also include information from the FDOT District 1 Freight Plan, airport master plans, and the MPO's Congestion Management Process (2022).

The next steps are to bring a complete draft of the 2050 LRTP to the MPO Board for preliminary review and to TAC and CAC for endorsement in November, followed by MPO Board approval on December 11, 2025.

Jacobs will give a presentation as shown in **Attachment 4.**

STAFF RECOMMENDATION: For review and comment.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Draft Chapter 4 2050 Needs Plan
2. Draft Chapter 6 2050 Cost Feasible Plan
3. Draft Chapter 7 Implementation
4. Presentation 2050 LRTP

4. 2050 Needs Plan

4.1 Needs Plan Overview

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

4.1.1 Needs Plan Policy Constraints

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

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

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

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

- The County will provide for the protection and acquisition of existing and future right-of-way (ROW). Sufficient ROW shall be acquired to facilitate arterial and collector roads as appropriate to meet the needs of the LRTP or other adopted transportation studies, plans or programs, appropriate turn lanes, medians, bicycle and pedestrian facilities, drainage canals, a shoulder sufficient for pull offs, and landscaping areas [Objective 3 & Policy 3.3].
- The County is considering the viability of a Thoroughfare Corridor Protection Plan ordinance to preserve ROW for corridors or projects listed in the LRTP. This policy includes adoption of Corridor Preservation Maps and Tables and Critical Intersection Maps and Tables; and limits land uses within the corridors to direct incompatible land uses away from environmentally sensitive resources [Policy 3.5].

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

4.1.1.1 City of Naples Comprehensive Plan

The *City of Naples Comprehensive Plan* (updated December 2013) puts forth the following policy constraint with the primary objective of protecting residential neighborhoods:

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

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

- Evaluate proposed street improvements in Naples that may potentially increase through traffic volumes to protect residential neighborhoods [Policy 1-1].
- Maintain LOS C as a goal for the arterials and all major collectors, except for Fifth Avenue South between U.S. 41 and Gulf Shore Boulevard [Policy 1-3].
- Naples shall not permit construction of vehicle road overpasses or flyovers in favor of feasible alternative planning solutions that will improve the long-term traffic circulation patterns in the City [Policy 1-10].
- Evaluate programs to modify peak hour travel demand and reduce the number of VMT per capita [Policy 2-5].
- Assist the Southwest Florida Land Preservation Trust in acquiring necessary easements and funding for the design and construction of a greenway bicycle/ pedestrian pathway [Policy 3-3].
- Maintain or reduce hurricane evacuation times [Objective 4].

- Enhance the safety, connectivity, and mobility of existing and future pedestrian and bicycle pathways [Objective 7].
- Continue to coordinate with the Collier MPO to evaluate the potential for developing an efficient public transportation system and mechanisms to reduce the reliance on private motor vehicles [Objective 8].
- Establish a transportation mobility program to identify and implement strategies to reduce greenhouse gas emissions. Focus on programs, policies, and code adoptions that have a net impact of reduced travel delays, reduced vehicular trips, reduced vehicle trip length, and measures to improve the efficiency of travel [Objective 9].

4.1.1.2 City of Marco Island Comprehensive Plan

The *City of Marco Island Comprehensive Plan* (adopted October 4, 2021) puts forth policy constraints, with the objective of preserving the existing street network:

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

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

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

4.1.1.3 City of Everglades City Comprehensive Plan

The *City of Everglades City Comprehensive Plan* (adopted July 5, 2022) puts forth policy constraints, with the objective of prioritizing the functionality of the improvements:

- The City shall prioritize transportation improvements with highest priority given to safe and efficient multimodal access to schools, parks and other locations commonly accessed by children, followed by improvements to support multimodal access between housing and non-residential uses, particularly for affordable housing multimodal access to employment opportunities [Policy T-1.5.1].

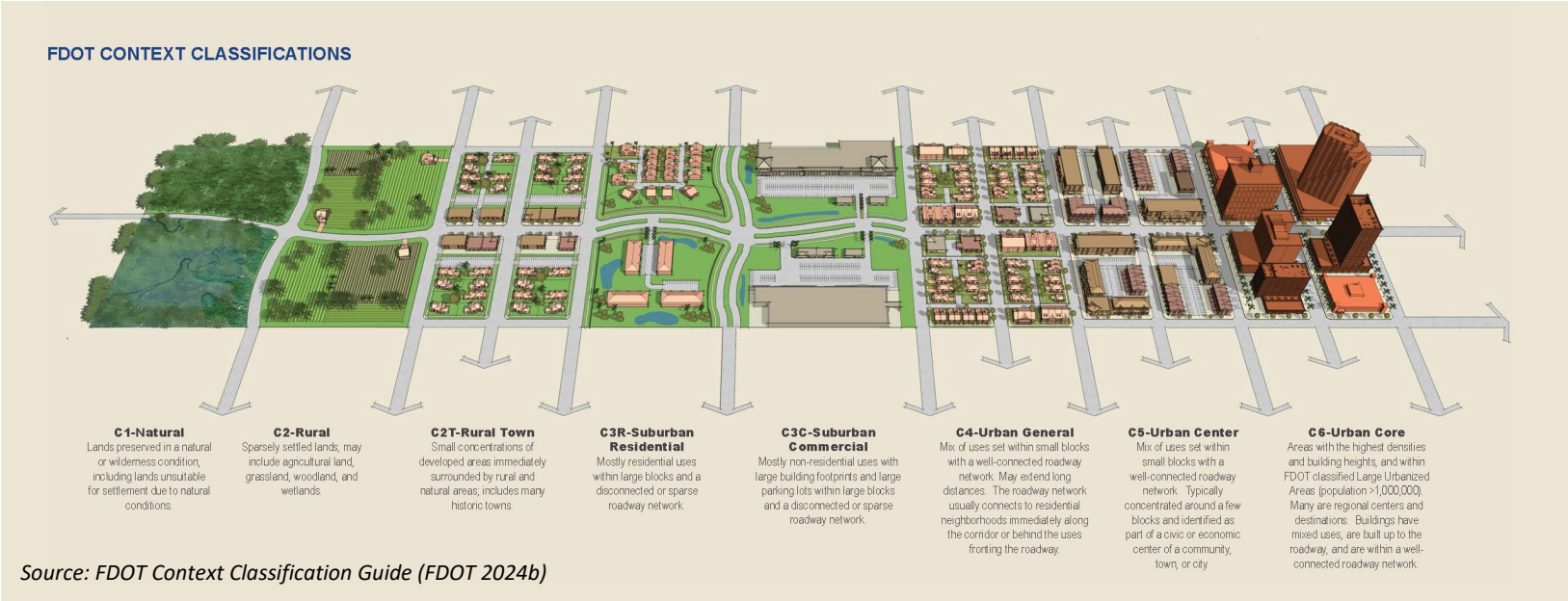
4.1.2 Planning Future Facilities

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

These policies are context-sensitive with an approach that provides a transportation system design that considers local land development patterns. Roadways are to be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system presented on **Figure 4-1** broadly identifies the various built environments existing in Florida. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria. The context classification of each roadway must be considered, along with its transportation characteristics and the built form to understand who uses or could use it, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

The 2050 Needs Plan incorporates various transportation modes, including roadway needs for motorists and freight, transit, bicycles, pedestrians, and air transportation. The following sections detail the needs for projects related to

Figure 4-1. FDOT Context Classifications



Source: FDOT Context Classification Guide (FDOT 2024b)

these transportation modes. This chapter breaks down the 2050 Needs Plan by Roadway Needs, Bicycle and Pedestrian Needs, Transit Needs, and Air Transportation Needs.

4.2 Roadway Needs

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

- Collier MPO Safe Streets for All Comprehensive Safety Action Plan, (Pending)
- FDOT Districtwide Bus Rapid Transit Feasibility Study, February 2025
- 2024 Collier County Annual Update & Inventory Report/Capital Improvement Element, January 2025
- FDOT Draft 2055 Florida Transportation Plan Performance Report, January 2025
- FDOT Freight Mobility and Trade Plan, October 2024
- FDOT Five Year Work Program Fiscal Year (FY) FY25-29 (Adopted July 1, 2024)
- FDOT Strategic Intermodal System 2030 – 2050 Long Range Cost Feasible Plan, July 2024
- Collier MPO Transportation Improvement Program FY 2025 – FY 2026 (Adopted June 13, 2025, Amended September 22, 2025)
- FDOT Resilience Action Plan, July 2023
- FDOT Resilience Quick Guide: Incorporating Resilience in the MPO Long Range Transportation Plan, April 2023
- FDOT Moving Florida Forward Infrastructure Initiative (2023)
- FDOT 2045 Florida Transportation Plan, July 2022
- Collier MPO Congestion Management Process 2022 Update (approved April 2022)
- FDOT Strategic Intermodal System Policy Plan, March 2022
- Florida Strategic Highway Safety Plan, March 2021
- City of Naples Airport Authority, Naples Airport Master Plan, February 2021
- Collier MPO 2045 Long Range Transportation Plan, approved December 11, 2020
- Collier County Airport Authority Immokalee Regional Airport, Airport Layout Plan Update, April 2019
- Collier County Growth Management Plan Capital Improvement Element, adopted November 12, 2019
- Collier County Community Housing Plan, October 24, 2017
- Collier 2040 LRTP Freight Congestion Considerations Technical Memorandum, November 2015

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

- FDOT District 1
- Lee County MPO
- Collier County Transportation Management Services and Transportation Engineering Division
- Cities of Naples, Marco Island, and Everglades City

- Seminole and Miccosukee Tribes
- Collier MPO Boards and Committees
- Community Redevelopment Agencies
- Other Local and State Agencies
- Members of the Public

4.2.1 Existing Plus Committed Projects

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

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

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

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

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

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

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

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

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

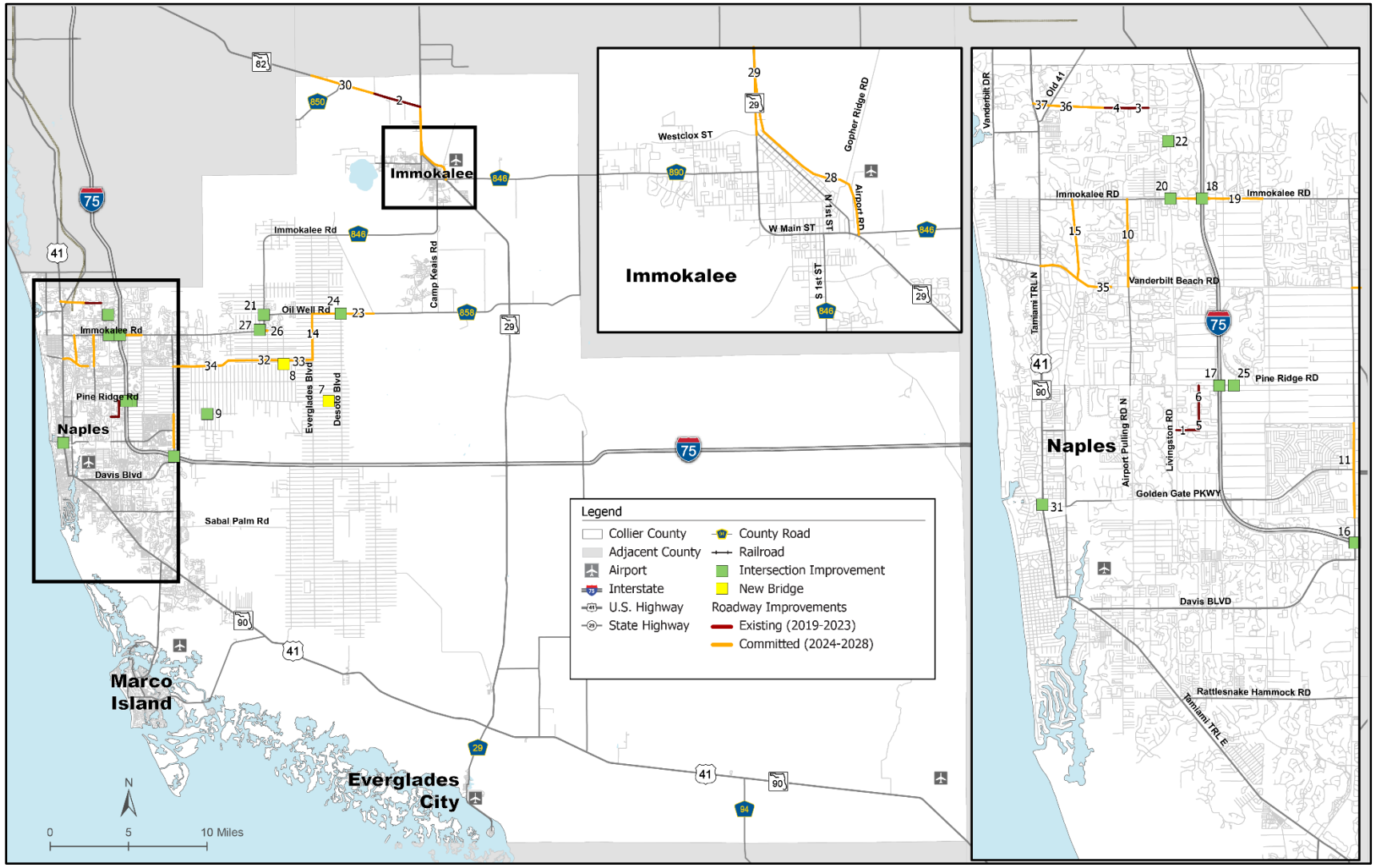
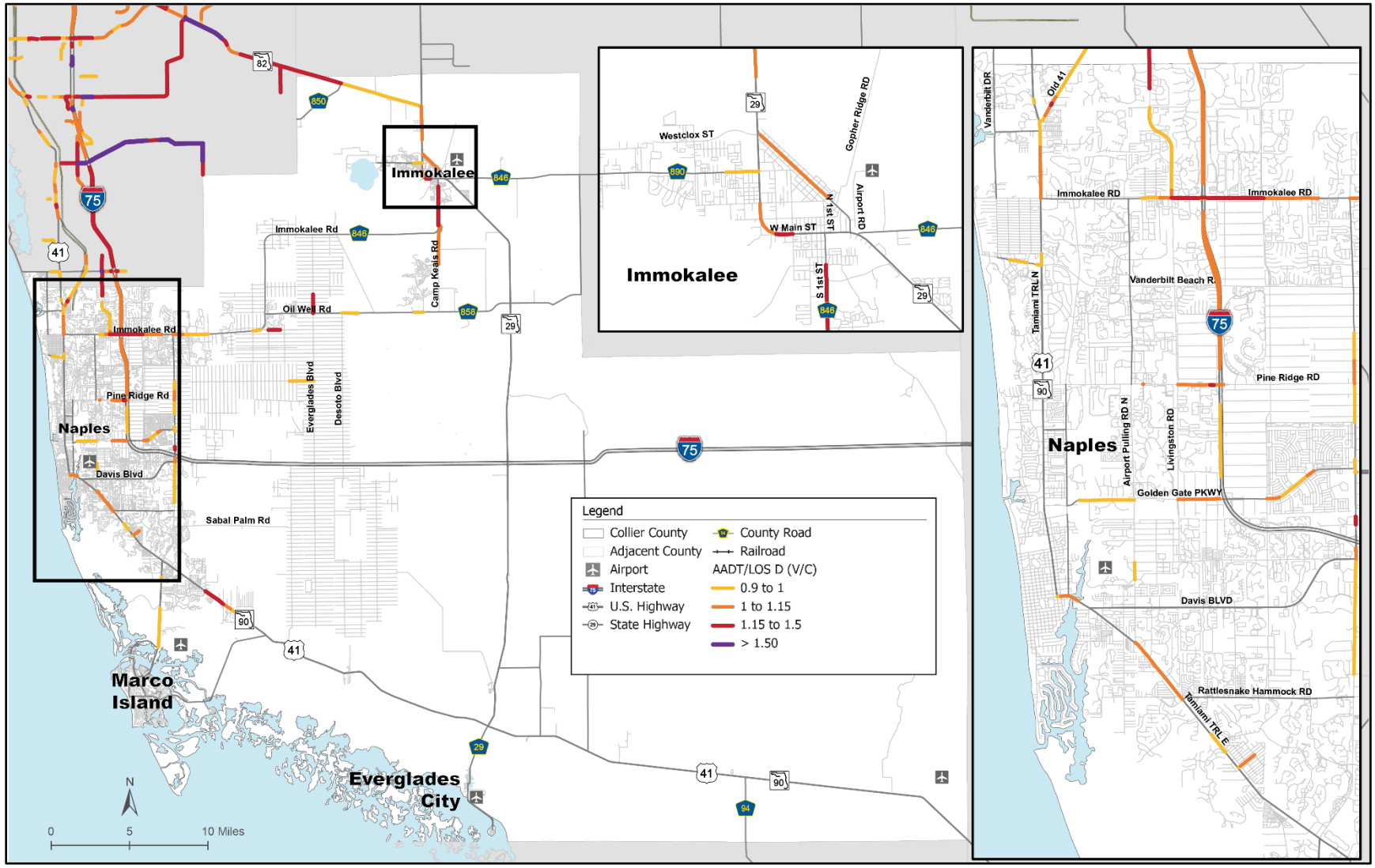


Figure 4-3. 2050 E+C Network Roadway Deficiencies Map



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

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

4.2.2 Other Roadway Needs Considerations

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

4.2.2.1 Existing Planning Studies

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

Annual Update and Inventory Report

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

Golden Gate City Master Plan

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

Golden Gate Parkway Corridor Congestion Study

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

Veteran's Memorial Boulevard Extension Phase II

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

Wilson Boulevard Extension Corridor Study

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

Immokalee Road Corridor Congestion Study

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

- Implementing an adaptive traffic signal control system
- Developing a phasing plan for the addition of combined through/right-turn lanes, and incorporate into the Capital Improvement Element of the CCGMP
- Implementing a grade-separated overpass at Immokalee Road and Livingston Road and provide additional turn lanes
- Implementing a Diverging Diamond Interchange at the Immokalee Road/I-75 Interchange in coordination with FDOT
- Implementing a Partial Displaced Left Turn also known as a Continuous Flow Intersection at Immokalee Road and Logan Boulevard
- Pursuing other recommended activities as necessary to manage congestion and improve the operational efficiency, safety, and functionality of this corridor and transportation network
- Continued engagement with impacted stakeholders through the design and construction process

Immokalee Transportation Network Plan

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

Collier Boulevard III Bridge Location Study

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

East of CR 951 Bridge Reevaluation Study

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

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

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

[a] Refer to Figure 4-14, 2050 Needs Plan Roadway Projects Map
[b] Refer to Figure 4-2, 2050 Existing Plus Committed (E+C) Roadway Projects Map

In addition to County planning studies, the MPO also reviewed the following FDOT studies that are within Collier County to identify potential projects eligible for the roadway Needs Plan. The following list reflects completed or currently underway studies since the 2045 LRTP update (Collier County 2025a).

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

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

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

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

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

This Study is evaluating two segments of Old 41 as part of this project, which are from US 41/Tamiami Trail to the Lee County Line and from the Collier County Line to Bonita Beach Road. The goal of this PD&E study is to evaluate and document potential engineering and environmental effects of proposed improvements needed to relieve existing congestion and accommodate future travel demand along Old 41/CR 887. Improvements may include the potential widening of the roadway up to four lanes, as well as safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path. The study is anticipated to be complete by June 2026. The MPO Board approved a motion on February 14, 2025, to reevaluate the PD&E to focus on improving intersections and adding bicycle and pedestrian facilities.

4.2.2.2 Moving Florida Forward Infrastructure Initiative

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

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

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

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

- I-75 at Pine Ridge Road) Interchange Improvements (FPID 445396-1) – in construction

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

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

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

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

4.2.2.3 Freight Needs

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

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

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

Regional Freight Corridors and Distribution Routes

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

The regional freight corridors function as connectors between limited-access facilities and regional freight activity centers. The District One FMTP provides a comprehensive assessment of its region's freight network. The Plan further informs the statewide FDOT *Freight Mobility & Trade Plan* (FDOT 2024d)

(FDOT FMTP) to support federal and state funding requests for improvements to the District's regional freight network. **Figure 4-4** presents the freight mobility corridors within District One. Collier County's regional freight facilities consist of:

- SR 29 (I-75 to Hendry County Line)
- SR 82 (SR 29 to Hendry County Line)
- US 41 (Monroe County/Miami-Dade County Line to Lee County Line)
- CR 951/Collier Boulevard (US 41 to CR 846/ Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)
- CR 846/Immokalee Road (US 41 to CR 858/Oil Well Road)
- Golden Gate Boulevard (US 41 to CR 951/Collier Boulevard)
- CR 896/Pine Ridge Road (US 41 to CR 951/Collier Boulevard)

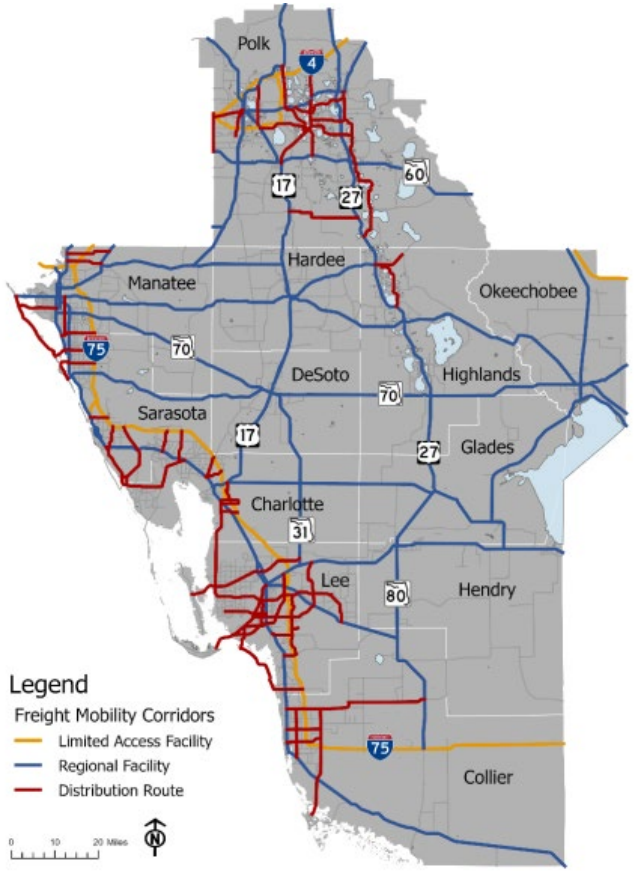


Figure 4-4. District One Freight Mobility Corridors

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

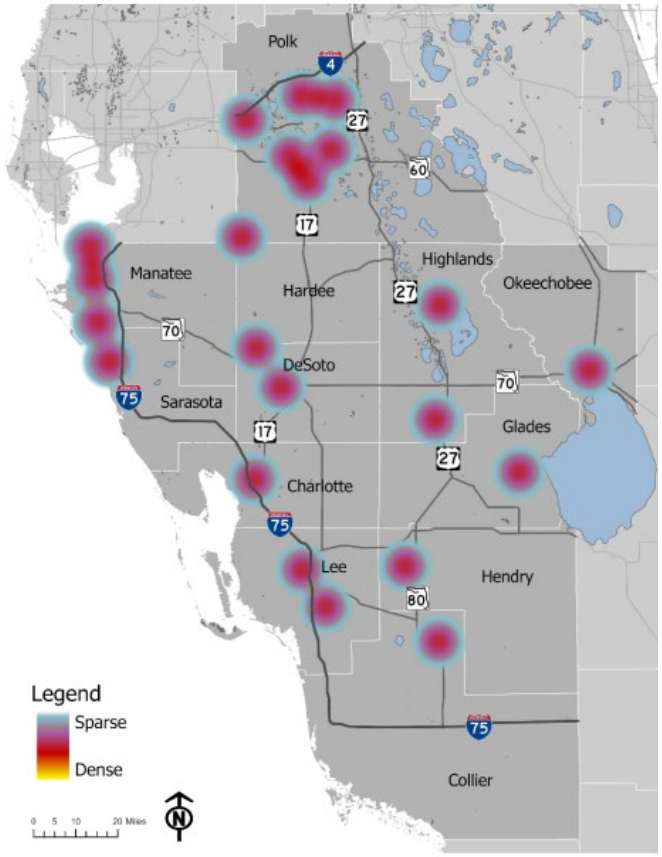
Review of 2024 traffic data at FDOT Florida Traffic Online reveals that truck traffic volumes along I-75 are greatest north of Immokalee Road where volumes exceed 9,900 trucks per day, or more than 8% of total AADT (FDOT 2024c). The portion of I-75 between Pine Ridge Road and Immokalee Road experiences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

approximately 13% of the total AADT. The segment of US 41 with the most truck traffic is north of Pine Ridge Road, where truck volumes reach more than 1,800 truck per day (or 4.23% of total AADT).

Freight Activity Centers

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

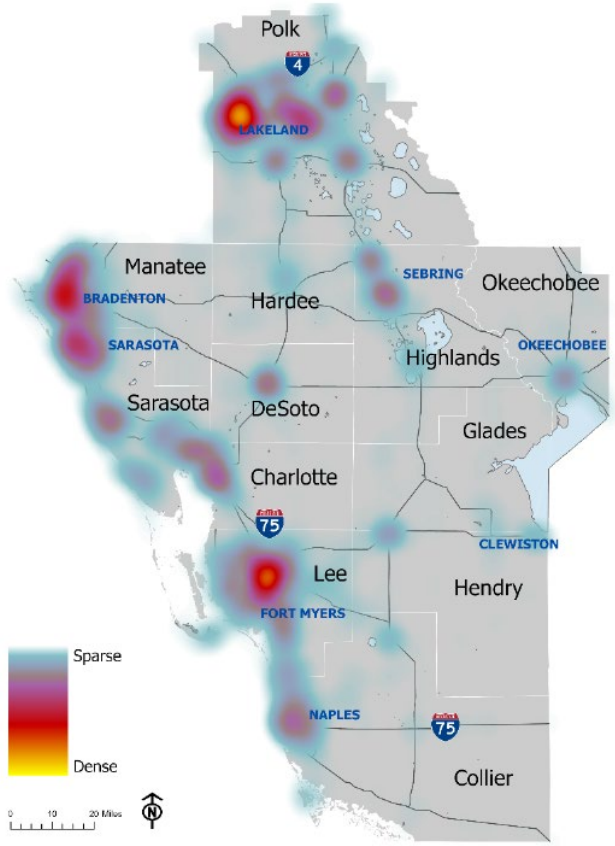
Figure 4-5. District One Freight Activity Centers



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

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

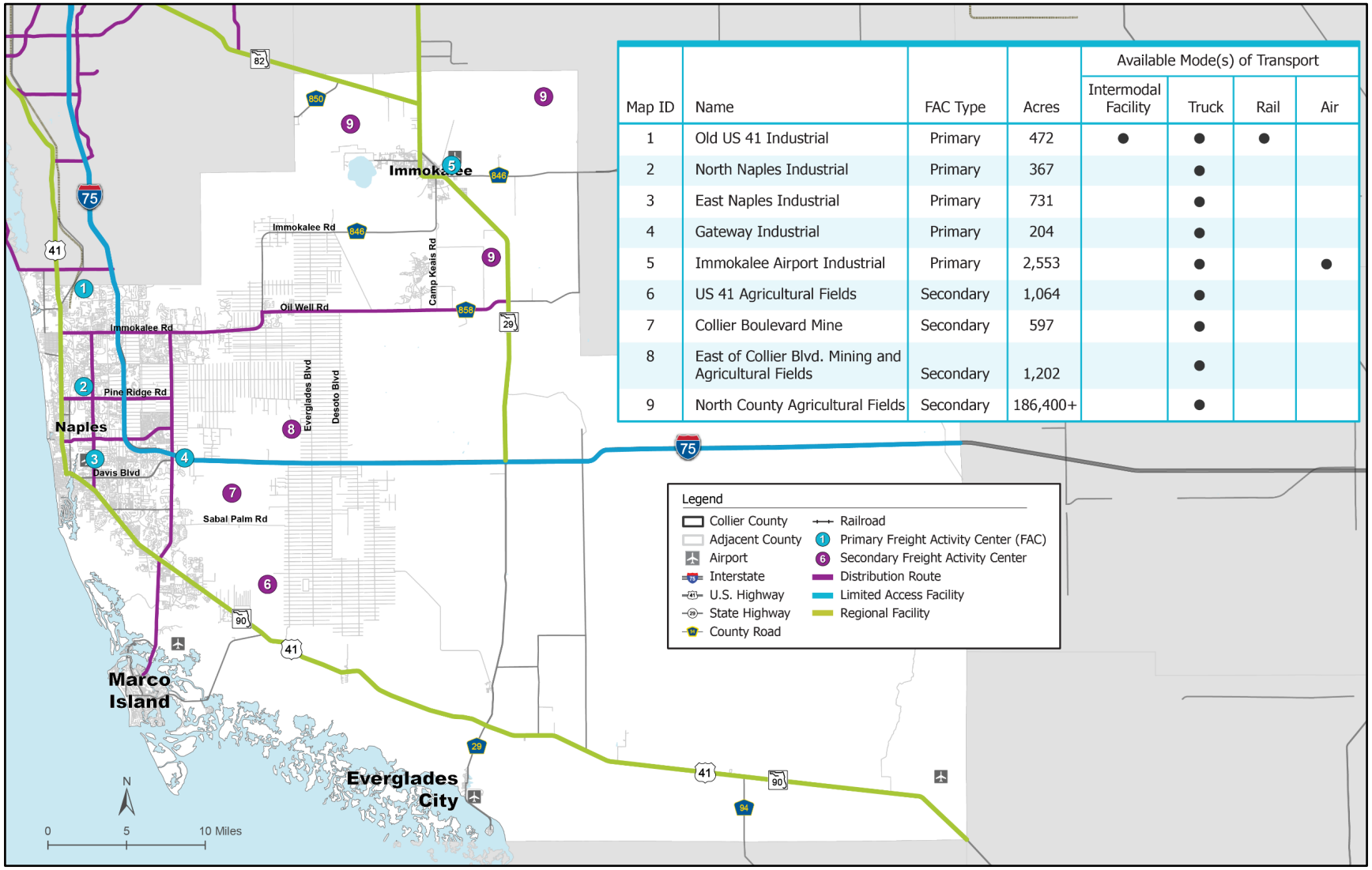
Figure 4-6. District One Warehouses, Distribution Centers, & Third Party Logistics Companies Clusters



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

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

Figure 4-7. Freight Network and Activity Centers



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

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

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

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

State-wide Freight Planning

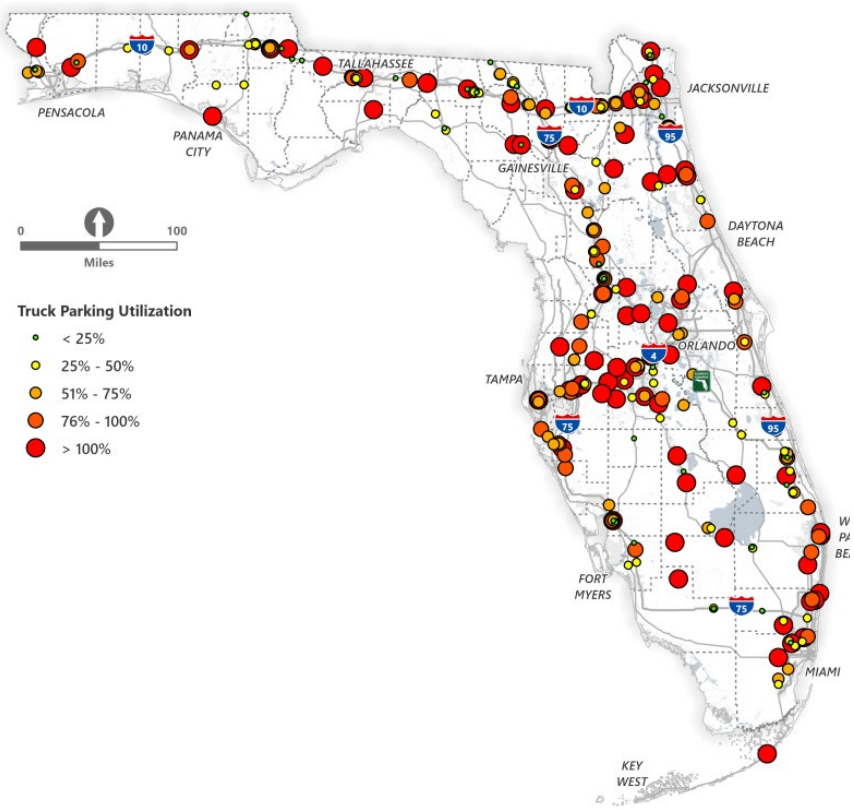
The statewide FDOT FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The Plan highlights freight-related needs and issues that were derived from an analysis of Florida's freight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

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

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

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

Figure 4-8. Statewide Truck Parking Supply Locations



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

4.2.2.4 Safety Needs

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

Table 4-3. Top 10 HIN Tier I Intersections

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

Table 4-3. Top 10 HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Davis Boulevard & Airport Pulling Rd.	East Naples	4	9
Davis Boulevard & Collier Blvd.	Royal Fakapalm	3	10

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

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

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

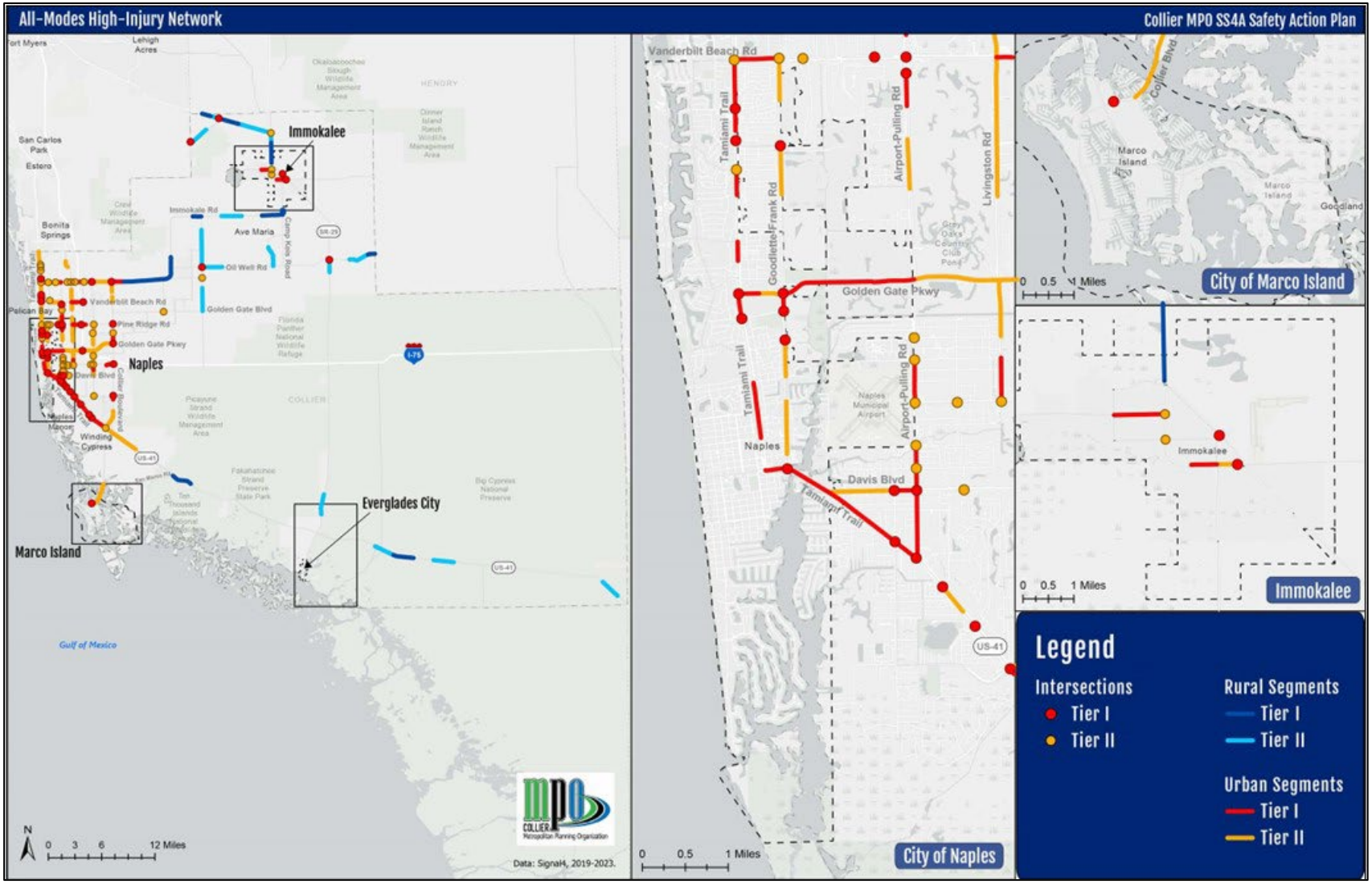
Table 4-4. Top 10 HIN Tier I Urban Roadway Segments

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

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

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

Figure 4-9. All Modes High-Injury Network



Source: Collier MPO SAP (Collier MPO 2025c)

4.2.2.5 Congestion Management Needs

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

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

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

To address commuting congestion between Collier and Lee Counties, the Collier MPO Board approved (in February 2025) the development of a Joint Lee/Collier Regional CMP Element for incorporation into both the Collier MPO and Lee County MPO LRTPs. The Regional CMP Element will address regional roadways within the Bonita Springs-Estero Urban Area that is part of the Lee County Metropolitan Planning Area including Alico Road on the north and extending south to include Immokalee Road in Collier County. The Regional Roadway Network (refer to **Figure 4-12**) was approved by both MPO Boards in 2017. The updated Collier MPO CMP and Joint Regional Element and updated Regional Roadway Network map will be incorporated by reference into the 2050 LRTP at a future date to better inform roadway needs.

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



Figure 4-11. Collier County Congested Corridors Map

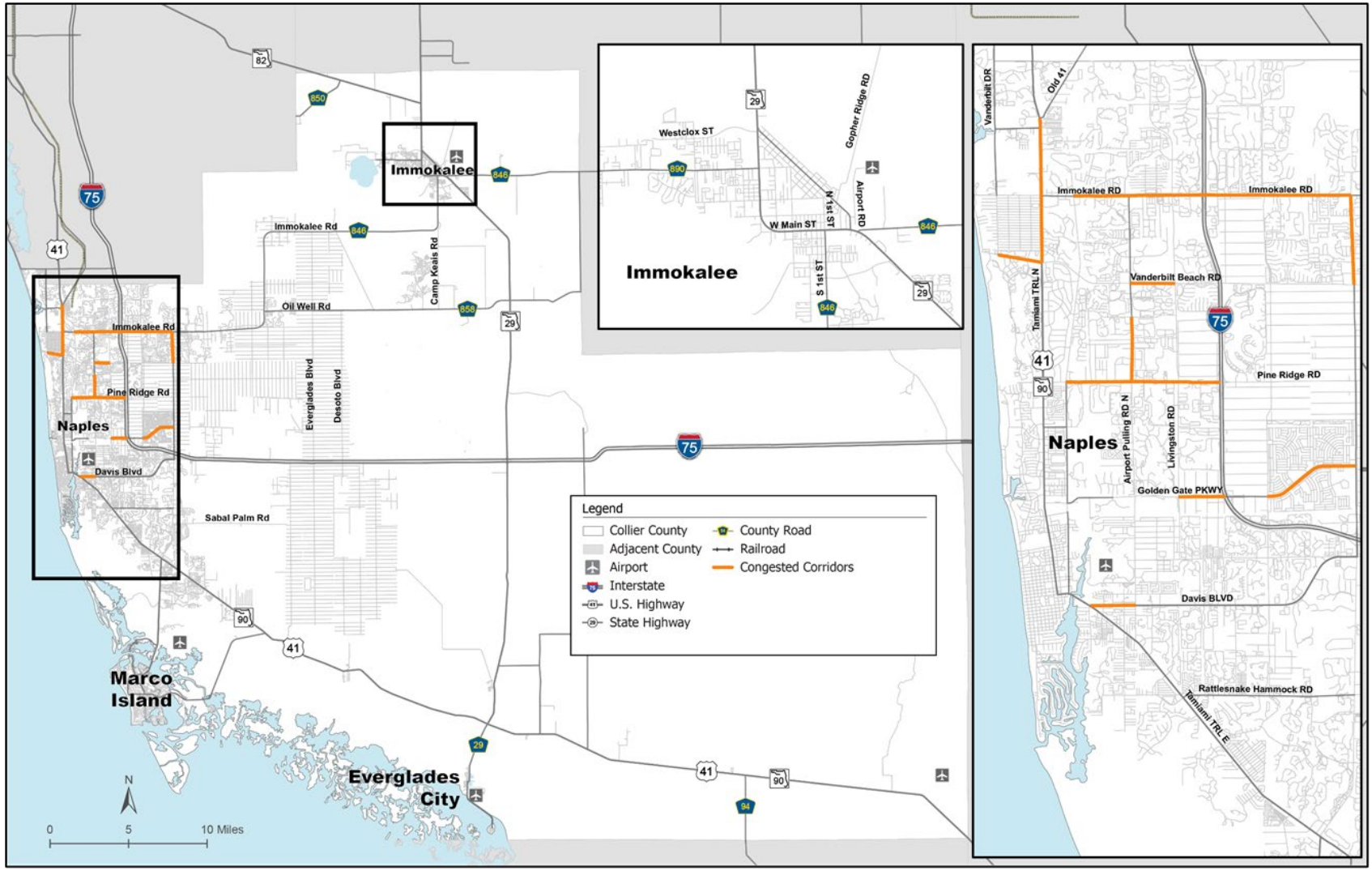
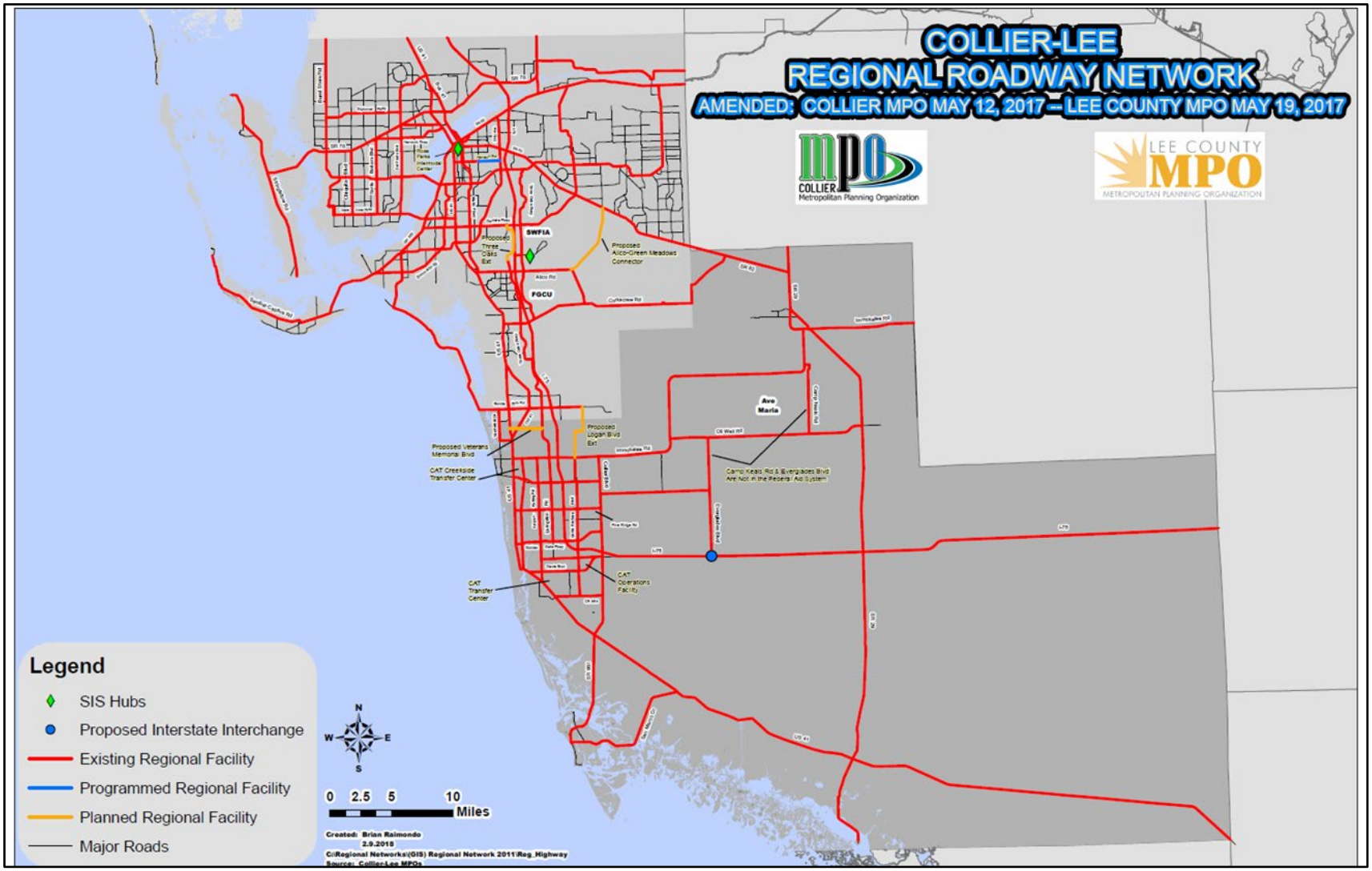


Table 4-6. Collier County Congested Corridors List

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

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

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



4.2.2.6 Transportation System Management and Operations Strategies

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

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

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

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

Candidate ITS projects within Collier County include:

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

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

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

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

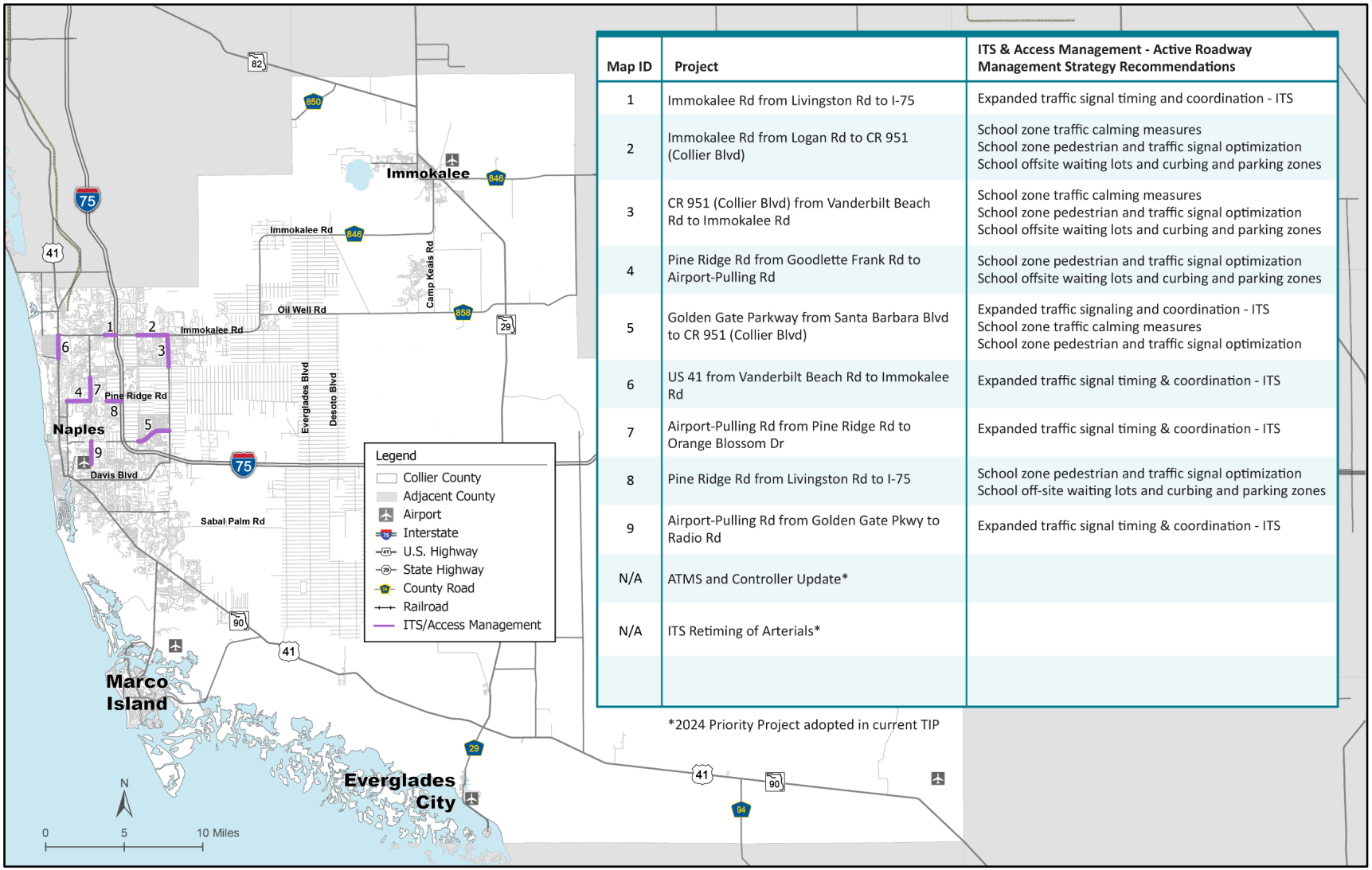
In addition, the *2045 Florida Transportation Plan Policy Element* (FDOT 2020) notes that the traditional definition of transportation infrastructure must be broadened to include communications backbone or technologies that allow the transportation system to function. Building on existing ITS and TSM&O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

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

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

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

Figure 4-13. ITS & Access Management Roadway Projects



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

*2024 Priority Project adopted in current TIP

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

Connected and Automated Vehicles Deployment

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

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

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

Figure 4-14. CAV Program Focus Areas



4.2.2.7 Resilience Needs

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

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

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

Figure 4-15. Resiliency Planning Considerations



Source: FDOT Resilience Quick Guide (FDOT 2023f)

Resilience Planning and Studies

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

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

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

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

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

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

4.2.3 Ranking the Roadway Needs

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

4.2.4 2050 Roadway Needs Results

Table 4-8 and **Figure 4-16** identify the 2050 roadway needs projects in tabular and graphical format, respectively.

Roadway needs projects total more than $4.5 billion in estimated present-day cost.

Table 4-8. 2050 LRTP Roadway Needs

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

Table 4-8. 2050 LRTP Roadway Needs

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

Table 4-8. 2050 LRTP Roadway Needs

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

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
43	92	Little League Road Extension	Lake Trafford Road	Immokalee Road	New two-lane roadway (four-lane footprint)
45	69	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	87	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from four lanes to six lanes
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four lanes to six lanes
48	28	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two lanes to four lanes
49	35	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two lanes to four lanes
50	53	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two lanes to six lanes
51	58	Oil Well Road/CR 858	Camp Keais Road	SR 29	Widen from two lanes to four lanes (six-lane footprint)
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two lanes to four lanes
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two lanes to four lanes
56	38	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four lanes to six lanes
57	40	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	39	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two lanes to six lanes
59	57	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from two lanes to four lanes and extend four-lane roadway
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four lanes to six lanes
62	3	SR 29 / North Main Street	North 9th St	Immokalee Drive	Widen from two lanes to four lanes

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two lanes to four lanes
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd.)
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd.)
70	88	Vanderbilt Beach Road Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway in a four-lane footprint
71	52	Vanderbilt Drive	111th Avenue N/Bluebill Avenue	Woods Edge Parkway	Widen from two lanes to four lanes
72	48	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	66	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway
74	71	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two lanes to four lanes
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
76	59	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	67	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
81	50	Bridge at Wilson Boulevard, South End			New Bridge over Canal
83	61	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	10	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	46	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	36	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	55	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	41	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	24	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements

Table 4-8. 2050 LRTP Roadway Needs

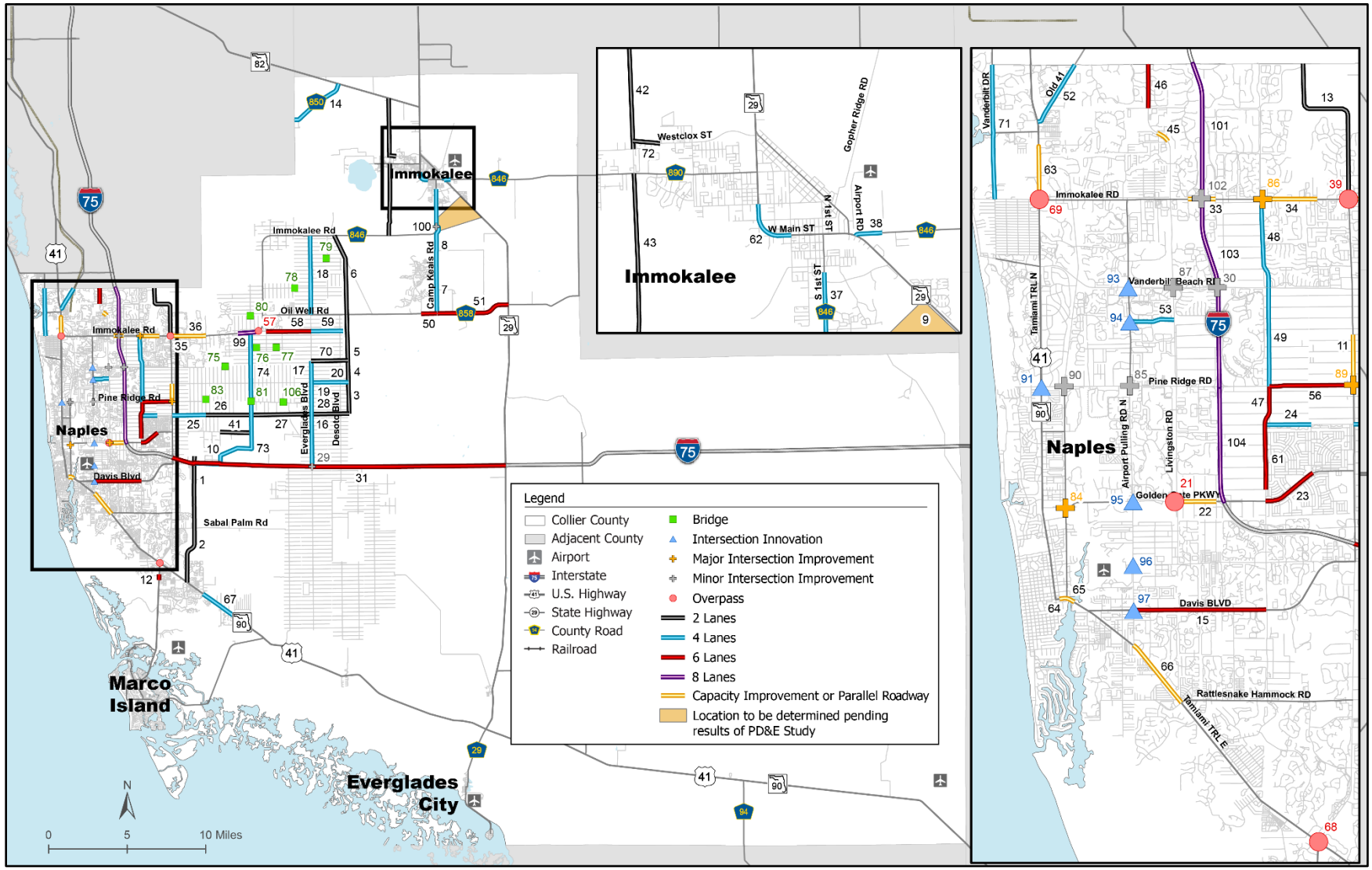
Map ID	Needs Ranking	Project	From	To	Description
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements
93	37	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
94	23	Airport Pulling Road (Intersection)	Orange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

EB = eastbound

DDI = diverging diamond interchange

NB = northbound

Figure 4-16. 2050 Needs Plan Roadway Projects Map



4.3 Bicycle and Pedestrian Needs

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

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

4.3.1 Vision, Goals, and Strategies

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

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

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

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

continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share.

4.3.2 Identification of Network Needs

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

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

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

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

   The second grouping includes **residential streets** that were identified as potential opportunities for bicycle and

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

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

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

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

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

4.3.3 Prioritized Bicycle and Pedestrian Facilities

Once bicycle-pedestrian needs were identified, the BPMP's goals and objectives served as the prioritization criteria to develop a list of prioritized bicycle and pedestrian facilities.

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

4.3.3.1 City of Naples

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

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

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

4.3.3.2 City of Marco Island

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

The following priority projects from the Master Plan are funded.

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

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

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

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

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



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

4.3.3.3 Everglades City

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

Recently completed projects include:

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

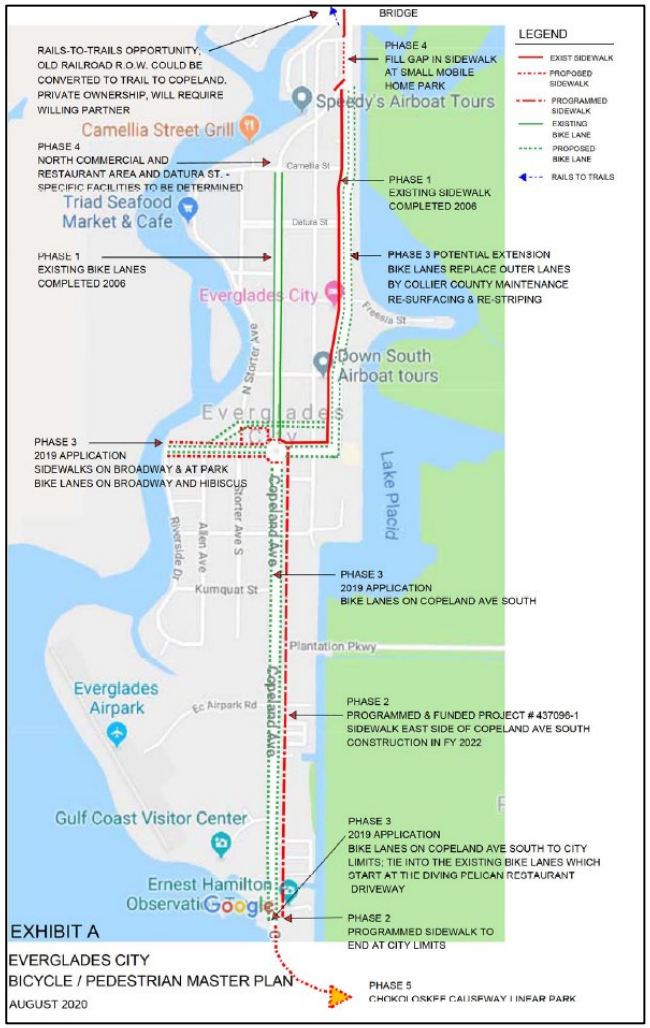
Priority projects for Everglades City include:

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

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

improvements that will enhance both local mobility and regional connectivity.

Figure 4-18. Everglades City BPMP Priority Projects



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

4.3.3.4 Unincorporated Collier County

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

4.3.3.5 SUN Trail Alignments and Spine Pathway Corridors

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

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

and connect Collier County to neighboring counties. **Figure 4-19** presents the planning status of major segments of these trails.

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

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

- The FPL Easement adjacent to Livingston Road
- Collier to Polk Trail (a district-wide study)

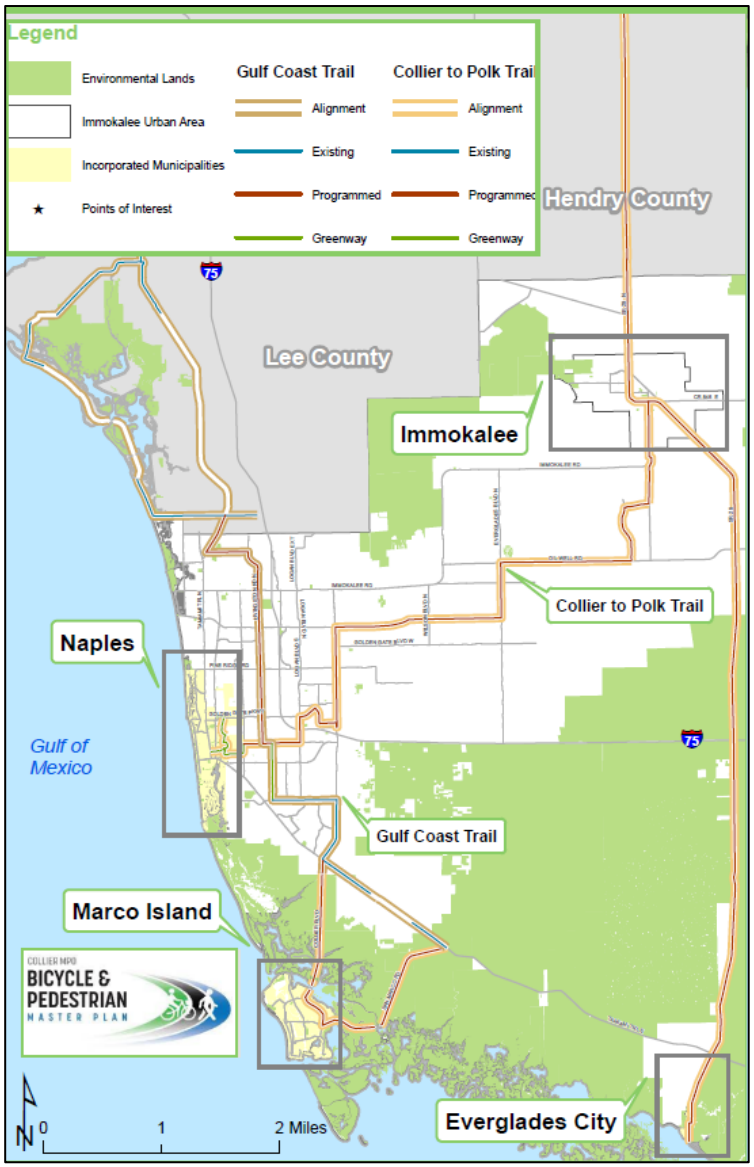
The outcome of the PD&E studies for the Collier to Polk Trail and the FPL easement on Livingston Road will provide guidance for prioritizing future phases of segments on Collier County's SUN Trail network.

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

4.4 Transit Needs

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

Figure 4-19. SUN Trail Alignments Planning Status



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

and provide annual progress reports in the interim years as a prerequisite to receive State Block Grant funds. Transit needs information identified in the TDP was used to assess transit needs for the County and its municipalities through 2050.

4.4.1 Goals and Objectives

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

- Goal 1: Operate reliable, convenient, and cost-effective mobility services that safely and efficiently meet the mobility needs of Collier County's workers, residents and visitors.
- Goal 2: Increase the resilience of Collier County, protecting our infrastructure and natural resources, by providing attractive and convenient mobility alternatives that will reduce adverse environmental impacts within our communities.
- Goal 3: Build meaningful partnerships that increase awareness and education of and about mobility options and increase the viability of mobility services to promote livability and enhance economic and social well-being.
- Goal 4: Coordinate the development and provision of mobility services with local, regional, state planning efforts and through public and private partnerships.
- Goal 5: Use technologies and innovations in service delivery to improve productivity, efficiency, reliability, and cost-effectiveness of mobility services and operations.
- Goal 6: Monitor and improve mobility service quality and service standards.
- Goal 7: Maximize the use of all funding sources available, including through partnerships with businesses, employers, and other institutions, to increase and improve access to mobility services and mobility for workers, residents, and visitors.

4.4.2 Development of Transit Needs

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

4.4.2.1 Existing Plans and Studies

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

Southwest Florida Passenger Rail Feasibility Study

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

help guide FDOT, the four MPOs, and local governments to coordinate, collaborate, plan, and fund the next phases (MPOAC Freight and Rail Committee n.d.).

4.4.2.2 Public Outreach

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

4.4.2.3 Existing Transit Evaluation

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

Existing Transit Service

CAT operates a fleet of 34 buses that provide service on 16 fixed-route bus lines to the public 7 days per week. Daily service typically begins between 5:30 a.m. and 6:00 a.m. and ends later in the evening between 7:30 p.m. and 8:00 p.m. CAT also provides door-to-door paratransit service through CAT Connect for people with a qualifying disability that are otherwise not able to access the fixed-route buses.



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

Peer and Trend Analysis

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

- Performance Measures
  - Passenger trips, passenger miles, and vehicle revenue hours, vehicles operating at max service, and operating expense all declined in 2021 but increased in 2022.
  - Vehicles available at max service increased in 2021 and decreased in 2022.

  - Vehicle revenue miles decreased.
  - Fare revenue increased.
  - CAT was just below the peer average for passenger miles and vehicle revenue miles in 2022, and fairly below the average for the remaining performance measures above.
- Effectiveness Measures
  - Passenger trips per capita, passenger miles per capita, and passenger trips per revenue hour declined in 2021 but increased in 2022.
  - Vehicle revenue miles per capita decreased.
  - Passenger trips per vehicle revenue mile stayed steady.
  - CAT is at the peer average for passenger trips per revenue hour, just below the average for the passenger miles per capita and vehicle revenue miles per capita, and below average for the remaining effectiveness measures above.
- Efficiency measures
  - Operating expense per passenger trip and operating expense per passenger mile both decreased.
  - Operating expense per capita, operating expense per vehicle revenue mile, operating expense per vehicle revenue hour, and vehicle revenue miles per vehicle declined in 2021 but increased in 2022.
  - Farebox recovery ratio and average fare increased in 2021 and decreased in 2022.
  - CAT is above the peer average for vehicle revenue miles per vehicle, at average for average fare, and below average for the remaining efficiency measures above.

4.4.2.4 Transit Demand Analysis

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

Discretionary Market Assessment

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

Traditional Market Assessment

The traditional market assessment refers to people that are more likely to use transit because they have limited mobility

options and depend on public transit for most transportation. Demographic factors including population density, older adults, youth, and households below the federal poverty level, which were used to create transit propensity scores for each census block group. Areas with "High" or "Very High" propensity scores include west of Naples airport, east of Collier Boulevard, near US 41, and near Lee County.

4.4.2.5 Ridership Projections

Transit demand and mobility needs were evaluated for the CAT fixed-route system using the Transit Boardings Estimation and Simulation Tool (T-BEST). The model assumes that technology, transit routes, and existing roadway connectivity are the same as today. The model relied on socioeconomic forecasts from the 2045 D1RPM for population and employment growth rates. **Table 4-9** provides the ridership forecast by route in the years 2026 and 2035. The model projected a nearly 12% increase in transit ridership for all routes by 2035. Routes 121, 21, and 27 are forecast to experience the highest average percentage growth. Routes 11, 19, and 24 are expected to have the highest absolute growth during the next 10 years. The TDP suggests the highest ridership increases are possible by expanding service in areas with high population density and growth.

4.4.2.6 Gap Overview

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

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

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

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

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

Transit Needs Results

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

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

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

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

Table 4-11 lists new transit needs identified in the TDP through 2050. **Figure 4-20** presents these needs in map form. The needs listed are organized by type of improvement: route network and new service, frequency improvements, span improvements, and capital infrastructure. The needs identified are intended to address specific mobility, parking, congestion concerns as well as pilot and test the application of new technologies and emerging mobility concepts. Capital infrastructure needs include continued rehabilitation of public

transportation facilities (such as bus shelters) and replacement of bus and service vehicles. However, new capital needs include studies for future services, modernization of the system through improvements in technology, and addition of a series of park-and-ride lots that would improve access to transit.

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

- Potential service along I-75 and potential transfer hubs along Immokalee Road may require further study
- A Mobility On Demand (MOD) demand and operations requirements pilot study
- Conducting a transit fare study approximately every 5 years to assess CAT's fare structures and whether modification is needed .
- Carrying out comprehensive operations analysis studies in between major TDP updates
- Integrating advanced bus shelter technology, including solar lighting, real-time displays, charging ports, and interactive kiosks
- Exploring opportunities to implement artificial intelligence for improved rider experience, such as predictive scheduling to reduce wait times, detailed recommendations for multimodal trip planning, reduce trip booking times, demand forecasting, fuel efficiency, and predictive maintenance.
- Implementing end-to-end trip planning software allowing riders to plan trips using all types of CAT services and

Table 4-10. Transit Needs Evaluation Measures

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

Source: Collier County *Ten-Year Transit Development Plan* (Collier MPO 2025a)

connect to third-party applications for “first and last mile” including park-and-ride, ride share, microtransit, and micromobility

- Integrating Internet of Things to provide real-time data for improved decision-making and service delivery, enabling better route planning, accurate responsiveness, and predictive maintenance scheduling
- Consider recommendations from the recently completed park-and-ride study and implement new lots and improvements as opportunities arise
- Continued exploration, piloting and assessment of alternative fuel technologies to promote efficiency and diversify CAT’s fleet

In addition to program recommendations, the TDP identifies additional recommendations through 2050.

These recommendations are listed as follows:

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

Table 4-11. Transit Needs Summary

Route Location	Rank	Improvement Description
Route Network and New Service		
New Bayshore Shuttle	1	The Bayshore CRA has requested that CAT help mitigate parking needs by operating two shuttles within the Bayshore CRA. The route would require one vehicle but would likely need two vehicles to provide 15-minute headways from Weeks Avenue to the Naples Botanical Garden from 11:00 a.m. to 9:00 p.m.
New Route 31 (Golden Gate Pkwy.) (Split Route 25 E-W)	1	Split and keep east-west alignment the same while changing the north-south alignment.
New Route 33 (Immokalee Rd.) (Split Route 27 E-W)	2	Extend the east-west alignment east to provide service along Immokalee Road from Walmart on Tamiami Trail to the Publix at the intersection of Immokalee Road and Randall Boulevard.
Route 32 (Collier Blvd.) (Split Route 27 N-S)	2	Extend the north-south alignment this alignment would provide service along Collier Boulevard from Immokalee Road to Tamiami Trail with a deviation to the Golden Gate Community Center on Golden Gate Parkway.
Realign Route 14 operate at 60 min. headway	3	Realign Routes 13 and 14 from a one-way pair to two bidirectional routes, with Route 14 operating along Goodlette-Frank Rd.
Realign Route 23 headway 60 to 40 minutes	3	Realign Route 23 to provide direct connections to the westernmost residential cluster on Lake Trafford Road, the County Health Department, several packing houses along New Harvest Road, and the easternmost residential cluster on Farm Workers Way. Reduce headway from 60 to 40 minutes.
Route 30 (Goodlette Frank Rd.) (Split Route 25 N-S)	3	Split and extend the north-south alignment this alignment would provide service along Goodlette-Frank Road from Immokalee Road to the Coastland Center Mall.
Express Premium Route to Lee County	4	Would operate as an express commuter service beginning at the Government Center and ending at the Florida Gulf Coast Town Center. Route would require one vehicle to provide 90-minute headway service from 6 a.m. to 8 p.m.
Realign Route 13 shorten to 40 min. headway	4	Reduce headway time to 40 minutes.
Frequency Improvements		
Route 15	1	Reduce headway time from 90 to 45 minutes.
Route 121	1	Add one morning and one evening trip during peak periods.
Route 11	1	Reduce headway time from 30 to 20 minutes.

Table 4-11. Transit Needs Summary

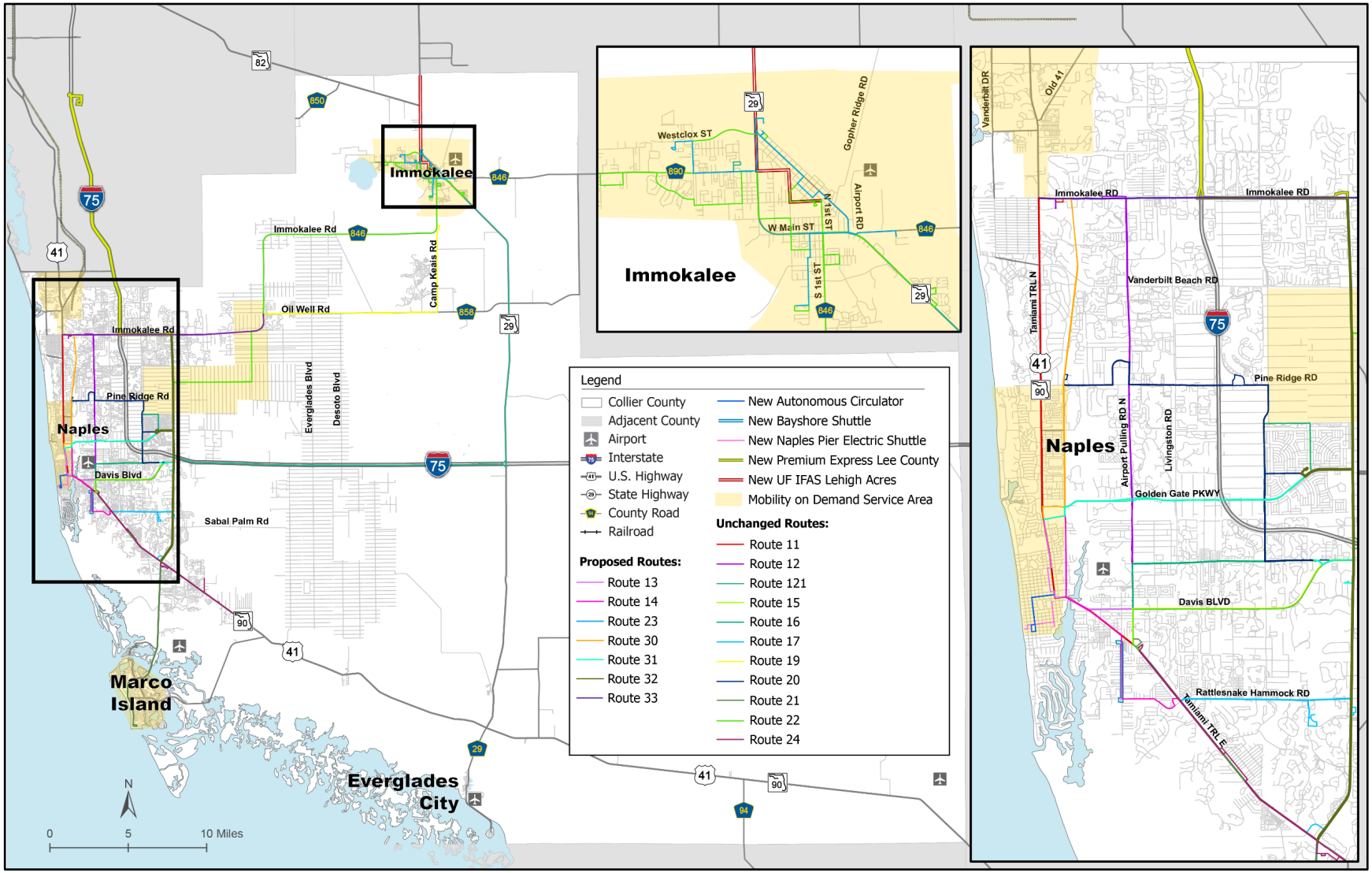
Route Location	Rank	Improvement Description
Route 12	1	Reduce headway time from 90 to 45 minutes.
Route 13	1	Reduce headway time from 60 to 30 minutes.
Route 17	2	Reduce headway time from 90 to 45 minutes.
Route 16	3	Reduce headway time from 90 to 45 minutes.
Route 14	3	Reduce headway time from 60 to 30 minutes.
Proposed Span Improvements		
Route 11	1	Extend service to 10:00 p.m.
Route 14	1	Extend service to 10:00 p.m.
Route 19	2	Extend service to 10:00 p.m.
Route 24	2	Extend service to 10:00 p.m.
Route 15	3	Extend service to 10:00 p.m.
Route 17	4	Extend service to 10:00 p.m.
Capital Infrastructure Needs Identified but Not Ranked		
Mobility-On-Demand	--	Uses on-demand information, real-time data, and predictive analytics that provides travelers the best transportation choice for their needs. Service can be requested via a mobile app, website, or by calling CAT. Helps solve the 'first/last mile' problem associated with limited access to transit. Five MOD Zones identified: Immokalee, Golden Gate Estates, North Naples, Naples Zone, and Marco Island. Further study is recommended.
New Autonomous Circulator – Downtown Naples	--	This circulator would address the parking shortage in downtown and would begin on S. 4th Ave. from S. 9th St. to S. 3rd St. and go south along S. 3rd St. to S. 13th Ave.
New Naples Pier Electric Shuttle	--	This shuttle would make stops at the Naples Pier, Crayton Cove, as well as shops and restaurants within the area south of S 6th Avenue.
Immokalee/Lehigh Acres Regional Route	--	Would connect CAT's Immokalee Transfer Station to LeeTran's Lehigh Acres Park-and-Ride Transfer Facility, with a stop at University of Florida/IFAS satellite campus on State Road 29.

Table 4-11. Transit Needs Summary

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

Source: Collier County *Ten-Year Transit Development Plan* (Collier MPO 2025a)

Figure 4-20. Transit Network Service Needs



4.5 Air Transportation Needs

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

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

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

4.5.1 Naples Airport

Naples Airport is located in the City of Naples and is bounded by Corporate Flight Drive to the north, North Road to the south, Airport Pulling Road to the east, and the Gordon River to the west. The airport includes three runways with a maximum runway length of 6,600 feet. Primary public access to the airport is at the intersection of Radio Road and Airport Pulling Road. In FY 2022, there were 122,281 takeoffs and landings. The airport typically houses 360 aircraft, which significantly increases during the seasonal months (Naples Airport Authority n.d.). There is no regularly scheduled passenger service at this airport. However, it maintains a Title 14 CFR, Part 139 Airport Operating Certificate to accommodate both scheduled and unscheduled operations. According to the *Naples Airport Master Plan* (ESA 2020), in 2017 the airport operated at 56% capacity and is forecasted to operate at 84% capacity by 2038. The *Naples Airport Master Plan* includes capital improvements through 2039, and there are no plans to expand the airport. The roadway project needs include intersection improvements at Airport Pulling Road and Radio Road to accommodate future airport operations.

4.5.2 Immokalee Regional Airport

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

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

4.5.3 Marco Island Executive Airport

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

4.5.4 Everglades Airpark

The Everglades Airpark is located on 29 acres and is immediately southwest of the Big Cypress National Preserve and is surrounded on three sides by the waters of the Everglades National Park. The Fakahatchee Strand State Preserve and Collier Seminole Park are to the north.

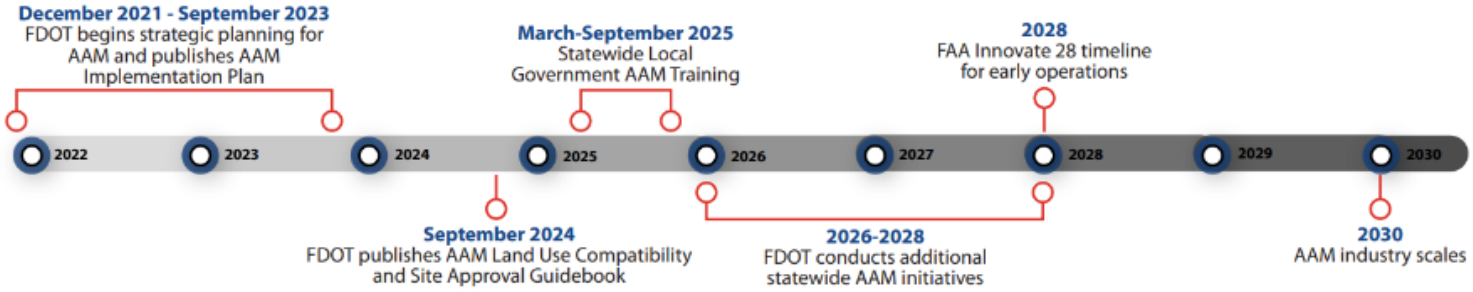
The airpark primarily supports recreational flying, environmental patrol, and flight training. It includes one 2,400-foot-long runway and is considered Collier County's Eco-tourism Airport.

Advanced Air Mobility

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

Florida began
e Florida

Figure 4-21. Advanced Air Mobility Timeline



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

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

6. Cost Feasible Plan

This chapter summarizes the 2050 LRTP Cost Feasible Plan, which identifies the multimodal transportation projects that can be funded through 2050 based on the estimated revenues presented in Chapter 5.

6.1 Roadway Cost Feasible Projects

Development of the cost feasible roadway projects began by estimating the costs associated with each project in the roadway needs. As detailed in the Collier MPO 2050 LRTP Update *Project Cost Development Methodology Technical Memorandum* (provided under separate cover), planning-level costs were developed for each project phase, including:

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

The PE phase includes project development and environment (PD&E) studies and environmental mitigation.

The cost to construct each project was developed using FDOT's 2024 Cost Per Mile Model Reports and recently completed roadway projects within the County. Project phases prior to construction, such as PD&E Study and PE, were established using a percentage of construction cost. The anticipated cost for ROW and Environmental Mitigation were developed using estimated impacts and recent property appraisals and mitigation pricing in the region.

6.1.1 Roadway Projects Prioritization

Roadway projects from the Needs Plan were prioritized based on project ranking, traffic modeling results, stakeholder collaboration, and public input. Using an online interactive map, members of the public were able to like, dislike, or comment on projects from the roadway needs list and draft cost feasible plan. This input was used to further guide the identification of needs and prioritization of cost feasible projects. More details on public engagement are presented in Chapter 2.

As noted in Chapter 2, six alternative network scenarios were modeled using the D1RPM travel model to test how different transportation projects might perform throughout the network. The first two network scenarios were not financially constrained and helped further refine the list of roadway needs. Alternative Network Scenarios 3, 4, and 6 were modeled using an iterative process on a financially constrained list of projects to test travel demand and congestion throughout the network.

The results of each network scenario test were shared with the MPO TAC, CAC, and Board during publicly advertised meetings to allow for input on projects that could be included in the model runs. The Collier MPO 2050 LRTP Update *Scenario Network Modeling Technical Memorandum* (provided under separate cover) presents more details on the results of each network scenario modeled.

The roadway projects selected for inclusion in this Cost Feasible Plan are presented in the following maps and tables. As noted in Chapter 5, financial planning for statewide and metropolitan transportation plans is typically required for three periods: short range, intermediate range, and long range. The cost feasible projects for this LRTP are presented in four multi-year planning periods, which includes the already funded projects in Collier MPO FY 2026-2030 TIP. Therefore, the cost feasible projects are presented in four multi-year planning periods:

- Plan Period 1 (TIP): Fiscal Years (FY) 2026 to FY2030
- Plan Period 2: FY2031 to FY2035

- Plan Period 3: FY2036 to FY2040
- Plan Period 4: FY2041 to FY2050

The Collier MPO TIP and FDOT Work Program are updated annually and provide details on projects funded within the next 5 years. The cost feasible projects presented herein are consistent with the Collier MPO FY 2026-2030 TIP (Planning Period 1) and the FY 2026-2030 FDOT Work Program. Should funding for a project phase in this LRTP be advanced Plan Periods 3 or 4 to the TIP/STIP years, or advanced more than one 5-year planning period, an amendment of this LRTP will be required to maintain consistency across planning documents.

An inflation factor was applied to the estimated cost for each project based on the anticipated year of expenditure. Because the TIP (Plan Period 1) is a short range period (within the next 5 years), an inflation factor was only applied to Plan Periods 2, 3, and 4 as follows:

- FY2031 – FY 2035 = 1.29
- FY2036 – FY2040 = 1.56
- FY2041 – FY2050 = 1.94

The TIP includes projects for the entire County transportation network including roadway, congestion management, bridges, bicycle and pedestrian, transportation planning, transit, aviation, and maintenance. This is because the TIP is a short range planning period and funding availability is better identified and includes projects FDOT has programmed from the MPO's annual list of Project Priorities. **Table 6-1** summarizes the projects adopted in the Collier MPO's TIP (FY 2026–FY 2030) by project type and phase. Note that Table 6-1 includes projects funded in the TIP as approved by the MPO Board on June 13, 2025, and amended on September 22, 2025.

Table 6-2 summarizes FDOT's SIS cost feasible roadway projects by planning year and project phase. **Figure 6-1** presents a map of FDOT's SIS cost feasible projects. **Table 6-3** summarizes the FDOT Other Roads Projects and Local Road Projects that have construction fully funded through FY 2050 and includes the distribution of costs by phase and revenue source. **Figures 6-2**, **6-3**, and **6-4** present a map of these projects by plan period. **Table 6-4** presents the partially funded projects within the FDOT Other Roads Projects and Local Roadway Projects, and **Figure 6-5** presents a map of these projects for the entire planning period (FY2031 to FY2050).

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
ROADWAY PROJECTS											
SR 29	CR 846	N of New Market Road	New Road Construction	FDOT	417540-5	State	$96.27		$9.70	$13.82	$72.75
SR 29	N of New Market Road	SR 82	Add Lanes and Reconstruct	FDOT	417540-6	State	$66.38		$8.29	$0.30	$57.78
I-75	at SR 951 (Collier Blvd)		Ultimate Interchange Improvement	FDOT	425843-3	State	$1.47				$1.47
Old US 41	US 41	Lee County Line	Widen from 2 to 4-lanes	County	435110-2	Federal	$3.00		$3.00		
US 41/SR 45	Golden Gate Parkway	5th Avenue South	Flexible Pavement Reconstruct	FDOT	437908-1	State	$5.30		$5.30		
Goodlette Frank Road	Vanderbilt Road	Immokalee Road	Add Lanes and Reconstruct	County	446341-1	Local/State	$5.50				$5.50
Immokalee Road	Livingston Road	Logan Blvd	Pave Shoulders	County	452247-1	Local/State	$22.00		$1.50		$20.50
I-75	Immokalee Road	Bonita Beach Road	Add Lanes and Reconstruct	FDOT	452544-3	State	$122.95		$9.14	$7.60	$106.22
I-75	at Immokalee Road		Modify Interchange	FDOT	452544-4	State	$71.54		$12.44	$7.60	$51.51
I-75	Immokalee Road	Pine Ridge Road	Add Lanes and Reconstruct	FDOT	452544-5	State	$30.46		$5.12	$11.60	$13.73
I-75	Pine Ridge Road	Golden Gate Pkwy	Add Lanes and Reconstruct	FDOT	452544-6	State	$13.90		$4.20	$9.60	$0.10
Immokalee Road			Pave Shoulders	County	456013-1	State	$1.00				$1.00
BRIDGE PROJECTS											
Caxambas Court / Roberts Bay Replacement Structure #034112			Bridge Replacement	FDOT	445460-1	Local/Federal	$9.77		$1.50		$8.27
47th Ave NE Bridge	Everglades Blvd	20th St NE	New Bridge Construction	County	453421-1	Federal	$4.81				$4.81
Goldenrod Avenue over Smokehouse Bay Bridge #034116			Bridge Replacement	FDOT	455935-1	Local/Federal	$4.85		$0.52		$4.34
Alligator Alley Fire Station @ MM63			Miscellaneous Structure	N/A	435389-1	State	$3.00	$3.00			
CONGESTION MANAGEMENT SYSTEMS/INTELLIGENT TRANSPORTATION SYSTEMS (CMS/ITS) PROJECTS											
Alligator Alley Toll Plaza	N/A	N/A	Toll Operations Everglades Parkway Alligator Alley	FDOT	000151-1	Toll	$32.68	$32.68			
Collier MPO Identified Operational Improvements Funding			Traffic Ops Improvement	FDOT	405106-1	Federal	$1.77				$1.77
Collier MPO Identified Operational Improvements Funding			Traffic Ops Improvement	FDOT	405106-2	Federal	$5.18				$5.18

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Collier County TSMCA			Traffic Control Devices/System	County	412666-1	State	$1.45	$1.45			
City of Naples TSMCA			Traffic Control Devices/System	City Of Naples	413627-1	State	$0.44	$0.44			
Collier TMC Ops Fund County Wide			Other ITS	County	437103-1	State	$0.48	$0.48			
Signal Timing County Roads	at Various Locations		Traffic Signal Update	County	437925-1	Federal	$0.78	$0.78			
Airport Pulling Road	Vanderbilt Road	Immokalee Road	Add Thru Lanes	County	440441-1	Local/Federal	$9.86				$9.86
Travel Time Data Collier County ITS			ITS Communication System	Collier County	446251-1	Federal	$0.70	$0.70			
US 41/SR 45	At CR 866/Golden Gate Pkwy		Intersection Improvement	FDOT	446451-1	Federal	$1.80				$1.80
ITS Fiber Optic and FPL			ITS Communication System	County	449526-1	Federal	$0.83				$0.83
ATMS Retiming for Arterials			ITS Communication System	County	449580-1	Federal	$0.88	$0.88			
Harbor Dr & Mooring Line Dr	US 41	Crayton Rd	Traffic Signal Update	City Of Naples	455927-1	Federal	$2.00				$2.00
BICYCLE AND PEDESTRIAN PROJECTS											
Orchid Drive Sidewalk and Bike Lane Connection			Bike Lane/Sidewalk	City of Naples	440436-1	Federal	$0.39		$0.05		$0.35
South Golf Drive	Gulf Shore Blvd	W US 41	Bike Lane/Sidewalk	City of Naples	440437-2	Federal	$2.98				$2.98
Lake Trafford Road			Sidewalk and Bike Lanes	County	443375-4	Federal	$0.57				$0.57
Linwood Avenue	Airport Road	Commercial Dr	Sidewalk	County	446550-2	Federal	$0.10				$0.10
Wiggins Pass	Vanderbilt Dr	US 41	Sidewalk	County	448069-1	Federal	$2.94				$2.94
Goodlette Frank Road	Various Locations		Sidewalk	County	448126-2	Federal	$1.51				$1.51
Pine Street	Becca Ave	US 41	Sidewalk	County	448128-2	Federal	$0.27				$0.27
Naples Manor	Various Locations		Sidewalk	County	448129-1	Federal	$2.35				$2.35
Golden Gate	Various Locations		Sidewalk	County	448130-1	Federal	$1.53				$1.53
Phase 3 Everglades City Bike/Ped Masterplan			Bike Lane/Sidewalk	FDOT	448265-1	Federal	$1.80		$0.43		$1.37
Lavern Gaynor Elementary School - Safe Routes to School			Sidewalk	County	449484-1	Federal	$0.85				$0.85
91ST AVE N			Sidewalk	County	449514-1	Federal	$1.15				$1.15
Immokalee Sidewalks	Various Locations		Sidewalk	County	451542-1	Federal	$1.08		$0.18		$0.90
Bayshore CRA Sidewalk	Various Locations		Sidewalk	County	451543-1	Federal	$0.29		$0.07		$0.21

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Everglades City Ph4 Bike/Ped Improvements			Bike Lane/Sidewalk	FDOT	452052-1	Federal	$0.43		$0.43		
McCarty Street	Floridian Ave	Caroline Ave	Sidewalk	County	452064-1	Federal	$1.08		$0.16		$0.93
Golden Gate City Sidewalks	23RD PL SW & 45TH ST SW		Sidewalk	County	452065-1	Federal	$0.31		$0.04		$0.27
Vanderbilt Beach Rod	Gulf Shore Dr	US 41	Bike Path/Trail	County	452207-1	Federal	$0.10		$0.10		
106th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452208-1	Federal	$0.07		$0.07		
Bald Eagle Dr	San Marco Road	N Collier Blvd	Bike Lane/Sidewalk	City of Marco Island	452209-1	Federal	$1.47				$1.47
109th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452210-1	Federal	$0.07		$0.07		
108th Avenue	Vanderbilt Dr	US 41	Sidewalk	County	452211-1	Federal	$0.07		$0.07		
TRANSPORTATION PLANNING PROJECTS											
Collier County MPO FY 2024/2025-2025/2026 UPWP			Transportation Planning	Collier MPO	439314-5	Federal	$1.18		$1.18		
Collier County MPO FY 2026/2027-2027/2028 UPWP			Transportation Planning	Collier MPO	439314-6	Federal	$2.36		$2.36		
Collier County MPO FY 2028/2029-2029/2030 UPWP			Transportation Planning	Collier MPO	439314-7	Federal	$2.56		$2.56		
Vanderbilt Beach Road	Airport Road	Livingston Road	Feasibility Study	County	449397-1	Federal	$0.43		$0.43		
US 41/SR 45	3rd Ave	SR 84	PD&E Study	FDOT	453415-1	Federal	$1.19		$1.19		
TRANSIT PROJECTS											
Collier County FTA Section 5311 Operating Assistance			Operating/Admin. Assistance	County	410120-1	Local/Federal	$5.92	$5.92			
Collier County State Transit Block Grant Operating Assistance			Operating For Fixed Route	County	410120-1	Local/State	$13.54	$13.54			
Collier County/Bonita Spring UZA/FTA Section 5307 Capital Assistance			Capital For Fixed Route	County	410146-1	Local/Federal	$36.59	$36.59			
Collier County/Bonita Springs UZA/FTA Section 5307 Operating Assist			Operating For Fixed Route	County	410146-2	Local/Federal	$13.31	$13.31			

Table 6-1. Collier MPO FY 2026 - FY 2030 TIP Summary ($ in millions)

Facility	Limits From	Limits To	Description	Lead Agency	Financial Project Number (FPN)	Funding Source	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 (TIP): 2026-2030			
								O&M	PRE-ENG	ROW	CST
Collier Co./Bonita Springs UZA/FTA Section 5339 Capital Assistance			Capital For Fixed Route	County	434030-1	Local/Federal	$4.50	$4.50			
Collier Area Transit Operating Assistance Corridor Us 41			Urban Corridor Improvements	County	452749-1	Local/State	$4.42	$4.42			
AVIATION PROJECTS											
Immokalee Airport Environmental Study for Runway 9/27 Extension			Aviation Environmental Project	County	441784-1	Local/State/ Federal	$0.20	$0.20			
Naples Municipal Airport South Quadrant Box and T-Hangars			Aviation Revenue/Operational	City of Naples	446353-1	State	$7.50	$7.50			
Immokalee Regional Airport Airpark Boulevard Extension			Aviation Capacity Project	County	446358-1	Local/State	$3.87	$3.87			
Marco Island Exec Airport Maintenance Facility			Aviation Revenue/Operational	County	446360-1	Local/State	$0.75	$0.75			
Naples Municipal Airport East Quadrant Apron Construction			Aviation Capacity Project	City of Naples	446385-1	Local/State/ Federal	$10.30	$10.30			
Marco Island Executive Airport Master Plan			Aviation Capacity Project	Collier County	455456-1	Local/State/ Federal	$0.78	$0.78			
MAINTENANCE PROJECTS											
Collier County Highway Lighting			Routine Maintenance	County	412574-1	State	$1.11	$1.11			
Collier County Asset Maintenance			Routine Maintenance	FDOT	412918-2	State	$3.28	$3.28			
Naples Highway Lighting DDR Funding			Routine Maintenance	City of Naples	413537-1	State	$0.42	$0.42			
US 41/SR 45	N of Old U 41	S of Gulf Park Dr	Resurfacing	FDOT	441512-1	State/Federal	$23.91	$23.91			
US 41/SR 45	Lee County Line	N of Old US 41	Pavement Only Resurface (Flex)	FDOT	451272-1	State	$3.75	$3.75			
SR 29	N of Bridge #030307	S of Bridge #030299	Pavement Only Resurface (Flex)	FDOT	451274-1	State	$0.01	$0.01			
SR 29	S of I-75	N of Bridge #030298	Pavement Only Resurface (Flex)	FDOT	451276-1	State	$5.57	$5.57			
SR 29	N of Wildlife Crossing Bridge #030298	N of Oil Well Rd/CR 858	Pavement Only Resurface (Flex)	FDOT	452632-1	State	$0.01	$0.00			
SR 951/Collier Blvd	North of Mainsail Dr	S of Tower Rd	Routine Maintenance	FDOT	456026-1	State	$0.28	$0.28			

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

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026-2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031-2034**			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031-2050
												Plan Period 3: 2035-2040		Plan Period 4: 2041-2050		
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/ CST	PRE-ENG	ROW/ CST	
28*	SR 29 (417540-5)	CR 846	North of New Market Road	New Road Construction	104.81	1.08	21.42	82.31								**0.00**
29*	SR 29 (417540-6)	North of New Market Road	SR 82	Add Lanes and Reconstruct (2-lanes to 4-lanes)	68.32	0.93	1.76	65.62								**0.00**
30*	SR 82 (430848-1)	Hendry County Line	Gator Slough Lane	Add Lanes and Reconstruct (2-lanes to 4-lanes)	7.42	0.41		7.01								**0.00**
17*	I-75 (445296-1, 445296-2)	at Pine Ridge Road		Modify Interchange	1.18	0.03		1.15								**0.00**
16*	I-75 (425843-2)	at SR 951		Modify Interchange	2.84	0.00		2.84								**0.00**
101	I-75 (425843-3)	Immokalee Road	Bonita Beach Road	Add Lanes and Reconstruct	120.95	7.14	7.60	106.22			TBD					**TBD**
102	I-75 (452544-4)	at Immokalee Road		Add Lanes and Reconstruct	71.54	8.44	7.60	55.51			TBD					**TBD**

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

Map ID	Facility (FPID No.)	Limits From	Limits To	Description	TIP Funding 2026-2030	TIP: 2026-2030			SIS Approved Second Year Plan: 2031-2034**			SIS 2035-2050 Long Range Cost Feasible Plan				Total Cost 2031-2050
												Plan Period 3: 2035-2040		Plan Period 4: 2041-2050		
						PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW/ CST	PRE-ENG	ROW/ CST	
103	I-75 (452544-5)	Immokalee Road	Pine Ridge Road	Add Lanes and Reconstruct	30.46	5.12	11.60	13.73			TBD					**TBD**
104	I-75 (452544-6)	Pine Ridge Road	Golden Gate Boulevard	Add Lanes and Reconstruct	13.90	4.20	9.60	0.10			TBD					**TBD**
18*	I-75 (3693)	at Immokalee Road		Modify Interchange	0.00							2.20	74.93			**77.13**
				Totals	**421.43**	**27.36**	**59.59**	**334.48**			**TBD**	**2.20**	**74.93**			**77.13**
						421.43			**TBD**			**77.13**				

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

**Fiscal years consolidated to account for work program overlap

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

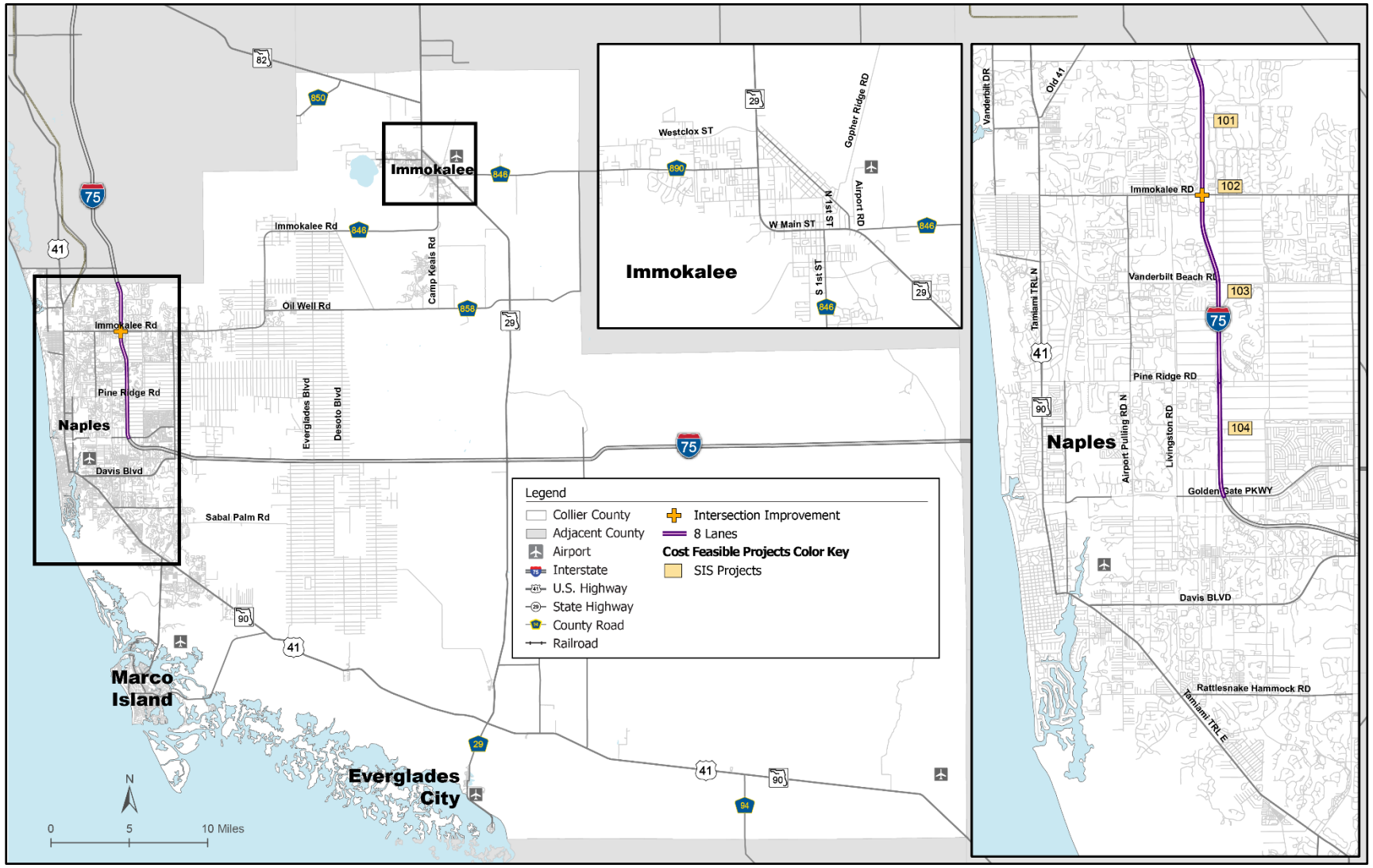


Table 6-3. Collier MPO 2050 LRTP Cost Feasible Plan Projects – FDOT Other Roads Projects and Local Roadway Projects ($ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024 $)	Total TIP Funding 2026-2030 (YOE)	Plan Period 1 TIP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Funding Source	Total YOE Costs 2031-2050 (YOE $ without SIS)	SHS (Non-SIS)	SU	OA	County
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
PLAN PERIOD 2 CONSTRUCTION FUNDED PROJECTS																								
75	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Ext		New Bridge over Canal.	$6.66	$0*						**$8.58**							County/OA	**$8.58**			$7.29	$1.29
12	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Road	Widen from 4 to 6 lanes.	$14.80	$0						**$6.95**			**$14.68**				SHS/SU	**$21.64**	$19.42	$2.21		
47	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from 4 to 6 lanes.	$20.96	$0*						**$23.46**							County	**$23.46**				$23.46
61	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from 4 to 6 lanes.	$35.78	$0*						**$40.26**							County	**$40.26**				$40.26
81	Bridge at Wilson Boulevard, South End			New Bridge over Canal.	$8.50	$0*						**$8.58**							County	**$8.58**				$8.58
100	Immokalee Road	Camp Keais Road		Roundabout /Intersection Improvement	$20.00	$0						**$25.80**							County	**$25.80**				$25.80
79	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal.	$6.66	$0*						**$8.58**							County	**$8.58**				$8.58
PLAN PERIOD 3 CONSTRUCTION FUNDED PROJECTS																								
56	Pine Ridge Road	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes.	$36.55	$0									**$8.53**			**$32.57**	County	**$41.10**				$41.10
74	Wilson Blvd	Golden Gate Boulevard	Immokalee Road	Widen from 2 to 4 lanes.	$88.37	$0*									**$137.86**				County	**$137.86**				$137.86
21	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)	$62.61	$0*					**$5.22**	**$43.41**			**$24.21**				County/OA	**$72.85**			$7.58	$65.27
PLAN PERIOD 4 CONSTRUCTION FUNDED PROJECTS																								
94	Airport Pulling Road	Orange Blossom Dr.		Intersection Innovation/ Improvement	$5.22	$0										**$1.54**	**$0.65**	**$7.92**	County	**$10.12**				$10.12
106	Bridge at 16th Street SE	South of Golden Gate Blvd		New Bridge over Canal.	$6.66	$0												**$12.91**	County	**$12.91**				$12.91
				Total	**$40.95**	**$0.00**	**$0.00**	**$0.00**	**$12.50**	**$5.22**	**$165.63**	**$12.50**	**$0.00**	**$185.29**	**$26.54**	**$0.65**	**$53.40**		**$461.75**	**$19.42**	**$52.21**	**$14.87**	**$375.24**

**Project partially funded through Collier County Capital Improvement Plan*

Figure 6-2. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2031–FY2035)

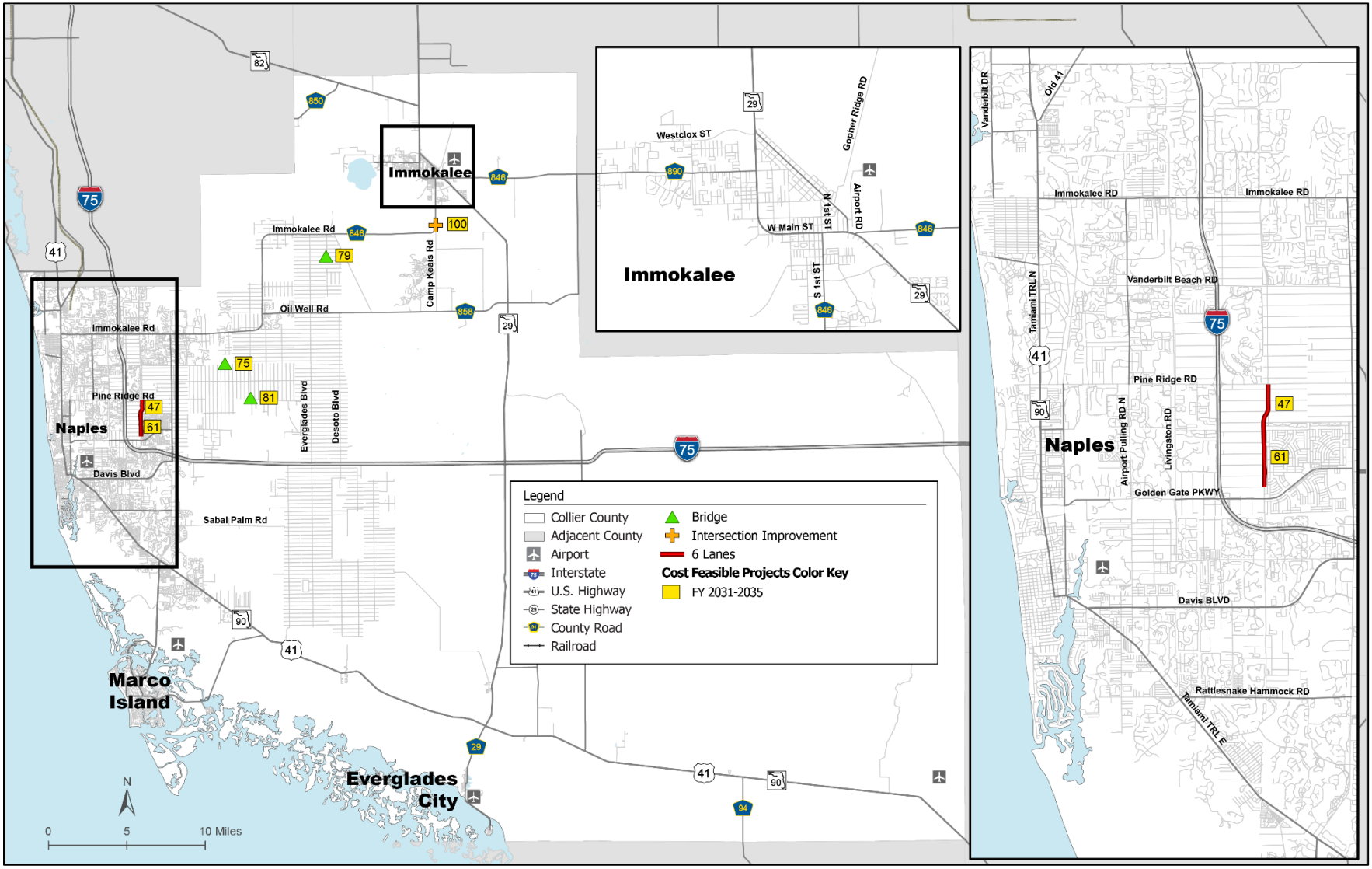


Figure 6-3. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2036–FY2040)

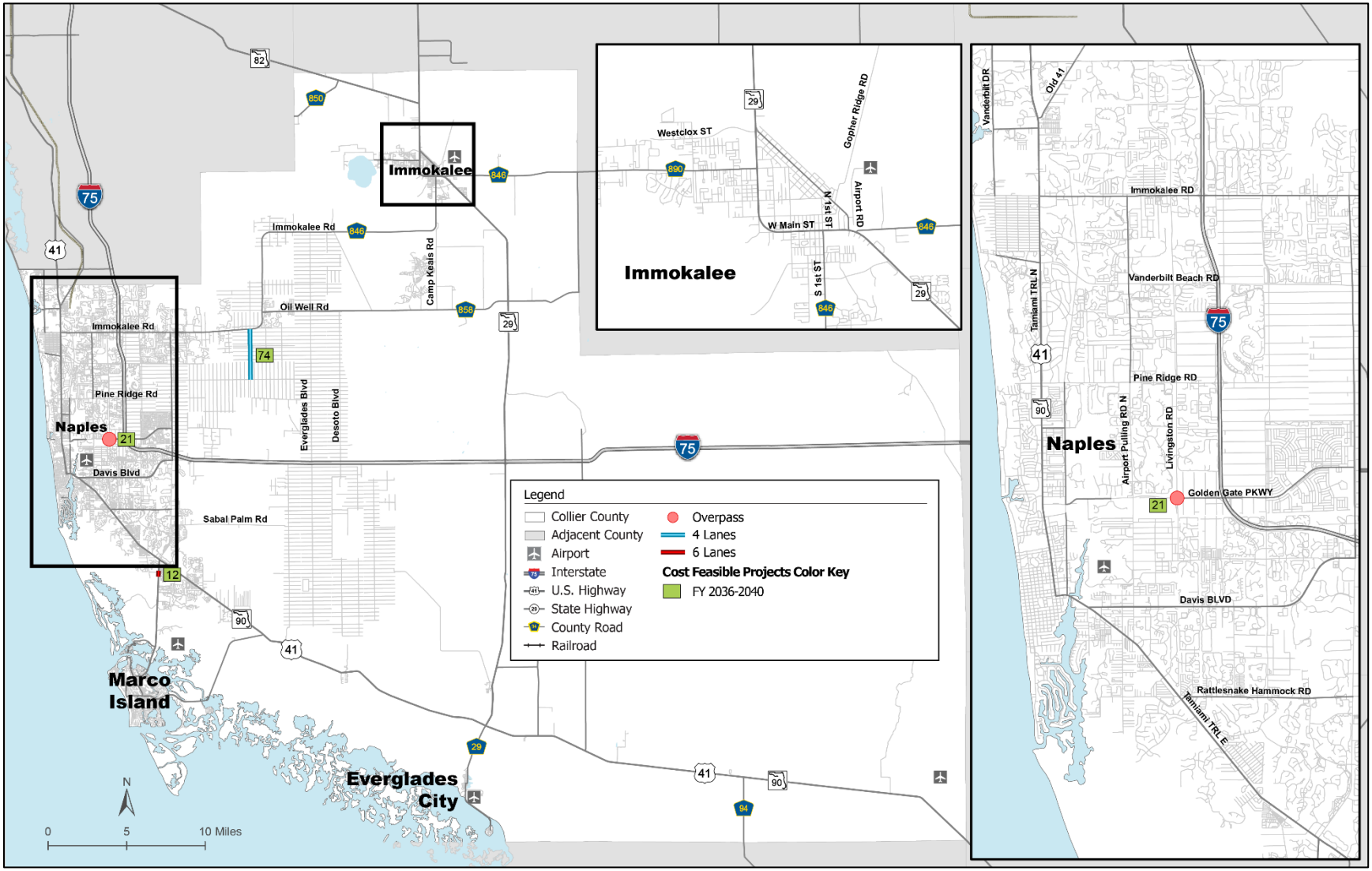


Figure 6-4. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map (FY2041–FY2050)

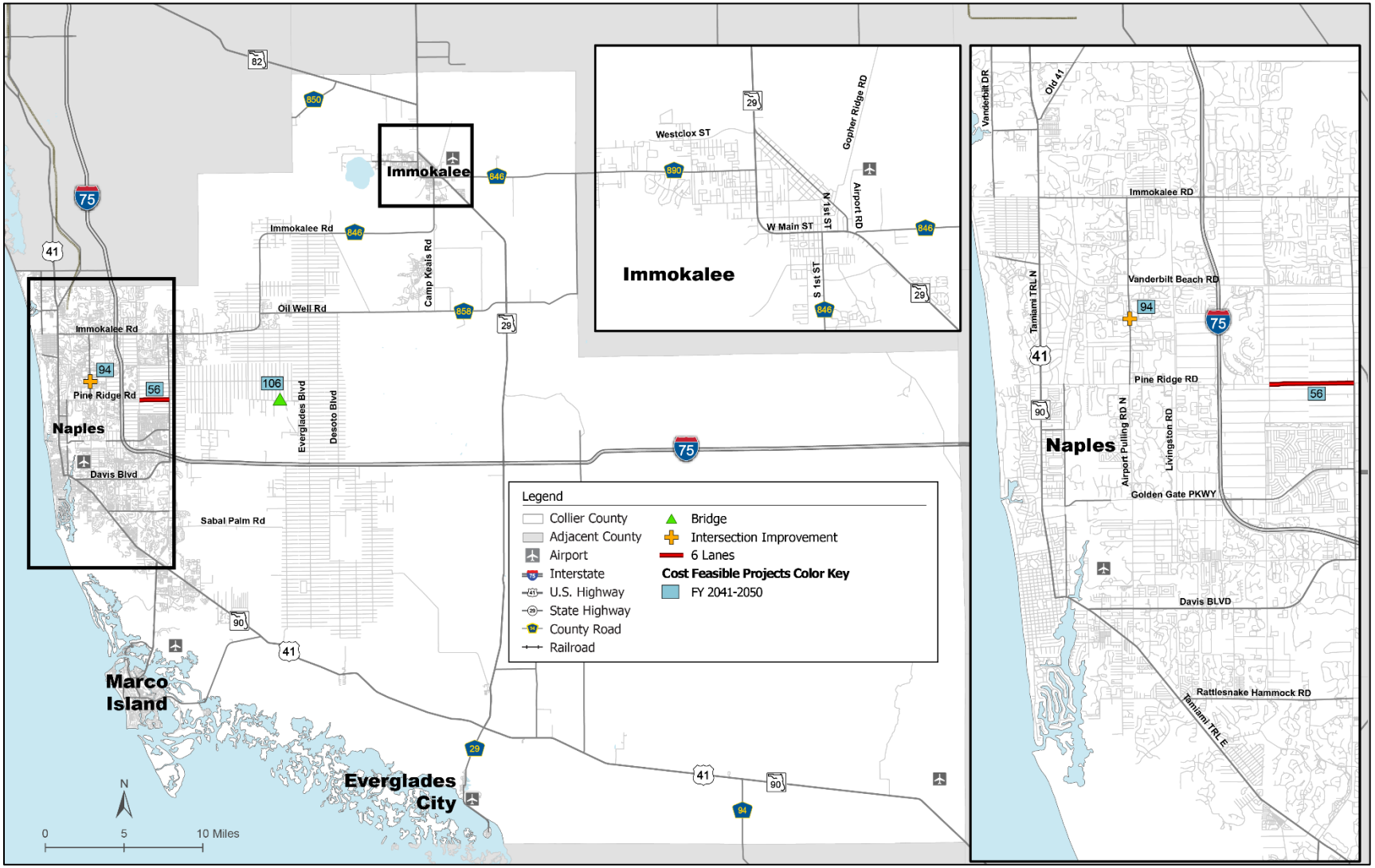


Table 6-4. Collier MPO 2050 LRTP Cost Feasible Plan Projects – Partially Funded Projects (FY 2031–FY 2050) ($ in millions)

Map ID	Facility	Limits From	Limits To	Description	Total Project Cost (PDC 2024 $)	TP Funding 2026-2030	Plan Period 1 TP: 2026-2030			Plan Period 2: 2031-2035			Plan Period 3: 2036-2040			Plan Period 4: 2041-2050			Total YOE Costs	SHS (non-SIS)	SU	OA	County	Funding Source
							PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST						
29	I-75 (SR 93)	Vicinity of Everglades Boulevard		New Partial Interchange. EB Off-Ramp and WB On-Ramp	$62.61					$8.38			$4.77	$6.32				$26.14	**$45.61**		$45.61			SU
67	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from 2 to 4 lanes.	$58.58					$10.13								$25.38	**$35.51**	$30.42	$5.09			SHS/SU
16	Everglades Blvd	I-75 (SR 93)	Golden Gate Boulevard	Widen from 2 to 4 lanes.	$147.31					$8.19						$23.41	$25.86	$123.11	**$180.56**				$180.56	County
18	Everglades Blvd	Oil Well Road	Immokalee Road	Widen from 2 to 4 lanes.	$141.51											$37.61	$23.40	$15.43	**$76.44**			$15.43	$61.01	OA/ County
37	Immokalee Rd (CR 846)	Camp Keais Road	Carver Street	Widen from 2-Lanes to 4 Lanes	$63.69											$16.37	$11.59		**$27.97**				$27.97	County
				Total	$473.69	$0.00	$0.00	$0.00	$0.00	$26.69	$0.00	$0.00	$4.77	$6.32	$0.00	$77.39	$60.85	$190.07	$366.09	$30.42	$50.70	$15.43	$269.54	

Figure 6-5. FDOT Other Roads and Local Roadway Projects Cost Feasible Plan Projects Map – Partially Funded (FY2031–FY2050)

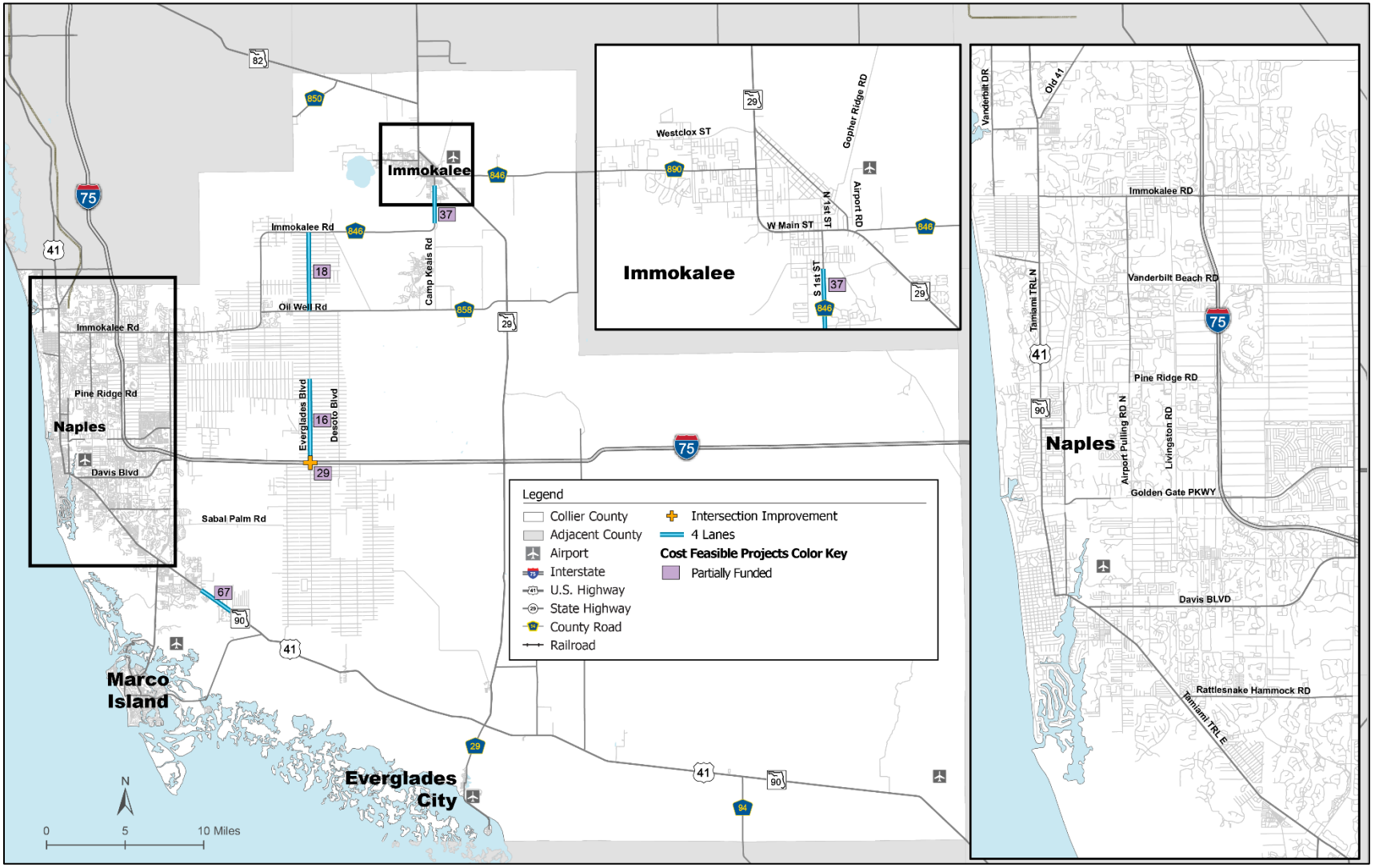


Figure 6-6 presents the total costs by project phase for FDOT's SIS cost feasible projects within the County. Figures 6-7 and 6-8 present the total costs by project phase and funding source, respectively, for cost feasible projects funded through FY2050.

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

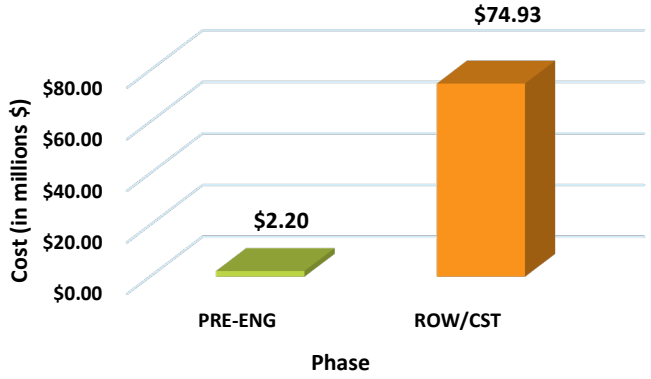


Figure 6-7. Total Costs by Project Phase for FDOT Other Roads and Local Roads Funded Projects (2031–2050) (YOE $ in millions)

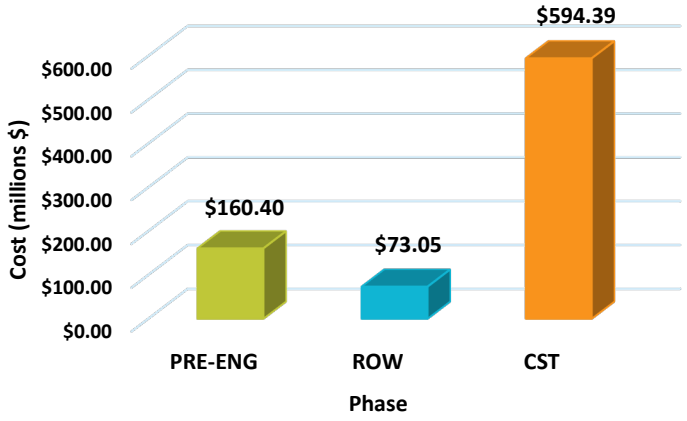
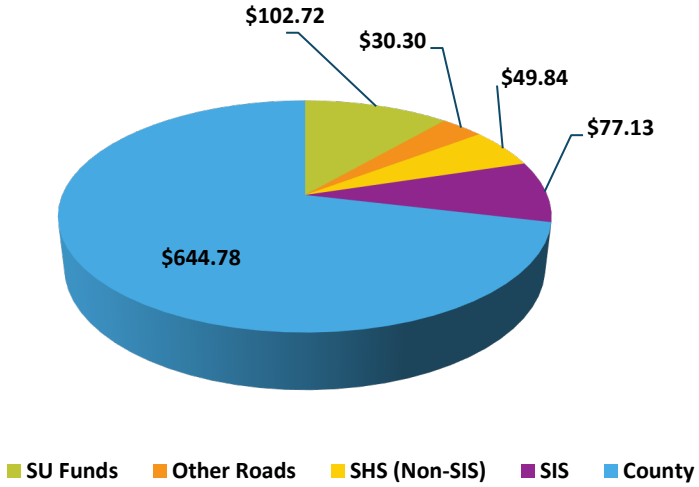


Figure 6-8. Total Costs by Funding Source 2031–2050 (YOE $ in millions)



6.1.2 Funding of Other Roadway Needs

6.1.2.1 East of CR 951 Bridges

In November of 2018 the citizens of Collier County approved a 1% infrastructure surtax which was subsequently sunset on December 31, 2023. During the period it was active, the tax generated over $520 million in revenues. The Board of County Commissioners approved the award of a $5.4 million contract funded by the surtax for the design of the following four bridges:

- 10th Avenue SE (between Everglades Boulevard and Desoto Boulevard)
- 13th Street NW (north of Golden Gate Boulevard)
- 62nd Avenue NE (between Everglades Boulevard and 40th Street NE)

- Wilson Boulevard S (south of Golden Gate Boulevard)

The16th Street NE and 47th Avenue NE bridge projects are also included in County priorities validated for surtax funding. However, to receive partial federal funding for the bridges, FDOT, in coordination with the Collier County Transportation Services Management Department (TSMD), performed a PD&E study (431895-3) for the 16th Street NE and 47th Avenue NE bridge projects. The study was approved as a Type 2 Categorical Exclusion and Location and Design Acceptance was approved on February 15, 2017. The 16th Street NE bridge project is a committed project in the 2028 E+C (refer to Project no. 8 in Table 4-1), and the 47th Avenue NE bridge project is funded for construction in the FY2026 – FY 2031 TIP (Refer to Table 6-1, Bridge Projects).

6.1.2.2 Congestion Management, ITS, and Safety Projects

Congestion management and ITS projects are generally short-term and immediate action projects. Therefore, their role in the LRTP process is modest and are more thoroughly addressed in the CMP. The current TIP includes several traffic equipment improvements that address safety, active roadway management, and bicycle and pedestrian facilities. Refer to Table 6-1 for congestion management and ITS projects funded for construction in the 2026–2030 TIP.

Through the SAP, the Collier MPO identified traffic safety solutions or countermeasures to reduce the risk of crashes or address existing crash problems. **Table 6-6** summarizes recommended infrastructure improvements (or countermeasures) available to improve roadway safety in Collier County, especially along the HIN.

As noted in Chapter 4, the Collier MPO Board approved (in February 2025) the development of a Joint Lee/Collier Regional CMP Element for incorporation into both the Collier MPO and Lee County MPO LRTPs. The Regional CMP Element will address regional roadways within the Bonita Springs-Estero Urban Area that is part of the Lee County Metropolitan Planning Area including Alico Road on the north and extending south to include Immokalee Road in Collier County (refer to Figure 4-10). Upon approval by the MPO Board, the updated Collier MPO CMP and Joint Regional Element and updated Regional Roadway Network map will be incorporated by reference in the 2050 LRTP to better inform the needs and ultimately the Roadway Cost Feasible Plan.

6.1.2.3 Other Considerations for SU Box and TA Funds

Federal Surface Transportation Block Grants fund both Transportation Alternative Program projects as well as the Suballocated Urbanized Area Funds or “SU Box” projects. SU Box funds are allocated to urbanized areas with populations over 200,000 and are managed by MPOs. The Transportation Alternatives Program which provides Transportation Alternative (TA) funds, was incorporated into the Surface Transportation Block Grants as a set-aside funding under 23 U.S.C. 133(h) and are solely to fund non-automobile-based projects.

The Collier MPO allocates its SU Box funds to planning, congestion management, bicycle/pedestrian, safety, and occasionally transit capital projects. SU Box funds are used to supplement the MPO’s federal Planning funds to cover costs associated with updating the LRTP every 5 years. The MPO may also use SU Box funds to update the BPMP, CMP, SAP, freight studies, and other plans and studies that are integral to

updating the LRTP. Safety projects submitted for SU Box funding will be vetted by the Collier MPO CMC, BPAC, TAC, and CAC before going to the MPO Board for approval. The MPO has integrated the SAP HIN into its project prioritization process to target investments toward corridors with the highest incidences of severe and fatal crashes. The MPO may also choose to use SU Box funds to supplement FDOT funding on safety projects that address the MPO's and FDOT's shared Target Zero Safety Performance Measures. Regarding TA funds, the Collier MPO is allocating its $29.8 million in TA funds for future bicycle-pedestrian improvement priorities identified in the Collier MPO BPMP. **Table 6-7** summarizes planned SU Box and TA funding by allocation type and plan period (MPO planning, LRTP roadway projects, congestion management and safety projects, and bicycle and pedestrian projects). **Figure 6-9** presents a summary of the SU Box funds allocated through 2050.

Table 6-6. Potential Infrastructure Improvements (Countermeasures) to Improve Roadway Safety in Collier County

Infrastructure/ Countermeasure Type	Where it Works							
	Signalized Intersections	Unsignalized Intersections	Major Roads	Local Roads	Rural Roads	Drainage / Stormwater Capture	Constrained ROW	Near Parks / Schools / Safety Zones
Access Management	X	X	X	X	X		X	
ADA-Compliant Sidewalks and Curb Ramps	X	X	X	X	X		X	X
Bike Boulevard/ Neighborhood Greenway				X		X	X	X
Bike Lanes	X	X	X	X			X	
Crosswalk Visibility Enhancements	X	X	X	X	X			X
Dedicated Left & Right Turn Lanes	X		X	X	X			
High Friction Surface Treatment			X	X	X		X	
Lane Repurposing (Roadway Reconfiguration)			X	X		X	X	X
Medians & Pedestrian Refuge Islands	X	X	X	X		X		X
Pedestrian Hybrid Beacon (HAWK)		X	X	X	X			X
Rectangular Rapid Flashing Beacon (RRFB)		X	X	X			X	X
Roundabout	X	X	X	X	X	X		

Table 6-6. Potential Infrastructure Improvements (Countermeasures) to Improve Roadway Safety in Collier County

Infrastructure/ Countermeasure Type	Where it Works							
	Signalized Intersections	Unsignalized Intersections	Major Roads	Local Roads	Rural Roads	Drainage / Stormwater Capture	Constrained ROW	Near Parks / Schools / Safety Zones
Rumble Strips			X		X			
Street Lighting	X	X	X	X	X		X	X
Turning Movement Restrictions	X		X		X			
Wider Edge Lanes			X	X	X		X	
Road Safety Audits (RSA)	X	X	X	X	X		X	X
Road User Education Programs								
Speed Limit Reduction			X	X			X	X
Coordinated Signal Timing	X		X		X			
Leading Pedestrian Intervals	X		X	X			X	X
High-Visibility Speed Enforcement Programs	X	X	X	X	X		X	X

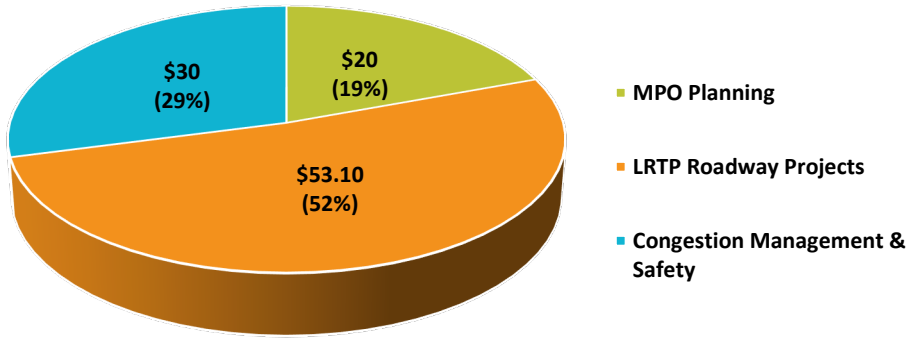
Source: Collier MPO 2025 SS4A Comprehensive SAP

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

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

MPO Planning	SU Box	$5	$5	$10	$20
LRTP Roadway Projects	SU Box	$13.3	$13.3	$26.5	$53.1
Congestion Management & Safety	SU Box	$7.5	$7.5	$15	$30
	Total SU Box Funds	**$25.8**	**$25.8**	**$51.5**	**$103.1**
Bicycle & Pedestrian	TA	$7.5	$7.5	$15	$30

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



To clearly demonstrate the fiscal constraint of this 2050 Cost Feasible Plan, the following tables summarize the available revenue and costs for the Plan (FY2031 - FY2050). Refer to **Tables 6-7** and **6-8** for details on the anticipated 2050 LRTP (FY 2031 – FY 2050) revenue dollars and costs, respectively. Additionally, **Table 6-9** summarizes the total revenue and costs for the 2050 LRTP projects with remaining balances. **Table 6-10** summarizes the total revenue and costs for the Collier MPO TIP (FY 2026 – FY 2031) projects with the remaining balance to also demonstrate the TIP's fiscal constraint.

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

Federal Sources	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SU Funds	$25,768,807	$25,809,569	$51,500,009	**$103,078,385**
TA Funds	$7,475,933	$7,457,228	$14,833,494	**$29,766,655**
Total	**$33,244,740**	**$33,266,797**	**$66,333,503**	**$132,845,040**
State Sources	**FY 2031 - FY 2035**	**FY 2036 - FY 2040**	**FY 2041 - FY 2050**	**Total**
SIS[1]	$0	$77,128,000	$0	**$77,128,000**
SHS	$11,990,000	$12,470,000	$25,380,000	**$49,840,000**
Other Roads	$7,290,000	$7,580,000	$15,430,000	**$30,300,000**
Total	**$19,280,000**	**$97,178,000**	**$40,810,000**	**$157,268,000**
Local Sources (County)	**FY 2031 - FY 2035**	**FY 2036 - FY 2040**	**FY 2041 - FY 2050**	**Total**
Traffic Impact Fees	$100,000,000	$100,000,000	$200,000,000	**$400,000,000**
General Fund (Ad Valorem)	$45,402,000	$45,402,000	$90,804,000	**$181,608,000**
Fuel Tax	$119,798,351	$117,623,778	$226,154,670	**$463,576,799**
Total	**$265,200,351**	**$263,025,778**	**$516,958,670**	**$1,045,184,799**
County Debt Repayments	$100,000,000	$100,000,000	$200,000,000	$400,000,000
Revised Total	**$165,200,351**	**$163,025,778**	**$316,958,670**	**$645,184,799**
Grand Total	**$217,725,091**	**$293,470,575**	**$424,102,173**	**$935,297,839**
Revenue for Collier MPO LRTP Projects (without SIS and TA revenues)	**$210,249,158**	**$208,885,347**	**$409,268,679**	**$828,403,184**

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

Table 6-8. Collier MPO 2050 LRTP Project Costs (FY 2031–FY 2050)

Federal Expenditures	FY 2031 - FY 2035	FY 2036 - FY 2040	FY 2041 - FY 2050	Total
SU Funds	$25,768,807	$25,802,887	$51,144,168	**$102,715,862**
TA Funds[1]	$7,475,933	$7,457,228	$14,833,494	**$29,766,655**
Total	**$33,244,740**	**$33,260,115**	**$65,977,662**	**$132,482,517**
State Expenditures	**FY 2031 - FY 2035**	**FY 2036 - FY 2040**	**FY 2041 - FY 2050**	**Total**
SIS[2]	$0	$77,128,000	$0	**$77,128,000**
SHS	$11,990,000	$12,470,000	$25,380,000	**$49,840,000**
Other Roads	$7,290,000	$7,580,000	$15,430,000	**$30,300,000**
Total	**$19,280,000**	**$97,178,000**	**$40,810,000**	**$157,268,000**
Local Expenditures (County)	**FY 2031 - FY 2035**	**FY 2036 - FY 2040**	**FY 2041 - FY 2050**	**Total**
County	$164,800,425	$163,025,778	$316,958,670	**$644,784,873**
Total	**$164,800,425**	**$163,025,778**	**$316,958,670**	**$644,784,873**
Grand Total	$217,325,165	$293,463,893	$423,746,332	$934,535,390
Cost of Collier MPO LRTP Projects (without SIS and TA project costs)	**$209,849,232**	**$208,878,665**	**$408,912,838**	**$827,640,735**

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

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

Table 6-9. Total Revenue and Costs for LRTP Projects (FY 2031–FY 2050)

Revenue Source	Revenue/Costs	Amount
Plan Period 2 (FY 2031 - FY 2035)		
Federal	Revenues	$33,244,740
	Costs	$33,244,740
	Balance	**$0**
State	Revenues	$19,280,000
	Costs	$19,280,000
	Balance	**$0**
Local	Revenues	$165,200,351
	Costs	$164,800,425
	Balance	**$399,926**
Plan Period 3 (FY 2036 - FY 2040)		
Federal	Revenues	$33,266,797
	Costs	$33,260,115
	Balance	**$6,682**
State	Revenues	$97,178,000
	Costs	$97,178,000
	Balance	**$0**
Local	Revenues	$163,025,778
	Costs	$163,025,778
	Balance	**$0**
Plan Period 4 (FY 2041 - FY 2050)		
Federal	Revenues	$66,333,503
	Costs	$65,977,662
	Balance	**$355,841**
State	Revenues	$40,810,000
	Costs	$40,810,000
	Balance	**$0**
Local	Revenues	$316,958,670
	Costs	$316,958,670
	Balance	**$0**

Table 6-10. Total Revenue and Costs for Collier MPO's TIP (FY 2026–FY 2030)

Revenue Source	Revenue/Costs	Amount
TIP / Plan Period 1 (FY 2026 - FY 2030)		
Federal	Revenues	$134,483,150
	Costs	$134,483,150
	Balance	**$0**
State	Revenues	$464,986,605
	Costs	$464,986,605
	Balance	**$0**
Local	Revenues	$52,158,516
	Costs	$52,158,516
	Balance	**$0**
Toll	Revenues	$38,586,699
	Costs	$38,586,699
	Balance	**$0**

6.1.2.4 Maintenance and Other State Operations

Maintenance funding of the state roadways within the County and its associated municipalities is included in Chapter 5 under in Table 5-2 (Non-Capacity Programs – Resurfacing, Bridge, and Operations and Maintenance (of state-maintained facilities). FDOT projects $1.055 billion in available revenues between 2031-2050 (YOE). It is anticipated that maintenance and operations costs during these planning periods will align with the projected revenues as presented in **Table 6-11**.

Table 6-11. Anticipated Operations and Maintenance Costs of State-Maintained Roadway Infrastructure ($ in millions)

Jurisdiction	Funding Source	2031-2035	2036-2040	2041-2050	Total 2031-2050
Federal & State	Non-Capacity Programs - Resurfacing, Bridge, and Operations and Maintenance	$260	$265	$530	$1,055

As noted in the FDOT's 2050 *Revenue Forecast for the Collier MPO* (FDOT 2023h), FDOT has included sufficient funding to meet the following statewide objectives and policies:

- **Safety:** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program
- **Resurfacing Program:** includes resurfacing of all pavements on the SHS including Florida's Interstate, Turnpike, and other arterial highways
- **Bridge Program:** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives.
- **Operations and Maintenance Program:** includes activities which support and maintain the transportation infrastructure once it is constructed and operations
- **Product Support:** includes preliminary engineering, construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment
- **Administration:** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions

Maintenance of the County and its associated municipalities' roadways is funded primarily through fuel taxes and General Fund revenues. Maintenance funding primarily addresses routine maintenance operations that are preventive or corrective in nature and that address safety concerns. In addition to maintenance funding, other state operational improvements, such as installing wildlife crossings, wildlife detection systems, and other ITS improvements, may be funded through the MPO's Transportation Improvement Program without specific listing of the projects in the LRTP Cost Feasible Plan.

6.1.3 ETDM Input and Review

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the FDOT Efficient Transportation Decision Making (ETDM) process is used to seek input on individual qualifying long-range transportation projects allowing for specific commentary. This

ensures that mitigation opportunities are identified, considered, and available as the LRTP is developed and projects are advanced. The ETDM screening process was applied to qualifying projects identified in the 2050 LRTP Cost Feasible Plan, which further provided opportunities to engage on any sociocultural impacts as well. The projects were added to the Environmental Screening Tool through coordination with the FDOT District One ETDM Coordinator in October 2025 and include the following projects.

- Everglades Boulevard widening from I-75 to Golden Gate Boulevard
- Everglades Boulevard widening from Oil Well Road to Immokalee Road
- Golden Gate Parkway Overpass at Livingston Road
- Immokalee Road widening from Camp Keais Road to Carver Street
- Logan Boulevard widening from Green Boulevard to Pine Ridge Road
- Pine Ridge Road widening from Logan Boulevard to Collier Boulevard
- Santa Barbara Boulevard widening from Painted Leaf Lane to Green Boulevard
- US 41 from Greenway Road to 6 L Farm Road (within limits of an existing ETDM Screen – ID 3254-1)
- New bridge over a canal on 13th Street NW at the north end of Vanderbilt Beach Road Extension
- New bridge over a canal on 62nd Avenue NE west of 40th Street NE
- New bridge over a canal on 16th Street SE south of Golden Gate Boulevard

6.1.4 Unfunded Roadway Needs

While the projects included in the roadway Cost Feasible Plan aim to address the congestion, safety, and capacity issues forecasted through 2050, financial resources are limited. Therefore, several projects in the 2050 Roadway Needs Plan remain unfunded in this Cost Feasible Plan. **Table 6-12** presents a comparison of total costs for unfunded roadway needs versus cost feasible projects.

Table 6-12. Summary of Funded vs. Unfunded Roadway Projects

Roadway (SIS not included)	2050 Costs
Unfunded Roadways Needs (YOE)	$7,697,081,547
Cost Feasible Roadway Projects (YOE)	$827,640,735

Given the total revenue estimated through 2050, approximately 12% of the identified roadway needs can be funded. **Table 6-13** summarizes projects included in the Roadway Needs Plan that remain unfunded in this 2050 LRTP update.

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
1	Benfield Road	City Gate Boulevard North	Hacienda Lakes Parkway	New 2-lane roadway (4-lane footprint)
2	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New 2-lane roadway (4-lane footprint)
3	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New 2-lane roadway (6-lane footprint)
4	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New 2-lane roadway
5	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New 2-lane roadway
6	Big Cypress Parkway	Oil Well Road	Immokalee Road	New 2-lane roadway
7	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from 2-Lane to 4 Lanes
8	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from 2 to 4 lanes
9	Camp Keais Road Extension	Camp Keais Road	SR 29	New 2-lane roadway (4-lane footprint)
10	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Ext	New 4-lane roadway
11	Collier Boulevard (SR 951)	Pine Ridge Road	Golden Gate Boulevard	Capacity Improvement or Parallel Facility
13	Collier Boulevard Extension	Collier Blvd (CR 951) Northern Terminus	Lee/Collier County Line/ Logan Boulevard	New 2-lane roadway
14	Corkscrew Road	SR 82	Lee County Line	Widen from 2 to 4 lanes
15	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from 4 to 6 lanes
17	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Beach Road Ext	Widen from 2 to 4 lanes
19	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from 2 to 4 lanes
20	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New 4-lane roadway
22	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Capacity Improvement or Parallel Facility
23	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Capacity Improvement or Parallel Facility
24	Green Boulevard	Santa Barbara Boulevard/ Logan Boulevard	Sunshine Boulevard	Widen from 2 to 4 lanes (Future Study Area)
25	Green Boulevard Extension	CR 951	23rd Street SW	New 4-lane roadway (Future Study Area)
26	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Ext	New 2-lane roadway (Future Study Area)
27	Green Boulevard Extension	Wilson Boulevard Ext	Everglades Boulevard	New 2-lane roadway (Future Study Area)
28	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New 2-lane roadway (Future Study Area)

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
30	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange, NB On-Ramp and SB Off-Ramp
31	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from 4 to 6 lanes
33	Immokalee Road	Strand Boulevard	Northbrooke Road	Capacity Improvement or Parallel Facility
34	Immokalee Road	Logan Boulevard	Rose Boulevard	Capacity Improvement or Parallel Facility
35	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Capacity Improvement or Parallel Facility
36	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Capacity Improvement or Parallel Facility
38	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from 2-Lanes to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes M&R of existing pavement)
39	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd over Collier Blvd)
41	Keane Avenue	Inez Road	Wilson Boulevard Ext	New 2-lane roadway
42	Little League Road Extension	SR-82	Westclox Street	New 2-lane roadway (4-lane footprint)
43	Little League Road Extension	Lake Trafford Road	Immokalee Road	New 2-lane roadway (4-lane footprint)
45	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from 4 to 6 lanes
48	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from 2 to 4 lanes
49	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from 2 to 4 lanes
50	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from 2 to 6 lanes
51	Oil Well Road / CR 858	Camp Keais Road	SR 29	Widen from 2 to 4 lanes (6 lane footprint)
52	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from 2 to 4 lanes
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from 2 to 4 lanes
57	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from 2 to 6 lanes
59	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from 2 to 4 lanes and extend 4-lane roadway

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
62	SR 29 / North Main Street	North 9th Street	Immokalee Drive	Widen from 2 to 4 lanes
63	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility
64	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Road	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
68	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd)
69	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd)
70	Vanderbilt Beach Road Extension	Everglades Blvd	Big Cypress Parkway	New 2-lane roadway in a 4-lane footprint
71	Vanderbilt Drive	111th Avenue N/Bluebill Ave	Woods Edge Parkway	Widen from 2 to 4 lanes
72	Westclox Street Extension	Little League Road	West of Carson Road	New 2-lane roadway
73	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New 4-lane roadway
76	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
80	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
83	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements
91	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements

Table 6-13. 2050 LRTP Unfunded Roadway Needs Projects

Map ID	Project	From	To	Project Description
93	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
95	Airport Pulling Road (Intersection)	Golden Gate Parkway		Intersection Innovation/Improvements
96	Airport Pulling Road (Intersection)	Radio Road		Intersection Innovation/Improvements
97	Airport Pulling Road (Intersection)	Davis Boulevard		Intersection Innovation/Improvements
99	Immokalee Road	Randall Boulevard	west of Wilson Boulevard	Widen from 6 to 8 lanes

6.2 Bicycle and Pedestrian Projects

The BPMP, noted in Chapter 4, is a systems plan that focuses on identifying the needs and a policy framework for prioritization and implementation of bicycle and pedestrian projects. Further, it provides flexibility in bringing projects forward for funding and offers design guidelines based on best practices that implementing agencies may use as guidance. Therefore, implementation of these projects is more thoroughly addressed through individual agencies and the MPO bicycle and pedestrian advisory process.

The BPMP does not provide project costs for the bicycle and pedestrian projects summarized in Chapter 4 and **Appendix E** because of the number of unknown factors. The MPO's allocation of federal TA funds and the statewide SUN Trail program will be used to fund stand-alone bicycle/pedestrian projects that meet the eligibility requirements. SU Box funds may be used, but are prioritized for roadway improvements, congestion management, safety projects and planning.

Approximately $30 million in TA funding is dedicated for future pedestrian and bicycle projects identified in the Collier MPO BPMP:

- Planning Period 2 - 2031 to 2035 - $7.5 million
- Planning Period 3 - 2036 to 2040 - $7.5 million
- Planning Period 4 - 2041 to 2050 - $15.0 million

The MPO Board establishes policy by which it allocates SU Box funds (including TA) for congestion management, safety, and bicycle and pedestrian projects. MPO staff issues a Call for Projects based on the Board's established allocation policy and schedule. It is anticipated that this process will be continued throughout the period of the 2050 LRTP, with a biannual Call for Projects issued by the MPO, vetted by the BPAC, CMC, TAC, and CAC, and approved by the MPO Board for updating priorities for inclusion in the TIP by FDOT.

6.3 Transit Cost Feasible Projects

Similar to the development of roadway cost feasible projects, the cost feasible transit projects were developed by estimating the costs associated with each project in the transit needs.

6.3.1 Transit Cost Assumptions

In the CAT FY 2026-2035 TDP, cost assumptions were made to forecast transit costs for 2026 through 2050. Costs include annual service and technology/capital improvements that are programmed for implementation within the planning period. The following subsections summarize assumptions for capital and operating costs noted in the TDP.

6.3.1.1 Operating Cost Assumptions

Operating cost assumptions are based on a variety of factors, including service performance data from CAT and information from the recent TDP. These assumptions are summarized as follows:

- Annual operating costs for fixed-route and paratransit services are based on the most recent adopted budget (FY2025). These costs include operation and maintenance costs of existing services and facilities, such as administrative buildings, maintenance facilities, and transit hubs.

- An annual inflation rate of 2.28% was used for operating cost projections, based on the average Consumer Price Index as used in the 2024 TDP Annual Progress Report.
- Annual operating costs for future service enhancements are based on the projected annual service hours and cost per revenue hour of $118 for fixed route service.

6.3.1.2 Capital Cost Assumptions

Several assumptions were also developed to estimate the costs for capital transit needs described in Chapter 4 and are summarized as follows:

- New vehicles planned to be purchased include those necessary to replace vehicles within the existing fleet that have reached the end of their useful life and vehicles to implement the new service.
- Assumed vehicles costs are $576,800,60 for fixed-route bus, $158,653.28 for paratransit vehicles, and $45,000 for support vehicles based on information provided by CAT. Cost assumptions for fixed routes vehicles were based on averaging the total net value of thirty- to forty-foot fixed route buses from 2024 purchase orders, while the total net cost of paratransit vehicles were based on the cost of one bus in 2024. Between 2026 and 2035, it is estimated that 32 fixed route buses, 8 support vehicles, and 68 paratransit vehicles will need to be purchased.
- The useful life for fixed-route buses is assumed to be 12 years, while the useful life of a paratransit vehicle is assumed to be 5 years, reduced by 2 years from the previous TDP.
- An annual inflation rate of 2.28% was used for capital cost projections, based on the average Consumer Price Index as used in the 2024 TDP Annual Progress Report.

Based on the funding availability and prioritized results in the TDP, the transit cost feasible projects are summarized in **Table 6-14**.

Table 6-14. 2050 Transit Cost Feasible Summary

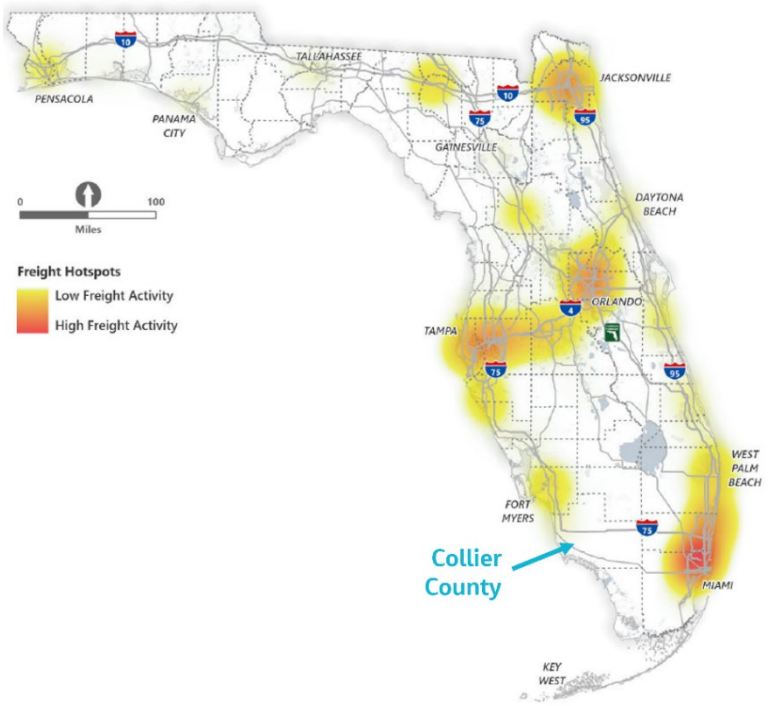
Funded Need	Plan Period 1: 2026–2030 (YOE)	Plan Period 2: 2031–2035 (YOE)	Plan Period 3: 2036–2040 (YOE)	Plan Period 4: 2041-2050 (YOE)	Total Costs 2031–2050 (YOE)
OPERATING					
Maintain Existing Fixed Route	$49,589,477.58	$55,506,408.79	$62,129,338.07	$147,382,699.76	$265,018,446.63
Maintain Existing Paratransit	$37,552,604.19	$42,033,316.37	$47,048,659.42	$111,608,439.11	$200,690,414.89
Total Operating Costs	**$87,142,081.78**	**$97,539,725.16**	**$109,177,997.48**	**$258,991,138.87**	**$ 465,708,861.52**
CAPITAL					
Maintain Existing Fixed Route Service	$9,301,801.89	$12,581,388.90	$9,164,279.35	$25,782,533.91	$47,528,202.17
Maintain Existing Paratransit Service	$5,791,361.66	$6,845,641.82	$7,255,843.05	$16,161,474.71	$30,262,959.58
Replacement of Support Vehicles	$149,985.15	$164,276.35	$178,283.26	$645,250.53	$987,810.14
Bus Shelter Rehab	$218,985.68	$245,114.67	$274,361.33	$650,837.68	$1,170,313.69
Safety & Security Program	$523,325.79	$585,768.13	$655,660.97	$1,555,353.51	$2,796,782.62
Facilities Improvements	$29,437,469.00				
New Bus Shelters	$2,635,955.39	$2,950,473.05	$3,302,518.43	$7,834,206.78	$14,087,198.26
I-75 Study		$50,000.00			$50,000.00
Immokalee Road Corridor Study	$75,000.00				
MOD Demand/Operations Requirements Pilot Projects		$50,000.00			$50,000.00
Total Capital Costs	**$48,133,884.56**	**$23,472,662.92**	**$20,830,946.40**	**$52,629,657.13**	**$96,933,266.45**

Note: Transit planning studies are funded through grants provided by the Federal Transit Administration and the Florida Department of Transportation. 49 U.S.C. 5303 establishes the FTA Section 5305(d) grant to support metropolitan transportation planning. These funds are apportioned to the MPOs in accordance with the rules established in 49 U.S.C. 5305(d). In addition to Section 5305(d) funds, FTA Section 5307 grant funding may be used for planning purposes.

6.4 Freight Network Projects

FDOT updated its Freight Mobility and Trade Plan (FMTP) in October 2024 (FDOT 2024d). The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP identified freight hotspots as presented in **Figure 6-11**. From a statewide perspective, Collier County overall has relatively low freight activity. Which is limited to the northwestern portion of the County along I-75.

Figure 6-11. Freight Hotspot Locations



Data Source: *Florida Department of Transportation, Freight and Rail Office (2021)*

The FMTP *Technical Memorandum 6, Project Prioritization* (FDOT 2024d) describes the methodology and the freight project selection and prioritization process. The projects listed in **Table 6-2**, 2050 SIS Cost Feasible Projects, are part of the Regional Freight Mobility Corridors within the Collier MPO boundary (refer to Figure 4-4 in Chapter 4). Additionally, some of the projects listed in **Tables 6-3** and **6-4** are also located on the Regional Mobility Corridors. Therefore, 17 projects in the 2050 Cost Feasible Plan, will support Collier County's freight network.

6.5 Airport Transportation Projects

As noted in Chapter 4, two off-airport transportation projects were identified in the roadway Needs Plan to improve access to Naples Airport and Immokalee Regional Airport. Project no. 38, Immokalee Road from Airpark Boulevard to SR 29 includes widening Immokalee Road from two to four lanes and will improve traffic operations and access to the industrial warehouses within the property of the Immokalee Regional Airport.

Project no. 96 in the roadway Needs Plan includes innovative intersection improvements at Radio Road and Airport Pulling Road. This intersection provides access to the entrance of the Naples Airport. While these projects are not part of the Cost Feasible Plan, they will remain on Needs Plan. Naples Airport estimates their development costs for airport operations at $56.8 million for short term (2020–2024), $67.1 million for intermediate (2025–2029), and $83 million for long-term (2030–2039) expenses, for a total of $206.9 million (ESA 2021).

6.6 Future Funding Opportunities

It's important to recognize that the LRTP Cost Feasible Plan is dynamic and subject to frequent changes. It is updated every five years to reflect evolving priorities, conditions, and funding realities. Therefore, the proposed Cost Feasible Projects outlined in this chapter are not an exhaustive list. As additional funding becomes available, other roadway, bicycle/pedestrian, transit, freight, and air transportation projects may be considered and incorporated into future updates.

7. Implementation

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

7.1 Implementation Framework

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

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

7.1.1 System Performance Report

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

- Highway Safety
- Bridge and Pavement

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

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

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

Notes:
NHS = National Highway System
ULB = Useful Life Benchmark

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

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

- System Performance, Freight, Congestion Mitigation, and Air Quality
- Transit Asset Management

- Transit Safety (planning only)

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

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

7.1.2 Federal Planning Factor Consistency

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

7.2 Planning Programs

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

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

Figure 7-1 presents the plans that are incorporated by reference into the LRTP, their update cycle, and how they ultimately inform the TIP and UPWP. **Figure 7-1** also presents a timeline of Collier MPO's programs and plans from the 2045 LRTP adoption to the 2050 LRTP update and adoption.

Insert Photo

Table 7-2. LRTP Goals and Federal Planning Factors

	 **Goal 1:** Ensure the Security of the Transportation System for Users	 **Goal 2:** Protect Environmental Resources	 **Goal 3:** Improve System Continuity and Connectivity while Maintaining Existing Facilities	 **Goal 4:** Reduce Roadway Congestion	 **Goal 5:** Promote Freight Movement	 **Goal 6:** Increase the Safety of the Transportation System for Users	 **Goal 7:** Promote Multimodal Solutions	 **Goal 8:** Promote the Integrated Planning of Transportation and Land Use	 **Goal 9:** Promote Sustainability and Equal Access in Transportation Planning and Land Use for Transit Dependent Communities	 **Goal 10:** Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making	 **Goal 11:** Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System
Safety						✓					
Security	✓										
Accessibility & Mobility			✓	✓			✓	✓			✓
Multimodal Connectivity			✓				✓		✓		✓
System Preservation										✓	
Economic Vitality					✓		✓				
Environmental Quality		✓							✓		
System Efficiency				✓	✓			✓			✓
Resiliency & Reliability	✓			✓						✓	
Transit & Tourism							✓	✓			

Figure 7-1. Collier MPO Plans and Programs Timeline



(yrs) = Update Cycle

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

7.2.1 Other Implementing Programs

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

7.2.1.1 Traffic Safety

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

7.2.1.2 Bicycle and Pedestrian

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

7.2.1.3 Congestion Management

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

7.2.1.4 Transit

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

7.2.1.5 Freight

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

7.2.1.6 Aviation

As noted in Chapter 4, four public airports serve the Collier MPO planning area. The Collier MPO coordinates

with airport authorities for off-airport transportation needs. Further, the Naples and Collier County Airport Authorities submit annual aviation project priorities to the MPO via Joint Automated Capital Improvement Programs for each airport within the Collier MPO's planning area.



7B Attachment 4
TAC/CAC 10/27/25

2050 Long Range Transportation Plan

Collier MPO TAC/CAC Meetings
October 27, 2025

Jacobs

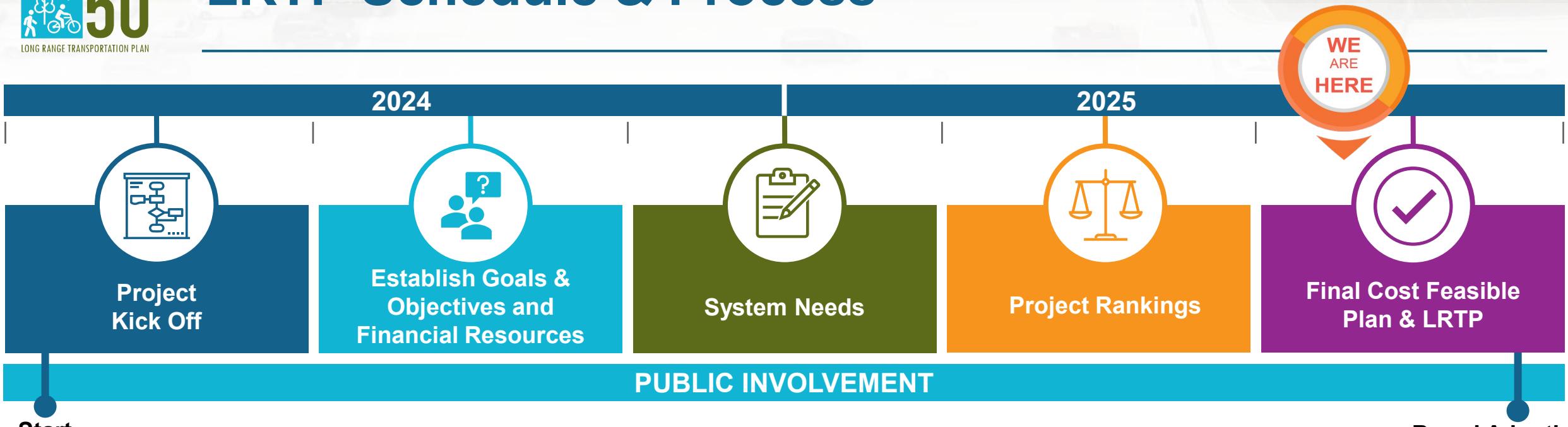
COLLIER Metropolitan Planning Organization

Agenda



- LRTP Schedule Update
- Needs Plan
- D1RPM Update
- Cost Feasible Plan
- Public Outreach
- Next Steps

LRTP Schedule & Process



2050 LRTP Needs Plan

- Chapter 4 - Needs Plan includes:
  - **Roadway Needs**
    - Safety – MPO SS4A Comprehensive Safety Action Plan (2025)
    - Freight – FDOT D1 Freight Mobility and Trade Plan (2023) & FDOT Freight Mobility and Trade Plan (2024)
    - MPO Congestion Management Process
    - Transportation System Management & Operations & Emerging Technologies (FDOT)
    - Resilience – FDOT Resilience Action Plan (2023), City of Naples/ Collier County Climate Adaptation Plan (ongoing)
  - **Bicycle & Pedestrian Needs** – MPO Bicycle Pedestrian Master Plan (2025)
  - **Transit Needs** – MPO Transit Development Plan (2025)
  - **Air Transportation Needs**
    - Naples Airport Master Plan (2020)
    - Immokalee Regional Airport Layout Plan (2017)
    - Marco Island Executive Airport
    - Everglades Airpark

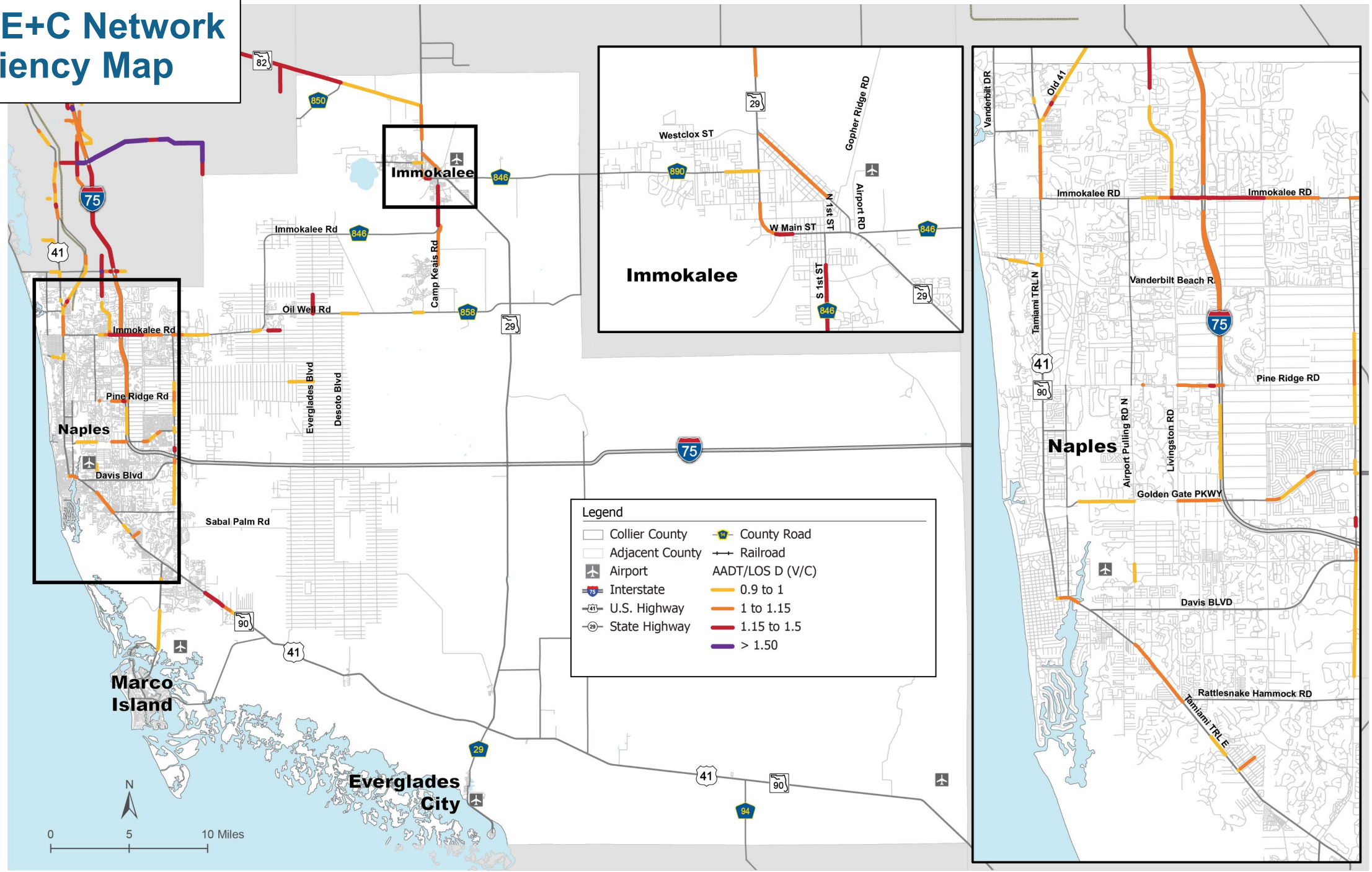
Draft Chapter 4 Needs Plan is provided for review and comment!

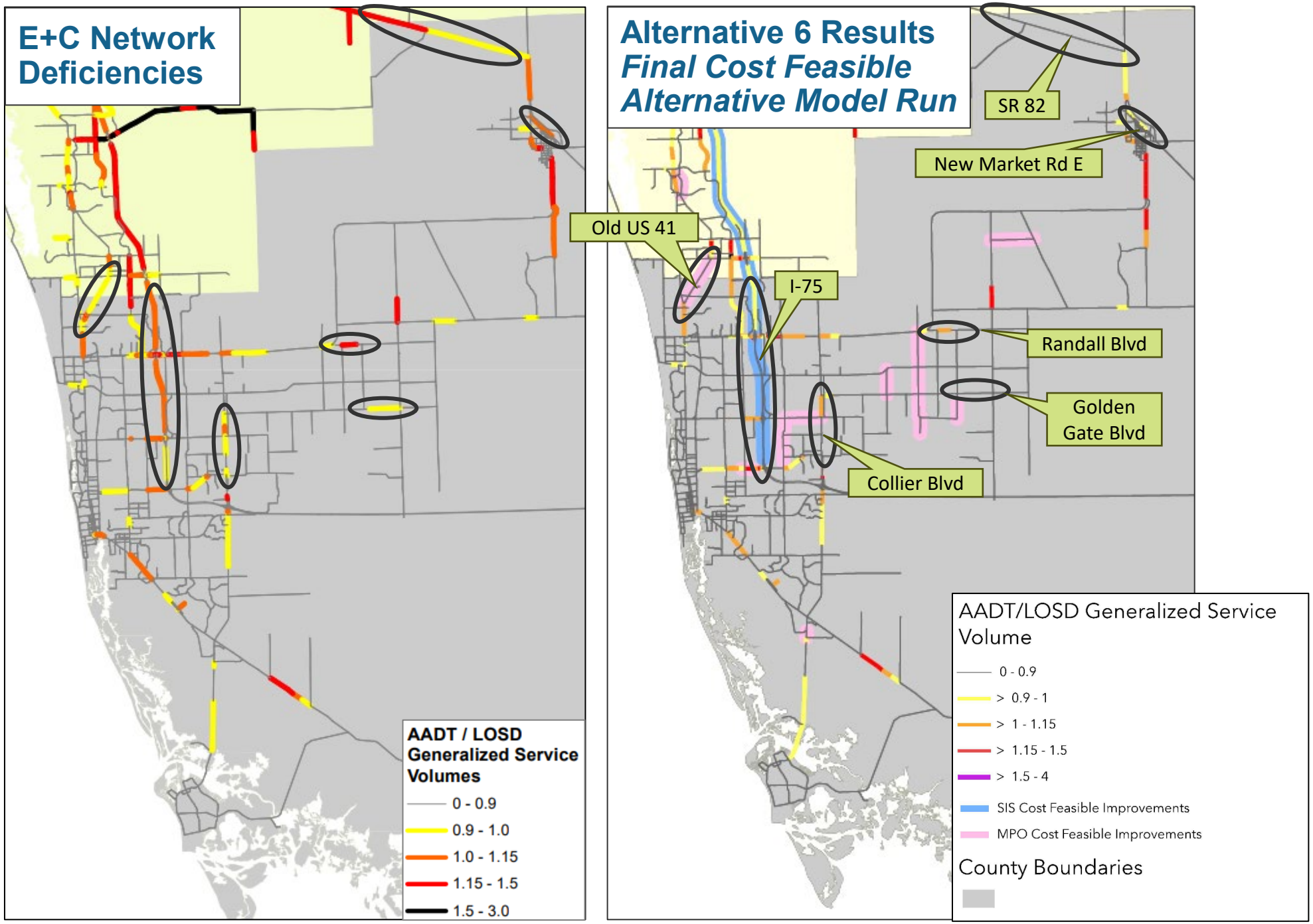


FDOT D1RPM Travel Model Alternatives

Alternative 1: Roadway Needs	Complete
Alternative 2: Lee County Connectivity	Complete
Alternative 3: Cost Feasible Refinement 1	Complete
Alternative 4: Cost Feasible Refinement 2	Complete
Alternative 5: Transit	Complete
Alternative 6: Final Cost Feasible Alternative	Complete

2050 E+C Network Deficiency Map

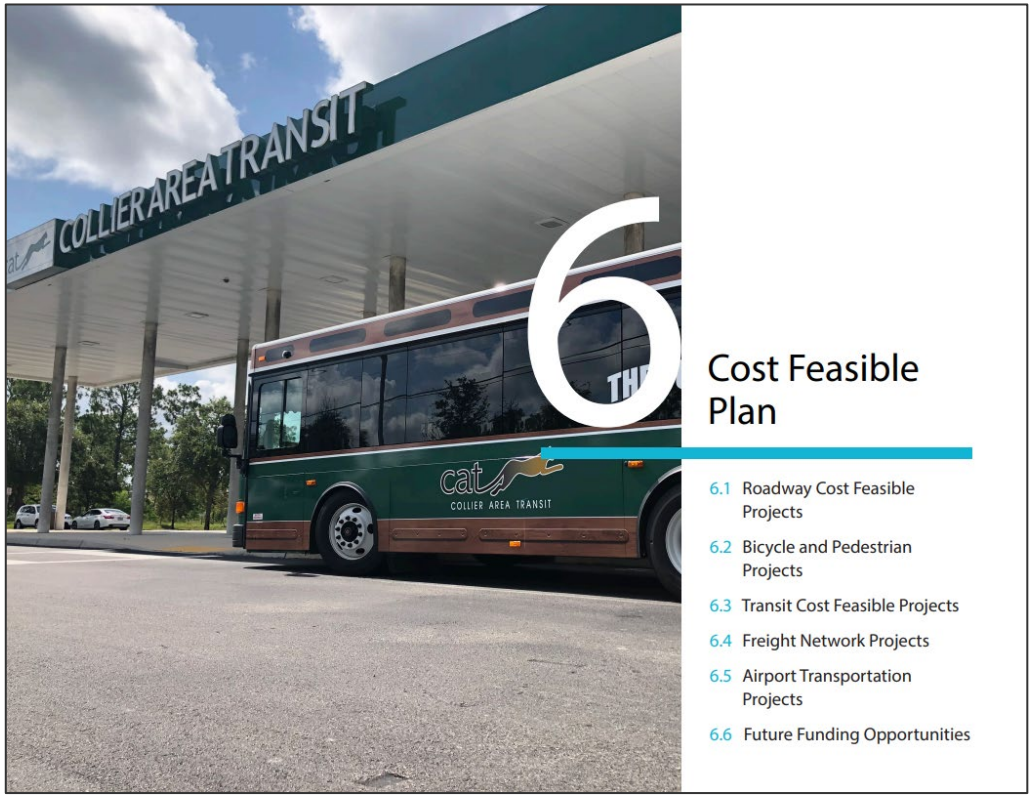



E+C Network Deficiencies
AADT / LOSD Generalized Service Volumes
0 - 0.9
0.9 - 1.0
1.0 - 1.15
1.15 - 1.5
1.5 - 3.0
Alternative 6 Results
Final Cost Feasible Alternative Model Run
SR 82
New Market Rd E
Old US 41
I-75
Randall Blvd
Golden Gate Blvd
Collier Blvd
AADT/LOSD Generalized Service Volume
0 - 0.9
> 0.9 - 1
> 1 - 1.15
> 1.15 - 1.5
> 1.5 - 4
SIS Cost Feasible Improvements
MPO Cost Feasible Improvements
County Boundaries

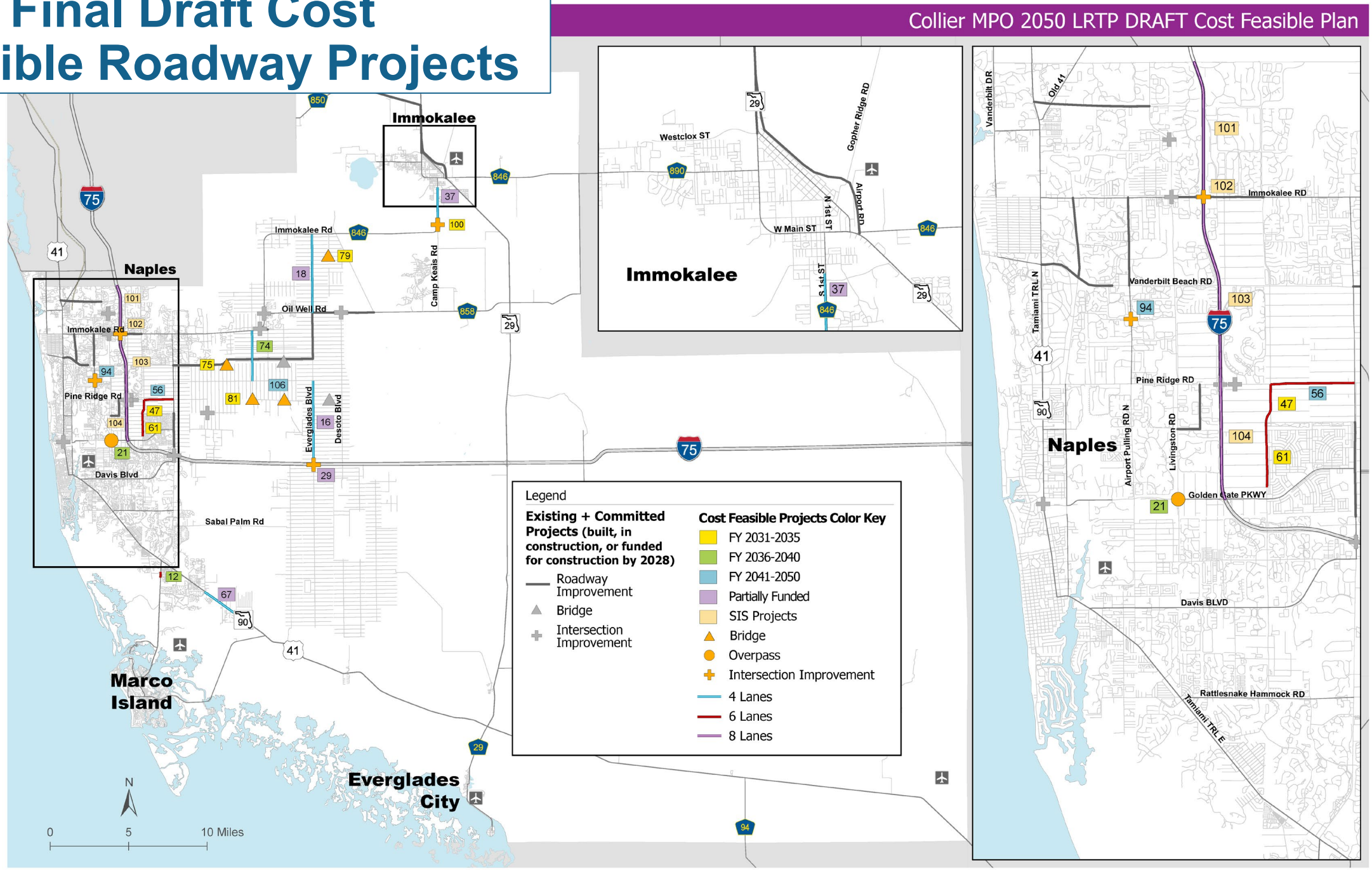
2050 Draft Cost Feasible Plan

- Identifies multimodal transportation projects that can be funded through 2050 based on estimated revenues.
- Similar to the Needs Plan, the CFP incorporates bike/ped, safety/congestion management, and transit cost feasible projects by reference

Draft Chapter 6 Cost Feasible Plan is provided for review and comment!

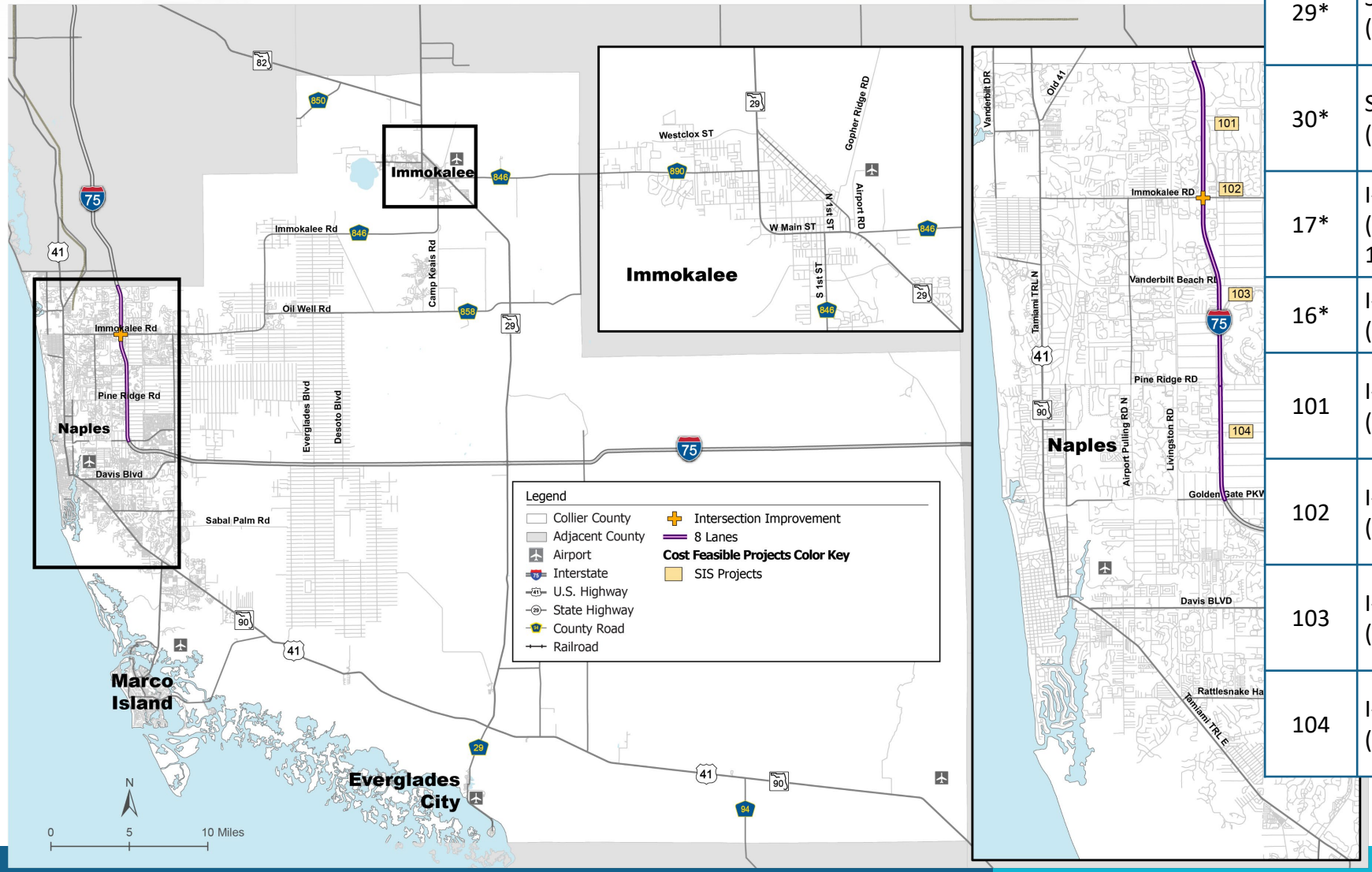


2050 Final Draft Cost Feasible Roadway Projects



2050 Final Draft Cost Feasible Roadway Projects
FDOT SIS Projects 2026-2050

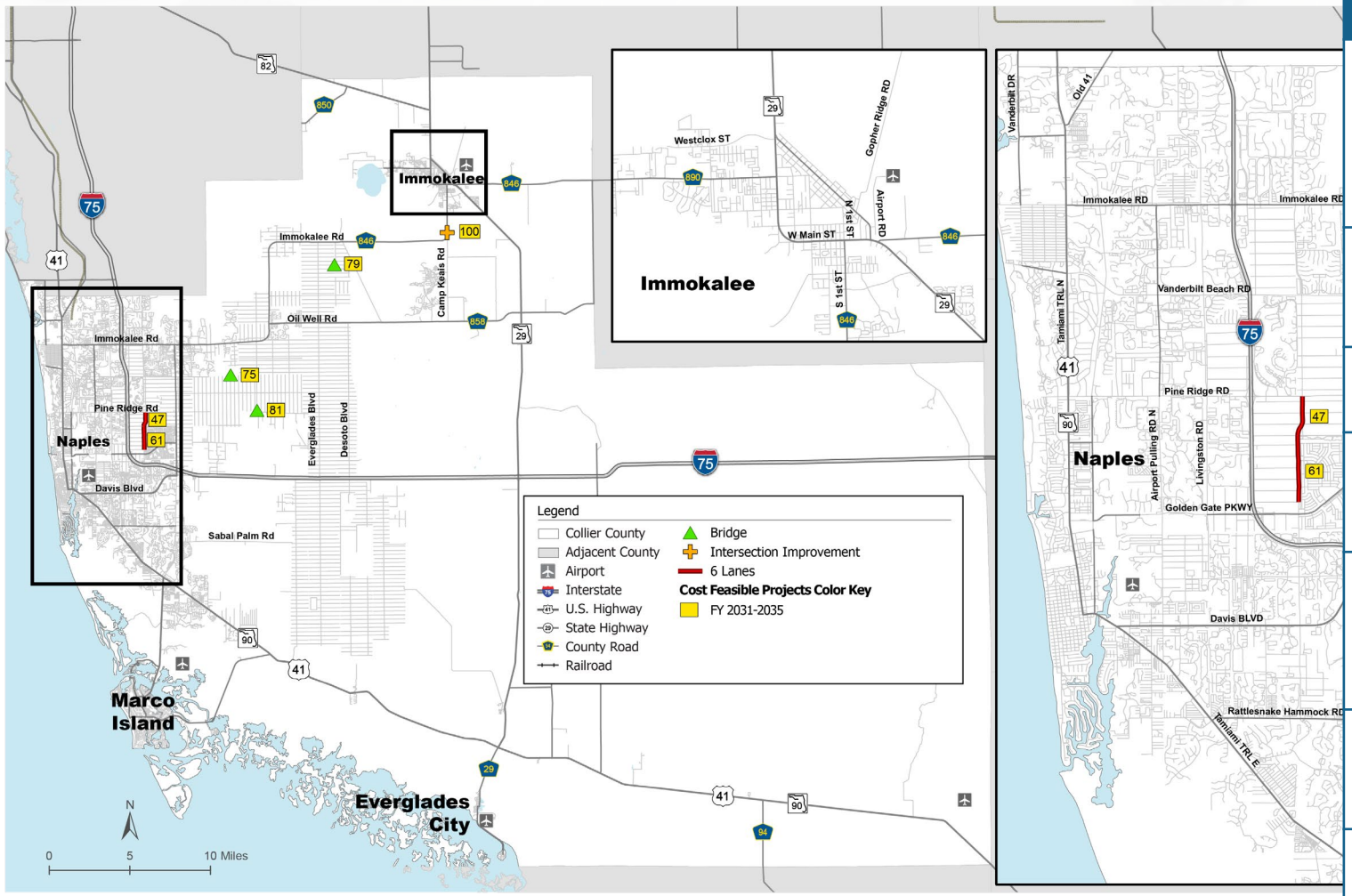
LONG RANGE TRANSPORTATION PLAN



Map ID	Facility (FPID)	From	To	Description
28*	SR 29 (417540-5)	from CR 846	N of New Market Rd	New Road Construction
29*	SR 29 (417540-6)	from N of New Market Rd	SR 82	Add Lanes and Reconstruct (2 to -lanes)
30*	SR 82 (430848-1)	from Hendry County Line	Gator Slough Ln	Add Lanes and Reconstruct (2-lanes to 4-lanes)
17*	I-75 (445296-1/2)	at Pine Ridge Rd		Modify Interchange
16*	I-75 (425843-2)	at SR 951		Modify Interchange
101	I-75 (425843-3)	from Immokalee Rd	Bonita Beach Rd	Add Lanes and Reconstruct (6 to 8 lanes)
102	I-75 (452544-4)	at Immokalee Rd		Modify Interchange
103	I-75 (452544-5)	from Immokalee Rd	Pine Ridge Rd	Add Lanes and Reconstruct (6 to 8 lanes)
104	I-75 (452544-6)	from Pine Ridge Rd	Golden Gate Blvd	Add Lanes and Reconstruct (6 to 8 lanes)

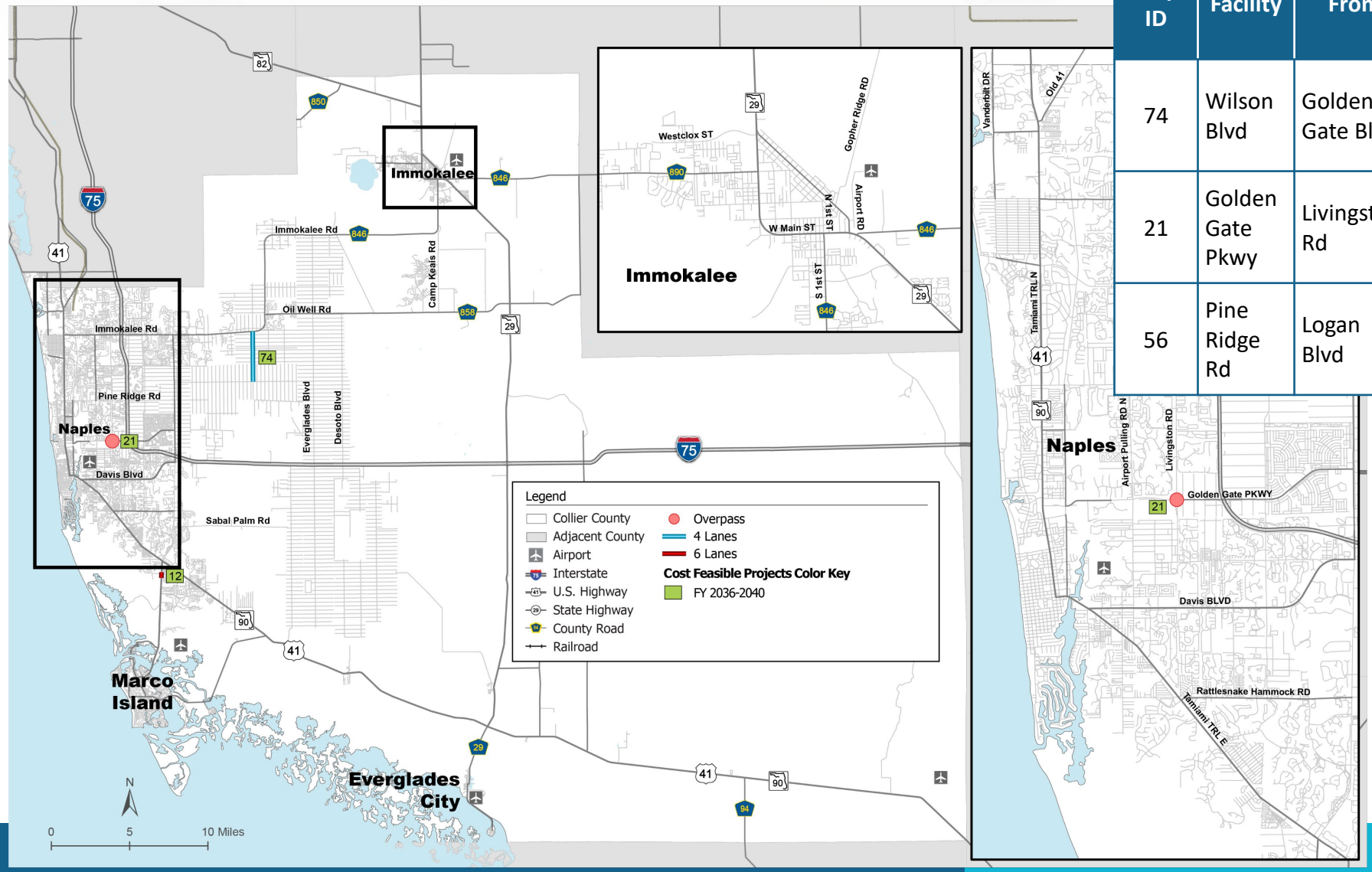
*Project included in 2028 E+C Network

2050 Final Draft Cost Feasible Roadway Projects Plan Period 2031-2035



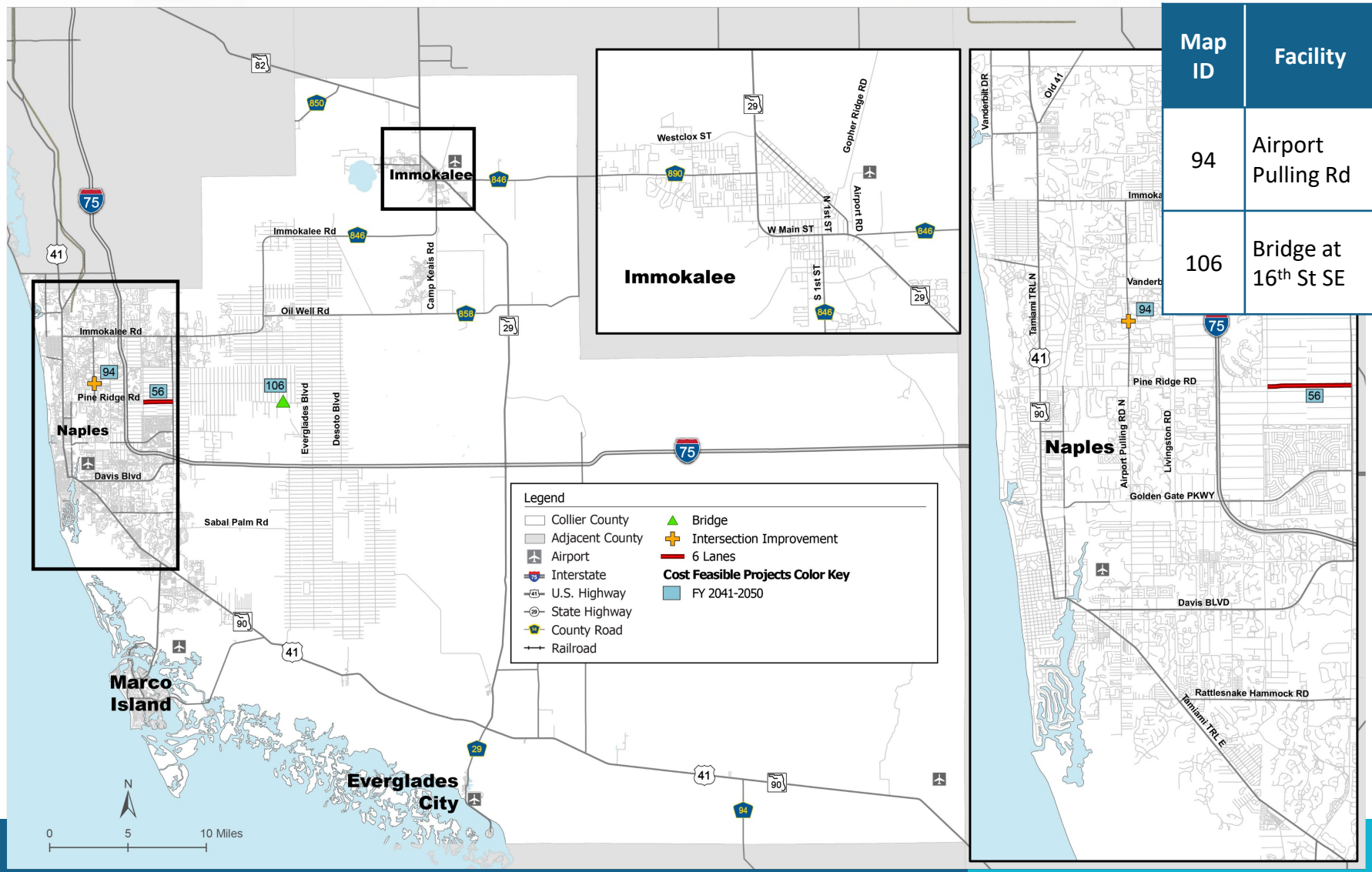
Map ID	Facility	From	To	Description	In 2045 Needs	In 2045 CFP
75	Bridge at 13th St NW	North End at Vanderbilt Beach Rd Ext		New Bridge over Canal	Y	N
12	Collier Blvd	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 lanes	Y	N
47	Logan Blvd	Green Blvd	Pine Ridge Rd	Widen from 4 to 6 lanes	Y	N
61	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	Widen from 4 to 6 lanes	Y	N
81	Bridge at Wilson Blvd, South End			New Bridge over Canal	Y	N
100	Immokalee Rd	Camp Keais Rd		Roundabout /Intersection Improvement	N	N
79	Bridge at 62nd Ave NE	West of 40th St NE		New Bridge over Canal	Y	N

2050 Final Draft Cost Feasible Roadway Projects Plan Period 2036-2040



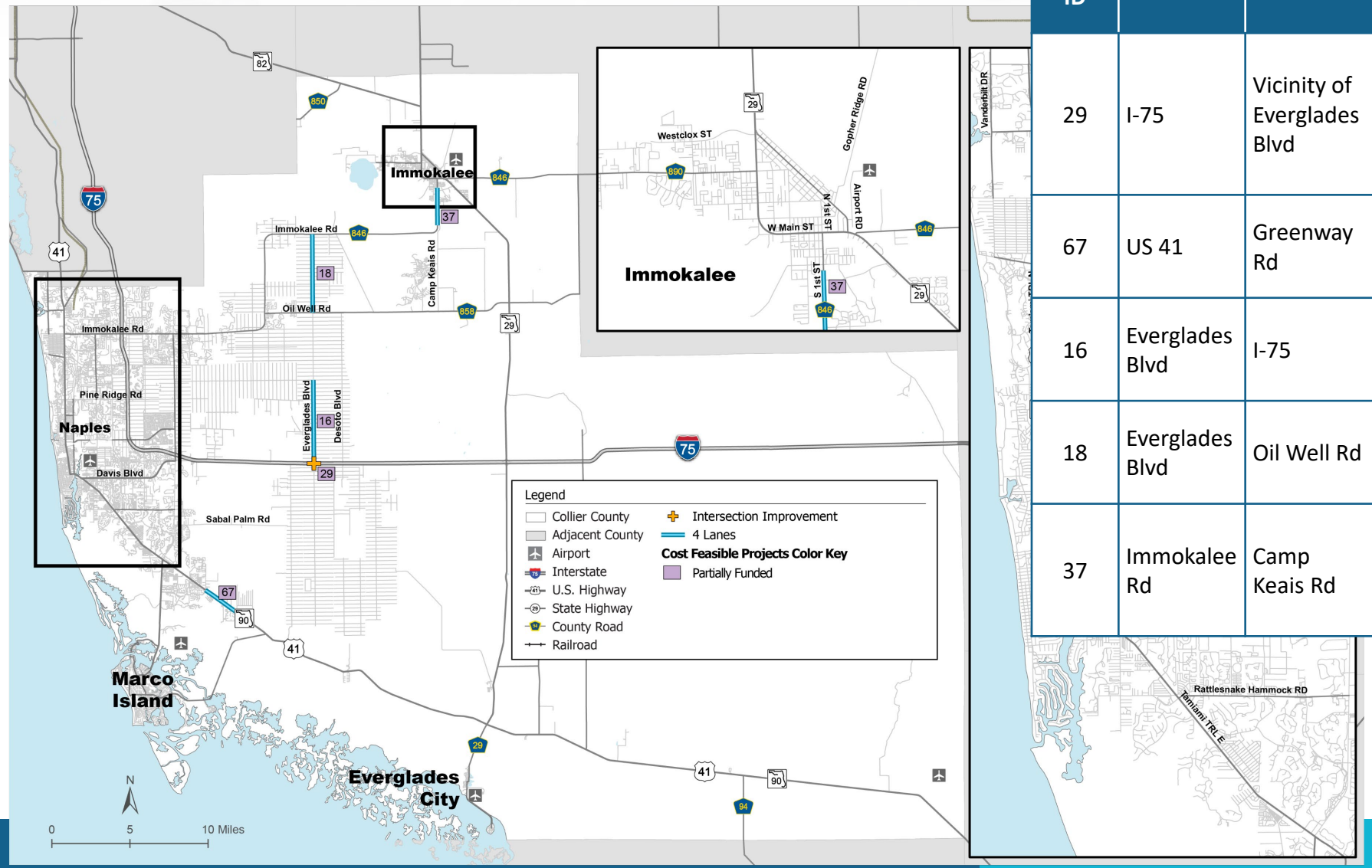
Map ID	Facility	From	To	Description	In 2045 Needs	In 2045 CFP
74	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	Widen from 2 to 4 lanes	N	N
21	Golden Gate Pkwy	Livingston Rd		Overpass (GGP over Livingston)	Y	Y
56	Pine Ridge Rd	Logan Blvd	Collier Blvd	Widen from 4 to 6 lanes	Y	Y

2050 Final Draft Cost Feasible Roadway Projects Plan Period 2041-2050



Map ID	Facility	From	To	Description	In 2045 Needs	In 2045 CFP
94	Airport Pulling Rd	Orange Blossom Dr		Intersection Innovation/ Improvements	Y	N
106	Bridge at 16th St SE	South of Golden Gate Blvd		New Bridge over Canal	Y	N

2050 Final Draft Cost Feasible Roadway Projects Partially Funded



Map ID	Facility	From	To	Description	Partial Funding	In 2045 Needs	In 2045 CFP
29	I-75	Vicinity of Everglades Blvd		New Partial Interchange EB Off-Ramp and WB On-Ramp	27.5% of CST Funded	Y	Y
67	US 41	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 lanes	26% of CST Funded	Y	Y
16	Everglades Blvd	I-75	Golden Gate Blvd	Widen from 2 to 4 lanes	55% of CST Funded	N	N
18	Everglades Blvd	Oil Well Rd	Immokalee Rd	Widen from 2 to 4 lanes	7.5% of CST Funded	Y	N
37	Immokalee Rd	Camp Keais Rd	Carver St	Widen from 2 to 4 lanes	Pre-Eng and ROW Funded	Y	Y

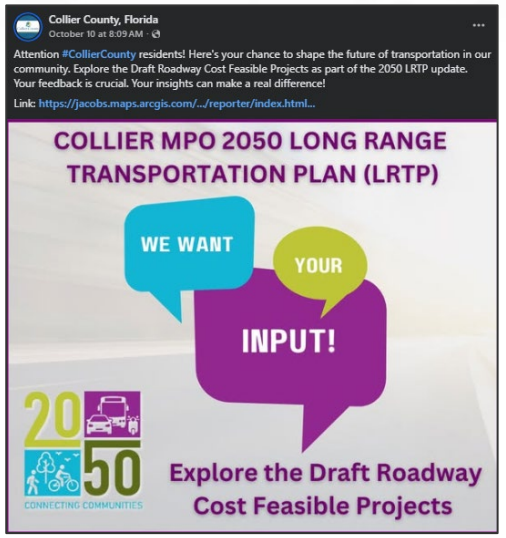
Cost Feasible Public Outreach

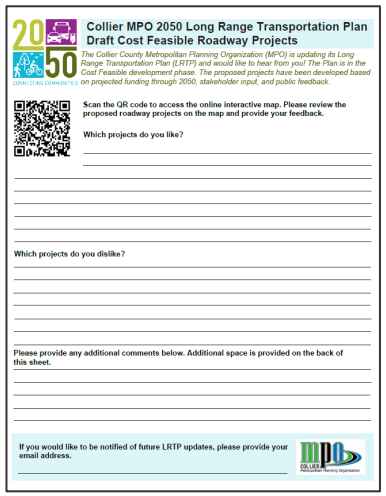
- Interactive Cost Feasible Projects Map

Scan to view the interactive Cost Feasible Roadway Projects Map!

- Public Outreach Pop-Up Events
  - Golden Gate Farmers Market (10/4/25)
  - Immokalee Pioneer Pumpkin Palooza (10/11/25)









Implementation Framework

Draft Chapter 7 Implementation is provided for review and comment!

- Performance Measures and Targets are provided through the MPO's System Performance Report (SPR)



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

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

Notes:
NHS = National Highway System
ULB = Useful Life Benchmark

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

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

Next Steps: Items for Review/Comment



- **Review/Comment on Draft LRTP**
  - Draft Chapters 1-7
  - Draft Appendices
  - Draft Technical Compendium

Next Steps



- Present Draft LRTP to MPO Board on 11/14/25 for review and comment
- Incorporate comments into Draft LRTP
- Present Final LRTP to TAC/CAC on 11/24/25
- Final LTRP MPO Board Adoption – **December 11, 2025**



Thank you!

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7C

Review and Comment on FDOT's Draft Tentative Work Program for FY2027-31

OBJECTIVE: For the Committee to have the opportunity to review and comment on FDOT's FY27-31 Draft Tentative Work Program (DTWP) and be aware of the Department's public hearing scheduled to take place the week prior to the Committee meeting.

CONSIDERATIONS: FDOT has released the DTWP, along with a spreadsheet listing the DTWP projects and a Summary of Changes. (**Attachments 1, 2 and 3**).

FDOT's public hearing announcement is provided in **Attachment 4.** An in-person meeting will occur simultaneously in Bartow and Fort Myers on October 24. A self-guided online meeting will be available from October 20 through October 24. Individual appointments may be made at either the Bartow or Fort Myers Office from October 20 through October 24.

STAFF RECOMMENDATION: Provided for the Committee's review and comment.

Prepared By: Anne McLaughlin, MPO Director and Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. FDOT Summary of Changes
2. FDOT FY27-31 DTWP
3. FDOT FY27-31 DTWP Spreadsheet of Projects
   (contact the MPO to obtain the native Excel version)
4. FDOT FY27-31 DTWP public hearing announcement

FLORIDA DEPARTMENT OF TRANSPORTATION DRAFT TENTATIVE WORK PROGRAM COLLIER COUNTY FY2027 - FY2031 SUMMARY OF CHANGES

County	Project Number	Project Phase	Category	Type of Work	Project Description	Old Fiscal Year	Old Estimate	New Fiscal Year	New Estimate
COLLIER	410120-2	OPERATIONS	Additions	OPERATING/ADMIN. ASSISTANCE	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE		$0	2026	$2,276,473
COLLIER	417540-5	PE UTILITY	Additions	NEW ROAD CONSTRUCTION	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W		$0	2026	$355,000
COLLIER	437908-1	CAPITAL INDIRECT SUP	Additions	FLEXIBLE PAVEMENT RECONSTRUCT.	SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE		$0	2027	$50,000
COLLIER	437908-1	PRELIMIN ENGINEERING	Additions	FLEXIBLE PAVEMENT RECONSTRUCT.	SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE		$0	2026	$5,000
COLLIER	437925-1	PRELIMIN ENGINEERING	Additions	TRAFFIC SIGNAL UPDATE	SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS		$0	2027	$772,942
COLLIER	441512-1	CONSTRUCTION	Additions	RESURFACING	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR		$0	2026	$2,650,000
COLLIER	445296-4	PRELIMIN ENGINEERING	Additions	LANDSCAPING	SR93 AT PINE RIDGE RD INTERCHANGE		$0	2026	$5,000
COLLIER	445296-4	PRELIMIN ENGINEERING	Additions	LANDSCAPING	SR93 AT PINE RIDGE RD INTERCHANGE		$0	2026	$265,000
COLLIER	445296-4	CONSTRUCTION	Additions	LANDSCAPING	SR93 AT PINE RIDGE RD INTERCHANGE		$0	2027	$1,440,600
COLLIER	445296-4	CONSTRUCTION SUPPORT	Additions	LANDSCAPING	SR93 AT PINE RIDGE RD INTERCHANGE		$0	2027	$220,000
COLLIER	446451-1	CONSTRUCTION	Additions	INTERSECTION IMPROVEMENT	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)		$0	2026	$600,000
COLLIER	448130-1	PRELIMIN ENGINEERING	Additions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS		$0	2026	$317,402
COLLIER	448130-2	CONSTRUCTION	Additions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS		$0	2028	$1,046,045
COLLIER	448130-2	CONSTRUCTION SUPPORT	Additions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS		$0	2028	$1,000
COLLIER	448130-2	CONSTRUCTION SUPPORT	Additions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS		$0	2028	$156,907
COLLIER	448131-1	CONSTRUCTION	Additions	SIDEWALK	NAPLES SIDEWALKS ON 26TH AVE		$0	2028	$585,729
COLLIER	448131-1	CONSTRUCTION SUPPORT	Additions	SIDEWALK	NAPLES SIDEWALKS ON 26TH AVE		$0	2028	$5,000
COLLIER	448131-1	CONSTRUCTION SUPPORT	Additions	SIDEWALK	NAPLES SIDEWALKS ON 26TH AVE		$0	2028	$87,859
COLLIER	448810-2	OPERATIONS	Additions	OPERATING FOR FIXED ROUTE	5310 OPERATING COLLIER COUNTY BOCC-BONITA SPRINGS UZA		$0	2026	$125,000
COLLIER	449397-1	WILDCARD	Additions	FEASIBILITY STUDY	VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD		$0	2026	$430,000
COLLIER	449580-1	PRELIMIN ENGINEERING	Additions	ITS COMMUNICATION SYSTEM	ATMS RETIMING FOR ARTERIALS		$0	2027	$881,900
COLLIER	449581-1	CONSTRUCTION	Additions	ITS COMMUNICATION SYSTEM	ITS VEHICLE DETECTION UPDATE		$0	2027	$992,000
COLLIER	451274-1	CONSTRUCTION	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299		$0	2029	$3,455,539
COLLIER	451274-1	CONSTRUCTION SUPPORT	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299		$0	2029	$5,465
COLLIER	451278-1	CONSTRUCTION	Additions	RESURFACING	SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD		$0	2029	$11,797,395
COLLIER	451278-1	CONSTRUCTION SUPPORT	Additions	RESURFACING	SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD		$0	2029	$5,465
COLLIER	451278-1	CONSTRUCTION SUPPORT	Additions	RESURFACING	SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD		$0	2029	$743,880
COLLIER	451543-1	PRELIMIN ENGINEERING	Additions	SIDEWALK	BAYSHORE CRA SIDEWALK		$0	2026	$72,051
COLLIER	451543-2	CONSTRUCTION	Additions	SIDEWALK	BAYSHORE CRA SIDEWALK		$0	2028	$184,486
COLLIER	451543-2	CONSTRUCTION SUPPORT	Additions	SIDEWALK	BAYSHORE CRA SIDEWALK		$0	2028	$1,000
COLLIER	451543-2	CONSTRUCTION SUPPORT	Additions	SIDEWALK	BAYSHORE CRA SIDEWALK		$0	2028	$27,669
COLLIER	452247-1	PRELIMIN ENGINEERING	Additions	PAVE SHOULDERS	IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD		$0	2026	$750,000
COLLIER	455935-1	CONSTRUCTION	Additions	BRIDGE REPLACEMENT	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116		$0	2029	$2,559,219
COLLIER	455935-1	CONSTRUCTION SUPPORT	Additions	BRIDGE REPLACEMENT	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116		$0	2029	$474,128
COLLIER	456234-1	PRELIMIN ENGINEERING	Additions	RESURFACING	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY		$0	2027	$10,000
COLLIER	456234-1	PRELIMIN ENGINEERING	Additions	RESURFACING	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY		$0	2027	$1,000,000
COLLIER	456234-1	CONSTRUCTION	Additions	RESURFACING	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY		$0	2029	$10,297,714
COLLIER	456234-1	CONSTRUCTION SUPPORT	Additions	RESURFACING	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY		$0	2029	$10,930
COLLIER	456234-1	CONSTRUCTION SUPPORT	Additions	RESURFACING	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY		$0	2029	$1,101,913
COLLIER	456236-1	PRELIMIN ENGINEERING	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)		$0	2027	$100,000
COLLIER	456236-1	CONSTRUCTION	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)		$0	2029	$3,497,972
COLLIER	456236-1	CONSTRUCTION SUPPORT	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)		$0	2029	$27,325
COLLIER	456236-1	CONSTRUCTION SUPPORT	Additions	PAVEMENT ONLY RESURFACE (FLEX)	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)		$0	2029	$399,823
COLLIER	456577-1	PRELIMIN ENGINEERING	Additions	LIGHTING	SR 29 AT OIL WELL ROAD		$0	2026	$5,000
COLLIER	456577-1	CONSTRUCTION	Additions	LIGHTING	SR 29 AT OIL WELL ROAD		$0	2027	$513,141
COLLIER	456577-1	CONSTRUCTION SUPPORT	Additions	LIGHTING	SR 29 AT OIL WELL ROAD		$0	2027	$1,029
COLLIER	456577-1	CONSTRUCTION SUPPORT	Additions	LIGHTING	SR 29 AT OIL WELL ROAD		$0	2027	$94,668
COLLIER	457255-1	PRELIMIN ENGINEERING	Additions	SAFETY PROJECT	I-75 FROM CR951 TO GOLDEN GATE PARKWAY		$0	2028	$10,000
COLLIER	457255-1	CONSTRUCTION	Additions	SAFETY PROJECT	I-75 FROM CR951 TO GOLDEN GATE PARKWAY		$0	2028	$3,706,991
COLLIER	457255-1	CONSTRUCTION SUPPORT	Additions	SAFETY PROJECT	I-75 FROM CR951 TO GOLDEN GATE PARKWAY		$0	2028	$10,600
COLLIER	457255-1	CONSTRUCTION SUPPORT	Additions	SAFETY PROJECT	I-75 FROM CR951 TO GOLDEN GATE PARKWAY		$0	2028	$399,058
COLLIER	457256-1	PRELIMIN ENGINEERING	Additions	SAFETY PROJECT	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951		$0	2028	$10,000
COLLIER	457256-1	CONSTRUCTION	Additions	SAFETY PROJECT	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951		$0	2028	$2,913,646
COLLIER	457256-1	CONSTRUCTION SUPPORT	Additions	SAFETY PROJECT	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951		$0	2028	$11,388
COLLIER	457256-1	CONSTRUCTION SUPPORT	Additions	SAFETY PROJECT	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951		$0	2028	$308,459
COLLIER	457271-1	CAPITAL GRANT	Additions	AVIATION PRESERVATION PROJECT	NAPLES AIRPORT REHABILITATE RUNWAY 5-23		$0	2027	$675,000
COLLIER	457273-1	CAPITAL GRANT	Additions	AVIATION PRESERVATION PROJECT	NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION		$0	2027	$25,000
COLLIER	457286-1	CAPITAL GRANT	Additions	AVIATION CAPACITY PROJECT	IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE		$0	2027	$47,222
COLLIER	457348-2	CAPITAL GRANT	Additions	PURCHASE VEHICLES/EQUIPMENT	SECTION 5339 RURAL BUS & FACILITIES D1-COLLIER COUNTY BOCC		$0	2026	$208,305
COLLIER	457409-1	WILDCARD	Additions	FEASIBILITY STUDY	I-75 MANAGED LANES STUDY - COLLIER COUNTY		$0	2026	$750,000
COLLIER	457499-1	CONSTRUCTION	Additions	TOLL PLAZA	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION LITE		$0	2026	$134,000
COLLIER	457499-1	CONSTRUCTION SUPPORT	Additions	TOLL PLAZA	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION LITE		$0	2026	$20,000
COLLIER	457499-2	PRELIMIN ENGINEERING	Additions	ADD LANES & RECONSTRUCT	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL		$0	2027	$1,500,000
COLLIER	457499-2	CONSTRUCTION	Additions	ADD LANES & RECONSTRUCT	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL		$0	2029	$8,430,000
COLLIER	457499-2	CONSTRUCTION SUPPORT	Additions	ADD LANES & RECONSTRUCT	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL		$0	2029	$1,225,300
COLLIER	452209-1	CONSTRUCTION	Advances	BIKE LANE/SIDEWALK	BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD	2028	$1,467,281	2027	$2,300,000
COLLIER	405106-2	CONSTRUCTION	Defers	TRAFFIC OPS IMPROVEMENT	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	2028	$5,181,219	2029	$3,241,727
COLLIER	449526-1	CONSTRUCTION	Defers	ITS COMMUNICATION SYSTEM	ITS FIBER OPTIC AND FPL	2026	$830,337	2030	$830,337
COLLIER	449526-1	CONSTRUCTION SUPPORT	Defers	ITS COMMUNICATION SYSTEM	ITS FIBER OPTIC AND FPL	2026	$1,000	2030	$1,000
COLLIER	452052-1	PRELIMIN ENGINEERING	Defers	BIKE LANE/SIDEWALK	EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS	2028	$426,466	2030	$426,466
COLLIER	437925-1	CONSTRUCTION	Deletions	TRAFFIC SIGNAL UPDATE	SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS	2026	$772,942		$0
COLLIER	437925-1	CONSTRUCTION SUPPORT	Deletions	TRAFFIC SIGNAL UPDATE	SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS	2026	$10,582		$0
COLLIER	440437-2	CONSTRUCTION	Deletions	BIKE LANE/SIDEWALK	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41	2026	$2,855,749		$0
COLLIER	440437-2	CONSTRUCTION SUPPORT	Deletions	BIKE LANE/SIDEWALK	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41	2026	$5,000		$0
COLLIER	440437-2	CONSTRUCTION SUPPORT	Deletions	BIKE LANE/SIDEWALK	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41	2026	$120,000		$0
COLLIER	445296-2	CONSTRUCTION	Deletions	INTERCHANGE IMPROVEMENT	I-75 AT PINE RIDGE ROAD	2026	$1,140,451		$0
COLLIER	446360-1	CAPITAL GRANT	Deletions	AVIATION REVENUE/OPERATIONAL	MARCO ISLAND EXED ARPT MAINTENANCE FACILITY	2026	$600,000		$0
COLLIER	448130-1	PE OTHER AGENCY	Deletions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	2026	$317,402		$0
COLLIER	448130-1	CONSTRUCTION	Deletions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	2028	$1,046,045		$0
COLLIER	448130-1	CONSTRUCTION SUPPORT	Deletions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	2028	$1,000		$0
COLLIER	448130-1	CONSTRUCTION SUPPORT	Deletions	SIDEWALK	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	2028	$156,907		$0
COLLIER	449397-1	WILDCARD	Deletions	FEASIBILITY STUDY	VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD	2026	$430,000		$0
COLLIER	449580-1	CAPITAL OTHER AGENCY	Deletions	ITS COMMUNICATION SYSTEM	ATMS RETIMING FOR ARTERIALS	2026	$881,900		$0
COLLIER	451543-1	PE OTHER AGENCY	Deletions	SIDEWALK	BAYSHORE CRA SIDEWALK	2026	$72,051		$0
COLLIER	451543-1	CONSTRUCTION	Deletions	SIDEWALK	BAYSHORE CRA SIDEWALK	2028	$184,486		$0
COLLIER	451543-1	CONSTRUCTION SUPPORT	Deletions	SIDEWALK	BAYSHORE CRA SIDEWALK	2028	$1,000		$0
COLLIER	451543-1	CONSTRUCTION SUPPORT	Deletions	SIDEWALK	BAYSHORE CRA SIDEWALK	2028	$27,669		$0
COLLIER	452247-1	PE OTHER AGENCY	Deletions	PAVE SHOULDERS	IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD	2026	$750,000		$0
COLLIER	455935-1	CONSTRUCTION	Deletions	BRIDGE REPLACEMENT	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	2029	$2,791,206		$0
COLLIER	455935-1	CONSTRUCTION SUPPORT	Deletions	BRIDGE REPLACEMENT	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	2029	$418,682		$0
COLLIER	456828-1	CAPITAL GRANT	Deletions	AVIATION SECURITY PROJECT	NAPLES AIRPORT SECURITY ENHANCEMENTS	2026	$250,000		$0
COLLIER	451274-1	CONSTRUCTION SUPPORT	Moved in	PAVEMENT ONLY RESURFACE (FLEX)	SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299	2099	$0	2029	$474,883
COLLIER	451277-1	CONSTRUCTION	Moved in	PAVEMENT ONLY RESURFACE (FLEX)	SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304	2099	$0	2027	$4,745,565
COLLIER	451277-1	CONSTRUCTION SUPPORT	Moved in	PAVEMENT ONLY RESURFACE (FLEX)	SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304	2099	$0	2027	$5,145
COLLIER	451277-1	CONSTRUCTION SUPPORT	Moved in	PAVEMENT ONLY RESURFACE (FLEX)	SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304	2099	$0	2027	$569,987
COLLIER	443375-4	CONSTRUCTION	Moved Out	SIDEWALK	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES	2026	$571,675	2031	$0
COLLIER	443375-4	CONSTRUCTION SUPPORT	Moved Out	SIDEWALK	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES	2026	$1,000	2031	$0
COLLIER	446385-1	CAPITAL GRANT	Moved Out	AVIATION CAPACITY PROJECT	NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION	2026	$515,000	2031	$0

DISTRICT 1



















FDOT

TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031

COLLIER COUNTY

SUMMARY REPORT

AS OF 10/9/2025 4:23 PM SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1

PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031

VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT1

COLLIER COUNTY **Highways**

000151-1 - TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY
Type of Work: TOLL PLAZA

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Toll/Turnpike	$6,417,247	$6,530,277	$6,718,651	$6,900,479	$7,162,064
Total for Project 000151-1		**$6,417,247**	**$6,530,277**	**$6,718,651**	**$6,900,479**	**$7,162,064**

412666-1 - COLLIER COUNTY TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$746,621	$52,172			
Total for Project 412666-1		**$746,621**	**$52,172**			

413627-1 - CITY OF NAPLES TSMCA
Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$147,520	$153,459			
Total for Project 413627-1		**$147,520**	**$153,459**			

417540-5 - SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W
Type of Work: NEW ROAD CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$72,749,035				
Environmental	State	$500,000				
Railroad & Utilities	State	$7,201,588				
Right of Way	State	$7,821,000				
Total for Project 417540-5		**$88,271,623**				

417540-6 - SR 29 FROM N OF NEW MARKET RD TO SR 82
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$57,778,897				
Railroad & Utilities	State	$7,264,500				
Total for Project 417540-6		**$65,043,397**				

425843-2 - I-75 (SR 93) AT SR 951
Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	$2,572,500				
Total for Project 425843-2		**$2,572,500**				

COLLIER COUNTY **Highways**

425843-3 - I-75 (SR 93) AT SR 951 (COLLIER BLVD INTERCHANGE)
Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$1,422,078				
Total for Project 425843-3		**$1,422,078**				

435110-2 - OLD US 41 FROM US 41 TO LEE / COLLIER COUNTY LINE
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal		$3,001,000			
Total for Project 435110-2			**$3,001,000**			

435389-1 - ALLIGATOR ALLEY FIRE STATION @ MM63
Type of Work: MISCELLANEOUS STRUCTURE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Toll/Turnpike	$1,500,000	$2,300,000	$2,300,000	$2,300,000	$2,300,000
Total for Project 435389-1		**$1,500,000**	**$2,300,000**	**$2,300,000**	**$2,300,000**	**$2,300,000**

437103-1 - COLLIER TMC OPS FUND COUNTY WIDE
Type of Work: OTHER ITS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	State	$100,500	$100,500	$100,500	$100,500	$100,500
Total for Project 437103-1		**$100,500**	**$100,500**	**$100,500**	**$100,500**	**$100,500**

437908-1 - SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE
Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

Phase	Funding Source	2027	2028	2029	2030	2031
Environmental	State	$50,000				
Preliminary Engineering	State	$5,300,000				
Total for Project 437908-1		**$5,350,000**				

437925-1 - SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS
Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	$772,942				
Total for Project 437925-1		**$772,942**				

COLLIER COUNTY **Highways**

440436-1 - ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION
Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$349,407			
Total for Project 440436-1			**$349,407**			

441512-1 - SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$19,795,132				
	Local	$7,718				
	Toll/Turnpike	$2,816,325				
Railroad & Utilities	State	$1,600,000				
Total for Project 441512-1		**$24,219,175**				

443375-3 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					$992,491
Total for Project 443375-3						**$992,491**

443375-4 - COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					$1,615,054
Total for Project 443375-4						**$1,615,054**

445296-4 - SR93 AT PINE RIDGE RD INTERCHANGE
Type of Work: LANDSCAPING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$1,660,600				
Total for Project 445296-4		**$1,660,600**				

445460-1 - CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112
Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$9,529,915				
	Local	$3,169,778				
Railroad & Utilities	Local	$3,000,000				
Total for Project 445460-1		**$15,699,693**				

COLLIER COUNTY **Highways**

446251-1 - TRAVEL TIME DATA COLLIER COUNTY ITS
Type of Work: ITS COMMUNICATION SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$700,000				
Total for Project 446251-1		**$700,000**				

446341-1 - GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Local	$2,750,000				
	State	$2,750,000				
Total for Project 446341-1		**$5,500,000**				

446451-1 - SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)
Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$1,868,634				
Railroad & Utilities	State	$300,000				
Total for Project 446451-1		**$2,168,634**				

448069-1 - WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$2,943,553				
Total for Project 448069-1		**$2,943,553**				

448130-2 - GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$1,203,952			
Total for Project 448130-2			**$1,203,952**			

449484-1 - LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$850,496				
Total for Project 449484-1		**$850,496**				

COLLIER COUNTY **Highways**

449514-1 - 91ST AVE N SIDEWALK FROM VANDERBILT DR TO US 41
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$1,377,301		
Total for Project 449514-1				**$1,377,301**		

449526-1 - ITS FIBER OPTIC AND FPL
Type of Work: ITS COMMUNICATION SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$831,337	
Total for Project 449526-1					**$831,337**	

449580-1 - ATMS RETIMING FOR ARTERIALS
Type of Work: ITS COMMUNICATION SYSTEM

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal	$881,900				
Total for Project 449580-1		**$881,900**				

451274-1 - SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$3,935,887		
Total for Project 451274-1				**$3,935,887**		

451276-1 - SR 29 FROM S OF I-75 TO N OF BRIDGE NO 030298
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$5,253,192				
Total for Project 451276-1		**$5,253,192**				

451277-1 - SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State	$5,320,697				
Total for Project 451277-1		**$5,320,697**				

COLLIER COUNTY **Highways**

451278-1 - SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$12,546,740		
Total for Project 451278-1				**$12,546,740**		

451542-1 - IMMOKALEE SIDEWALKS
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$899,000	
Preliminary Engineering	Federal		$182,000			
Total for Project 451542-1			**$182,000**		**$899,000**	

452052-1 - EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS
Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal				$426,466	
Total for Project 452052-1					**$426,466**	

452064-1 - MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$926,000	
Preliminary Engineering	Federal		$156,000			
Total for Project 452064-1			**$156,000**		**$926,000**	

452065-1 - GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$274,428	
Preliminary Engineering	Federal		$36,672			
Total for Project 452065-1			**$36,672**		**$274,428**	

452207-1 - VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41
Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal				$101,000	
Total for Project 452207-1					**$101,000**	

COLLIER COUNTY **Highways**

452208-1 - 106TH AVE N FROM VANDERBILT DR TO US 41
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal				$73,000	
Total for Project 452208-1					**$73,000**	

452209-1 - BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD
Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$2,300,000				
Total for Project 452209-1		**$2,300,000**				

452210-1 - 109TH AVE N FROM VANDERBILT DR TO US 41
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal				$73,000	
Total for Project 452210-1					**$73,000**	

452211-1 - 108TH AVE N FROM VANDERBILT DR TO US 41
Type of Work: SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Federal		$1,000		$72,000	
Total for Project 452211-1			**$1,000**		**$72,000**	

452247-1 - IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD
Type of Work: PAVE SHOULDERS

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Local		$10,284,458			
	State		$10,213,542			
Total for Project 452247-1			**$20,498,000**			

452544-3 - I-75 FROM IMMOKALEE TO BONITA BEACH
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	$3,186,000	$102,517,621			
Preliminary Engineering	State	$584,748	$1,810,930			
Railroad & Utilities	State		$2,000,000			
Total for Project 452544-3		**$3,770,748**	**$106,328,551**			

COLLIER COUNTY **Highways**

452544-4 - IMMOKALEE INTERCHANGE
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State	$1,593,000	$49,397,528			
Preliminary Engineering	State		$2,338,449			
Railroad & Utilities	Local		$2,000,000			
	State		$2,000,000			
Total for Project 452544-4		**$1,593,000**	**$55,735,977**			

452544-5 - I-75 FROM IMMOKALEE TO PINE RIDGE
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State				$13,320,000	$147,376,522
Preliminary Engineering	State				$923,868	$6,284,588
Railroad & Utilities	State					$2,000,000
Total for Project 452544-5					**$14,243,868**	**$155,661,110**

452544-6 - I-75 FROM PINE RIDGE TO GOLDEN GATE
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Design Build	State					$18,960,632
Total for Project 452544-6						**$18,960,632**

453415-1 - US 41 FROM 3RD AVE TO SR 84 INTERSECTION/MOBILITY IMPROVEMENTS PD&E
Type of Work: PD&E/EMO STUDY

Phase	Funding Source	2027	2028	2029	2030	2031
PD & E	Federal	$1,188,222				
Total for Project 453415-1		**$1,188,222**				

453421-1 - 47TH AVE NE BRIDGE FROM EVERGLADES BLVD TO 20TH ST NE
Type of Work: NEW BRIDGE CONSTRUCTION

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$4,810,000		
Total for Project 453421-1				**$4,810,000**		

455927-1 - HARBOR DR & MOORING LINE DR BETWEEN US41 & CRAYTON RD
Type of Work: TRAFFIC SIGNAL UPDATE

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal				$1,998,153	
Total for Project 455927-1					**$1,998,153**	

COLLIER COUNTY **Highways**

455935-1 - GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116
Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$3,087,997		
	Local			$4,977,378		
Preliminary Engineering	Federal	$25,000				
	Local	$1,106,783				
Total for Project 455935-1		**$1,131,783**		**$8,065,375**		

456234-1 - SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY
Type of Work: RESURFACING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal			$11,410,557		
Preliminary Engineering	Federal	$1,010,000				
Total for Project 456234-1		**$1,010,000**		**$11,410,557**		

456236-1 - SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)
Type of Work: PAVEMENT ONLY RESURFACE (FLEX)

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	State			$3,925,120		
Preliminary Engineering	State	$100,000				
Total for Project 456236-1		**$100,000**		**$3,925,120**		

456577-1 - SR 29 AT OIL WELL ROAD
Type of Work: LIGHTING

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal	$608,838				
Total for Project 456577-1		**$608,838**				

457255-1 - I-75 FROM CR951 TO GOLDEN GATE PARKWAY
Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$4,116,649			
Preliminary Engineering	Federal		$10,000			
Total for Project 457255-1			**$4,126,649**			

COLLIER COUNTY **Highways**

457256-1 - I-75 FROM WEST TOLL BOOTH PLAZA TO CR951
Type of Work: SAFETY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$473,382			
	State		$2,760,111			
Preliminary Engineering	State		$10,000			
Total for Project 457256-1			**$3,243,493**			

457499-2 - ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Toll/Turnpike			$9,655,300		
Preliminary Engineering	Toll/Turnpike	$1,500,000				
Total for Project 457499-2		**$1,500,000**		**$9,655,300**		

457536-1 - PINE RIDGE ROAD FROM LOGAN BLVD TO COLLIER BLVD
Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2027	2028	2029	2030	2031
Preliminary Engineering	Local					$2,900,000
	State					$2,900,000
Total for Project 457536-1						**$5,800,000**

COLLIER COUNTY **Maintenance**

412574-1 - COLLIER COUNTY HIGHWAY LIGHTING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$562,865				
Total for Project 412574-1		**$562,865**				

412918-2 - COLLIER COUNTY ASSET MAINTENACE
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$2,419,593	$2,219,593	$2,219,593	$2,219,593	$2,219,593
Total for Project 412918-2		**$2,419,593**	**$2,219,593**	**$2,219,593**	**$2,219,593**	**$2,219,593**

413537-1 - NAPLES HIGHWAY LIGHTING DDR FUNDING
Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	State	$212,956				
Total for Project 413537-1		**$212,956**				

COLLIER COUNTY **Miscellaneous**

448265-1 - PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN
Type of Work: BIKE LANE/SIDEWALK

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal		$1,815,467			
Total for Project 448265-1			**$1,815,467**			

COLLIER COUNTY **Modal Development: Aviation**

446353-1 - NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS
Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2027	2028	2029	2030	2031
Administration	State	$2,500,000	$2,500,000			
Total for Project 446353-1		**$2,500,000**	**$2,500,000**			

446385-1 - NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION
Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal					$9,270,000
	Local					$515,000
	State					$515,000
Total for Project 446385-1						**$10,300,000**

455456-1 - MARCO ISLAND EXECUTIVE AIRPORT MASTER PLAN
Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$450,000				
	Local	$25,000				
	State	$25,000				
Total for Project 455456-1		**$500,000**				

457271-1 - NAPLES AIRPORT REHABILITATE RUNWAY 5-23
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$900,000		$11,250,000		
	Local	$50,000		$625,000		
	State	$50,000		$625,000		
Total for Project 457271-1		**$1,000,000**		**$12,500,000**		

457273-1 - NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION
Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$450,000				
	Local	$25,000				
	State	$25,000				
Total for Project 457273-1		**$500,000**				

COLLIER COUNTY **Modal Development: Aviation**

457286-1 - IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE
Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$850,000				
	Local	$47,222				
	State	$47,222				
Total for Project 457286-1		**$944,444**				

COLLIER COUNTY **Modal Development: Intermodal**

446358-1 - IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION
Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Local			$174,000		
	State			$696,000	$3,000,000	
Total for Project 446358-1				**$870,000**	**$3,000,000**	

COLLIER COUNTY **Modal Development: Transit**

410120-2 - COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$657,432	$934,525		$784,255	$67,268
	Local	$1,061,957	$530,000		$784,255	$67,268
Total for Project 410120-2		**$1,719,389**	**$1,464,525**		**$1,568,510**	**$134,536**

410139-1 - COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$1,323,591	$1,363,298	$1,404,197	$1,446,323	$1,489,713
	State	$1,323,591	$1,363,298	$1,404,197	$1,446,323	$1,489,713
Total for Project 410139-1		**$2,647,182**	**$2,726,596**	**$2,808,394**	**$2,892,646**	**$2,979,426**

410146-1 - COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$4,741,514	$6,590,514	$6,595,220	$6,794,680	$8,940,115
	Local	$1,185,379	$1,647,629	$1,648,805	$1,698,670	$2,235,029
Total for Project 410146-1		**$5,926,893**	**$8,238,143**	**$8,244,025**	**$8,493,350**	**$11,175,144**

410146-2 - COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION 5307 OPERATING ASSIST
Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Federal	$75,490	$1,183,080	$1,316,836	$3,578,470	$2,239,990
	Local	$75,490	$1,183,080	$1,316,836	$3,578,470	$2,239,990
Total for Project 410146-2		**$150,980**	**$2,366,160**	**$2,633,672**	**$7,156,940**	**$4,479,980**

434030-1 - COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2027	2028	2029	2030	2031
Capital	Federal	$592,009	$708,668	$728,797	$955,234	$1,009,957
	Local	$148,002	$177,167	$182,199	$238,809	$252,489
Total for Project 434030-1		**$740,011**	**$885,835**	**$910,996**	**$1,194,043**	**$1,262,446**

COLLIER COUNTY **Modal Development: Transit**

452749-1 - COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41
Type of Work: URBAN CORRIDOR IMPROVEMENTS

Phase	Funding Source	2027	2028	2029	2030	2031
Operations	Local	$491,530	$491,530	$491,530	$491,530	
	State	$491,530	$491,530	$491,530	$491,530	
Total for Project 452749-1		**$983,060**	**$983,060**	**$983,060**	**$983,060**	

COLLIER COUNTY **Transportation Planning**

439314-6 - COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal	$1,241,935	$1,241,935			
Total for Project 439314-6		**$1,241,935**	**$1,241,935**			

439314-7 - COLLIER COUNTY MPO FY 2028/2029-2029/2030 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal			$1,341,935	$1,341,935	
Total for Project 439314-7				**$1,341,935**	**$1,341,935**	

439314-8 - COLLIER COUNTY MPO FY 2030/2031-2031/2032 UPWP
Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2027	2028	2029	2030	2031
Planning	Federal					$891,935
Total for Project 439314-8						**$891,935**

Effective Date	Effective Time	District	County	Category	Item Number	Item Segment	Project Description	Type of Work	Phase	Funding Source	2027	2028	2029	2030	2031
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	000151	1	TOLL OPERATIONS EVERGLADES PARKWAY ALLIGATOR ALLEY	TOLL PLAZA	Operations	Toll/Turnpike	$6,417,247	$6,530,277	$6,718,651	$6,900,479	$7,162,064
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	412666	1	COLLIER COUNTY TSMCA	TRAFFIC CONTROL DEVICES/SYSTEM	Operations	State	$746,621	$52,172	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	413627	1	CITY OF NAPLES TSMCA	TRAFFIC CONTROL DEVICES/SYSTEM	Operations	State	$147,520	$153,459	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	5	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NEW ROAD CONSTRUCTION	Construction	State	$72,749,035	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	5	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NEW ROAD CONSTRUCTION	Environmental	State	$500,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	5	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NEW ROAD CONSTRUCTION	Railroad & Utilities	State	$7,201,588	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	5	SR 29 FROM CR 846 E TO N OF NEW MARKET ROAD W	NEW ROAD CONSTRUCTION	Right of Way	State	$7,821,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	6	SR 29 FROM N OF NEW MARKET RD TO SR 82	ADD LANES & RECONSTRUCT	Construction	State	$57,778,897	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	417540	6	SR 29 FROM N OF NEW MARKET RD TO SR 82	ADD LANES & RECONSTRUCT	Railroad & Utilities	State	$7,264,500	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	425843	2	I-75 (SR 93) AT SR 951	INTERCHANGE IMPROVEMENT	Design Build	State	$2,572,500	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	425843	3	I-75 (SR 93) AT SR 951 (COLLIER BLVD INTERCHANGE)	LANDSCAPING	Construction	State	$1,422,078	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	435110	2	OLD US 41 FROM US 41 TO LEE / COLLIER COUNTY LINE	ADD LANES & RECONSTRUCT	Preliminary Engineering	Federal	$0	$3,001,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	435389	1	ALLIGATOR ALLEY FIRE STATION @ MM63	MISCELLANEOUS STRUCTURE	Capital	Toll/Turnpike	$1,500,000	$2,300,000	$2,300,000	$2,300,000	$2,300,000
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	437103	1	COLLIER TMC OPS FUND COUNTY WIDE	OTHER ITS	Operations	State	$100,500	$100,500	$100,500	$100,500	$100,500
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	437908	1	SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE	FLEXIBLE PAVEMENT RECONSTRUCT.	Environmental	State	$50,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	437908	1	SR 45 (US 41) FROM GOLDEN GATE PARKWAY TO SOUTH OF 3RD AVE	FLEXIBLE PAVEMENT RECONSTRUCT.	Preliminary Engineering	State	$5,300,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	437925	1	SIGNAL TIMING COUNTY ROADS AT VARIOUS LOCATIONS	TRAFFIC SIGNAL UPDATE	Preliminary Engineering	Federal	$772,942	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	440436	1	ORCHID DRIVE SIDEWALK AND BIKE LANE CONNECTION	BIKE LANE/SIDEWALK	Construction	Federal	$0	$349,407	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	441512	1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	RESURFACING	Construction	Federal	$19,795,132	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	441512	1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	RESURFACING	Construction	Local	$7,718	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	441512	1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	RESURFACING	Construction	Toll/Turnpike	$2,816,325	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	441512	1	SR 45 (US 41) FROM N OF OLD US 41 TO S OF GULF PARK DR	RESURFACING	Railroad & Utilities	State	$1,600,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	443375	3	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES	SIDEWALK	Construction	Federal	$0	$0	$0	$0	$992,491
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	443375	4	COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES	SIDEWALK	Construction	Federal	$0	$0	$0	$0	$1,615,054
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	445296	4	SR93 AT PINE RIDGE RD INTERCHANGE	LANDSCAPING	Construction	State	$1,660,600	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	445460	1	CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112	BRIDGE REPLACEMENT	Construction	Federal	$9,529,915	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	445460	1	CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112	BRIDGE REPLACEMENT	Construction	Local	$3,169,778	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	445460	1	CAXAMBAS COURT / ROBERTS BAY REPLACEMENT STRUCTURE #034112	BRIDGE REPLACEMENT	Railroad & Utilities	Local	$3,000,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	446251	1	TRAVEL TIME DATA COLLIER COUNTY ITS	ITS COMMUNICATION SYSTEM	Capital	Federal	$700,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	446341	1	GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD	ADD LANES & RECONSTRUCT	Construction	Local	$2,750,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	446341	1	GOODLETTE FRANK RD FROM VANDERBILT RD TO IMMOKALEE RD	ADD LANES & RECONSTRUCT	Construction	State	$2,750,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	446451	1	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)	INTERSECTION IMPROVEMENT	Construction	Federal	$1,868,634	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	446451	1	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)	INTERSECTION IMPROVEMENT	Railroad & Utilities	State	$300,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	448069	1	WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41	SIDEWALK	Construction	Federal	$2,943,553	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	448130	2	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	SIDEWALK	Construction	Federal	$0	$1,203,952	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	449484	1	LAVERN GAYNOR ELEMENTARY SCHOOL - SAFE ROUTES TO SCHOOL	SIDEWALK	Construction	Federal	$850,496	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	449514	1	91ST AVE N SIDEWALK FROM VANDERBILT DR TO US 41	SIDEWALK	Construction	Federal	$0	$0	$1,377,301	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	449526	1	ITS FIBER OPTIC AND FPL	ITS COMMUNICATION SYSTEM	Construction	Federal	$0	$0	$0	$831,337	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	449580	1	ATMS RETIMING FOR ARTERIALS	ITS COMMUNICATION SYSTEM	Preliminary Engineering	Federal	$881,900	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451274	1	SR29 FROM N OF BRIDGE #030307 TO S OF BRIDGE #030299	PAVEMENT ONLY RESURFACE (FLEX)	Construction	State	$0	$0	$3,935,887	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451276	1	SR 29 FROM S OF I-75 TO N OF BRIDGE NO 030298	PAVEMENT ONLY RESURFACE (FLEX)	Construction	State	$5,253,192	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451277	1	SR 29 FROM N OF OIL WELL RD (CR 858) TO N OF BRIDGE #030304	PAVEMENT ONLY RESURFACE (FLEX)	Construction	State	$5,320,697	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451278	1	SR 29 FROM N OF CR 846 TO S OF NEW MARKET RD	RESURFACING	Construction	Federal	$0	$0	$12,546,740	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451542	1	IMMOKALEE SIDEWALKS	SIDEWALK	Construction	Federal	$0	$0	$0	$899,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	451542	1	IMMOKALEE SIDEWALKS	SIDEWALK	Preliminary Engineering	Federal	$0	$182,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452052	1	EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS	BIKE LANE/SIDEWALK	Preliminary Engineering	Federal	$0	$0	$0	$426,466	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452064	1	MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE	SIDEWALK	Construction	Federal	$0	$0	$0	$926,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452064	1	MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE	SIDEWALK	Preliminary Engineering	Federal	$0	$156,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452065	1	GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW	SIDEWALK	Construction	Federal	$0	$0	$0	$274,428	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452065	1	GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW	SIDEWALK	Preliminary Engineering	Federal	$0	$36,672	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452207	1	VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41	BIKE PATH/TRAIL	Preliminary Engineering	Federal	$0	$0	$0	$101,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452208	1	106TH AVE N FROM VANDERBILT DR TO US 41	SIDEWALK	Preliminary Engineering	Federal	$0	$0	$0	$73,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452209	1	BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD	BIKE LANE/SIDEWALK	Construction	Federal	$2,300,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452210	1	109TH AVE N FROM VANDERBILT DR TO US 41	SIDEWALK	Preliminary Engineering	Federal	$0	$0	$0	$73,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452211	1	108TH AVE N FROM VANDERBILT DR TO US 41	SIDEWALK	Preliminary Engineering	Federal	$0	$1,000	$0	$72,000	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452247	1	IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD	PAVE SHOULDERS	Construction	Local	$0	$10,284,458	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452247	1	IMMOKALEE RD FROM LIVINGSTON RD TO LOGAN BLVD	PAVE SHOULDERS	Construction	State	$0	$10,213,542	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	3	I-75 FROM IMMOKALEE TO BONITA BEACH	ADD LANES & RECONSTRUCT	Design Build	State	$3,186,000	$102,517,621	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	3	I-75 FROM IMMOKALEE TO BONITA BEACH	ADD LANES & RECONSTRUCT	Preliminary Engineering	State	$584,748	$1,810,930	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	3	I-75 FROM IMMOKALEE TO BONITA BEACH	ADD LANES & RECONSTRUCT	Railroad & Utilities	State	$0	$2,000,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	4	IMMOKALEE INTERCHANGE	ADD LANES & RECONSTRUCT	Design Build	State	$1,593,000	$49,397,528	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	4	IMMOKALEE INTERCHANGE	ADD LANES & RECONSTRUCT	Preliminary Engineering	State	$0	$2,338,449	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	4	IMMOKALEE INTERCHANGE	ADD LANES & RECONSTRUCT	Railroad & Utilities	Local	$0	$2,000,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	4	IMMOKALEE INTERCHANGE	ADD LANES & RECONSTRUCT	Railroad & Utilities	State	$0	$2,000,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	5	I-75 FROM IMMOKALEE TO PINE RIDGE	ADD LANES & RECONSTRUCT	Design Build	State	$0	$0	$0	$13,320,000	$147,376,522
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	5	I-75 FROM IMMOKALEE TO PINE RIDGE	ADD LANES & RECONSTRUCT	Preliminary Engineering	State	$0	$0	$0	$923,868	$6,284,588
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	5	I-75 FROM IMMOKALEE TO PINE RIDGE	ADD LANES & RECONSTRUCT	Railroad & Utilities	State	$0	$0	$0	$0	$2,000,000
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	452544	6	I-75 FROM PINE RIDGE TO GOLDEN GATE	ADD LANES & RECONSTRUCT	Design Build	State	$0	$0	$0	$0	$18,960,632
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	453415	1	US 41 FROM 3RD AVE TO SR 84 INTERSECTION/MOBILITY IMPROVEMENTS PD&E	PD&E/EMO STUDY	PD & E	Federal	$1,188,222	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	453421	1	47TH AVE NE BRIDGE FROM EVERGLADES BLVD TO 20TH ST NE	NEW BRIDGE CONSTRUCTION	Construction	Federal	$0	$0	$4,810,000	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	455927	1	HARBOR DR & MOORING LINE DR BETWEEN US41 & CRAYTON RD	TRAFFIC SIGNAL UPDATE	Construction	Federal	$0	$0	$0	$1,998,153	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	455935	1	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	BRIDGE REPLACEMENT	Construction	Federal	$0	$0	$3,087,997	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	455935	1	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	BRIDGE REPLACEMENT	Construction	Local	$0	$0	$4,977,378	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	455935	1	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	BRIDGE REPLACEMENT	Preliminary Engineering	Federal	$25,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	455935	1	GOLDENROD AVE OVER SMOKEHOUSE BAY BRIDGE #034116	BRIDGE REPLACEMENT	Preliminary Engineering	Local	$1,106,783	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	456234	1	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY	RESURFACING	Construction	Federal	$0	$0	$11,410,557	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	456234	1	SR 45 (US 41) FROM S OF SHADY REST LANE TO GOLDEN GATE PARKWAY	RESURFACING	Preliminary Engineering	Federal	$1,010,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	456236	1	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)	PAVEMENT ONLY RESURFACE (FLEX)	Construction	State	$0	$0	$3,925,120	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	456236	1	SR45/90(US41) FROM 5TH AVE S TO EAST OF SR84(DAVIS BLVD)	PAVEMENT ONLY RESURFACE (FLEX)	Preliminary Engineering	State	$100,000	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	456577	1	SR 29 AT OIL WELL ROAD	LIGHTING	Construction	Federal	$608,838	$0	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	457255	1	I-75 FROM CR951 TO GOLDEN GATE PARKWAY	SAFETY PROJECT	Construction	Federal	$0	$4,116,649	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	457255	1	I-75 FROM CR951 TO GOLDEN GATE PARKWAY	SAFETY PROJECT	Preliminary Engineering	Federal	$0	$10,000	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	457256	1	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951	SAFETY PROJECT	Construction	Federal	$0	$473,382	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	457256	1	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951	SAFETY PROJECT	Construction	State	$0	$2,760,111	$0	$0	$0
10/9/2025	4:23 PM	01	COLLIER COUNTY	Highways	457256	1	I-75 FROM WEST TOLL BOOTH PLAZA TO CR951	SAFETY PROJECT	Preliminary Engineering	State	$0	$10,000	$0	$0	$0

10/9/2025 4:23 PM	01	COLLIER COUNTY	Highways	457499	2	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL	ADD LANES & RECONSTRUCT	Construction	Toll/Turnpike	$0	$0	$9,655,300	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Highways	457499	2	ALLIGATOR ALLEY WEST AUTOMATIC ELECTRONIC TOLL (AET) CONVERSION FULL	ADD LANES & RECONSTRUCT	Preliminary Engineering	Toll/Turnpike	$1,500,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Highways	457536	1	PINE RIDGE ROAD FROM LOGAN BLVD TO COLLIER BLVD	ADD LANES & RECONSTRUCT	Preliminary Engineering	Local	$0	$0	$0	$0	$2,900,000
10/9/2025 4:23 PM	01	COLLIER COUNTY	Highways	457536	1	PINE RIDGE ROAD FROM LOGAN BLVD TO COLLIER BLVD	ADD LANES & RECONSTRUCT	Preliminary Engineering	State	$0	$0	$0	$0	$2,900,000
10/9/2025 4:23 PM	01	COLLIER COUNTY	Maintenance	412574	1	COLLIER COUNTY HIGHWAY LIGHTING	ROUTINE MAINTENANCE	Bridge/Roadway/Contract Maintenance	State	$562,865	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Maintenance	412918	2	COLLIER COUNTY ASSET MAINTENACE	ROUTINE MAINTENANCE	Bridge/Roadway/Contract Maintenance	State	$2,419,593	$2,219,593	$2,219,593	$2,219,593	$2,219,593
10/9/2025 4:23 PM	01	COLLIER COUNTY	Maintenance	413537	1	NAPLES HIGHWAY LIGHTING DDR FUNDING	ROUTINE MAINTENANCE	Bridge/Roadway/Contract Maintenance	State	$212,956	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Miscellaneous	448265	1	PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN	BIKE LANE/SIDEWALK	Construction	Federal	$0	$1,815,467	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	446353	1	NAPLES MUNICIPAL AIRPORT SOUTH QUADRANT BOX AND T-HANGARS	AVIATION REVENUE/OPERATIONAL	Administration	State	$2,500,000	$2,500,000	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	446385	1	NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION	AVIATION CAPACITY PROJECT	Capital	Federal	$0	$0	$0	$0	$9,270,000
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	446385	1	NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION	AVIATION CAPACITY PROJECT	Capital	Local	$0	$0	$0	$0	$515,000
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	446385	1	NAPLES MUNICIPAL AIRPORT EAST QUADRANT APRON CONSTRUCTION	AVIATION CAPACITY PROJECT	Capital	State	$0	$0	$0	$0	$515,000
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	455456	1	MARCO ISLAND EXECUTIVE AIRPORT MASTER PLAN	AVIATION CAPACITY PROJECT	Capital	Federal	$450,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	455456	1	MARCO ISLAND EXECUTIVE AIRPORT MASTER PLAN	AVIATION CAPACITY PROJECT	Capital	Local	$25,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	455456	1	MARCO ISLAND EXECUTIVE AIRPORT MASTER PLAN	AVIATION CAPACITY PROJECT	Capital	State	$25,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457271	1	NAPLES AIRPORT REHABILITATE RUNWAY 5-23	AVIATION PRESERVATION PROJECT	Capital	Federal	$900,000	$0	$11,250,000	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457271	1	NAPLES AIRPORT REHABILITATE RUNWAY 5-23	AVIATION PRESERVATION PROJECT	Capital	Local	$50,000	$0	$625,000	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457271	1	NAPLES AIRPORT REHABILITATE RUNWAY 5-23	AVIATION PRESERVATION PROJECT	Capital	State	$50,000	$0	$625,000	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457273	1	NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION	AVIATION PRESERVATION PROJECT	Capital	Federal	$450,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457273	1	NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION	AVIATION PRESERVATION PROJECT	Capital	Local	$25,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457273	1	NAPLES AIRPORT TAXIWAY E.G.H REHABILITATION	AVIATION PRESERVATION PROJECT	Capital	State	$25,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457286	1	IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE	AVIATION CAPACITY PROJECT	Capital	Federal	$850,000	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457286	1	IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE	AVIATION CAPACITY PROJECT	Capital	Local	$47,222	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Aviation	457286	1	IMMOKALEE REGIONAL AIRPORT MASTER PLAN UPDATE	AVIATION CAPACITY PROJECT	Capital	State	$47,222	$0	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Intermodal	446358	1	IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION	AVIATION CAPACITY PROJECT	Capital	Local	$0	$0	$174,000	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Intermodal	446358	1	IMMOKALEE REGIONAL ARPT AIRPARK BLVD EXTENSION	AVIATION CAPACITY PROJECT	Capital	State	$0	$0	$696,000	$3,000,000	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410120	2	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE	OPERATING/ADMIN. ASSISTANCE	Operations	Federal	$657,432	$934,525	$0	$784,255	$67,268
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410120	2	COLLIER COUNTY FTA SECTION 5311 OPERATING ASSISTANCE	OPERATING/ADMIN. ASSISTANCE	Operations	Local	$1,061,957	$530,000	$0	$784,255	$67,268
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410139	1	COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	Operations	Local	$1,323,591	$1,363,298	$1,404,197	$1,446,323	$1,489,713
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410139	1	COLLIER COUNTY STATE TRANSIT BLOCK GRANT OPERATING ASSISTANCE	OPERATING FOR FIXED ROUTE	Operations	State	$1,323,591	$1,363,298	$1,404,197	$1,446,323	$1,489,713
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410146	1	COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE	CAPITAL FOR FIXED ROUTE	Capital	Federal	$4,741,514	$6,590,514	$6,595,220	$6,794,680	$8,940,115
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410146	1	COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE	CAPITAL FOR FIXED ROUTE	Capital	Local	$1,185,379	$1,647,629	$1,648,805	$1,698,670	$2,235,029
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410146	2	COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION 5307 OPERATING ASSIST	OPERATING FOR FIXED ROUTE	Operations	Federal	$75,490	$1,183,080	$1,316,836	$3,578,470	$2,239,990
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	410146	2	COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION 5307 OPERATING ASSIST	OPERATING FOR FIXED ROUTE	Operations	Local	$75,490	$1,183,080	$1,316,836	$3,578,470	$2,239,990
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	434030	1	COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE	CAPITAL FOR FIXED ROUTE	Capital	Federal	$592,009	$708,668	$728,797	$955,234	$1,009,957
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	434030	1	COLLIER CO./BONITA SPRINGS UZA FTA SECTION 5339 CAPITAL ASSISTANCE	CAPITAL FOR FIXED ROUTE	Capital	Local	$148,002	$177,167	$182,199	$238,809	$252,489
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	452749	1	COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41	URBAN CORRIDOR IMPROVEMENTS	Operations	Local	$491,530	$491,530	$491,530	$491,530	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Modal Development: Transit	452749	1	COLLIER AREA TRANSIT OPERATING ASSISTANCE CORRIDOR US 41	URBAN CORRIDOR IMPROVEMENTS	Operations	State	$491,530	$491,530	$491,530	$491,530	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Transportation Planning	439314	6	COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP	TRANSPORTATION PLANNING	Planning	Federal	$1,241,935	$1,241,935	$0	$0	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Transportation Planning	439314	7	COLLIER COUNTY MPO FY 2028/2029-2029/2030 UPWP	TRANSPORTATION PLANNING	Planning	Federal	$0	$0	$1,341,935	$1,341,935	$0
10/9/2025 4:23 PM	01	COLLIER COUNTY	Transportation Planning	439314	8	COLLIER COUNTY MPO FY 2030/2031-2031/2032 UPWP	TRANSPORTATION PLANNING	Planning	Federal	$0	$0	$0	$0	$891,935

Public Hearing for Future Transportation Projects

FDOT District 1 Proposes Five-Year Work Program

The Florida Department of Transportation (FDOT), District One, has scheduled a Public Hearing to present the Draft Tentative Five-Year Work Program. The Draft Tentative Work Program lists transportation system improvements scheduled for fiscal years 2026/27 through 2030/31. There are three ways to participate in the hearing.

1. In-person Meeting: FDOT District One will conduct a in-person meeting at its Bartow office (801 N. Broadway Avenue) starting 11 a.m. on Friday, October 24, 2025, and at the same time in its Fort Myers office (10041 Daniels Parkway).

2. Public Hearing: FDOT representatives will be available Monday, October 20, 2025, through Friday October 24, 2025 at the District Offices (by appointment) to review project materials with members of the public. Call the Bartow office (801 N. Broadway Avenue) at 863-519-2907 or the Fort Myers office (10041 Daniels Parkway) at 239-225-1900 to schedule an appointment.

3. Self-guided online (ePublic Hearing): both SWFLRoads.com and fdot.gov/wpph/district1 webpages can be accessed from a computer, tablet or mobile device with Internet service. The ePublic Hearing will be open and available from Monday, October 20, 2025, through Friday October 24, 2025.

FDOT will accept comments from all interested parties if received by Friday, October 24, 2025, COB. Mail comments to James Driggers, Jr, P.E., District Secretary, FDOT, 10041 Daniels Parkway, Fort Myers, FL 33913, attention H. Wayne Gaither, Southwest Area Office Director, or email comments to wayne.gaither@dot.state.fl.us.

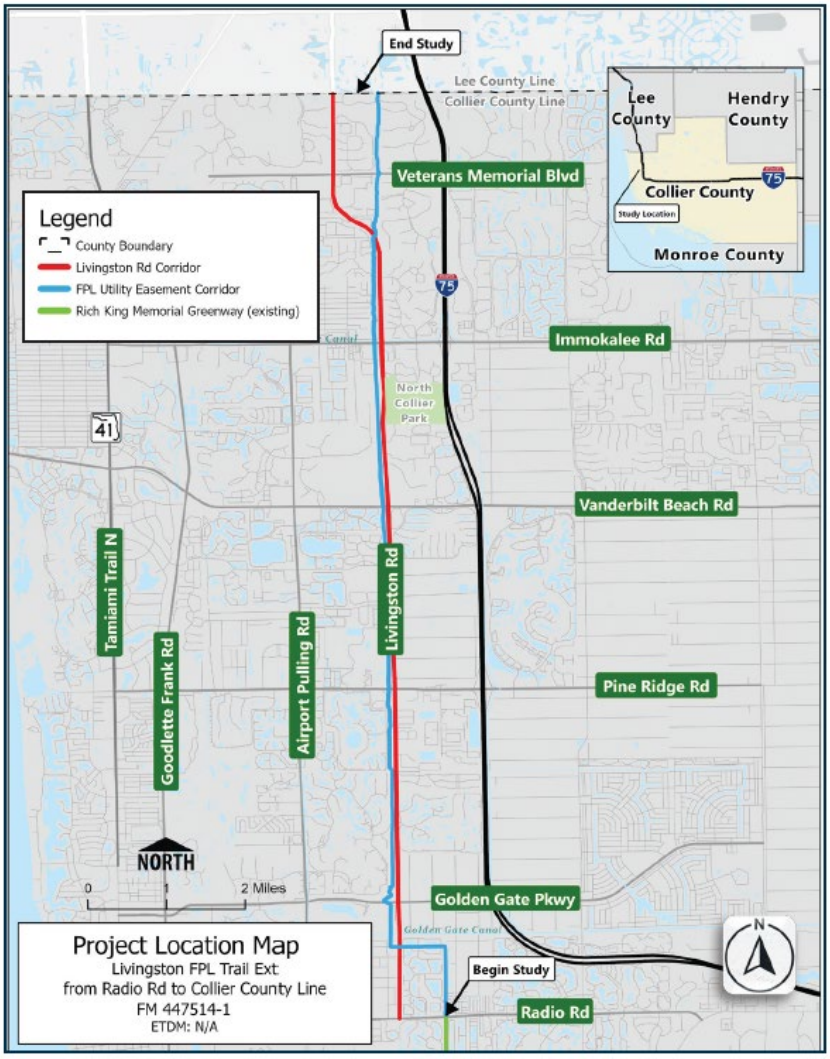
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require accommodations under the Americans with Disabilities Act (ADA), or persons who require translation services (free of charge) should contact Cynthia Sykes, FDOT District One Title VI Coordinator at (863) 519-2287 or Cynthia.Sykes@dot.state.fl.us at least seven (7) days prior to the Public Hearing. Persons wishing to express concerns relative to FDOT compliance with Title VI are encouraged to reach out to Cynthia Sykes, FDOT District One Title VI coordinator, at the same phone number or email address. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8A

FDOT Presentation on Livingston FPL Trail Extension PD&E Study

OBJECTIVE: For the Committee to receive a presentation on the Florida Department of Transportation's (FDOT) Project Development & Environment (PD&E) study for the Livingston FPL Trail Extension project.

CONSIDERATIONS: Over the summer, FDOT launched a PD&E study to determine the location and conceptual design of a Livingston FPL shared use path trail from Radio Road to the Collier County line (FPID 447514-1). The PD&E study area is depicted below:



A representative from FDOT's consultant team will provide a presentation on the PD&E study at the Committee meeting (**Attachment 1**).

The current schedule for the PD&E study is as follows:

November 2025-	Public Alternatives Workshop In-person at Collier Regional Park on November 18th at 5 p.m. Virtual on November 19th at 5 p.m.
Summer/Fall 2026-	Public Hearing
Spring 2027-	Study finalized

Additional information and project updates can be found on FDOT's project webpage at the following link: https://www.swflroads.com/project/447514-1.

The MPO's SUN Trail Network Map is provided for information (**Attachment 2**).

STAFF RECOMMENDATION: That the Committee receive the presentation and be able to ask questions about the study.

Prepared By: Dusty Hansen, Senior Planner

ATTACHMENTS:

1. FDOT's Presentation on Livingston FPL Trail Extension PD&E Study
2. MPO's SUN Trail Network



Livingston FPL Trail Extension PD&E Study

From Radio Rd to the Collier County Line

FM: 447514-1

Collier MPO – TAC/CAC

October 27, 2025

FDOT

Agenda

1. What is a Project Development & Environment Study
2. Project Location
3. Purpose and Need
4. No Build and Build Alternatives
5. Alternatives Comparison
6. Schedule
7. Planning Consistency
8. Future Public Meetings



Existing Trailhead at
The Rich King Memorial Greenway

Transportation Project Development Process



Phase 1 Planning

- Existing Conditions
- Needs and Assessment
- LRTP, CFP, TIP
- Work Program

Phase 2 PD&E Study

- Purpose and Need
- Alternatives Analysis
- Environmental Studies
- Environmental Document Approval

Phase 3 Design

- Detailed Design
- Construction Plans
- Cost Estimates
- Permits

Phase 4 Right-of-Way

- Appraisal
- Negotiations
- Acquisition

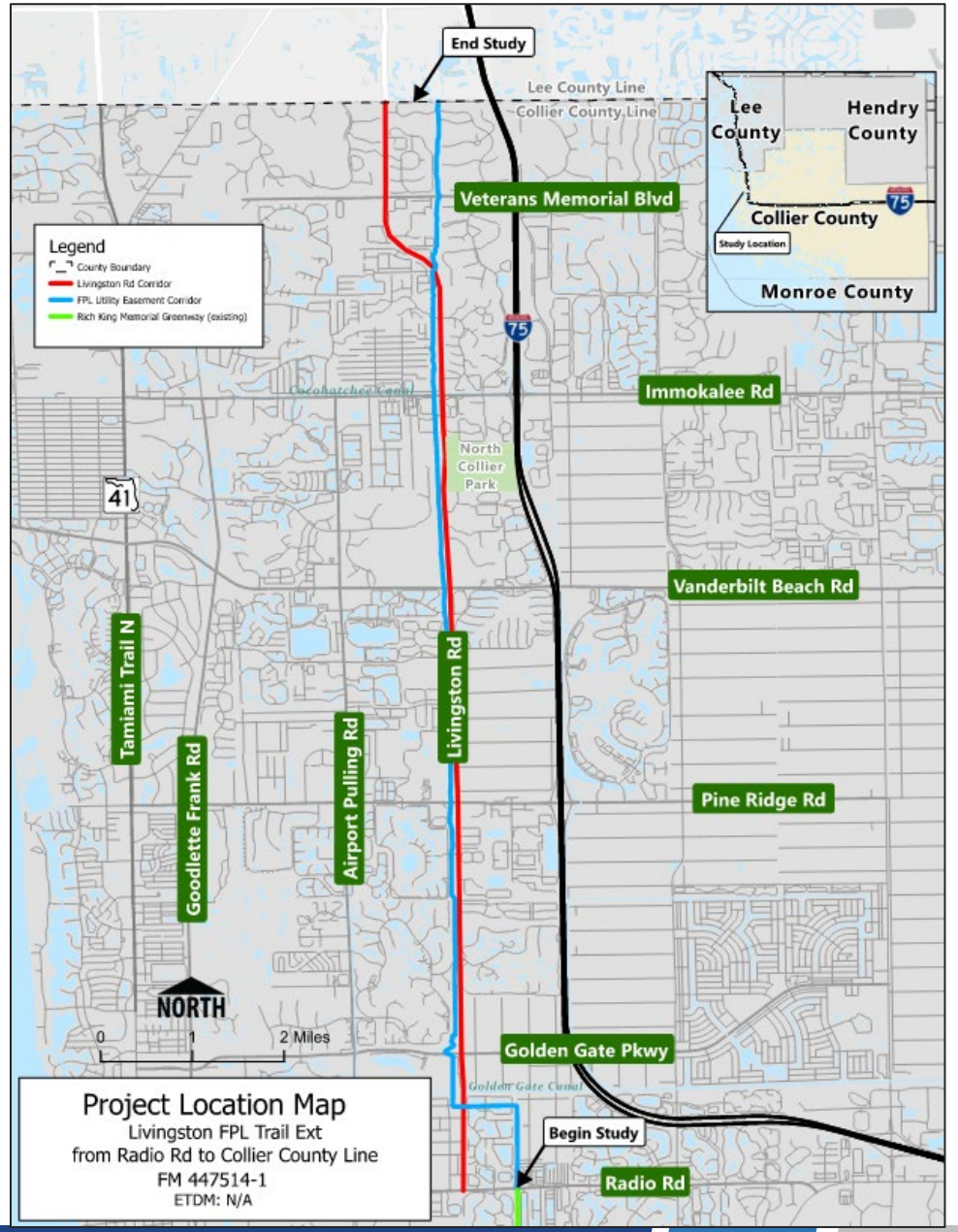
Phase 5 Construction

- Build and Deliver

Public Outreach and Interagency Coordination

Project Location

- 11.5 miles in Collier County
- Connects to existing Rich King Memorial Greenway
- Crosses 2 canal bridges
- Crosses 6 major arterials
- Connects to North Collier Regional Park
- Connects to proposed Bonita Estero Rail Trail (BERT) to the north



Purpose and Need

The purpose of this project:

- Evaluate safe, viable, non-motorized travel options parallel to Livingston Road and the FPL utility easement
- Support the development of the SUN Trail network within Collier County

The need for the project:

- Project Status – PD&E is funded in TIP and STIP
- System Linkage – SUN Trail, Gulf Coast Trail
- Social Demands or Economic Development - PCT Feasibility Study documented public support
- Modal Interrelationships – existing pedestrian and bicycle networks are incomplete
- Safety – crashes for pedestrians and bicyclists are increasing

No Build Alternative

- No existing shared use path along Livingston Road or the FPL utility easement



Existing FPL Utility Easement



Existing Livingston Rd

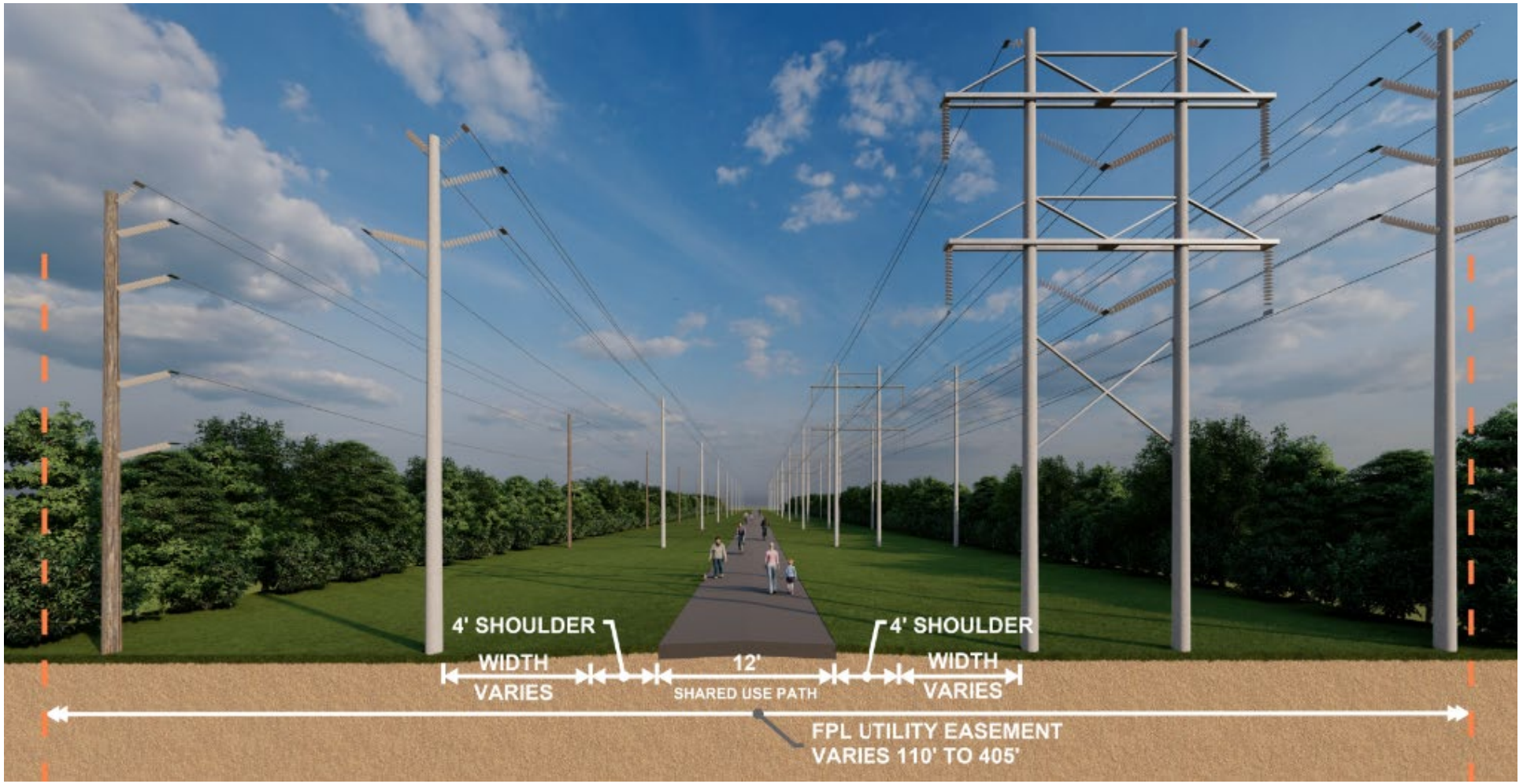
Build Alternative 1 - Typical Section



Build Alternative 1 - Typical Section

- Existing sidewalk to be removed and replaced
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- Relocation of overhead distribution lines, lighting and some landscaping
- Modification to existing bridges (no widening needed)
- Utilizes existing drainage
- Low environmental impacts
- Fewer impacts to adjacent parcels and easements

Build Alternative 2 - Typical Section



Build Alternative 2 - Typical Section

- Required mid-block crossings at 4 locations
  - Tivoli Ln, Livingston Rd (south of Golden Gate Canal), Livingston Rd (south of Entrada Ave), Veterans Memorial Blvd
- Optional mid-block crossings (North Collier Regional Park & Park and Ride lot)
- New separate pedestrian bridges over canals
- Better user experience due to larger separation from Livingston Rd
- Concrete sidewalk along Livingston Rd remains
- Fill needed to raise trail above seasonal high-water table
- Additional environmental impacts to wetlands and species
- Requires FPL Consent Agreement

Alternatives Considered and Screened

Alternatives Screening Process

A multi-discipline screening analysis was conducted to determine the best alternatives to advance into the detailed analysis phase. Factors considered include:

- Purpose and need
- Safety (conflict points)
- Property impacts and access
- Environmental impacts
- Construction cost and complexity

Alternatives Considered – Pinch Point Locations

- **Rich King Memorial Greenway Trail Head to Golden Gate Parkway**
  - South side of Radio Rd and west side of Livingston Rd **not** recommended for further consideration.
  - North side of Radio Rd and east side of Livingston Rd recommended for further consideration.
- **Marbella Lakes Dr to Pine Ridge Rd**
  - Livingston Rd West recommended for further consideration.
  - Livingston Rd East **not** recommended for further consideration
- **Eatonwood Lane to Pine Ridge Rd**
  - FPL Easement West
  - FPL Easement East
  - Hybrid alternative that utilizes dedicated easement and FPL Easement West alignment recommended for further consideration

Alternatives Coordination

Coordination Meetings

The PD&E alternatives were developed in conjunction with local coordination with the following interested parties:

- FPL Pre-Design Mtg (12/16/2024)
- Collier County (10/29/2024, 04/14/2025, 4/30/2025, 8/11/2025)
- SFWMD Pre-app meeting (8/27/2025)

Alternatives Comparison

Livingston FPL Trail Extension PD&E Study - From Radio Rd to the Collier County Line
Financial Management Number: 447514-1

Evaluation Matrix

Evaluation Criteria	No-Build	Alternative 1 Livingston Rd	Alternative 2 FPL Easement
Meets Purpose and Need	✗	✓	✓
Benefits			
User/vehicle conflict points (side street / driveway)	No improvements	8/29	8/25
Fills sidewalk gaps and provides bicycle facilities on Livingston Rd	No	Yes	Yes
Increased pedestrian/bicycle safety	No change	Yes	Yes
User experience on the trail	N/A	Fair (along roadway)	Excellent (separated from roadway)
Connection to community hubs (schools/educational facilities, parks/recreation facilities, and regional parks within 1/2 mile)	none	16	15
Engineering			
Drainage features and improvements	No improvements	Minimal	Moderate
Floodplain impacts	No change	9 acres	33 acres
Utilities Impacted	none	Moderate	Moderate
Structures/bridges	none	Modify 2 existing bridges	2 new pedestrian canal bridges
Roadway Construction Activities	none	Numerous roadway workzones	Minimal roadway workzones
Environmental Effects			
Wetland and Surface Water Impacts (acres)	0	0.23 acres	13.64 acres
Threatened and endangered species (potential)	none	low	low
Historic (over 50 year old) resources potentially impacted	0	0	2
Archaeological sites impacted	0	0	0
Potential contamination sites (medium risk site/high risk site)	0	3/0	3/0
Right-of-Way Impacts			
Easements affected due to shared use path (acres)	0	3.8 acres	35.9 acres
Right-of-way to be acquired for shared use path (acres)	0	1.5 acres	0.26 acres
Relocations (business or residential)	0	0	0
Business parcels impacted	0	18	13
Residential parcels impacted	0	9	42
Undeveloped parcels impacted	0	12	27
Estimated Project Costs (subject to change)			
Design Cost (Preliminary Engineering)	none	$5,280,000	$4,140,000
Right of Way (not known at this time)	none	-	-
Construction Engineering & Inspection	none	$4,928,000	$3,864,000
Construction	none	$30,850,000	$27,600,000
Total Cost	none	**$45,408,000**	**$35,604,000**

FPID 447514-1: Study Schedule



Preliminary – Subject to Change

Planning Consistency

- PD&E Phase – funded and underway
- Design Phase - **$5.28 million, not funded, <u>needed by July 2026</u>**
- Right-of-way costs to be determined
- Construction Phase - $30.85 million, not funded

MPO will need to program design (PE) funds to complete the PD&E Study for planning consistency

Public Involvement

Attend Public Meetings

- Public Alternatives Workshop
  - North Collier Regional Park
  - November 18, 2025, at 5:00 PM (in-person)
  - November 19, 2025, at 5:00 PM (virtual)

- Public Hearing: Tentative Summer 2026

Project Website:

www.swflroads.com/project/447514-1

Public comments and questions are always welcome!









Safety, Questions, and Contact Information

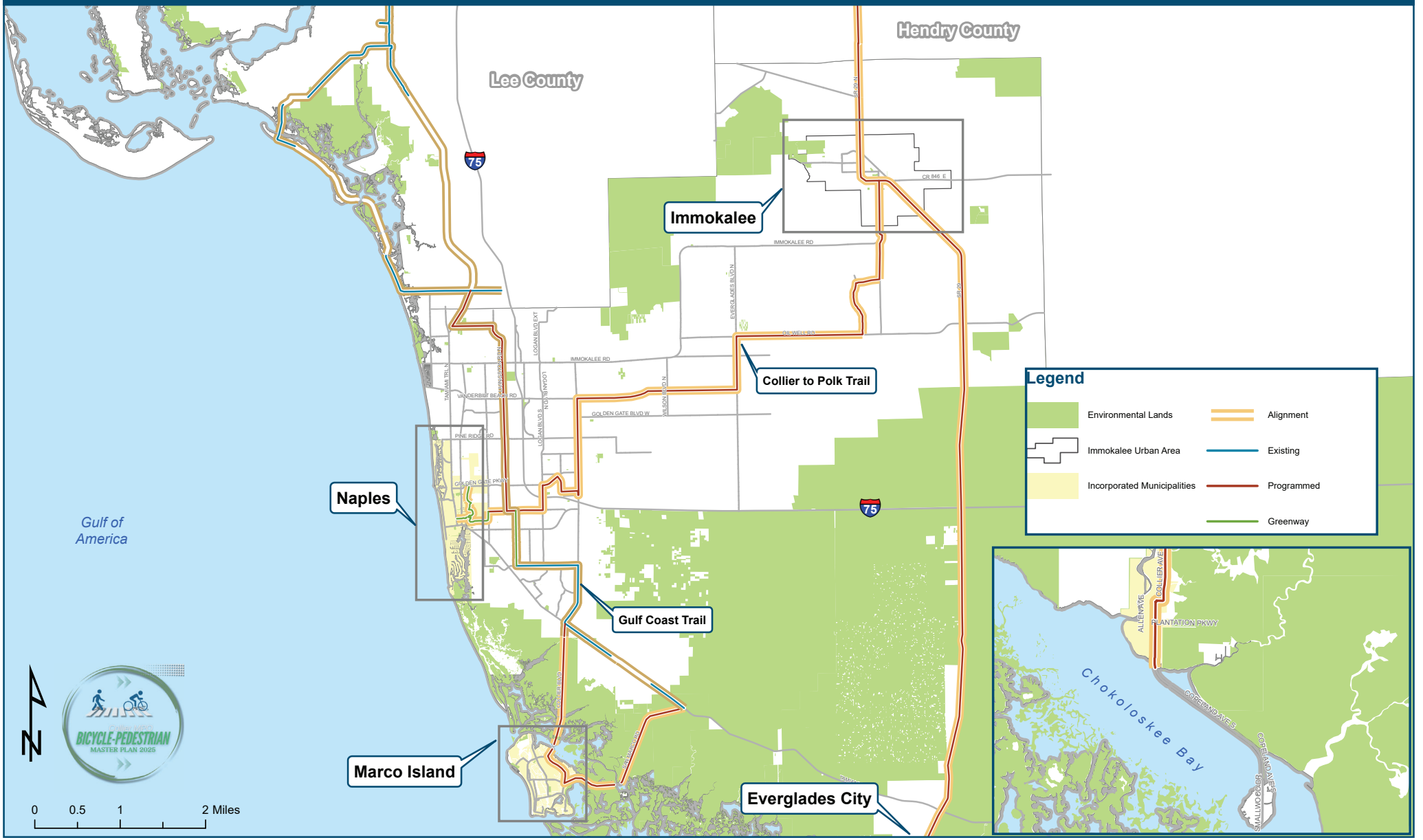
Adam Rose

Project Manager
FDOT District One
Adam.Rose@dot.state.fl.us
(863) 519-2832



Exhibit 9: Sun Trail Regional Network

Bicycle & Pedestrian Master Plan



EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8B

Report on Collier and Lee MPO Consolidation Feasibility Study

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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." **Attachment 1**

A second draft Tech Memo summarizing federal and state regulations regarding MPO designation and redesignation is included as **Attachment 2**.

CUTR plans to give 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 3.**

CUTR began working on the final task – conducting a survey of elected officials' perspectives – in September. CUTR plans to distribute the Survey after the MPO Board briefing in November. The current draft is shown in **Attachment 4**. The anticipated completion state for the phase one study is April 9, 2026.

MPO staff will give a brief presentation on "Key Facts for Decision Makers" that CUTR prepared for the MPO Board's November meeting. **Attachment 5**

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Tech Memo #1: Current Local and Regional MPO Planning and Business Practices.
2. Tech Memo #2: Federal and State Regulations
3. Draft Briefing Document
4. Draft Survey Questionnaire for Elected Officials
5. Presentation on "Key Facts for Decision Makers"

August 2025

8B Attachment 1
TAC/CAC 10/27/25

Tech Memo #1: Current Local and Regional MPO Planning and Business Practices

Prepared by:

Jeff Kramer, AICP
Taylor Dinehart, AICP
Tia Boyd, AICP
Jennifer Flynn

Center for Urban Transportation Research
University of South Florida, College of Engineering
4202 E. Fowler Ave., CUT100
Tampa, FL 33620-5375

1. Introduction

Purpose and scope of this memorandum

This technical memorandum has been prepared as part of Task 2 of the Collier and Lee County MPO Consolidation Feasibility Study. The memorandum provides an overview and analysis of current local and regional planning and business practices used by the Collier Metropolitan Planning Organization (MPO) and the Lee County MPO. It is intended to inform Governing Board members of both MPOs as they consider whether to pursue the formation of a consolidated regional MPO.

This Task serves as an early step in the Phase I assessment process. The findings from this memorandum will help establish a shared understanding of how each MPO currently operates, both independently and in coordination with one another and regional partners, and will highlight areas of similarity, difference, and existing collaboration. This shared understanding is essential to future discussions about the advantages, disadvantages, trade-offs, and feasibility of consolidating the two organizations.

The information presented in this memorandum was gathered through a review of MPO documents and input provided by MPO staff and regional planning partners. The findings are organized thematically to support comparison and will be used to guide the work of subsequent Tasks, including the documentation of regulatory considerations, stakeholder perspectives, and potential governance models.

It is important to note that this memorandum does not attempt to recommend specific approaches for resolving identified differences or prescribe future actions. Instead, it is designed to support informed decision-making by highlighting areas where alignment exists and where future coordination efforts may require additional attention.

Finally, this document does not seek to provide an exhaustive inventory of MPO practices. Rather, it focuses on those practices and structural elements that are most relevant to discussions about potential consolidation and that will inform subsequent phases of the feasibility study.

Background and context

The Collier MPO and Lee County MPO were originally established to serve distinct, noncontiguous Urbanized Areas (UZAs) as defined by the U.S. Census.

- The Lee County MPO was established in 1977 to serve the Fort Myers UZA,[1] 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,[2] covering the cities of Naples and Marco Island, Everglades City, and adjacent unincorporated areas of Collier County.

[1] The Urbanized Area (UZA) served by the Lee County MPO was originally named 'Fort Myers.' In the 1990 U.S. Census, the name was changed to 'Fort Myers—Cape Coral,' and then to 'Cape Coral' in the 2000 Census, which remains the current designation.

[2] The Urbanized Area (UZA) served by the Collier MPO was originally named 'Naples.' In the 2000 U.S. Census, it was renamed 'Bonita Springs—Naples,' then 'Bonita Springs' in 2010, and 'Bonita Springs—Estero' in the 2020 Census, which remains the current designation.

These separate urbanized areas reflected the unique development patterns, population centers, and transportation needs of each county at the time of MPO formation. As such, the MPOs evolved with independent governance structures and planning responsibilities tailored to their respective jurisdictions.

Over time, population centers shifted, and development intensified across both counties. The result was a steady increase in cross-county trips and regional interdependence. After the 2000 Census, the UZA primarily in Collier County expanded into Lee County in the vicinity of Bonita Springs. Meanwhile, the UZA primarily in Lee County continued to expand south. Then, in 2010, the two UZAs met near Alico Road, making them officially contiguous UZAs (Figure 1). As of the 2020 Census, the two UZAs are called the Cape Coral UZA and the Bonita Springs-Estero UZA.

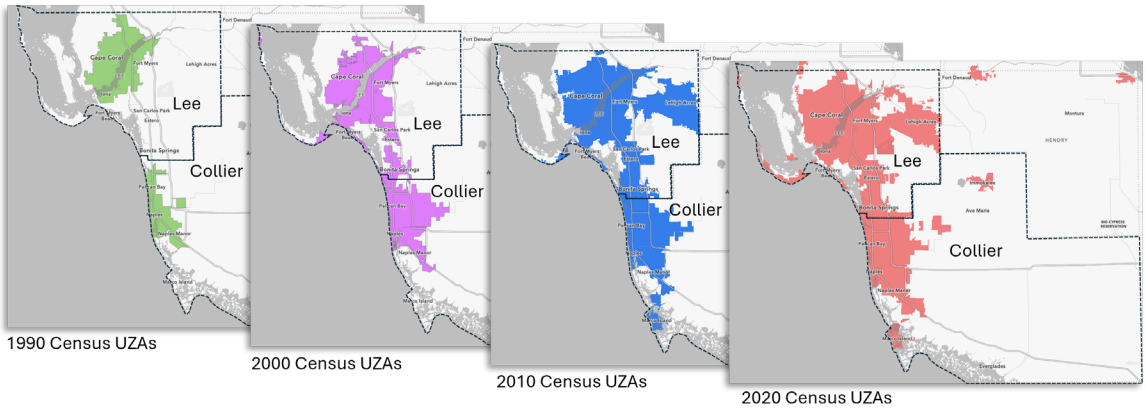


Figure 1. Growth of Urbanized Areas in Collier and Lee Counties, 1990–2020
Source: Florida Department of Transportation, FDOT Urban Area Boundary and Functional Classification Data Hub https://urban-boundary-functional-class-update-2020-fdot.hub.arcgis.com/

Federal law and regulations establish clear guidelines for coordination among MPOs serving shared or contiguous UZAs:

- 23 U.S.C. §134(d)(7) permits more than one MPO within a single UZA only if the Governor and the MPOs determine that the area's size and complexity justify separate entities.
- 23 U.S.C. §134(g)(4) mandates consistency in planning data and forecasts between MPOs that cover the same UZA.
- 23 C.F.R. 450.310(e) discourages multiple MPOs for a single UZA or group of contiguous UZAs, but allows them with formal justification and written agreements.
- 23 C.F.R. 450.312(h) requires written coordination agreements between MPOs where part of an urbanized area served by one MPO extends into the planning area of an adjacent MPO(s). Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within the planning area of only one MPO.

Florida statute (s. 339.175, F.S.) reflects these federal requirements, allowing multiple MPOs for single or groups of contiguous UZAs while mandating coordination on federally and state-required planning products, including long-range transportation plans and priority project lists.

The transformation of Lee and Collier Counties' population centers meant that the formerly noncontiguous urbanized areas had grown together, creating increased cross-county travel and shared transportation corridors. As a result of this change, and in accordance with federal requirements described above, the Florida Department of Transportation (FDOT) sent a letter in 2002 to both MPOs recommending that they either consolidate into a single MPO or enter into a

formal coordination agreement. The MPOs opted not to merge and instead signed an interlocal agreement in January 2004 to guide joint transportation planning and cooperation across the region.

This agreement, amended in 2006 and 2009, called for:

- Reciprocal Technical Advisory Committee representation
- Joint MPO board and advisory committee meetings
- A regional travel demand model
- Coordination on regionally significant multimodal corridors and services
- Joint Transportation Regional Incentive Program (TRIP) priority-setting
- Shared public involvement mechanisms
- A regional webpage (hosted by the Lee County MPO)

The agreement also laid out cost-sharing responsibilities and a formal dispute resolution process. Despite growing regional integration, the MPOs reaffirmed their independence in March 2013, following the 2010 Census, by adopting a joint resolution stating that:

- Their metropolitan areas remained distinct, despite being contiguous
- Maintaining two MPOs served the public interest
- Continued coordination under the 2004 agreement was appropriate

This resolution remains in effect today. However, recent developments have prompted a formal reassessment of regional MPO governance. Continued population growth, increased cross-county travel, and planning across shared corridors have raised inquiries about administrative coordination and long-term efficiency. These shifts, coupled with the complexities of serving contiguous urbanized areas, led state and local stakeholders to revisit the region's planning structure.



2. Organizational Structure and Governance

This section provides a comparison of how the Collier and Lee County MPOs are organized and governed. It covers hosting arrangements, board and committee structures, staffing levels, and key differences in administrative autonomy.

2.1. MPO hosting arrangements (hosted vs. independent)

Collier MPO

The Collier MPO operates under a 'leaning independent' structure (see Figure 2) through a formal Staff Services Agreement with Collier County, which serves as the MPO's fiscal and administrative agent. The MPO Board is responsible for selecting the Executive Director, who leads the organization's transportation planning efforts. The Executive Director hires MPO staff, but all MPO personnel, including the Executive Director, are considered employees of Collier County for administrative and HR-related purposes. This includes payroll processing, benefits administration, retirement enrollment, personnel records management, compliance with county personnel policies, and use of the County's HR systems and procedures for onboarding, evaluations, and disciplinary actions.[3]

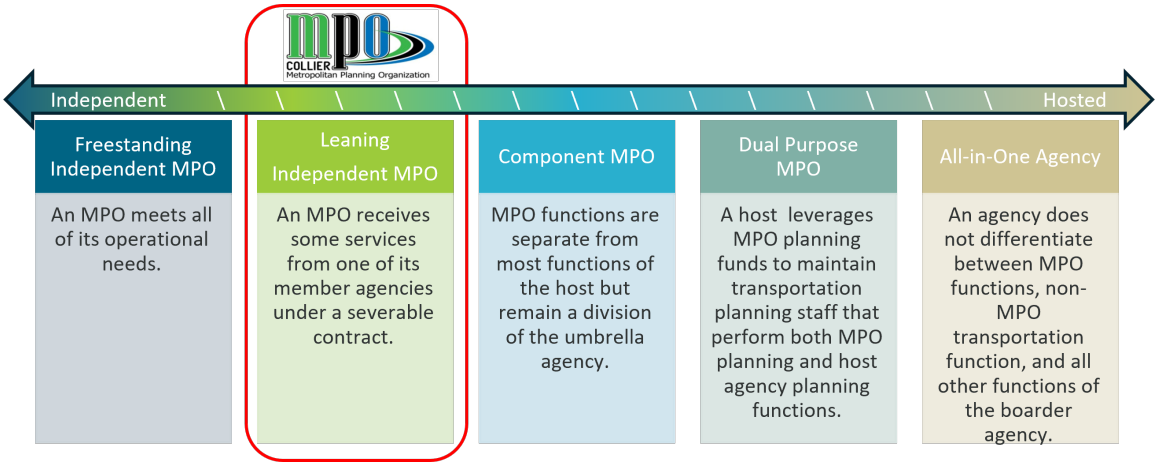


Figure 2. Collier MPO on the FDOT Program Management Handbook MPO Organizational Structure Continuum

While the MPO maintains responsibility for its transportation planning work and operates with its own staff and governing board, many core administrative and operational functions (such as fiscal management, procurement, legal support, and grants administration) are supported by Collier County departments. Under this arrangement, MPO staff are able to access County resources, including training, internal administrative systems, and professional development opportunities that extend beyond what a small standalone organization might typically provide. In addition, the MPO receives advisory support from County staff in areas such as transportation planning and compliance with funding requirements.[4]

Lee County MPO

The Lee County MPO operates as a 'freestanding independent' organization (see Figure 3) and is not hosted by a city, county, or other local government entity. The MPO manages its own administrative, financial, and staffing functions directly. The Executive Director is employed

[3] Collier Executed 2025 Staff Services Agreement.

[4] Collier MPO Succession Plan

under a contract with the MPO Board and is designated as the Chief Administrative Officer of the MPO, responsible for day-to-day operations, personnel oversight, budget preparation, and coordination with external partners.[5]

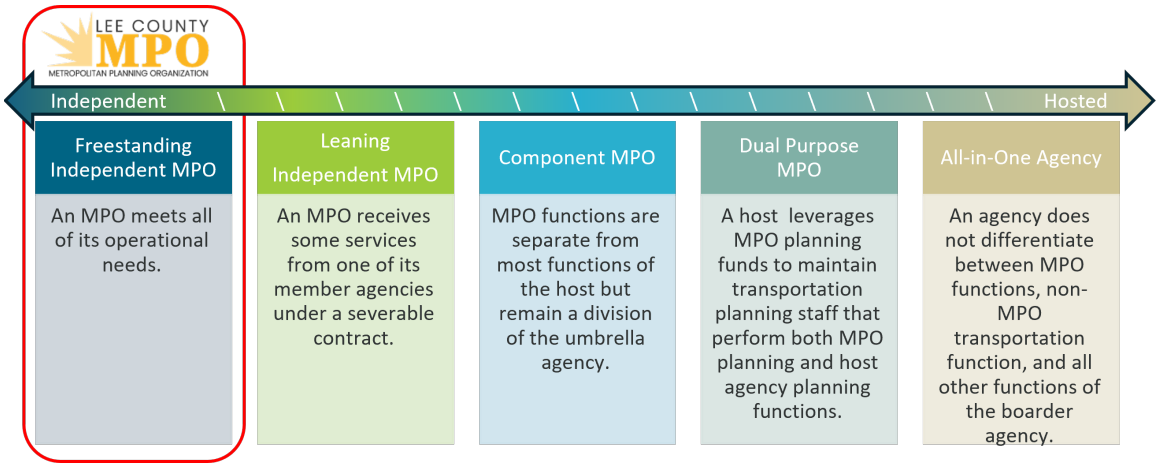


Figure 3. Lee County MPO on the FDOT Program Management Handbook MPO Organizational Structure Continuum

The Lee County MPO maintains its own personnel policies, budgeting procedures, procurement processes, and systems for grant administration and reimbursement. This structure means that all staff are employed directly by the MPO and not by a host agency, and the organization maintains full control over its internal operations and administrative decisions. To support key operational areas, the Lee County MPO rents office space from the City of Cape Coral and contracts with external firms for specialized services such as legal, financial, and audit services. More information about these contracted services can be found in Section 3 of this technical memorandum.

The MPO coordinates with member jurisdictions and state and federal agencies for planning and implementation purposes but carries out its organizational functions autonomously through a structure that includes direct financial management, contract administration, and internal infrastructure to support its operations.

2.2. Governing Board structure and membership

Collier MPO

The Collier MPO Governing Board is composed of all five members of the Collier County Board of County Commissioners, two locally elected officials from the City of Naples, and one locally elected official each from the City of Marco Island and Everglades City. In addition, one non-voting adviser from FDOT participates in Governing Board discussions and activities. [6] There are a total of 9 voting members and one non-voting adviser on the Collier MPO Governing Board.

Lee County MPO

The Lee County MPO Governing Board is composed of all five members of the Lee County Board of County Commissioners; two elected officials from the City of Bonita Springs; five elected officials from the City of Cape Coral; three elected officials from the City of Fort Myers; and one

[5] Lee County MPO Employment Agreement with MPO Director

[6] s. 339.175(4)(a) "Representatives of the department shall serve as nonvoting advisers to the M.P.O. governing board."

elected official each from the City of Sanibel, the Town of Fort Myers Beach, and the Village of Estero. In addition, one non-voting adviser from FDOT participates in Governing Board discussions and activities. There are a total of 18 voting members and one non-voting adviser on the Lee County MPO Governing Board.

2.3. Committee structure and advisory roles

Collier MPO

The Collier MPO Board is supported by five advisory committees: the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle & Pedestrian Advisory Committee (BPAC), Congestion Management Committee (CMC), and Local Coordinating Board (LCB). Each committee operates under its own set of bylaws, with members consisting of citizen volunteers, jurisdictional staff, or agency representatives, as specified in the respective bylaws.

Lee County MPO

The Lee County MPO Board is supported by six advisory committees: the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle Pedestrian Coordinating Committee (BPCC), Transportation Disadvantaged Local Coordinating Board (LCB), Traffic Management and Operations Committee (TMOC), and MPO Executive Committee (MEC), Each committee operates under its own set of bylaws, with members consisting of citizen volunteers, jurisdictional staff, or agency representatives, as specified in the respective bylaws.

2.4. Staffing levels and organizational charts

Collier MPO

The Collier MPO is staffed by an Executive Director and three team members: a principal planner, a senior planner, and an operations support specialist. The Collier MPO may also request additional Collier County staff support for temporary needs such as administrative assistance or Geographic Information Systems (GIS) support. These services are arranged through mutual agreement between the MPO Executive Director and County Manager and are reimbursed based on actual documented costs.[7] Additionally, the Collier MPO is supported by Collier County staff for a broad range of administrative and legal services.

Lee County MPO

The Lee County MPO is staffed by an Executive Director and three additional team members: a transportation planning administrator, a senior planner, and a planner who also serves as the office manager, public information officer, and Title VI coordinator.

The Lee County MPO contracts with the law firm Gray Robinson, P.A. for legal services. Gray Robinson has represented the MPO since 2014, following the transfer of its lead attorney from a previous firm selected through a competitive contracting process. The MPO renewed this arrangement for three-year terms in 2018 and again in 2021. Legal services include general counsel, contract review, and other specified support under a $1,000 monthly retainer, with additional hourly billing for certain activities. Services are directed by the MPO Governing Board, its Chair, and the Executive Director. As previously mentioned, the Lee County MPO is supported by staff with external private sector firms for specialized administrative services.

[7] Collier Executed 2025 Staff Services Agreement. Pages 4-5

2.5. Key similarities and differences

The Collier MPO is supported by Collier County under a Staff Services Agreement. While the Collier MPO Board hires the Executive Director and the Director hires MPO staff, all personnel are considered County employees for HR, payroll, and benefits administration. In contrast, the Lee County MPO operates as a freestanding independent organization, with its own staff directly employed by the MPO and in full control over agency administrative and fiscal functions.

The Collier MPO relies on Collier County departments for key administrative support functions like procurement, legal, and fiscal services, whereas the Lee County MPO manages these functions internally or through the use of private sector contractors. All fiscal, procurement, and grant-related tasks are handled by the Lee County MPO staff under the direction of the Executive Director.

Both MPOs are governed by independent Governing Boards composed of local elected officials, but the administrative autonomy varies. The Lee County MPO's freestanding independent status gives it full control over organizational decisions, while the Collier MPO operates in coordination with Collier County for administrative matters, creating an interdependent relationship that blends MPO oversight with County-provided support. See Table 1 for side-by-side comparison.

Table 1. Comparison of the Collier and Lee County MPO organizational structure

Category	***Collier MPO***	***Lee County MPO***
Organizational Structure	Leaning Independent	Freestanding Independent
Population of MPA	376,706[8] (2019)	770,577[9] (2019)
Staff - Total	4 (+ county support staff)	4
Staff – Positions	– 1 x Executive Director – 1 x Principal Planner – 1 x Senior Planner – 1 x Operations Support Specialist	– 1 x Executive Director – 1 x Senior Planner – 1 x Planner/Office Manager – 1 x Transportation Planning Administrator
Board members - Total	9 voting + 1 non-voting advisor	18 voting + 1 non-voting advisor
Board - Composition	– 5 x Collier County Commissioners – 2 x Naples City Council – 1 x Marco Island Council – 1 x Everglades City Council – 1 x FDOT (non-voting)	– 5 x Lee County Commissioners – 5 x City of Cape Coral – 3 x City of Fort Myers – 2 x City of Bonita Springs – 1 x City of Sanibel – 1 x Fort Myers Beach – 1 x Village of Estero – 1 x FDOT (non-voting)
Committees - Total	5	6
Committees – Names, total voting members	– TAC, 13 – CMC, 10 – CAC, 13 – LCB, 18 – BPAC, 12	– TAC, 20 – TMOC, 21 – CAC, 26 – LCB, 19 – BPCC, 20 – MEC, 7

[8] Collier MPO 2045 LRTP. Page 2-2

[9] Lee County MPO 2045 LRPT. Page1-3

3. Business Operations and Administrative Practices

This section outlines how the Collier and Lee County MPOs manage core business operations and internal administrative practices. It covers personnel policies, budgeting procedures, grant administration, office infrastructure, and technology platforms.

3.1 Personnel Policies and Benefits

Collier MPO

The Collier MPO operates under a Staff Services Agreement with Collier County, which serves as its fiscal and administrative agent. As a result, MPO staff are considered employees of Collier County for administrative and human resources purposes, even though their programmatic work is directed by the MPO Executive Director and guided by the MPO Governing Board.[10]

Under this arrangement, all personnel policies, including hiring procedures, salary administration, performance evaluations, disciplinary actions, leave accrual, and benefits eligibility, follow Collier County's established rules and procedures, as well as applicable State of Florida requirements. MPO staff access benefits through the County's human resources infrastructure, including health insurance, retirement plans, training opportunities, and professional development resources. Payroll, onboarding, and personnel recordkeeping are handled by the County's HR Department.[11]

The Executive Director is hired directly by the MPO Governing Board, which enters into an employment agreement with the selected candidate. This agreement defines the terms of employment, compensation, benefits, performance evaluation procedures, and severance pay. Although the Executive Director is accountable to the MPO Governing Board, they are also considered a county employee for administrative purposes, such as payroll, benefits, and compliance with County HR policies. The Executive Director is responsible for hiring and supervising other MPO staff, but all positions are subject to Collier County's HR framework.[12]

For employee benefits, regular full-time and part-time employees of the Collier MPO are eligible for paid leave benefits beginning on their first day of employment. Leave categories include vacation, sick, personal, bereavement, and jury duty. Vacation accrual is based on years of service: full-time employees earn 2 to 5 weeks annually, depending on tenure, while part-time employees accrue vacation on a proportional basis per hour worked. In addition to vacation leave, full-time employees receive 16 hours of personal leave each year (granted upon hire and every January 1 thereafter), and part-time employees receive a pro-rated amount based on their bi-weekly scheduled hours.

Sick leave is earned immediately upon hire. Full-time employees accrue 3.69 hours of sick leave per pay period, totaling 12 days annually. Part-time employees accrue sick leave at a rate of 0.0462 hours per hour worked. After 12 months of employment (as of December 31), both full- and part-time employees may convert unused sick days to vacation leave under the County's attendance incentive program: 0 sick days used = 3 vacation days; fewer than 1 sick day = 2 vacation days; fewer than 2 sick days = 1 vacation day.

[10] Collier MPO 25-26 UPWP
[11] Executed 2025 Staff Services Agreement. Page 4
[12] Sixth Amendment to Collier MPO Executive Director Employment Agreement.

Employees are eligible for 11 paid holidays each year, including major federal holidays and select County-observed days such as Christmas Eve and the Friday after Thanksgiving. If a holiday falls on a weekend, the observed day aligns with the County's schedule.

Bereavement leave is available immediately upon hire. Employees may take up to 3 paid days for in-state services or up to 5 paid days for out-of-state travel following the death of an immediate family member. Collier MPO employees are also granted paid leave for jury duty, effective immediately upon hire. Table 1 outlines the Collier MPO's leave benefits further.

Table 2. Collier MPO Leave Benefits

Leave Type	*Full-Time Employees*	*Part-Time Employees*
Vacation	- 1st Day–2nd Year: 2 weeks/year - 3rd–6th Year: 3 weeks/year - 7th–20th Year: 4 weeks/year - 21st Year+: 5 weeks/year	- 1st Day–2nd Year: 0.0385 hrs./hour worked - 3rd–6th Year: 0.0577 hrs./hour worked - 7th–20th Year: 0.0769 hrs./hour worked - 21st Year+: 0.0962 hrs./hour worked
Sick Leave	12 days/year (3.69 hours per pay period)	0.0462 hours per hour worked
Personal Leave	16 hours/year (granted upon hire and again each January 1)	Pro-rated annually based on scheduled bi-weekly hours
Holiday Leave	11 paid holidays annually	11 paid holidays annually
Bereavement Leave	Up to 3 days (in-state) Up to 5 days (out-of-state)	Up to 3 days (in-state) Up to 5 days (out-of-state)
Jury Duty	Paid leave provided immediately upon hire	Paid leave provided immediately upon hire
Attendance Incentive	After 12 months: - 0 sick days used = 3 vacation days - <1 sick day = 2 vacation days - <2 sick days = 1 vacation day	Same eligibility and conversion as full-time employees

Lee County MPO

The Lee County MPO is an independent organization and does not receive contracted support services from a local government entity. It operates as a separate legal entity under Section 339.175, Florida Statutes. All staffing, administrative, and HR functions are managed directly by the MPO itself. Staff hired by the MPO, including the Executive Director, are employees of the MPO and are not governed by any external agency's personnel system.[13]

The MPO has its own internal procedures for recruitment, hiring, salary administration, performance evaluations, leave policies, disciplinary actions, and benefits administration. These policies are developed and maintained by MPO leadership, and the Executive Director is responsible for hiring and overseeing MPO staff.

The Executive Director is employed under a formal contract with the MPO Governing Board, which defines duties, compensation, term of employment, performance review processes, and severance provisions. The contract specifies that the Executive Director serves at the pleasure of

[13] Lee County Lease Agreement 2015.

the MPO Governing Board and may be terminated for cause or without cause, subject to the conditions outlined in the agreement. The MPO Governing Board conducts annual performance evaluations through its Executive Committee.[14]

For employee benefits, the Lee County MPO contracts with the Florida Municipal Insurance Trust (FMIT) to offer health, dental, and vision insurance. Plans are administered by UnitedHealthcare and Delta Dental, with employer-paid premiums for dental and vision coverage. The MPO complies with the Consolidated Omnibus Budget Reconciliation ACT (COBRA) requirements through UnitedHealthcare Benefit Services and provides Medicare Supplement and Advantage plans in partnership with the Florida League of Cities to support eligible retirees. Retirement benefits are provided through the Florida Retirement System, with the Executive Director eligible for the Senior Management Service Class.[15]

The MPO covers 100% of employee health insurance and 70% of dependent coverage, with contribution rates evaluated annually.[16] Employees are members of the Florida Retirement System (FRS) pension plan.[17 & 18]

In 2012, the Lee County MPO established a Deferred Compensation Plan that allows employees to save part of their income for future financial needs with tax benefits, at no cost to the MPO. The plan supplements employees' retirement and Social Security and is managed by Nationwide Retirement Solutions with support from the National Association of Counties.

Regular full-time and part-time employees of the Lee County MPO (working 24-39 hours/week) earn paid time off (PTO), which can be used for vacations, illnesses, family emergencies, or personal business. PTO accrues per bi-weekly pay period based on years of credible service in the Florida Retirement System (FRS), as seen in Table 2:[19]

[14] Lee County MPO Director Contract Extension January 2025.
[15] Lee County MPO Director Contract Extension January 2025.
[16] Lee County MPO Personnel Manual. Page 25.
[17] Lee County MPO Payroll Process Memo 2024.
[18] Lee County MPO Personnel Manual. Page 27.
[19] Lee County MPO Personnel Manual. Page 28.

Table 3. Lee County MPO Leave Benefits

Leave Type	*Full-Time Employees*	*Part-Time Employees (24–39 hrs./week)*
Paid Time Off (PTO)	- Up to 5 years: 8 hrs. per pay period = 26 days/year - 5–10 years: 9 hrs. per pay period = 29.25 days/year - Over 10 years: 10 hrs. per pay period = 32.5 days/year	- Up to 5 years: 4 hrs. per pay period = 13 days/year - 5–10 years: 4.5 hrs. per pay period = 14.625 days/year - Over 10 years: 5 hrs. per pay period = 16.25 days/year
Maximum Accrual	May accrue up to 480 hours (60 days) annually Cap of 200 hours paid upon retirement or death	Same as full-time
Holiday Leave	10.5 paid holidays annually, as approved by the MPO Board Holidays falling on weekends follow County's schedule	Same as full-time
Jury Duty	Paid regular wages during jury service	Paid regular wages during jury service

Employees can accrue up to 480 hours of PTO annually, with a cap of 200 hours paid upon retirement or death.

Holidays occurring during PTO are counted as holidays, not PTO. The MPO Governing Board approves holidays and determines when they will be observed. Ten and a half days are listed as a holiday in the Lee County MPO Personnel Manual. If a holiday falls on a weekend, the observed day off matches the county's schedule.

Employees called for jury duty are paid their regular earnings during their service.

Although the MPO does not meet the employee threshold for mandatory federal Family and Medical Leave Act (FMLA) compliance, it grants unpaid leave in accordance with applicable state and federal laws. Employees must have worked for at least 12 months and 1,250 hours in the previous 12 months.[20]

3.2 Budgeting processes and financial controls

Collier MPO

The Adopted 2-Year Unified Planning Work Program (UPWP) serves as the MPO's financial plan and identifies funding sources, participating agencies, and the scope of work to be completed.[21] Once developed, the draft budget is reviewed by the MPO's advisory committees and adopted by the MPO Board. The MPO Executive Director is responsible for developing the MPO's UPWP budget and annual operating budget in coordination with Collier County's Office of Management and Budget (OMB).[22]

[20] Lee County MPO Personnel Manual. Page 29.
[21] Collier MPO Executed 2025 Staff Services Agreement. Page 4
[22] Collier MPO Executed 2025 Staff Services Agreement. Page 4

The Collier MPO operates under a structured framework for budgeting and financial controls, as outlined in its Staff Services Agreement and supported by Collier County's centralized financial administration processes.[23] Collier County serves as the MPO's fiscal agent, managing its financial records, accounts, revenue receipts, and expenditures in accordance with County procedures.

Lee County MPO

The Adopted 2-Year UPWP serves as the MPO's financial plan and outlines the planning tasks and corresponding funding sources for each fiscal year covered. The Lee County MPO staff is responsible for preparing the UPWP, which outlines the transportation planning tasks and funding sources for the two upcoming fiscal years. The draft UPWP is reviewed by the MPO's advisory committees with public comment opportunities provided in accordance with the MPO's Public Involvement Plan. Following revisions based on committee input, the final draft is brought before the MPO Governing Board for public hearing and adoption.[24]

The MPO contracts with an external Certified Public Accounting (CPA) firm, Carr Riggs and Ingram, to provide comprehensive financial management services, including monthly bookkeeping, payroll processing, and preparation of interim financial statements. The firm's responsibilities include reconciling bank statements, recording depreciation, managing payroll tax filings and retirement contributions, and generating financial reports that support compliance with grant requirements. Financial statements are prepared in accordance with Generally Accepted Accounting Principles (GAAP), though the firm does not provide audit or assurance services. The MPO retains responsibility for ensuring the accuracy and completeness of the financial data provided.[25]

The Lee County MPO engages CliftonLarsonAllen LLP (CLA) to conduct an annual assertion-based examination in accordance with Florida Statutes (s. 218.415, F.S) which governs the investment of public funds. The purpose of this engagement is to obtain reasonable assurance that the MPO is in compliance with applicable laws and regulations related to public fund investments. The examination is conducted under Association of International Certified Professional Accountants (AICPA) and government auditing standards and includes internal control assessments and risk evaluations. CLA issues a report to management and the Florida Auditor General, contributing to the MPO's financial transparency and accountability.[26]

3.3. Procurement procedures

Collier MPO

The Collier MPO follows Collier County's Procurement Manual and Procurement Ordinance for all procurement activities.[27] The MPO adopts these policies by reference, ensuring consistency and legal compliance. The MPO independently approves procurement actions associated with federal or state grant funds, though the administrative steps are carried out by the County.[28]

The Collier MPO reviews and approves Requests for Proposals (RFPs), Requests for Professional Services (RPSs), and subsequent contracts, and actions taken within the MPO's authority

[23] Collier MPO Grant Management and Financial Management Policies and Procedures. Page 1
[24] Lee County MPO UPWP 2025.
[25] Lee County MPO Engagement Letter Accounting with Payroll
[26] Lee County MPO Auditor Statement 2024.
[27] Collier MPO Grant Management and Financial Management Policies and Procedures. Page 3
[28] Collier MPO Executed 2025 Staff Services Agreement. Page 4

regarding these matters are independent of the Board of County Commissioners (BCC) approval. However, contracts and bids for the purchase of materials and services using federal or state grants funds allocated to the MPO and identified in the UPWP are also governed by County policies, including the County's Purchasing Ordinance and administrative regulations.[29]

Lee County MPO

The Lee County MPO maintains its own internally developed procurement procedures. These procedures are tiered based on purchase thresholds: transactions under $2,000 require a Purchase Order Request Form approved by the Executive Director; those between $2,001 and $10,000 require three verbal quotes and a Request for Quotations Form; purchases from $10,001 to $25,000 necessitate three written quotes and Director approval; and purchases exceeding $25,000 must be authorized by the MPO Governing Board. Each month, the MPO Designee scans the Truist Transaction Activity report for accuracy, and bank reconciliations are prepared and reviewed by designated staff. Non-routine purchases and any transaction over $2,000 require additional documentation and formal approvals. [30]

The MPO also enforces financial oversight protocols: checks must bear two signatures (the Executive Director and one MPO Governing Board officer), while invoices are reviewed for accuracy by both the MPO Designee and Project Manager. Emergency checks can be signed solely by the MPO Executive Director but require retroactive MPO Governing Board officer approval. Credit card purchases are reserved for specific needs and require prior PO approval. [31] Travel reimbursements follow FDOT's Travel Form process.[32]

Assets (land, buildings, equipment, information technology equipment, and building improvements) that cost $1,000 or more with a useful life over one year are capitalized, and depreciation is calculated using the straight-line method according to asset type.[33]

3.4. Invoicing, grant administration, and reimbursement practices

Collier MPO

The majority of the Collier MPO's funding comes from federal and state grants, which operate on a reimbursement basis. Local jurisdictions, including Collier County, the City of Naples, Everglades City, and Marco Island, contribute to the MPO's funding through annual assessments.[34] These local contributions are used to supplement federal and state funding, cover non-reimbursable expenses, and ensure that the MPO can operate effectively while awaiting grant reimbursements.[35] Local match funds are provided for specific programs, such as the Safe Streets for All (SS4A) initiative, to meet grant requirements and support critical planning activities. Additionally, as part of the Consolidated Planning Grant (CPG) program operated by FDOT, state-level credits from toll revenue expenditures are used to meet non-federal matching requirements for federal program funds ("soft match").[36]

[29] Collier MPO Grant Management and Financial Management Policies and Procedures. Page 1
[30] AP Disbursements Process Memo 2023.
[31] Operating Procedure for Equipment Purchase, Maintenance & Disposal (Internal Document)
[32] AP Disbursements Process Memo 2023.
[33] Operating Procedure for Equipment Purchase, Maintenance & Disposal (Internal Document) Pages 3-4
[34] Collier MPO UPWP Fiscal Year 24/25 – 25/26. Page 1.
[35] Collier MPO UPWP Fiscal Year 24/25 – 25/26. Pages 46 & 47.
[36] Collier MPO UPWP Fiscal Year 24/25 – 25/26. Pages 8 and 73.

The Collier MPO coordinates with local governments, particularly Collier County, to fulfill local match requirements for federal and state grants. For example, in the current SS4A grant, Collier County contributes 16% and the Collier MPO contributes 4% of eligible invoiced amounts, which are applied consistently across reimbursement requests. In this instance, local match contributions are shared between the MPO and county based on a structured, proportional approach. Local match funds may be provided through interdepartmental transfers or other internal mechanisms since the Collier MPO is administratively linked to Collier County. All contributions are documented to ensure compliance with grant requirements and federal regulations. These practices are integrated into the MPO's planning and budgeting processes, such as the UPWP, to ensure alignment between funding responsibilities and program objectives.[37]

In addition to entering timesheets in the County's SAP time and attendance recording system, Collier MPO staff also track their work hours using an Excel-based time log organized by pay period, with time coded to specific UPWP task numbers. Time is rounded to the nearest quarter or half hour and submitted alongside signed timesheets to the MPO Executive Director. Electronic versions of time logs, leave slips, and timesheets are stored on the MPO's shared G: drive. Staff are expected to prepare timesheets in advance for planned leave, and in the event of an unplanned absence, the Executive Director or designee submits a draft based on available records. Consistency across time logs, time sheets, and quarterly progress reports is maintained through staff discussions, often during weekly meetings. Final timesheet oversight and approval are the responsibility of the MPO Executive Director, in coordination with Collier County's administrative and payroll systems.[38]

Collier MPO staff are required to adhere to Collier County's CMA 5330 (Grant Administration) and the County Grants Administration Handbook.[39]

The Collier MPO submits quarterly invoices and progress reports to FDOT (or appropriate federal agencies) for reimbursement. These reports are sufficiently detailed to meet federal audit standards. Payments to the County for services rendered are only made after the MPO receives funds from these agencies (FDOT, FHWA, FTA or Florida Commission for Transportation Disadvantaged (CTD)). The MPO is responsible for ensuring that grant conditions are met, and follows policies outlined in the County's Grant Administration Handbook and CMA 5330, which comply with the applicable section of the Code of Federal Regulations (2 CFR Part 200). [40]

Collier MPO staff work with Collier County's Grants Compliance Office (GCO) to make sure all state and federal grant rules are followed. The GCO provides support and oversight to help ensure that the MPO meets all necessary requirements and maintains strong financial controls. This partnership includes regular reviews to make sure that the MPO follows auditing standards and handles funds responsibly. A grants accountant from the GCO reviews important financial activities, helping to prevent errors and ensure that no single person has undue control over the grant process. Day-to-day grant management is also supported by a staff member from the County's Transportation Management Services Department. This person works directly with MPO staff and coordinates with the GCO to help manage grant-related tasks.[41]

[37] Collier MPO SS4A Local Match Agreement 2023.
[38] Collier MPO Quality Assurance Plan.
[39] Collier MPO Grant Management and Financial Management Policies and Procedures. Page 2
[40] Collier MPO Executed 2025 Staff Services Agreement. Pages 5-6
[41] Collier MPO Grant Management and Financial Management Policies and Procedures. Page 1-2

Annual audits of the MPO program are performed as part of the single audit process under the direction of the Clerk of Courts Finance Department.[42] Additionally, the Florida Department of Transportation's Office of Inspector General conducts periodic audits of the Collier MPO's accounting and financial management policies, procedures, and processes to ensure compliance with federal regulations, state statutes, and Department policies. For example, the 2023 audit of Agreement G2821 confirmed that the MPO's use of funds and submission of invoices adhered to all applicable requirements, with no recommendations for improvement.[43]

Lee County MPO

The majority of the Lee County MPO's funding comes from federal and state grants, such as FHWA PL and SU funds, FTA 5305(d) funds, and other transportation-related grants. These grants operate on a reimbursement basis, meaning the MPO completes the work outlined in the UPWP and submits invoices for reimbursement.[44] Local jurisdictions contribute to the MPO's funding through annual assessments, which are invoiced once per year. These contributions are used to supplement federal and state funding, cover federally ineligible expenses, and ensure that the MPO can operate effectively while awaiting grant reimbursements.[45] Other income, such as miscellaneous revenues, is typically minimal (less than $1,000 annually).[46]

The Lee County MPO handles grant reimbursements and financial administration in-house. The MPO is responsible for preparing and submitting monthly progress reports, invoices, and related documents as required.[47]

Invoices are date-stamped and reviewed by either the MPO Designee (for administrative expenses) or the applicable project manager (for consultant invoices). Staff confirm that charges are accurate, services have been received, and proper documentation is attached. Once signed off, Task balances are verified in the UPWP, and a check request form is completed. The MPO Designee compiles the check request, purchase order (if applicable), and supporting documentation and submits them to the Executive Director for approval. After approval, documents are scanned and sent to the MPO's Accountant, who prepares checks for signature.[48]

The Lee County MPO utilizes Replicon timesheet software for tracking employee hours based on task codes in the UPWP. This software ensures accurate grant reimbursement submissions by calculating time allocations per employee rate. Employees submit leave requests electronically, which are reviewed and approved by the MPO Executive Director. Payroll reports generated biweekly are reviewed by the MPO Executive Director for accuracy and cross-checked against the MPO's financial records. The Executive Director's timesheet and leave requests are reviewed and approved by the MPO Treasurer for each timesheet period (bi-weekly). In the event that the Treasurer is not available, the MPO Chair or Vice Chair reviews and approves the timesheet and leave requests.[49]

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[42] Collier MPO UPWP Fiscal Year 24/25 – 25/26. Page 17.
[43] Lee County MPO FDOT Office of Inspector General Audit Report 2023. Page 1.
[44] Lee County MPO UPWP Fiscal Years 24/25 – 25/26.
[45] Lee County MPO UPWP Fiscal Years 24/25 – 25/26. Pages 17 and 40.
[46] Lee County MPO Cash Receipts & Cash Management Process 2024.
[47] Lee County MPO UPWP Fiscal Years 24/25 – 25/26. Page 22.
[48] Lee County MPO Accounts Payable Disbursements Process 2024.
[49] Lee County MPO Payroll Process Memo 2024.

The Lee County MPO's financial management is supported by annual audits conducted by CliftonLarsonAllen LLP. These audits include a review of the MPO's financial statements, internal controls, and compliance with federal and state regulations, such as the Uniform Guidance (2 CFR Part 200) and Florida Statutes. The auditors assess the MPO's use of funds, including expenditures of federal awards, to ensure that they align with grant requirements and financial reporting standards.[50] Additionally, the audits evaluate the MPO's internal controls to identify any deficiencies and ensure proper financial management practices.[51]

3.5. Office infrastructure and technology platforms

Collier MPO

The Collier MPO maintains ownership of its own office equipment, software, and IT assets, although these are supported by Collier County's Information Technology department. Annual interdepartmental charges may apply for IT services. Equipment and software purchases funded through grants must comply with federal regulations, specifically 2 CFR Part 200. MPO staff must also follow all County IT policies and procedures. The MPO has access to County motor pool vehicles for official travel and complies with all County fleet use policies, with reimbursement as outlined in the County budget.

The MPO pays direct operational costs such as purchasing office furniture and supplies, phone and cell phone services, printing and copying expenses.

The Collier MPO leases office space from Collier County under the terms of a formal Lease Agreement originally executed on October 23, 2012. The lease outlines that the MPO occupies dedicated office space located at 2885 South Horseshoe Drive, Naples, Florida. The original space was 663 square feet; however, per the Fourth Amendment to the Lease Agreement, effective July 1, 2025, the MPO will occupy a reduced space of 555 square feet. Under the lease terms, the MPO pays quarterly rent, with the rate adjusted periodically through amendments. As of the latest amendment, the rent is set at $25.00 per square foot, resulting in an annual rental cost of $13,875, payable in quarterly installments of $3,468.75. The lease is currently extended through June 30, 2028.[52]

The Lease Agreement includes a co-location requirement, ensuring that the MPO remains housed with Collier County's Transportation Management Services Department to promote interdepartmental collaboration and reduce operational disruption. Relocation of MPO offices is discouraged and only to occur under reasonable necessity. The lease further specifies that the MPO must use the premises strictly for MPO-related business and operations deemed to be in the public interest. Any unauthorized use or alterations to the premises requires prior written consent from the County.

The term of the lease is tied to the duration of the Staff Services Agreement between the MPO and Collier County. As long as this Staff Services Agreement remains active and is extended with concurrence from FDOT and FHWA, the lease is automatically renewed to match the service dates of that agreement.

[50] Lee County MPO UPWP Fiscal Years 24/25 – 25/26. Page 22.
[51] Lee County MPO Audit 2024. Page 35.
[52] Collier 2025 Amendment to Lease Agreement.

Lee County MPO

The Lee County MPO office is located within the City of Cape Coral's City Complex at 815 Nicholas Parkway. The MPO leases approximately 900 square feet of office space for general administrative and planning purposes. In addition to its dedicated office, ostensibly, the MPO has access to shared meeting spaces, including City Council Chambers, through a scheduling system with Cape Coral.

The lease agreement, originally signed in December 2011, provides for automatic one-year renewals and can be terminated by either party with six months' notice. Rent is set at $300 per month ($4.00/sq. ft. annually). The MPO is responsible for routine repairs and personal property taxes, while the City of Cape Coral covers major maintenance (e.g., HVAC, plumbing, roof), property/building upkeep, pest control, janitorial services, and utilities (excluding internet and telephone service, which are paid by the MPO). The MPO also maintains its own general liability, workers' compensation, and property insurance.

The Lee County MPO manages its own budget and financial operations, including rent payments and insurance coverage. It is also responsible for paying for technology and communications services installed at the leased premises. As with other administrative expenses, these costs are reflected in the MPO's UPWP. Any lease-related costs or liabilities are managed directly by the MPO and not shared with the City of Cape Coral. [53]

Key similarities and differences

Despite their different administrative structures, the Collier MPO and Lee County MPO share several core operational practices. Both rely primarily on federal and state grants for funding, use a two-year UPWP as their financial and planning framework, and follow reimbursement-based invoicing processes. They also offer comparable employee benefits and paid leave structures. However, differences exist in how each MPO manages personnel systems, budgeting, procurement, grant administration, and office infrastructure. The main difference between the two MPOs in this regard is that the Collier MPO operates under a staff service agreement with Collier County and therefore benefits from the county's business operations and administrative services whereas the Lee County MPO is self-managed and must provide its own business operations and administrative services. The table below summarizes these key operational distinctions (Table 3).

Table 4. Comparison of key business and administration functions of Collier MPO and Lee County MPO.

Category	***Collier MPO***	***Lee County MPO***
Organizational Structure	Operates under a Staff Services Agreement with Collier County	Independent legal entity, self-managed
Personnel System	Uses Collier County HR system, benefits, policies	Manages its own HR, contracts with FMIT for insurance
Budget & Financial Controls	County OMB and GCO support financial management	Contracts with CPA firm and undergoes external audits
Grant Administration	Administered through Collier County systems and policies	Handled in-house by MPO staff
Procurement	Follows Collier County's procurement policies	Develops and administers own procurement policies

[53] Lee County MPO 2015 Lease Agreement.

Office & IT Infrastructure	Leases space from the County; County provides IT support	Leases from City of Cape Coral; maintains own IT systems

4. Planning Functions and Responsibilities

This section provides a comprehensive comparison of the Collier MPO and Lee County MPO's planning practices, including their core documents, goal-setting frameworks, project evaluation and selection processes, performance-based planning practices, and financial forecasting. While both MPOs operate under the same federal and state requirements and share many foundational planning elements, the section highlights key distinctions in planning detail, prioritization methodologies, investment strategies, and specialized local plans.

4.1. Core Planning Documents

Both MPOs are federally mandated to engage in transportation planning processes that are continuing, comprehensive, and cooperative (the 3C process). This shared fundamental approach ensures that transportation decisions are made within a broad context, considering long-term needs and involving various stakeholders. They have similar core functions and responsibilities, including the requirement to develop and maintain the following essential planning documents/processes:

- **Long Range Transportation Plan (LRTP):**[54] Updated every five years, it integrates multi-modal components, land use data, and projected revenues to produce a 20+ year outlook on transportation needs and funding priorities. The LRTP also serves as the foundational document for project selection and prioritization in the Transportation Improvement Program (TIP).
- **Unified Planning Work Program (UPWP):** A two-year work plan of action detailing the transportation planning and related activities to be undertaken by an MPO, serving as the basis for allocating federal, state, and local funds for these purposes, while outlining the work scope, expected products, responsible parties, timeframes, deadlines, costs, and funding sources.
- **Transportation Improvement Program (TIP):** Updated annually, this fiscally constrained, five-year program identifies all federally funded, regionally significant, and locally prioritized multimodal transportation improvements and is consistent with the MPO's adopted LRTP.
- **Public Participation Plan/Public Involvement Plan (PPP/PIP):**[55] A documented framework that outlines the strategies and procedures for proactively informing and engaging the public and various interested parties in the metropolitan transportation planning process.
- **Congestion Management Process (CMP):** A required element for Transportation Management Areas (TMAs) in federal law and all Florida MPOs in state statute, the CMP involves monitoring transportation system performance, identifying congestion, and proposing remedial measures.
- **Transportation Disadvantaged Service Plans (TDSPs):** A tactical plan, jointly developed by the planning agency, Community Transportation Coordinator (CTC), and Local Coordinating Board (LCB; a function served by both the Collier and Lee County MPOs),

[54] The 2050 LRTP update is currently underway for both MPOs, with adoption targeted for December 2025.

[55] Collier MPO uses PPP; Lee County MPO uses PIP.

that outlines and coordinates cost-effective, efficient, and accessible transportation services for transportation disadvantaged persons (including persons with disabilities, senior citizens, and low-income individuals), and is subject to oversight by the Florida Commission for the Transportation Disadvantaged (FCTD). The TDSP is updated annually, with major updates occurring every five years.

In addition to key mandatory documents, each MPO produces a range of supplementary plans and studies to address unique priorities and regional contexts. Notable additions include:

Collier MPO

- **Zero Emission Fleet Transition Plan, 2025:** Evaluates the potential impacts, benefits, and feasibility of a deployment plan to incorporate battery electric vehicles into the Collier Area Transit's (CAT) services and facilities.
- **Federal Fiscal Year 2024 Annual Report:** Addresses federal transportation performance measures (TPMs) and the performance measures the MPO Governing Board has adopted in its Strategic Plan, Bicycle/Pedestrian Master Plan (2019) and Congestion Management Process (CMP) 2022 Update.
- **Local Road Safety Plan (LRSP), 2021:** Developed through data analysis, public outreach, and the formulation of recommendations, the plan provides a framework for reducing fatalities and serious injuries on highways and local public roads.
- **Bicycle and Pedestrian Master Plan (BPMP), 2019:** Plan for developing comprehensive bicycle and pedestrian networks, influencing facility improvement priorities, and coordinating projects across various levels of government.
- **Transportation System Performance Report (TSPR) and Action Plan:** A document that evaluates the condition of the transportation system and progress toward targets. The TSPR is updated every 5 years (included with the LRTP).

It should be noted that the Collier MPO's LRTP incorporates other plans by reference, including the BPMP, Collier County TDP, CMP, TSPR and Action Plan, and LRSP.

Lee County MPO

- **Comprehensive Safety Action Plan (CSAP), 2025:** Developed to reduce fatalities and serious injuries on roadways, aligning with Vision Zero goals.
- **Bicycle and Pedestrian Safety Action Plan (BPSAP), 2020:** Provides a roadmap for improving pedestrian and bicycle safety by analyzing crash data to identify high-risk locations and recommending effective safety countermeasures.
- **Transportation Systems Management & Operations (TSM&O) Plan, 2019:** Identifies strategies to address safety and congestion systemwide and at the corridor level in Lee County.
- **System Performance Report (SPR):** A document that evaluates the condition of the transportation system and progress toward meeting federally required performance targets. The SPR is updated every 5 years (included with the LRTP)**.**

It should be noted that the Lee County MPO's LRTP incorporates other plans by reference, including the TSM&O Plan, LeeTran's TDP, the SPR, and a Regional Freight Study.

4.2. Planning Visions and Long-Range Goals[56]

Collier MPO

The Collier MPO's 2045 Long Range Transportation Plan (LRTP) is guided by a vision for "an integrated multimodal transportation system" that supports the safe and efficient movement of people and goods while protecting environmental quality and community character. This vision is supported through the following 11 distinct planning goals:

1. Ensure transportation system security for users.
2. Protect environmental resources.
3. Improve system continuity and connectivity.
4. Reduce roadway congestion.
5. Promote freight movement.
6. Increase the safety of the transportation system for users.
7. Promote multimodal solutions.
8. Promote the integrated planning of transportation and land use.
9. Promote sustainability in the planning of transportation and land use.
10. Consider climate change vulnerability and risk in transportation decision-making.
11. Consider Connected and Autonomous Vehicles (CAV) technology in the future.

Each goal is supported by evaluation criteria[57] and associated numerical weighting factors, which guide project prioritization.

Lee County MPO

The Lee County MPO's LRTP articulates a vision for a balanced, multimodal transportation system that improves long-term mobility and access for people and goods. Consistent with this vision, the MPO identifies eight long term goals that guide the development and maintenance of the county's transportation system. These goals are:

1. Enhance the safety and security of the transportation system for both motorized and non-motorized users,
2. A transportation system that offers meaningful transportation choices for existing and future residents, visitors, and businesses,
3. A transportation system that is financially feasible and uses the best available technology to improve the efficiency of the system,
4. A transportation system that is sensitive to the community's health, the community's character, and the changing environment,
5. A sustainable transportation system that supports the economic competitiveness of the region,
6. A transportation system that manages congestion, enhances connectivity between modes, and improves the resiliency and reliability of the system to keep people and goods moving,
7. A transportation system that is coordinated through local, regional, and state agencies and encourages quality growth and sustainable land development practices, and

[56] Both MPOs are adopting new LRTPs in December 2025. The information presented in this section is subject to change based on the contents of the soon to be adopted LRTP updates.
[57] The evaluation criteria are discussed further in section 4.3: Project Prioritization and Funding

8. A transportation system that supports the development and implementation of Autonomous, Connected, and Mobility on Demand options for our residents and visitors.

The Lee County MPO identifies safety as a top priority, citing negative trends in recent safety performance measures as a justification for greater emphasis.

While the Lee County MPO uses evaluation criteria for roadway and transit projects, including weighted scoring for transit needs, it does not apply a comprehensive set of numerical weights across all LRTP goals, as Collier does.

4.3. Project Prioritization and Funding

Both MPOs follow federal and state requirements for prioritizing and funding transportation projects. While their processes reflect local context and policy priorities, each organization uses similar tools, such as long-range needs assessments, data-driven evaluation criteria, and annual Lists of Project Priorities (LOPP), to guide transportation investment decisions. This section summarizes and compares their approaches.

Collier MPO

Needs Plan Development

The Collier MPO's 2045 LRTP Needs Plan identifies multimodal transportation projects needed to address current and future deficiencies, regardless of funding availability. This process is the initial step in understanding and prioritizing the region's overall transportation needs. Key components include:

- **Modal and Thematic Focus Areas**:
  - *Roadways*: Draws on prior unfunded needs identified in previous LRTP, corridor studies, the County's Annual Update and Inventory Report (AUIR), and integrates freight and analysis of congested roadways.
  - *Environmental*: Applies the ETDM process and wetland/wildlife analysis, with negative scoring for impacts.
  - *Resiliency*: Scores projects based on sea level rise vulnerability using NOAA tools. This focus area was added in response to FDOT and FHWA expectation letters.
  - *Technology*: Prioritizes ITS and potential for CAV deployment. CAV considerations were also included in response to FDOT and FHWA expectation letters.
  - *Bicycle & Pedestrian*: Based on crash data and gap analysis from the MPO's Master Plan.
  - *Transit*: Informed by the TDP, ridership forecasts (T-BEST), and public input.
  - *Airports*: Reviews plans for off-airport access improvements.
- **Comprehensive Plan Review**: Collates needs from past LRTPs, TIPs, CMPs, TDPs, safety plans, FDOT programs, and airport layout plans.
- **Partner and Public Engagement**: Involves FDOT, Collier County agencies, advisory committees (TAC, CAC, BPAC, etc.), and the general public through surveys and virtual meetings.
- **Travel Demand Modeling**: Uses the FDOT District One model with 2045 socioeconomic data to identify congestion and deficiencies.

Project Evaluation and Prioritization

To prioritize projects within the LRTP's Needs Plan (financially unconstrained list of projects needed by 2045) and then its Cost Feasible Plan (financially constrained list), the Collier MPO uses a detailed framework that links specific criteria to each of the LRTP's 11 goals and scores projects accordingly to produce a ranked list. Each goal is assigned a weighting factor to emphasize certain areas deemed more crucial for the transportation system (e.g., "Reduce Roadway Congestion" – 18%, "Consider CAV Technology – 4%). Projects are scored based on how well they meet the criteria, with negative scores for environmental impacts (Collier County contains more protected, environmentally sensitive lands relative to many other MPOs, e.g., panther habitat, wetlands) and positive scores for resiliency. The scoring results are used to rank projects in both the Needs Plan and the fiscally constrained Cost Feasible Plan.

Transit needs are evaluated and prioritized using a quantitative/qualitative methodology that weighs the benefits of each service improvement against the others. Three categories were identified to determine the criteria for evaluation: public outreach, transit markets, and productivity/efficiency.

Bicycle and pedestrian projects follow a two-step evaluation process: an initial staff screening for eligibility (timeliness, constructability, right-of-way availability, utility costs, and overall cost) followed by evaluation, scoring, and ranking by staff and advisory committees based on criteria outlined in the adopted Bicycle and Pedestrian Master Plan.

Project Selection

The Transportation Improvement Program (TIP) serves as the MPO's short-range (5-year) project implementation tool, advancing a subset of projects from the LRTP's Cost Feasible Plan. Every project included in the TIP must be consistent with the LRTP, ensuring that near-term investments reflect the MPO's long-term vision.

Project selection for the TIP is based on each project's potential to improve transportation safety and/or performance, increase capacity or relieve congestion, and preserve existing infrastructure. These criteria are direct reflections of the broader goals and objectives established in the LRTP, reinforcing the linkage between long-range planning and near-term decision-making.

Each year, the MPO adopts a List of Project Priorities (LOPP), derived from the LRTP, which is submitted to FDOT for funding consideration. The LOPP is reviewed by key advisory committees (TAC, CAC, BPAC, and CMC), and safety-related criteria are specifically applied to bicycle and pedestrian, congestion management, and bridge projects.

Allocation of Funds

While most TIP funding decisions are derived directly from the LRTP-Roadway CFP, the MPO applies a separate policy to allocate its federal Surface Transportation Block Grant – Urban (SU) and Transportation Alternative – Urban (TALU) "Box Funds." Incorporated in the 2045 LRTP CFP, this policy assigns 100 percent of the available SU & TALU funds (roughly $6 million/year in the 2045 LRTP) to specific project categories on a five-year rotating basis:

- Year 1: Pedestrian and Bicycle
- Year 2: Bridges
- Year 3: Congestion Management
- Year 4: Pedestrian and Bicycle
- Year 5: Congestion Management

Even within this rotation, project selection is still grounded in LRTP goals and supporting plans. Bicycle and pedestrian projects are evaluated using safety and connectivity criteria consistent with the LRTP and BPMP. Congestion management projects reflect priorities identified through the MPO's Congestion Management Process. Bridge projects are selected based on the County E of 951 Bridge Report, using criteria that emphasize emergency response, mobility, and system preservation.

Lee County MPO

Needs Plan Development

The Lee County MPO's Needs Assessment aims to identify projects that support long-term mobility goals and meet future transportation demands without initial regard for cost or available funding.

- **Strategic Focus Areas**:
  - *Roadways*: Informed by a TSM&O Plan to enhance system performance and connectivity across all modes.
  - *Freight*: Plans for future freight growth, including rail and air cargo, as economic priorities.
  - *Constrained Corridors*: Identifies roadways that cannot be widened, encouraging Complete Streets and environmental preservation.
  - *Transit*: Guided by the TDP and community input, including BRT, commuter express, feeder networks, and microtransit services. Capital and tech needs such as signal priority and branded infrastructure are also considered.
  - *Bicycle & Pedestrian*: Aims to close network gaps, drawing from local plans and existing infrastructure assessments.
- **Plan Review and Stakeholder Coordination**: Builds from previous LRTPs, LeeTran's TDP, and jurisdictional bike/ped plans, in collaboration with agency staff and the public.
- **Travel Demand Forecasting**: Applies the same D1RPM model used by Collier MPO to evaluate long-range needs across jurisdictional boundaries.

Project Evaluation and Prioritization

The Lee County MPO, in collaboration with its Technical Advisory Committee, developed 12 project evaluation criteria to guide the selection of transportation projects. Roadway projects are prioritized based on their performance against these evaluation criteria, public input, and the availability of projected revenues.

For transit needs specifically, a hybrid qualitative/quantitative methodology is employed, with four weighted evaluation categories:

- Community Support (35% weight),
- Ridership Potential (20% weight),
- Key Activity Center/Regional Connectivity (20% weight), and
- Funding Potential (25% weight).

The Lee County MPO's approach to prioritizing bicycle and pedestrian projects is multifaceted, drawing from projects identified in the 2045 Cost Feasible Plan, MPO bicycle/pedestrian priorities, and high-priority projects from local jurisdiction bicycle pedestrian plans or project lists. A significant component of the prioritization for non-motorized safety improvements comes from the 2020 update of the MPO's 2013 Countywide Bicycle and Pedestrian Action Plan which analyzes crash data and recommends high-impact safety projects across Lee County.

Additionally, “Provides bicycle, pedestrian, or transit improvement” is included as a specific evaluation criterion in the overall prioritization of transportation projects.

Project Selection

The Lee County MPO’s LRTP provides the foundation for selecting projects for the TIP. Every project programmed in the TIP must be consistent with the LRTP, ensuring that short-term investments support the region’s long-term transportation goals.

Project selection is guided by criteria reflecting the LRTP’s goals: improving safety and performance, relieving congestion, and preserving infrastructure. Safety is heavily weighted. Projects located at sites with prior fatalities, for instance, receive higher scores.

Project-specific selection processes include:

- **Highway Projects:** Selected from LRTP candidate projects and prioritized by the MPO in coordination with FDOT.
- **Transit Projects:** Drawn from the Transit Element of the LRTP, with emphasis on asset condition, safety, and annual bus replacement commitments.
- **Bicycle and Pedestrian Projects:** Screened for feasibility, then ranked based on criteria including environmental impact, connectivity, traffic characteristics, and facility type.
- **Congestion Management Projects:** Identified through the Congestion Management Process and the TSM&O Plan.
- **Highway Safety Projects:** Submitted by the MPO and local partners to FDOT, which applies its own evaluation and programming criteria.

Each year, the MPO adopts a List of Project Priorities (LOPP), developed through this selection process and reviewed by advisory committees (TAC, CAC, BPAC). The LOPP is finalized after a public hearing and transmitted to FDOT for use in programming state and federal funds.

Allocation of Funds

While many TIP funding decisions are project-specific, the Lee County MPO also allocates funds by category to support multimodal and operational improvements, referred to as the Multimodal Enhancement “Box” Funds. These allocations focus on projects not tied to major capacity expansion projects but still essential to safety, connectivity, and system efficiency.

Key funding allocations include:

- **Congestion Management Projects:** Supported by an annual $5 million set-aside of SU funds, including $1 million reserved specifically for traffic operations and transit enhancements.
- **Bus Replacement:** In accordance with the LRTP, the TIP programs $1.5 million annually in suballocated federal funds for bus replacement. These expenditures are treated as recurring multimodal priorities and typically funded through TALU (Transportation Alternatives Program (TA) allocations for urbanized areas over 200,000) and SU allocations.
- **Multimodal Enhancement “Box” Funds:** Over $28 million in the current TIP has been dedicated to bicycle, pedestrian, and traffic operations improvements through this flexible funding source, supported by SU, TALU, and additional federal and local funds. This includes approximately $4.5 million from the Shared-Use Non-motorized (SUN) Trail and Safe Routes to School programs.

- **Highway Safety Program (HSP):** The TIP includes $12.3 million in HSP-funded projects, supplemented by other sources (SU, SA, DS, DDR, local funds) to deliver improvements such as RRFBs, traffic separators, medians, and roundabouts.
- **Local Funds:** Local contributions exceed $97 million over the five-year TIP period and are often used as match funding for state and federal programs. These funds support projects both on and off the state highway system.

The TIP presents each project with estimated costs by phase—PD&E, Design, Right-of-Way, Construction—and identifies the source and year of each funding commitment. Because projects progress through different stages, annual funding levels vary according to scope and readiness.

4.4. Performance-Based Planning

Both the Collier MPO and the Lee County MPO operate under federal requirements for Transportation Performance Management (TPM), a framework that links investment and policy decisions to measurable outcomes. TPM requires MPOs to track performance measures, set data-driven targets, and align their planning processes with national performance goals. The objective is to improve accountability and transparency in transportation decision-making. As part of this process, both MPOs coordinate closely with FDOT and local public transportation providers when establishing performance targets.

Collier MPO

Performance targets are used to inform the Collier MPO's investment decisions through the LRTP and TIP processes and are embedded throughout its planning documents, including the Strategic Plan, the 2019 Bicycle & Pedestrian Master Plan, and the 2022 update to the Congestion Management Process (CMP). The Strategic Plan, which is updated annually, serves as an internal guide for MPO staff priorities and work activities.

The Collier MPO supports and integrates federal and state performance management requirements into its TIP and LRTP, often by agreeing to program projects that support statewide targets. It also supports transit asset management (TAM) and transit safety performance measures by agreeing to program projects that aim to achieve the targets set by its transit provider, CAT. Key performance areas include:

- **Highway Safety (PM1):** The MPO has adopted FDOT's Vision Zero safety performance targets, which aim for zero fatalities and serious injuries, both in total numbers and rates per 100 million Vehicle Miles Traveled (VMT), including for non-motorized users. The MPO plans and programs TIP projects specifically designed to contribute to these targets and actively monitors and reports on traffic safety data trends annually.
- **Pavement and Bridge Condition (PM2):** The MPO supports FDOT's targets for the condition of pavement and bridges on the National Highway System (NHS), including both Interstate and non-Interstate facilities.
- **System Performance and Freight (PM3):** The MPO supports FDOT's targets for reliability of travel time on NHS routes and for freight movement using the Truck Travel Time Reliability (TTTR) index. CMAQ performance measures are not applicable, as Collier County meets national air quality standards.

- **Transit Asset Management (TAM):** The MPO supports the performance targets set by Collier Area Transit (CAT), which is a Tier II provider managed by the Collier County Board of County Commissioners. CAT does not participate in the FDOT Group TAM Plan but maintains targets for rolling stock, equipment, infrastructure, and facilities.
- **Transit Safety:** In September 2020, the MPO adopted CAT's transit safety targets, which address fatalities, injuries, safety events, and system reliability.

Beyond federal requirements, the Collier MPO also employs a range of locally adopted and internal/operational performance measures, including:

- **Congestion Management Process (CMP):** The 2022 CMP update implemented a Performance Monitoring Plan, and the MPO issued a call for congestion management projects, with reporting scheduled to occur after project completion.
- **Bicycle and Pedestrian Master Plan (BPMP):** The 2019 BPMP specifies a facility inventory by June 2025 to establish a comparison with 2020 baseline conditions and monitor progress.
- **Local Roads Safety Plan (LRSP):** Focuses on incorporating high crash corridor/intersection locations into project prioritization, encouraging safety coalitions, and endorsing enhanced safety practices. The MPO monitors and reports on LRSP implementation as part of its safety performance report.
- **Strategic Plan Performance Measures:** Includes internal performance indicators related to resource efficiency, staff retention, and consistent public engagement.

Lee County MPO

The Lee County MPO maintains a performance-based planning process aligned with federal requirements and FDOT targets. The 2045 LRTP includes a System Performance Report that details the MPO's support for required performance areas and targets, and the MPO periodically updates its commitments through formal resolutions.

Performance measures tracked by the Lee County MPO include:

- **Highway Safety (PM1):** The Lee County MPO has adopted FDOT's Vision Zero safety performance targets, using five-year rolling averages of crash data and vehicle miles traveled (VMT) for trend analysis and to estimate the effectiveness of its transportation investments.
- **Pavement and Bridge Condition (PM2):** The MPO formally supported FDOT's statewide targets for NHS pavement and bridge conditions in January 2023 and reaffirmed this support in November 2024 in response to adjusted targets for poor NHS bridge conditions.
- **System Performance, Freight, and Air Quality (PM3):** The MPO supports FDOT's targets for travel time reliability and the TTTR index. Notably, the MPO's baseline data for PM3 in 2017 was reported as "Not Available," which may limit the MPO's ability to track long-term trends for this performance area. CMAQ performance measures are not applicable, as Lee County meets national air quality standards.
- **Transit Asset Management (TAM):** LeeTran, the public transit provider in the Lee County MPO area, is a Tier II agency and develops its own TAM Plan and targets, which are supported by the Lee County MPO.

- **Transit Safety:** The MPO supports safety targets set in LeeTran's 2025 Public Transportation Agency Safety Plan (PTASP), which covers key metrics such as fatalities, injuries, and reliability.

Beyond federally mandated measures, the Lee County MPO aligns its CMP objectives with SMART criteria (Specific, Measurable, Agreed, Realistic, Time-bound) and sets quantitative goals—such as reducing the percentage of roadways with a volume-to-capacity (V/C) ratio above 1. It also follows a formal eight-step CMP process as recommended by the Federal Highway Administration (FHWA), utilizing comprehensive multimodal performance measures for evaluation.

4.5. Financial Forecasting

The Collier and Lee County MPOs both undertake comprehensive financial planning and forecasting as a critical component of their LRTPs, ensuring that anticipated transportation improvements are fiscally feasible and aligned with long-term regional needs.

It should be noted that the financial forecasts presented below are based on the 2045 LRTP cycle and reflect assumptions available at that time. However, preliminary guidance for the 2050 LRTP indicates a significant reduction (approximately 75%) in state non-SIS revenues available for MPO programming. This shift will affect future cost-feasible planning, particularly for non-SIS capacity projects. Both MPOs are actively reviewing updated forecasts and adjusting their financial strategies accordingly.

Collier MPO

The Collier MPO's financial plan serves as the foundation for developing its Cost Feasible Plan, which prioritizes projects identified through the Needs Assessment based on available funding. The plan incorporates all revenues reasonably expected through the 2045 horizon year, with costs and revenues expressed in Year of Expenditure (YOE) dollars. Financial forecasts are organized into four multi-year periods: FY 2021–2025, FY 2026–2030, FY 2031–2035, and FY 2036–2045.

Revenue Forecasting Assumptions

Collier MPO's revenue projections draw from federal, state, and local sources:

Federal and State Revenues: FDOT's 2045 Revenue Forecast provides estimates based solely on existing revenue sources, allocating funds for LRTP development after meeting statewide maintenance and safety objectives.

- Federal revenues are drawn from FDOT's Federal Aid Forecast for FYs 2018–2027.[58]
- State revenues are based on the September 2017 Revenue Estimating Conference (REC) forecast for FYs 2019–2028, which assumes 2.5 percent–3.0 percent annual growth across taxes such as fuel, tourism-related, vehicle-related, and documentary stamp taxes.
- Turnpike revenue forecasts assume a nominal annual growth of 1.93 percent in 2029, decreasing to -0.44 percent by 2045. With a constant 2.60 percent inflation rate, this

[58] As the 2045 LRTP was developed prior to 2020, federal and state revenue forecasts were based on FDOT's Federal Aid Forecast for FYs 2018–2027 and the September 2017 Revenue Estimating Conference (REC), respectively.

translates into a real annual decline of approximately 0.65 percent. MPOs do not program Turnpike capital projects.
- A 2.60 percent annual inflation rate is applied indefinitely to all nominal figures.
- FDOT reserves sufficient funds at the statewide level for non-capacity programs (e.g., safety, maintenance, product support), eliminating the need for county-level estimates for those categories.

Local Revenues: Collier County and its municipalities rely on a mix of impact fees, fuel taxes, and general fund transfers.

- *Transportation Impact Fees (TIF):* Projected through 2045 based on historical collections, permitting trends, and medium-level 2045 population projections from UF's Bureau of Economic and Business Research (BEBR). Assumes constant adopted fee rates and accounts for pre-payment adjustments.
- *Fuel Taxes:* Existing local fuel taxes (12 cents local option fuel tax (LOFT) plus 3 cents of state fuel tax for local use) are assumed to continue through 2045. Due to declining fuel use, revenues are projected to fall by 1.5 percent annually.
- *General Fund Transfers (Ad Valorem):* Assumed to continue with a 1.2 percent annual adjustment to reflect population growth.
- *Sales Tax:* A 1-cent infrastructure surtax approved in 2018 is expected to generate $490 million over seven years, with $191 million allocated to transportation projects through 2026. While this surtax is not assumed beyond 2026, its short-term impact is recognized.

Transit Costs: Operating and capital cost projections for Collier County's transit services are based on CAT's TDP, which is incorporated into the LRTP, and validated National Transit Database data. An annual inflation rate of 1.8 percent is applied to both operating and capital costs beginning in TDP year 2030.

Airport Funding: Sourced from FAA grants, user fees (e.g., Passenger Facility Charges), and tenant rents, with capital revenues projected for airports within the MPO's jurisdiction.

Total projected revenues for roadway projects through 2045 are approximately $1.5 billion across federal, state, and local sources. Cost estimates incorporate environmental mitigation and use FDOT's 2045 LRTP Cost Estimation Tool. Planning-level costs include 5 percent for PD&E and 15 percent for preliminary engineering (PE) based on construction costs. The remaining funds support transit capital and operations, bicycle and pedestrian improvements, maintenance, and other multimodal system needs.

With respect to environmental mitigation cost estimates for the 2045 LRTP, the Collier MPO used the U.S. Fish and Wildlife Service's (USFWS) Panther Habitat Assessment Methodology to calculate Panther Habitat Units (PHUs). These units quantify the amount of mitigation required to offset the conversion of panther habitat for other uses, as mandated by federal permitting requirements. To fulfill these obligations, an equivalent PHU value must be acquired elsewhere within the Panther Focus Area to secure and permanently preserve replacement habitat.

Lee County MPO

The Lee County MPO's 2045 LRTP presents a 25-year vision for a balanced multimodal transportation system, including highway, transit, bicycle, pedestrian, and trail projects. All revenue and cost estimates are in Year of Expenditure (YOE) dollars. The MPO collaborates with

FDOT and local partners to identify and forecast available funding sources to ensure a cost-feasible plan.

Revenue Forecasting Assumptions

Lee County MPO's financial strategy incorporates federal, state, and local revenues:

Federal and State Revenues: FDOT's 2045 Revenue Forecast provides estimates based solely on existing revenue sources, allocating funds for LRTP development after meeting statewide maintenance and safety objectives.

- Core state programs, such as pavement maintenance, bridge repair, and operations, are prioritized at the district level before funds are directed toward capacity expansion.
- FDOT maintains performance targets (e.g., 80 percent of state highway pavement and 90 percent of FDOT-maintained bridges meeting standards).
- Aviation and seaport development revenues are forecast separately and not available to the MPO for LRTP programming.

Local Revenues: Fuel taxes are a primary local revenue source, supplemented by other local revenue sources such as impact fees and toll revenues.

- Lee County levies 12 cents of local option fuel taxes (LOFT). Additionally, 4 cents of State Fuel Tax are distributed to local governments, including Lee County, for transportation-related expenditures.
- The toll revenue collected at the Sanibel, Cape Coral and Mid-Point Bridges are first used to repay the bonds on the bridges.
- Impact fees are assessed by the county and represent a proportional share of the cost of new facilities needed to serve new development. In the case of transportation, impact fees are used for widening existing roads or constructing new roads made necessary by growth. The revenue collected from impact fees cannot be used for operations, maintenance, or repair of capital facilities.
- Future revenue projections assume continued local growth and sustained investment in operations and maintenance.

Transit Costs: Operating and capital forecasts for LeeTran services are based on the agency's TDP and National Transit Database data. A 1.8 percent annual inflation rate is applied to both operating and capital costs starting in TDP year 2030.

Total projected revenues available from federal, state, and local sources through 2045 are approximately $6.5 billion. Of this amount, $1.62 billion (25 percent) is allocated to roadway projects in the cost feasible plan. The remaining funds support transit capital and operations, bicycle and pedestrian improvements, maintenance, and other multimodal system needs. Cost estimates for roadway projects are developed using FDOT District 1's Costing Tool, with right-of-way (ROW) costs estimated on a per-acre basis by area type. The remaining funds support transit capital and operations, bicycle and pedestrian improvements, maintenance, and other multimodal system needs.

4.9. Key Similarities and Differences

Core Planning Documents

Both MPOs develop and maintain the following core planning documents mandated under 23 U.S.C. §134 and 49 U.S.C. §5303, and corresponding federal regulations:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP or PIP)
- Congestion Management Process (CMP)
- Performance-Based Planning and Programming (PBPP)
- Transit Asset Management (TAM) Coordination
- Transit Safety Performance Measures

Both MPOs also develop and maintain the following state-required documents as outlined in s. 339.175, F.S:

- Transportation Disadvantaged Service Plan (TDSP)
- List of Project Priorities (LOPP)

In addition to these federally and state-mandated documents, each MPO develops and maintains a variety of specialized plans and reports tailored to local priorities, system needs, and regional planning contexts (Table 4).

Table 5. Non-Federally or State-Required MPO Plans

Plan/Document Type	*Collier MPO*	*Lee County MPO*
System Performance Monitoring	Transportation System Performance Report (TSPR) & Action Plan	System Performance Report (SPR)
Safety Plans	Local Road Safety Plan (LRSP) (2021)	Comprehensive Safety Action Plan (CSAP) (2025) Bicycle and Pedestrian Safety Action Plan (BPSAP) (2020)
Bicycle & Ped Plan	Bicycle and Pedestrian Master Plan (BPMP) (2019)	Countywide Bicycle & Pedestrian Action Plan (2013/2020 update)
TSM&O Plan	-	Transportation Systems Management & Operations (TSM&O) Plan (2019)
Annual Performance or Activity Report	Federal Fiscal Year 2024 Annual Report	-
Zero Emission Plan	Zero Emission Fleet Transition Plan (2025)	-

Planning Vision and Goals

Both MPOs develop their LRTPs in alignment with federal and state mandates, including the FAST Act's 10 planning factors, Florida's Transportation Plan, and FDOT policies. As a result, both LRTPs emphasize multimodal integration, land use coordination, safety, resiliency, and emerging technologies such as Connected and Autonomous Vehicles (CAVs). Additionally, the Collier MPO coordinates with Collier County Public Transit & Neighborhood Enhancement Division (PTNE) and Collier Area Transit (CAT) staff to identify transit studies for inclusion in each new UPWP.

While each MPO structures its goals slightly differently, the underlying priorities are broadly consistent. The Collier MPO identifies 11 distinct, goal-specific categories tied to project evaluation criteria and associated weighting factors, while the Lee County MPO outlines eight broader goals without applying a formal weighting system.

Needs Assessment and Project Prioritization

Both MPOs follow a federally guided, data-driven, and multimodal approach to project prioritization. Each begins its LRTP development with an unconstrained Needs Plan, identifying long-term transportation demands. These needs are then refined into a Cost Feasible Plan, which prioritizes projects based on available revenue forecasts. Both MPOs use FDOT's District One Regional Planning Model (D1RPM) to support travel demand forecasting and long-range needs identification.

Key differences

- Goal Alignment and Evaluation Criteria: The Collier MPO uses 11 clearly defined LRTP goals, each paired with multiple project evaluation criteria and an associated numerical weighting factor. Projects receive scores based on how well they meet these criteria, including negative scores for significant environmental impacts (e.g., intrusion into panther habitat or wetlands) and bonuses for resiliency features. The Lee County MPO applies 12 roadway evaluation criteria but does not assign weights to its overarching LRTP goals. Its approach is more flexible, with fewer explicit scoring penalties for environmental impacts. Both MPOs are currently updating their goals and evaluation frameworks for the 2050 LRTP cycle to reflect evolving federal and state planning guidance.
- Transit Prioritization: Both MPOs use hybrid qualitative/quantitative methods to evaluate transit needs. However, the Collier MPO relies more heavily on public input and service efficiency data, while the Lee County MPO weights categories such as community support and regional connectivity.
- Bicycle and Pedestrian Project Scoring: The Collier MPO incorporates jurisdictional plans and evaluates bike/ped projects through its Bicycle & Pedestrian Master Plan (BPMP), using crash data, and network gap analysis. The Lee County MPO pulls from multiple sources: its 2040 Cost Feasible Plan, jurisdictional plans, and its own BP Action Plan. It includes bike/ped/transit improvements as a general scoring criterion within broader project evaluation.
- Travel demand forecasting: Both MPOs use District 1 Regional Planning Model (D1-RPM) for travel demand forecasting and to identify transportation needs. For its 2045 LRTP, the Collier MPO analyzed two socioeconomic growth scenarios (high and moderate) based on the CIGM forecast and BEBR medium projection, ultimately submitting the BEBR medium projection to maintain consistency with Collier County's Growth Management Plan. The Lee County MPO does not specify a similar dual-scenario approach in its 2045 LRTP. Both MPOs use the Sage GIGM forecasting firm to develop future projections for consistency. For the 2050 LRTP cycle, the Collier and Lee County MPOs are exploring alternative network and system scenarios, including a transit-focused scenario developed in coordination between the two agencies.

Project Selection and Programming

After project evaluation and prioritization, both MPOs select projects based on similar core objectives, including the potential to improve safety and performance, relieve congestion, and preserve infrastructure. In both cases, candidate projects are reviewed by advisory committees and adopted annually through the LOPP process for FDOT consideration. Stakeholder engagement and public involvement are integral to both MPOs' prioritization processes. Additionally, both use the FDOT District One Regional Planning Model (D1RPM) to identify long-range system needs.

Key differences:

- Safety emphasis and funding submissions: The Lee County MPO gives significant weight to safety, awarding higher scores to projects located at sites with a history of fatalities. It sometimes submits candidate projects for FDOT's discretionary Highway Safety Program (HSP) funding without assigning specific MPO priorities, deferring instead to FDOT's independent evaluation process for these funds. The Collier MPO also emphasizes safety in its scoring systems, particularly within its Bicycle and Pedestrian Master Plan (BPMP), Congestion Management Process (CMP), and SU box fund allocations. However, Collier's injury and fatality statistics do not make it competitive for discretionary HSIP funding compared to larger metropolitan areas.
- Use of advisory committees and public input: Both MPOs rely on advisory committee review and public involvement, but their processes differ slightly. For example, the Collier MPO applies tailored criteria for certain project types (e.g., bike/ped, congestion management, and bridge projects), while the Lee County MPO uses a more consolidated scoring approach.

Funding Allocation Strategies

Both MPOs allocate federal suballocated Surface Transportation Block Grant (SU/TALU) funds using strategies that emphasize alignment with their LRTP goals, support multimodal improvements, and prioritize safety and congestion management. Each MPO uses its List of Project Priorities (LOPP) to guide funding decisions and maintains dedicated funding for bicycle, pedestrian, transit, and operational projects.

Key differences:

- Approaches to allocating SU/TALU funds: The Collier MPO uses a five-year rotating policy established in the 2045 LRTP in which 100 percent of SU/TALU funds are allocated to a specific project category each year (such as bicycle and pedestrian projects in Year 1, bridges in Year 2, and congestion management in Year 3). This approach provides focused, year-specific investments across multiple modes while maintaining alignment with LRTP goals. The draft 2050 LRTP CFP is considering adjustments to the categories, rotation schedule and funding amounts. In contrast, the Lee County MPO allocates funds across categories each year through its Multimodal Enhancement "Box" Funds. This includes recurring set-asides of $5 million annually for congestion management, with a portion reserved for traffic operations and transit projects, and a separate $1.5 million annual allocation for bus replacement. These funds support projects not tied to major capacity expansion, including bicycle, pedestrian, safety, and operational improvements. Funding is distributed based on project readiness, eligibility, and alignment with LRTP priorities.

Performance-Based Planning

Both Collier and Lee County MPOs operate under federally required Transportation Performance Management (TPM) frameworks. They:

- Coordinate with FDOT and transit agencies to set and support statewide performance targets.
- Integrate performance measures into their LRTP and TIP processes.
- Submit a System Performance Report (SPR) as part of their LRTP.



- Adopt and support targets for PM1 (Safety), PM2 (Pavement and Bridge Condition), PM3 (System Performance and Freight Reliability), and Transit Asset Management (TAM) and Transit Safety.
- Align investments in the TIP with performance goals.

Key differences:

- Safety data reporting and analysis: Both utilize crash data to analyze trends and assess investment effectiveness; however, while the Collier MPO provides raw crash statistics for the county and highlights areas of concentration, the Lee County MPO demonstrates more detailed safety data trend analysis using five-year rolling averages and individual year comparisons, as well as differentiating between state highways and off-system roadways.
- System performance baseline data (PM3): While the Collier MPO reported 2017 baseline performance for Interstate Level of Travel Time Reliability (LOTTR), non-Interstate NHS LOTTR, and Truck Travel Time Reliability (TTTR), further analysis is included in Collier's Local Road Safety Plan (LRSP) and Comprehensive Safety Action Plan (CSAP). The Lee County MPO's 2017 baseline performance for these PM3 measures was stated as "Not Available" in its System Performance Report, which may limit its ability to track long-term trends for this performance area. CMAQ performance measures are not applicable for either MPO, as both Collier and Lee County meet national air quality standards.
- TIP investment reporting: the Lee County MPO provides specific dollar figures for various investment categories within its TIP that directly contribute to specific performance measures, while the Collier MPO categorizes its TIP funding into broad percentages and notes total funding for the TIP.
- Local performance measures: The Collier MPO details a broad range of locally adopted performance measures with defined monitoring plans for its CMP, BPMP, and LRSP. It also tracks internal strategic performance measures related to staffing and public outreach in its strategic plan. While the Lee County MPO uses comprehensive multimodal performance measures to evaluate its CMP, it does not outline a comparable breadth of other local, non-federal performance measurement and monitoring.
- Target adoption timing: While both align with FDOT, their precise adoption or re-adoption dates for supporting statewide targets for PM1, PM2, PM3, TAM, and Transit Safety measures differ, reflecting their independent board meeting schedules and review processes.

Financial Forecasting

Both the Collier MPO and Lee County MPO use standardized practices for long-range transportation financial forecasting that align with federal and state expectations. Specifically, both MPOs rely heavily on FDOT's 2045 Revenue Forecast for projecting federal and state funding over the LRTP horizon, prioritize safety and system preservation funding before identifying capacity-expansion resources (consistent with FDOT policy), use Year of Expenditure (YOE) dollars to reflect inflation-adjusted cost estimates, and they both rely on a mix of federal, state, and local revenues, with fuel taxes and impact fees playing key roles.

Key differences:

- Overall financial scale and reporting scope: The Lee County MPO presents a significantly larger "Total Revenues" figure for 2021-2045 at approximately $6.5 billion, with $3.8 billion coming from local sources. The Collier MPO's reported total for "Roadway Projects" is around $1.5 billion for 2026-2045, implying a narrower scope of what's included in that specific total, or a smaller overall total budget relative to Lee County.
- Inflation rate assumptions: The Collier MPO explicitly states a constant annual inflation rate of 2.6 percent applied indefinitely for all nominal growth figures and uses this to calculate real decline for Turnpike revenues. The Lee County MPO, while using YOE dollars, specifies a 1.8 percent annual inflation rate specifically for transit operating and capital cost projections but does not provide a single, overall explicit inflation rate for all YOE figures in the same manner as the Collier MPO.
- Local fuel tax forecasting: The Collier MPO provides a detailed breakdown of different local fuel tax types (e.g., Constitutional Fuel Tax, 9-Cent Fuel Tax, 6-Cent 1st Local Option Fuel Tax, 5-Cent 2nd Local Option Fuel Tax) with specific revenue projections for each. The Lee County MPO provides a more general statement about charging 12 cents LOFT plus 4 cents state fuel tax.

5. Financial Overview

This section contains a breakdown of the budgets, funding sources, and fiscal practices for the Collier and Lee County MPOs, as outlined in their FY 2024/25–2025/26 Unified Planning Work Programs (UPWPs), as well as insights into how each MPO allocates federal, state, and local contributions across operational tasks, consultant contracts, and special initiatives like the federal Safe Streets for All (SS4A) program. The section also explains how both MPOs manage liabilities, reserves, and cash flow, highlighting the role of carryover funds, soft match credits, and reimbursement mechanisms. Finally, it compares their respective TIP investment strategies and financial structures to show commonalities and key differences in how transportation funding is prioritized and deployed.

5.1. MPO Budgets and Funding Sources

Collier MPO

The Collier MPO's total budget for the two-year UPWP covering FY 2024/25 and FY 2025/26 is $3,641,158 (Table 5). This total includes funding from federal, state, and local sources, as well as allocations across various tasks and activities managed by the MPO and its consultants. Soft match support from FDOT (toll revenue credits) and non-cash in-kind contributions help meet federal match requirements, while local governments (Collier County, City of Naples, City of Marco Island, and Everglades City) contributed $66,000 over the two-year period, 1.8% of the total UPWP budget.[59] Standard annual contributions total $8,000 per year, typically including $5,000 from Collier County, $2,000 from the City of Naples, and $1,000 from the City of Marco Island, with no contribution from Everglades City. These funds are held in reserve if not spent and may be used in future years.

The Collier MPO's local funding share appears higher in FY 2024/25 due to the use of $50,000 in local carryover funds to support its SS4A Safety Action Plan.[60] Of that amount, Collier County contributed $40,000, and the MPO contributed $10,000 from its accumulated local funds—marking the first time in recent history that the MPO itself provided match funding for a special grant program.

Table 6. Collier MPO UPWP Funding Sources

Funding Source	FY 2024/25 Total	FY 2025/26 Total	Combined Total
FHWA PL	$1,107,825.00	$828,086.00	$1,935,911.00
FHWA SU	$379,416.00	$350,000.00	$729,416.00
FTA Section 5305 (Carry Over)	$116,585.00	–	$245,271.00
FTA Section 5307 (Carry Over)	$158,550.00	–	$158,550.00
USDOT SS4A	$200,000.00	–	$200,000.00
FDOT Soft Match	$223,501.00	$149,635.00	$373,136.00
State TD Trust	$30,780.00	$30,780.00	$61,560.00
Local Funding	$58,000.00[61]	$8,000.00	$66,000.00
Total Funding Source	**$2,274,657.00**	**$1,366,501.00**	**$3,641,158.00**

[59] Collier MPO 2024/25-2025/26 UPWP

[60] Collier MPO FY2022 SS4A Project-Specific Agreement

[61] $10,000 of this is local carryover and $40,000 was provided by Collier County as match for the SS4A Safety Action Plan 2024/25. Collier MPO 2024/25-2025/26 UPWP. Page 49

The table below provides a breakdown of the Collier MPO's two-year budget by Task. It shows how funds are allocated across core planning activities, administrative functions, and special projects for fiscal years 2024/25 and 2025/26 (Table 6).

Table 7. Collier MPO UPWP Budget Breakdown by Tasks

Task Description	*FY 2024/25 Budget*	*FY 2025/26 Budget*	*Total Budget*	*% of Total Budget*
Administration	$482,977	$501,089	$983,066	27%
Data Collection/Development	$47,228	$47,228	$94,456	2.6%
Transportation Improvement Program (TIP)	$53,132	$64,939	$118,071	3.2%
Long Range Planning	$586,039	$255,493	$841,532	23.1%
Special Projects and Systems Planning	$496,489	$251,540	$748,029	20.5%
Transit and Transportation Disadvantaged	$548,842	$182,720	$731,562	20.1%
Regional Coordination	$51,951	$55,493	$107,444	2.8%
Locally Funded Activities	$8,000	$8,000	$16,000	0.4%
All Tasks	**$2,274,657**	**$1,366,501**	**$3,641,158**	**100%**

In the Collier MPO UPWP, consultant costs are distributed across individual tasks rather than consolidated under a single line item. The total consultant funding identified across all tasks in the UPWP is $1,317,731 for FY 2024/25 and $511,686 for FY 2025/26.[62]

In terms of expenditures, the Collier MPO's cost structure reflects most operational spending devoted to staff salaries and fringe, followed by office expenses and consultant-supported planning work. Table 7 summarizes the Collier MPO's recurring operational and consultant costs for FY 2025, as detailed in internal budget tracking documents. [63]

Table 8. Collier MPO Estimated Operating and Planning Costs for FY 2025

Operational Costs	*Monthly Cost*	*Annual Cost*
MPO Staff Salaries/Fringe	$45,441	$545,286
Website Maintenance/Hosting	$318	$3,810
Building Lease/Rental	$1,156	$13,875
Insurance: GL/E&O	$296	$3,553
Cell Phones (4)	$154	$1,848
Printer/Copier Lease/Usage	$360	$4,319
Office Supplies	$58	$700
Legal Ads (LCB Meetings)	$71	$854
Shipping/Postage	$100	$1,200
Landline/Office Phones	$83	$1,000
Travel/Business Development	$589	$7,073
Total	**$48,627**	**$583,518**

[62] Collier MPO 2024/25-2025/26 UPWP. Pages 49 &51
[63] Collier MPO Monthly Carry Cost Estimate April 2025

Costs for FY2026 follow a similar structure, with moderate increases reflecting inflation adjustments and the continuation of multi-year consultant contracts, such as for the Congestion Management Process (CMP) update (being performed jointly with the Lee County MPO).

Lee County MPO

The total budget for the Lee County MPO's two-year UPWP covering FY 2024/25 and FY 2025/26 is listed as $4,445,939, which includes funding from federal, state, and local sources. Allocations are distributed across various tasks and activities managed by the MPO and its consultants. Soft match support from FDOT (toll revenue credits) helps meet federal match requirements, while local governments contributed $146,382 over the two-year period, accounting for approximately 3.3% of the stated UPWP budget.[64] Local contributions are based on a dues rate of 0.112 cents per capita, a practice that originated when the MPO was affiliated with the Southwest Florida Regional Planning Council (RPC). The dues structure was last updated in 2014–2015 when Estero was added to the MPO Governing Board. Since then, the dues paid by each jurisdiction has remained static to allow for more predictability in budgeting processes. The current annual contributions total $73,191, distributed as follows: Lee County contributes $37,212.90; Cape Coral, $18,323.09; Bonita Springs, $5,131.73; Fort Myers, $7,776.94; Estero, $3,318.78; Sanibel, $726.88; and Fort Myers Beach, $700.00.[65]

The UPWP also includes a $250,000 discretionary grant from USDOT's Safe Streets for All (SS4A) program, explicitly allocated under Task 4.4 for FY 2024/25.[66] While this funding is not separately itemized in the UPWP's summary tables, it is included in the table below to reflect the MPO's full financial capacity. When SS4A funds are incorporated, the total budget rises to $4,945,938 (Table 8).

Table 9. Lee County MPO UPWP Funding Sources

Funding Source	FY 2024/25 Total	FY 2025/26 Total	Combined Total
FHWA PL	$1,317,805	$1,069,652	$2,387,457
CPG	$329,922	$329,922	$659,844
FHWA SU	-	-	$0
*USDOT SS4A**	$250,000	-	$250,000
FDOT Soft Match	$363,753	$309,022	$672,775
State TD Grant	$39,740	$39,740	$79,480
Local Contributions	$73,191	$73,191	$146,382
Local Cont. Carry Over	-	-	$250,000*
Total Funding Source	**$2,374,411**	**$1,821,527**	**$4,445,938**

*Note: The $250,000 in Local Contribution Carry Over reflects a recurring unspent balance retained across UPWP cycles. While included in the Combined Total to capture available funding, it is not newly appropriated each fiscal year.

The Lee County MPO's two-year UPWP budget is organized into four primary task categories, as shown below. These categories reflect the MPO's core planning functions and consultant-supported activities for FY 2024/25 and FY 2025/26 (Table 9).

[64] Lee County MPO 2024/25-2025/26 UPWP. Page 41
[65] Personal communication with the Lee County MPO Executive Director, Don Scott, on July 25, 2025.
[66] Lee County MPO 2024/25-2025/26 UPWP. Page 41

Table 10. Lee County MPO UPWP Budget Breakdown by Tasks

Task Description	*FY 2024/25 Budget*	*FY 2025/26 Budget*	*Total Budget*	*% of Total Budget*
Administration	$1,084,054	$1,084,054	$2,168,108	54.9%
Data Collection/Development	$40,279	$40,279	$80,558	2.0%
Systems Planning	$52,484	$52,484	$104,968	2.7%
Special Projects Planning	$947,595	$644,710	$1,592,305	40.4%
All Tasks	**$2,124,412**	**$1,821,527**	**$3,945,939***	100.0%

*Note: The total in Table 9 does not include the $250,000 in unallocated local carryover funds shown in Table 8. These funds are retained for contingency purposes and are not assigned to a specific planning task within the current UPWP cycle.

To enable a more meaningful comparison between the Collier and Lee County MPOs, the original four task categories in the Lee County MPO's UPWP have been reclassified into eight categories that mirror the Collier MPO's structure (Table 10). This reclassification was based on a review of the UPWP narrative and budget allocations:

- Transit, Regional Coordination, and Locally Funded Activities were disaggregated from the broader "Administration" category.
- Transportation Improvement Program (TIP), Long Range Planning, and Freight Planning were extracted from "Systems Planning," with Long Range and Freight Planning combined to match Collier's categorization.
- Transportation Disadvantaged Planning was pulled from "Special Projects Planning" and combined with Transit to reflect Collier's treatment of these functions.

Table 11. Lee County MPO UPWP Budget Reformatted to Align with Collier MPO Task Categories

Task Description	*FY 2024/25 Budget*	*FY 2025/26 Budget*	*Total Budget*	*% of Total Budget*
Administration	$574,880	$574,880	$1,149,760	29.1%
Data Collection/Development	$40,279	$40,279	$80,558	2.0%
Transportation Improvement Program (TIP)	$12,206	$12,206	$24,412	0.6%
Long Range Planning	$40,278	$40,278	$80,556	2.0%
Special Projects Planning	$907,855	$604,970	$1,512,825	38.3%
Transit & Transportation Disadvantage	$451,312	$451,312	$902,624	22.9%
Regional Coordination	$24,411	$24,411	$48,822	1.2%
Locally Funded Activities	$73,191	$73,191	$146,382	3.7%
All Tasks	**$2,124,412**	**$1,821,527**	**$3,945,939***	100.0%

Note: The total in Table 10 does not include the $250,000 in unallocated local carryover funds shown in Table 8. These funds are retained for contingency purposes and are not assigned to a specific planning task within the current UPWP cycle.

TIP development, LRTP updates, and freight planning activities for the Lee County MPO are primarily supported through consultant contracts funded under Task 4.4 (Special Project Planning). The total consultant funding identified under Task 4.4 in the UPWP is $670,805 for FY 2024/25 and $422,652 for FY 2025/26.[67] By pulling out individual items from Task 4.4, we can approximate total expenditures specifically related to the LRTP, TIP, and regional planning efforts. For TIP-all related activities, the Lee County MPO allocated approximately $45,000 across both years. For LRTP and related elements (including freight and bicycle-pedestrian updates), the MPO allocated approximately $608,000 across both years. For regional planning activities such as congestion management coordination with Collier MPO and regional model alternatives, the MPO allocated approximately $169,000 across both years.[68]

The Lee County MPO's operational costs are primarily driven by staff salaries and fringe benefits, followed by office expenses such as building rental, equipment leases, and communications services. Table 11 summarizes the MPO's estimated recurring monthly and annual operational costs as outlined in internal budget tracking documents.[69]

Table 12. Lee County MPO Estimated Operating and Planning Costs for FY 2025

Operational Costs	Monthly Cost	Annual Cost
MPO Staff Salaries/Fringe	$39,052	$468,622
Website Maintenance/Hosting	$200	$2,400
Building Lease/Rental	$667	$8,000
Insurance: GL/E&O	$1,433	$17,200
Printer/Copier Lease/Usage	$667	$8,000
Office Supplies	$167	$2,000
Shipping/Postage	$150	$1,800
Landline/Office Phones	$308	$3,700
Travel/Business Development	$1,000	$12,000
Meeting Security	$667	$8,000
Audit	$3,333	$40,000
Accounting/Payroll	$1,475	$17,700
IT/Computer Equipment Maint./Replacement	$275	$3,300
Attorney	$1,000	$12,000
Computer Software	$833	$10,000
Internet	$208	$2,500
Advertisements	$367	$4,400
Total	**$51,802**	**$621,622**

In addition to covering staff and office operations, the Lee County MPO's planning budget allocates funds to external agencies and project-specific activities. Funds were allocated to LeeTran each year for transit-related program management and support, including staff salaries ($249,922 for FY 2024/25 and $259,922 for FY 2025/26), consultant services for updates to the LRTP Transit Element ($80,000 for FY 2024/25 and $70,000 for FY 2025/26).[70]

[67] Lee County MPO 2024/25-2025/26 UPWP. Pages 67-70
[68] Lee County MPO 2024/25-2025/26 UPWP. Pages 67-70 and Pages 73-79
[69] Lee County MPO Operating Budget 2025
[70] Collier MPO FY 2024/25–2025/26 UPWP. Page 39

5.2. Liabilities and Reserves

Collier MPO

The Collier MPO's financial management framework includes several components that reflect liabilities and reserves, primarily documented in its FY 2024/25–2025/26 UPWP.

Carryover and unexpended funds: the Collier MPO incorporates carryover amounts from prior fiscal years into its planning budget. This includes Consolidated Planning Grant (CPG) funding and FTA Section 5305(d) funds, with $116,585 carried forward from prior years. These funds are applied to ongoing and planned activities but are not reflected as formal reserve balances. The Collier MPO UPWP also lists $10,000 in carryover for SS4A match-MPO local funds from prior FYs.[71]

Non-federal match requirements: To meet non-federal match requirements, the Collier MPO utilizes state toll revenue credits as soft match. For FY 2024/25, soft match reserves total $200,184 for FHWA funding and $23,317 for FTA 5305(d) funding. These soft match amounts are applied by FDOT to fully leverage federal funds and do not represent cash reserves held by the MPO.[72] In addition to the soft match, the Collier MPO has committed local funds to meet the non-federal match requirements for the Safe Streets for All (SS4A) grant. For FY 2024/25, the MPO has allocated $40,000 in local funds provided by Collier County as a match for the SS4A program, supplemented by $10,000 carried forward from prior fiscal years.[73]

Outstanding consultant contracts: The MPO has active multi-year consultant agreements for planning efforts including the LRTP, Bicycle and Pedestrian Master Plan (BPMP), SS4A Action Plan, Transit Development Plan (TDP), and Congestion Management Process (CMP). [74]

Pending reimbursements: The Collier MPO actively manages reimbursement requests across multiple funding sources, including Public Transit Grant Agreements (PTGAs), Transportation Disadvantaged (TD) Planning Grants, and other federal and state programs such as FHWA Planning (PL) funds, FTA Section 5305(d) funds, and Safe Streets for All (SS4A) grants.[75]

Locally funded non-reimbursable activities: The MPO sets aside $8,000 per year in local funds for administrative activities not eligible for federal or state reimbursement.[76]

Capital float and cash reserves: As outlined in the Staff Services Agreement between the Collier MPO and Collier County, Collier County provides funding for the operations of the Collier MPO ahead of federal and state reimbursement for eligible expenditures. Payment for services rendered by the County is contingent upon the MPO reflecting sufficient federal and state funds in their UPWP for those specific purposes.[77] The Collier MPO also pays for expenses that are not eligible for federal and state reimbursement using modest local contributions from member governments.

[71] Collier MPO FY 2024/25–2025/26 UPWP. Pages 10, 50, & 67
[72] Collier MPO FY 2024/25–2025/26 UPWP. Page 8
[73] Collier MPO FY 2024/25–2025/26 UPWP. Page 49
[74] Collier MPO FY 2024/25–2025/26 UPWP. Pages 32-39
[75] Collier MPO FY 2024/25–2025/26 UPWP. Pages 22-25 & 38-39
[76] Collier MPO FY 2024/25–2025/26 UPWP. Pages 45-47
[77] Executed 2025 Staff Services Agreement. Page 6

Lee County MPO

The Lee County MPO's financial management framework includes several components that reflect liabilities and reserves, as outlined in its FY 2024/25–2025/26 UPWP.

Carryover and unexpended funds: The Lee County MPO incorporates carryover amounts from prior fiscal years into its planning budget. This includes local contribution carryover funds totaling $250,000 per two-year UPWP period, as well as $269,718 in unexpended FHWA PL in the 2024/25 budget carried over from prior years. These carryover amounts are applied to active planning efforts but are not documented as formal reserve balances.[78]

Non-federal match requirements: To meet non-federal match requirements, the Lee County MPO utilizes state toll revenue credits as soft match through FDOT. For FY 2024/25 the FDOT soft match total was $403,493 and for FY 2025/26 soft match was $348,762, applied specifically to leverage FHWA planning funds. These amounts do not represent cash reserves held by the MPO.[79]

Outstanding consultant contracts: The Lee County MPO manages multi-year consultant agreements for key planning activities, including development of the LRTP, Congestion Management Process (CMP), Freight and Bicycle/Pedestrian Element updates, TIP-related tools, and safety and regional coordination efforts. Consultant funding is primarily concentrated under Task 4.4 (Special Projects Planning), representing planned financial obligations managed directly by the MPO.[80]

Pending reimbursements: The Lee County MPO submits reimbursement requests for various funding sources, including Public Transit Grant Agreements (PTGAs), Transportation Disadvantaged (TD) Planning Grants, FHWA Planning Funds (PL), FTA Section 5305(d) funds as part of CPG, and SU funds. These reimbursements support a wide range of transportation planning activities, such as program management, public involvement, regional coordination, transit planning, and specialized projects like SS4A.[81]

Locally funded non-reimbursable activities: The Lee County MPO allocates approximately $73,191 per year for activities not eligible for federal or state reimbursement, as reflected under Locally Funded Activities in the UPWP. These funds may support administrative functions, board-related expenses, or policy development activities outside the scope of grant-funded work.

Capital Float and Cash Reserves: the Lee County MPO operates as an independent organization and does not maintain formal capital reserves. However, it does retain a capital float in the form of unspent local funds carried forward from previous years. While not officially labeled as a "reserve," this carryover is documented in the UPWP as $250,000 and is used to cover upfront costs, such as salaries, rent, and other expenses, prior to reimbursement from federal and state grant sources. According to the MPO, the actual available float is closer to $400,000 if all current obligations were settled, providing essential liquidity to operate under a reimbursement-based funding model.

[78] Lee County MPO 2024/25-2025/26 UPWP. Pages 73-78
[79] Lee County MPO 2024/25-2025/26 UPWP. Pages 10, 73, 77, & 108
[80] Lee County MPO 2024/25-2025/26 UPWP. Pages 67-70
[81] Lee County MPO 2024/25-2025/26 UPWP. Pages 73-78



5.3. Transportation Improvement Program (TIP) Funding and Programmatic Investments

Collier MPO

The Collier MPO TIP for FY2025–FY2029 outlines a budget of $500 million in planned investments over the next five years. Based on the latest TIP, 25% of total funding comes from federal sources, 65% from state sources, and 10% from local contributions provided by Collier County (Figure 4).

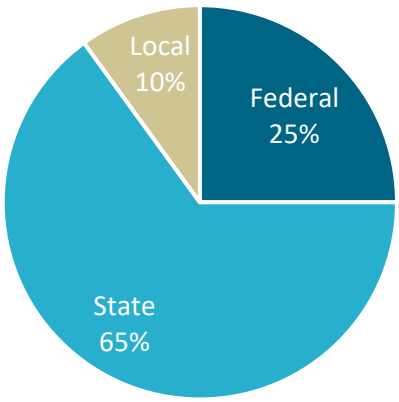


Figure 4. Collier MPO FY25-29 TIP Funding Sources

Budget allocation in the Collier MPO TIP is distributed across five categories, with the largest shares dedicated to capacity enhancements (49%), multimodal improvements (25%), and FDOT maintenance and operations (22%). Smaller portions of the budget support bridge projects, and MPO planning activities, as shown in the TIP's budget allocation pie chart (Figure 5). The multimodal category includes investments in both transit and bicycle-pedestrian infrastructure, with transit-related projects representing approximately $63 million (roughly 12.6% of the total) in programmed funding across the TIP period. In addition, aviation projects account for an estimated $22 million (roughly 4.4% of the total), as reflected in the current TIP project listings.

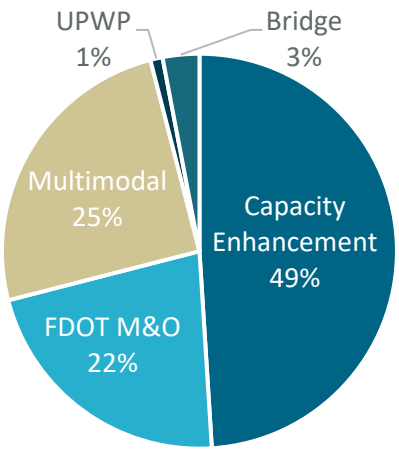


Figure 5. Collier MPO FY25-29 TIP Investment by Project Type[82]

While the overall TIP illustrates the Collier MPO's full range of funding sources and investment categories, the summary below includes only funding codes that represent formula-based allocations specifically designated for urbanized areas under federal programs. This approach allows for a more consistent comparison of UZA specific funding across both agencies.

The funding codes included in this summary are SU (Surface Transportation Block Grant Program (STBG) Urban Allocations) and TALU (Transportation Alternatives Program (TA) allocations for urbanized areas over 200,000) (Table 12).

Funding codes that were excluded from this analysis include CARB, which refers to Carbon Reduction Any Area funds that are state-controlled rather than suballocated by formula to urbanized areas; TALT, which represents Transportation Alternatives Any Area funds that are also state-controlled or competitively awarded; as well as all other federal, state, and local funding codes used in the TIP that reflect discretionary programs, statewide initiatives, or local-only funding sources.

Table 13. Urban Suballocation Funding Summary for Collier MPO TIP (FY 2025–2029)[83]

FISCAL YEAR	*SU*	*TALU*	*TOTAL PER YEAR*
2025	$6,213,750	$1,998,515	$8,212,265
2026	$6,970,631	$1,032,488	$8,003,119
2027	$6,790,631	$1,032,488	$7,823,119
2028	$6,756,476	$702	$6,757,178
2029	$6,468,815	$1,032,488	$7,501,303
TOTAL (FY25–29)	$33,200,303	$5,096,681	$38,296,984

Lee County MPO

The Lee County MPO TIP for FY2025–FY2029 outlines a budget of $798 million in planned investments over the next five years. Based on the latest TIP, 56% of total funding comes from federal sources, 32% from state sources, and 12% from local contributions It should be noted that these percentages are temporarily elevated due to a single high-cost bridge project, which

[82] Collier MPO FY 2025 - 2029 TIP. Page 25
[83] Collier MPO FY 2025 - 2029 TIP. Pages 49-135 & 344-354

accounts for approximately 26% of the total TIP budget. Historically, Lee County's federal share has ranged between 25–30%, similar to the Collier MPO. (Figure 6).[84]

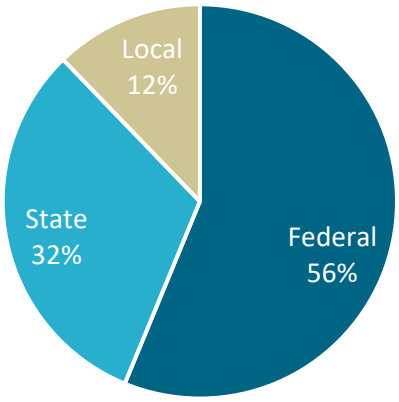


Figure 6. Lee County MPO FY2025/26-2029/30 TIP Funding Sources

Budget allocation in the Lee County MPO TIP is distributed across eight categories, with the largest shares dedicated to highway (41%), transit (22%), aviation (19%) and routine maintenance (13%). Smaller portions of the budget support bicycle pedestrian activities, safety, planning, and traffic systems management and operations, as shown in the TIP's budget allocation pie chart (Figure 7).[85]

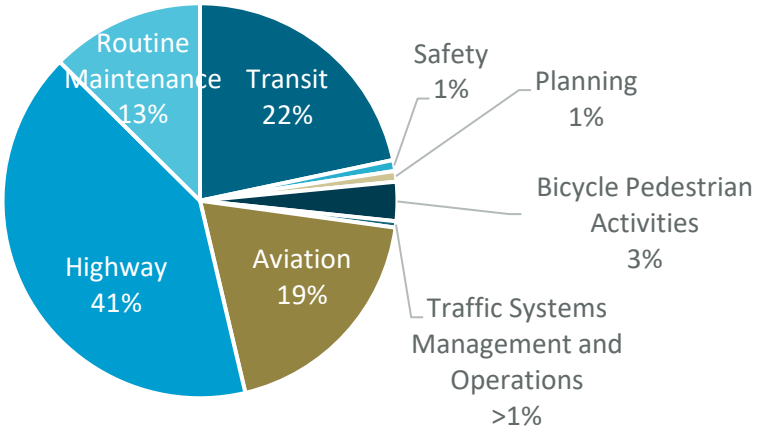


Figure 7. Lee County MPO FY2025/26-2029/30 TIP Investment by Project Type

While the overall TIP illustrates the Lee County MPO's full range of funding sources and project categories, this summary applies the same approach used for the Collier MPO by including only funding codes that represent formula-based allocations specifically designated for urbanized areas under federal programs.

[84] Lee County MPO FY2025/26-2029/30 TIP. Page 49
[85] Lee County MPO FY2025/26-2029/30 TIP. Pages 61-149

For the Lee County MPO, the funding codes included in this summary are SU (Surface Transportation Block Grant Program (STBG) Urban Allocations) and TALU (Transportation Alternatives Program (TA) for urbanized areas over 200,000). Funding codes excluded from this analysis include CARB, TALT, and all other federal, state, and local funding codes that reflect discretionary programs, statewide initiatives, or local-only funding sources (Table 13).

Table 14. Urban Suballocation Funding Summary for Lee County MPO TIP (FY 2025–2029)[86]

FISCAL YEAR	SU	TALU	TOTAL PER YEAR
2025	*$15,412,873*	*1,453,481*	$16,866,354
2026	*$9,812,873*	1,453,481	$11,266,354
2027	*$9,812,873*	1,453,481	$11,266,354
2028	*$9,812,873*	1,453,481	$11,266,354
2029	*$9,812,873*	1,453,481	$11,266,354
TOTAL (FY25–29)	$54,664,365	$7,267,405	$61,931,770

5.4. Key similarities and differences

MPO Budgets and Funding Sources

Both MPOs follow federal and state requirements for developing a UPWP, maintain similar core task areas, and rely on a combination of federal, state, and local funding sources, including FDOT soft match. Both organizations also use consultant services to support major planning activities such as LRTP updates, TIP development, and regional coordination efforts. Notable differences include:

- Task and budget structure alignment: The Collier MPO organizes its UPWP using eight detailed task categories with consultant costs distributed across those tasks. The Lee County MPO uses 4 broader categories, with most consultant costs consolidated under a single Special Projects Planning task.
- Consultant services management: Both MPOs depend on consultant services for major planning products, but they manage and account for these services differently. The Collier MPO integrates consultant work directly into individual tasks, while the Lee County MPO consolidates it under one category.
- Local contribution expectations: The Collier MPO's local funding share is approximately 1.8% of its total UPWP budget (note: this percentage does not reflect the value of staff support and operational services provided through the MPO's staff services agreement with Collier County). The Lee County MPO's local funding share is approximately 3.3%.
- Differences in budget size and focus areas: The Lee County MPO's UPWP is larger overall, with a greater proportion directed toward Special Projects Planning and Transit & Transportation Disadvantaged Planning. While both MPOs allocate a significant amount of money to update and develop their planning documents, the Collier MPO allocates a larger share of its UPWP to Long Range Planning and TIP development.

The table below provides a side-by-side comparison of key elements from the Collier MPO and Lee County MPO UPWPs for FY 2024/25–2025/26 (**Table** 14**).**

[86] Lee County MPO FY2025/26-2029/30 TIP. Pages 49-60

Table 15. Collier MPO and Lee County MPO UPWP Funding and Structure Comparison

Category	*Collier MPO*	*Lee County MPO*
UPWP Timeframe	FY 2024/25–2025/26	FY 2024/25–2025/26
Total UPWP Budget	$3,641,158	$4,695,938 (includes $250,000 SS4A grant)
Local Contribution (Share)	$66,000 (1.8%)	$146,382 (3.3%)
FDOT Soft Match	$373,136	$672,775
Consultant Funding	$1,829,417	$1,093,457
Consultant Funding Location	Distributed across individual tasks	Primarily under Special Projects Planning
Primary Task Categories	8 (Administration, Data, TIP, LRTP, Special Projects, Transit & TD, Regional Coordination, Locally Funded)	4 (Administration, Data, Systems Planning, Special Projects Planning)
Administration (Share)	$983,066 (27%)	$1,149,760 (29.1%)
Data (Share)	$94,456 (2.6%)	$80,558 (2.0%)
LRPT (Share)	(23.1%)	$608,000 (15.4%)*
TIP (Share)	$118,071 (3.2%)	$45,000 (1.1%)*
Special Projects Planning (Share)	$748,029 (20.5%)	$844,615 (21.4%)*
Transit & TD (Share)	$731,562 (20.1%)	$902,624 (22.9%)
Regional Coordination (Share)	$107,444 (2.8%)	$169,000 (4.3%)*
Locally Funded Activities (Share)	$16,000 (0.4%)	$146,382 (3.7%)

** Percentages marked with an asterisk reflect approximate values. These figures were calculated by combining funds allocated in Tasks 1, 2, and 3 in the Lee County MPO UPWP, combined with consultant funding identified under Task 4.4 (Special Projects Planning) that match the activities in Task 1, 2, and 3. They are provided for comparison purposes only and represent an estimate of total funding directed toward those specific activities.*

Liabilities and Reserves

Both the Collier MPO and Lee County MPO manage their financial operations primarily through reimbursement-based funding from federal and state sources, supplemented by local contributions and soft match credits provided by FDOT. While neither agency maintains a formally designated cash reserve, each uses different mechanisms to manage short-term financial needs and maintain continuity of planning activities. The Collier MPO relies on Collier County to front expenses, such as staff salaries, rent, and operational costs, until reimbursement is received. Because the County serves as the MPO's fiscal and administrative agent, this arrangement effectively eliminates the need for a separate capital float.

In contrast, the Lee County MPO operates independently and retains a carryover of unspent local funds, listed in its UPWP as $250,000, to serve as working capital. While not formally labeled as a reserve, this local fund balance functions as a capital float to cover upfront costs during reimbursement cycles. According to the MPO Director, if operations ceased and all obligations were paid today, the total working capital on hand would be closer to $400,000.

Both MPOs use FDOT-applied toll revenue credits as soft match to meet non-federal match requirements and incorporate unexpended funds from prior fiscal years into their planning

budgets. The Collier MPO's carryover typically includes federal planning funds and modest amounts of locally contributed match, while the Lee County MPO's carryover includes both federal funds and a substantial retained balance of local contributions. A key difference is in the scale and structure of local contributions. The Collier MPO's locally funded non-reimbursable activities are budgeted at approximately $8,000 per year, with Collier County covering most upfront costs for reimbursable expenditures. This arrangement minimizes the MPO's need for a financial cushion. In contrast, the Lee County MPO allocates approximately $73,191 per year in local contributions and maintains a significant carryover of unspent local funds, which functions as working capital to bridge reimbursement cycles. This larger financial buffer supports greater flexibility in managing cash flow.

Both MPOs hold outstanding consultant contracts for core planning products like the LRTP, TIP development, and regional coordination activities, though consultant funding is managed through different UPWP structures.

TIP Funding and Programmatic Investments

Both MPOs rely on a combination of federal, state, and local funding to support their TIPs and both program federal funds tied to reimbursement cycles through FDOT. Also, each TIP supports a mix of multimodal investments including transit, bicycle-pedestrian, maintenance, and capacity projects; however, the distribution of funding by mode and the presence of certain program types, such as aviation investments in Lee County, reflect differences in regional priorities and transportation infrastructure.

Both MPO TIPs include projects funded using urbanized area formula allocations, including STBG Urban (SU) and Transportation Alternatives Urban (TALU)

Despite these structural similarities, the scale and distribution of funding differs. The Lee County MPO's TIP for FY2025–FY2029 includes approximately $798 million in planned investments, compared to $500 million in the Collier MPO's TIP. While Lee County's current TIP shows a higher proportion of federal funding (56% versus 25% in Collier MPO) this is largely due to a single high-cost bridge project, which accounts for roughly 26% of the Lee County MPO's total TIP budget. Historically, both MPOs have received 25–30% of their TIP funding from federal sources. These percentages fluctuate from year to year based on project mix, discretionary awards, and available state funding.

According to the FDOT Work Program Instructions for FYs 2026 through 2030, the Cape Coral Urbanized Area (UZA) which lies entirely within the Lee County MPO's planning jurisdiction, is expected to receive approximately $49.1 million in SU funds and $7.3 million in TALU funds. The Bonita Springs–Estero UZA, which spans jurisdictions served by both the Lee County and Collier MPOs, is expected to receive roughly $34.9 million in SU funds and $5.2 million in TALU funds. However, the division of these funds between the two MPOs is not clearly defined in current documentation. For geographic context, Figure 8 illustrates the 2020 boundaries of the Cape Coral and Bonita Springs–Estero Urbanized Areas, highlighting their proximity and overlap.

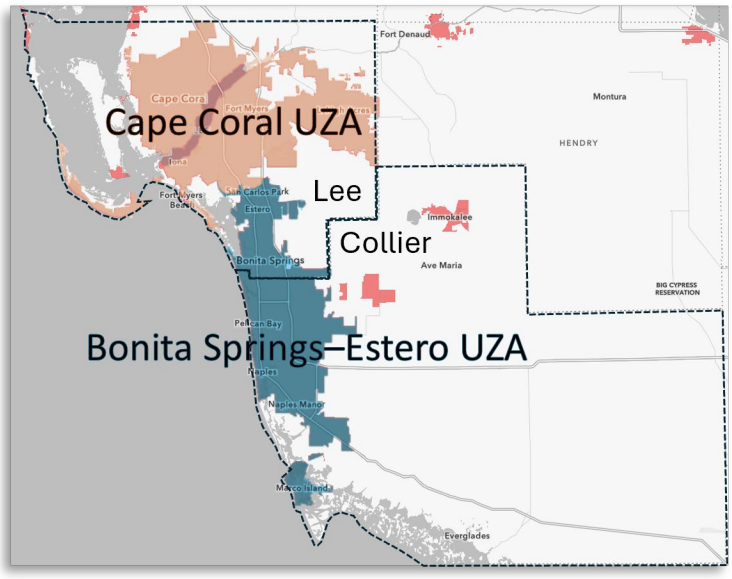


Figure 8. 2020 U.S. Census-designated boundaries of the Cape Coral and Bonita Springs–Estero UZAs.
Source: Florida Department of Transportation, FDOT Urban Area Boundary and Functional Classification Data Hub https://urban-boundary-functional-class-update-2020-fdot.hub.arcgis.com/

The table below provides a side-by-side comparison of key elements from the Collier MPO and Lee County MPO FY2025/26-2029/30 TIPs (Table 15).

Table 16. Collier MPO and Lee County MPO TIP Funding and Structure Comparison

Category	***Collier MPO***	***Lee County MPO***
Total TIP Budget	$500 million	$798 million
Federal Share of TIP Funding	25%	56%
State Share of TIP Funding	65%	32%
Local Share of TIP Funding	10%	12%
Urban Suballocation Total (SU, TALU, CARU)	$43.8 million	$61.9 million
Programmed SU Funds	$33,200,303	$54,664,365
Programmed TALU Funds	$5,096,681	$7,267,405
Programmed CARU Funds	$5,513,731	$0 (prior CARU funds returned; projects deferred)
Major Project Types	Capacity (49%), multimodal (25%), maintenance (22%)	Highway (41%), transit (22%), aviation (19%)
Number of Investment Categories	5	8

Both MPOs program substantial investments in transit and aviation projects, though the amounts and categorization differ. The Collier MPO includes transit within its broader multimodal category, with estimated transit-related spending totaling approximately $63 million, or about 12.6% of its $500 million TIP. Aviation investments in the Collier MPO's TIP are listed separately and total roughly $22 million, or 4.4% of the overall program. In comparison, the Lee County MPO presents transit and aviation as distinct categories, programming an estimated $176 million for transit (22% of its $798 million TIP) and approximately $152 million for aviation (19%).

6. Regional Coordination Practices

This section offers an overview of how the Collier and Lee County MPOs collaborate on planning, funding, and implementation issues between themselves and with other regional transportation partners.

Examples of Existing Collaboration Between the Collier MPO and the Lee County MPO

Over the past several years, the Collier and Lee County MPOs have undertaken several cooperative planning efforts, including efforts that are ongoing or planned. Examples of recently completed, current, and upcoming regional coordination efforts include:

Joint planning documents

- The MPOs jointly developed their 2035 LRTPs using a single scope and consultant, including a joint Goods and Freight Mobility Study, shared goals and objectives, public meetings, projects, and a regional LRTP component.
- While their 2040, 2045, and 2050 LRTPs were developed independently, the MPOs continue to coordinate planning and prioritization for regionally significant roadway, bicycle, and pedestrian projects.
- They jointly adopted regional priorities for state and federal programs, including TRIP, SIS, and the Transportation Alternatives program overseen by the FDOT.

Regional multimodal and active transportation coordination

Collier and Lee County MPOs routinely align efforts around pedestrian, bicycle, transit, and shared-use trail planning.

- In 2024, they conducted a joint regional Transit Service and Fare Study evaluating new intercounty routes and a shared fare structure.
- Interagency discussions on bicycle and pedestrian safety issues along Old US 41 resulted in coordinated LRTP amendments and funding for a Project Development and Environment (PD&E) study and design phases from US 41 in Collier County to Bonita Beach Road in Lee County.
- They completed a Bonita Estero Rail Trail (BERT) feasibility study, leading to its June 2025 inclusion on the Florida Forever Program's Strategic Managed Area Lands List.
- They coordinated on the SR 82 Pathway Study, which FDOT implemented as part of a roadway widening project.
- They continue to coordinate planning and funding for SUN Trail projects across the two-county region.

Regional roadway coordination

- The Collier County is implementing Corkscrew Road safety projects developed in collaboration with Lee County.
- The MPOs successfully redirected a $10 million federal earmark in the 2005 federal authorization (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users or SAFETEA-LU) for specific improvements at Coconut Road and I-75 to undirected funding for I-75 improvements in Collier and Lee Counties.
- The MPOs advocated successfully for SR 82 to be added to the National Highway System, a measure that increased eligibility for federal funding.
- The MPOs coordinated a regional rail study (led by Lee County MPO)

- The MPOs are conducting a Joint Regional Congestion Management Process (CMP) which will replace both existing MPO CMPs in FY 2025/2026. The joint regional CMP will:
    - Revise current goals, objectives, and performance measures
    - Update the existing Joint Regional Roadway Network
    - Identify congested corridors and hot spots on the regional roadway network
    - Document potential solutions to improve traffic conditions
    - Develop and prioritize projects to alleviate congestion along regional corridors
    - Recommend improvements to the MPO's current monitoring practices
    - Coordinating past and current long range plans to include roadways that cross county lines, including Interstate 75, Old US 41, US 41, Logan Blvd., Corkscrew Road, Livingston/Imperial, SR 82, and CR 951 extension into Lee County, and regional transit scenarios.

Shared technical tools and modeling

- The MPOs developed a joint travel model and are now coordinating on regional travel modeling alternatives & scenarios pertaining to the broader regional planning model that covers the entirety of FDOT District 1 (the D1RPM).
- They hosted three joint freight and goods movement workshops with industry stakeholders to inform regional freight planning. The purpose of the workshops has been to provide information on future transportation plans, industry-relevant issues such as truck parking, freight projections, and to receive knowledgeable input from interested stakeholders (freight users and shippers, trucking agencies and groups, and relevant governmental agencies with knowledge of roadway network issues related to freight and goods movement).

Shared policy development and data coordination

- The MPOs jointly review regional and statewide policy documents, technology improvements, and other issues impacting both MPO areas, including updates to the SIS plan, autonomous and connected vehicle technology, truck routing, and e-scooters.
- They share future development data to identify potential impacts to the regional transportation network.
- They coordinate and respond collectively to Census-driven changes that influence planning and funding.
- Both MPOs are active participants in this consolidation feasibility study.

Collaboration with Regional Partners

The Collier and Lee County MPOs collaborate with a wide range of regional partners, including FDOT District 1, local jurisdictions, the Southwest Florida Regional Planning Council (RPC), area transit agencies (Collier Area Transit (CAT) and Lee County Transit (LeeTran)), area school boards (the Collier and Lee County School Boards), the Lee County bridge toll management/operations agency (LeeWay), area airport and port authorities (the Collier County Airport Authority and the Lee County Port Authority (overseeing the Southwest Florida International Airport and Page Field)), and area MPOs (the Charlotte County-Punta Gorda MPO, the Heartland Regional TPO, the Polk TPO, and the Sarasota/Manatee MPO).

Regional roadway planning and advocacy

- Both MPOs have coordinated with FDOT, county governments, and formerly active regional bodies like SWFTI[87] and the SWFL Expressway Authority[88] to advance critical highway projects. These efforts contributed to major improvements along I-75, SR 82, and SR 29, driven by anticipated population growth and congestion challenges.
- The MPOs and their respective school boards jointly adopted a resolution requesting that FDOT widen the SR 82 corridor between Lee Boulevard and SR 29 to improve safety and reduce congestion.
- The MPOs have jointly explored long-term eastern corridor alternatives, including the proposed CR 951 extension. While the roadway has not been constructed, both agencies have collaborated for over two decades to evaluate its feasibility and continue to consider it as part of broader regional mobility planning.

Regional transit and service planning

- The MPOs worked cooperatively with each other and the two area transit agencies (CAT and LeeTran) to plan for and fund intercounty bus service along US 41 from Bonita Springs in Lee County to Immokalee Road in Collier County.
- The MPOs coordinated a transit study evaluating a potential future connection between Lehigh Acres and Immokalee, supported by shared data analysis.

Regional rail planning

- The Collier and Lee County MPOs joined with the Charlotte County-Punta Gorda and Sarasota/Manatee MPOs to support a Regional Passenger Rail Feasibility Study. In 2025, the study was added as part of the Florida MPO Advisory Council Passenger Rail Priorities Program (PRPP). The study would advance a Tier III conceptual intercity passenger rail corridor connection to planned passenger rail service between Miami and Tampa as identified in the Florida Rail System Plan.[89] A letter supporting the study as a regional priority was sent to FDOT District One, which acknowledged the proposal and is currently reviewing it for potential funding.

Emergency preparedness and resilience

- The MPOs jointly supported or led hurricane and evacuation studies in the region, collaborating with the RPC, FDOT, and local jurisdictions. The majority of the work involved data collection that would help identify issues related to hurricanes and evacuation routes. These joint activities took place multiple times over several years, including a 2024 Cape Coral evacuation route study led by the Lee County MPO and supported by the City of Cape Coral.

Bicycle and pedestrian facility planning

- The Lee County MPO is funding a downtown pedestrian mall and micromobility feasibility study that will be conducted by the City of Ft. Myers. The study will consider:
    - East-west and/or north-south street venues that offer the best opportunities for providing connectivity between the Downtown and Midtown districts of the City of Ft. Myers,

[87] Southwest Florida Transportation Initiative—a local advocacy group formed in the early 2000s to focus on a lack of funding for transportation improvements which has not met for several years.
[88] Created in the midd-20002 to consider tolling options on I-75 and has since been disbanded
[89] Florida Rail System Plan, 2023.

  - The potential conversion of a state roadway (SR-82/Dr. Martin Luther King, Jr. Boulevard) from a state- maintained to city-maintained facility and converted that segment into a Complete Street (in partnership with the Florida Department of Transportation), and
  - Evaluating multimodal opportunities to recommend infrastructure changes and new regulations that will help guide new and emerging micromobility technologies.

Multiregional planning

- The MPOs participate in quarterly Coordinated Urban Transportation Studies (CUTS) Group meetings which include staff from FDOT District One and all District One MPOs (Charlotte County-Punta Gorda MPO, Collier MPO, Heartland Regional TPO, Lee County MPO, Polk TPO, and Sarasota/Manatee MPO). The quarterly CUTS meetings cover a wide range of planning, policy, and administrative issues of importance to the District MPOs.
- Both MPOs engage in statewide coordination through the Florida MPO Advisory Council (MPOAC), contributing to discussions on regional and statewide transportation funding that have included reviewing fair share calculations and recommendations on revenue studies.
- The MPOs also participate in the Florida Metropolitan Planning Partnership (FMPP), a statewide forum convened by FDOT that brings together MPOs, state agencies, and transportation stakeholders to address planning consistency, performance measures, and implementation strategies across regions.

Agreements with neighboring MPOs and transit agencies

In addition to collaborating on planning activities, the MPOs have formalized their coordination through interlocal agreements, both with their respective transit agencies and with neighboring MPOs.

The Lee County MPO has a formal agreement with Lee County, which operates LeeTran, to fund transit planning activities carried out by LeeTran. The agreement calls for the following:

- The County may use up to 80% of the MPOs Consolidated Planning Grant (CPG) Funding that equals the 5305 allocation provide by the Federal Transit Administration (FTA) each year to undertake planning activities identified in the MPOs Unified Planning Work Program (UPWP)
- The MPO and LeeTran mutually develop the transit tasks in the MPO UPWP
- LeeTran participates in the MPO transportation planning process by appointing a member to the MPO Technical Advisory Committee, the Bicycle Pedestrian Coordinating Committee, and the Traffic Management and Operations Committee
- LeeTran must also provide staff representation at the Local Coordinating Board and attend MPO Governing Board and Citizens' Advisory Committee meetings to help address transit related items
- The MPO and LeeTran must be actively engaged in the development of the MPO LRTP and the LeeTran Transit Development Plan (TDP)
- LeeTran must support the MPO to meet the requirements in it's Public Involvement Plan (PIP)
- LeeTran accepts the transit element of the MPO LRTP as the twenty-year planning document and vision for transit in Lee County

- The MPO and LeeTran shall ensure that the first two 5-year blocks in the MPO LRTP be consistent with the 10-year LeeTran TDP in terms of project needs and costs

As a result of cross-county growth and shared UZAs, [90] in compliance with federal and state laws and rules[91] the Lee County MPO entered into an interlocal agreement in 2024 with the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO. The agreement formalizes coordination across Charlotte, Lee, Sarasota, and Manatee Counties (covering the areas of Charlotte, Lee, Manatee, and Sarasota Counties that share UZAs). The May 2024 interlocal agreement replaced a similar interlocal agreement between the Charlotte County-Punta Gorda MPO and the Lee County MPO approved in 2013. Like the interlocal agreement between the Collier and Lee County MPOs, this agreement clearly identifies areas of coordination and the division of transportation planning responsibilities among and between the three MPOs. As it pertains to the Lee County MPO, the interlocal agreement calls for the following:

- The creation of the Southwest Florida Transportation Alliance as a separate administrative entity serving as the forum for transportation planning, coordination and communication among the four MPOs (subject to approvals by the individual MPOs), though the Alliance will be used as administrative conduit to decision-making and will not meet as an organization.
- The coordination of updates to the regional traffic forecasting model, including the exchange of necessary data.
- The coordination of LRTP updates, including a joint regional LRTP component for each individual MPO LRTP and a joint regional multi-modal transportation system.
- Joint adoption of annual regional project priorities for components of the joint regional multi-modal transportation system.

Staff services and costs associated with joint regional products and activities identified in both interlocal agreements are to be shared equitably between the associated MPOs. The interlocal agreements also outline a conflict resolution process for any issues related to activities covered by the interlocal agreements.

As a result of the previous interlocal agreement between the Lee County MPO and the Charlotte County-Punta Gorda MPO, the Governing Boards of both MPOs have been meeting jointly on an annual basis since 2013 to consider issues of mutual concern and benefit.

[90] Cross-county growth in the Cape Coral-Ft Myers UZA (including portions of Charlotte and Lee Counties), the Port-Charlotte-North Port UZA (including portions of Sarasota and Charlotte Counties) and the Bradenton-Sarasota-Venice UZA (including portions of Lee, Charlotte, Sarasota, and Manatee Counties)
[91] 23 U.S.C. §134(d)(7); 23 U.S.C. §134(g)(4); 23 C.F.R. 450.310(e); 23 C.F.R 450.312(h); 23 C.F.R. 450.314(e), (g), and (h), and Section 339.175(2)(a), (7)(a), 7(b), (8)(a), (8)(b), and (8)(c), Florida Statues

7. Preliminary Observations and Synthesis of Findings

Key Areas of Alignment Between the Two MPOs

The Collier and Lee County MPOs operate under the same federal and state planning requirements and share many foundational practices. The following areas of alignment suggest strong institutional compatibility and opportunities for expanded collaboration or potential consolidation.

Governance and Staffing

Both MPOs are governed by Governing Boards composed of local elected officials and supported by advisory committees with similar structures (e.g., TAC, CAC, BPAC), and several have similar functions. They maintain comparable staffing levels (four staff members each) and rely on external consultants to support specialized planning tasks, although the Collier MPO also relies on Collier County staff to perform a variety of administrative tasks. Both MPOs also have robust public participation plans and engage a broad range of stakeholders through advisory committees, public hearings, and surveys. Their outreach efforts are supplemented by collaboration with regional partners, including FDOT, local jurisdictions, transit agencies, and neighboring MPOs.

Core Planning Framework

Both MPOs develop and maintain federally and state-mandated planning documents, including LRTP, TIP, UPWP, CMP and TDSP. They both follow the federally guided 3C (Continuing, Comprehensive, Cooperative) planning process. Both MPOs also integrate performance-based planning and programming into their LRTPs and TIPs, aligning with federal Transportation Performance Management (TPM) requirements.

Planning Vision and Goals

Both MPOs' LRTPs emphasize an integrated, multimodal transportation system that supports the movement of people and goods. Their core planning themes address a broad range of common transportation issues, including safety, mobility, economic development, environmental impact, security, and quality of life. Both MPOs also prioritize active transportation by investing in bicycle, pedestrian, and shared-use trail projects and coordinate on regional initiatives such as SUN Trail. They both also consider and integrate planning for Connected and Autonomous Vehicles (CAV) technology and identify environmental protection and system resiliency/reliability as key planning goals. These shared priorities are reinforced through collaborative efforts on regional transit services, hurricane evacuation studies, and major roadway improvements.

Performance-Based Planning Framework

Both MPOs publish a System Performance Report (SPR) as part of their LRTPs. They both align with and support FDOT’s Vision Zero safety initiative (PM1), aiming for zero traffic fatalities and serious injuries, and program projects expected to contribute to these targets. Both MPOs adopt or agree to support FDOT’s statewide targets for the condition of pavements and bridges on the National Highway System (NHS) (PM2). For System Performance and Freight (PM3), both address measures related to travel time reliability on NHS routes and freight movement, supporting FDOT's statewide targets. They also incorporate Transit Asset Management (TAM) and Transit Safety targets, supporting their local transit providers (Collier Area Transit (CAT) and

LeeTran, respectively), both of which are classified as Tier II providers. Their TIPs are explicitly developed to reflect investment priorities consistent with their adopted performance targets.

Funding and Financial Management

Both MPOs undertake comprehensive financial planning and forecasting as a critical component of their LRTPs, ensuring that anticipated transportation improvements are fiscally feasible. Both rely heavily on FDOT for long-range federal and state revenue forecasts, with FDOT prioritizing safety and preservation of existing transportation infrastructure.

Both MPOs rely on a mix of federal, state, and local funding sources to support their transportation programs. Local revenue is primarily generated through fuel taxes and impact fees. In addition, Lee County receives toll revenue from locally operated facilities, which contributes directly to its transportation funding capacity. Both MPOs also benefit from FDOT-applied toll revenue credits, which serve as a soft match to satisfy non-federal match requirements. Additionally, both MPOs operate under reimbursement-based funding models and manage similar funding categories in their TIPs, including SU, and TALU allocations.

Regional coordination practices

Both MPOs actively collaborate on regional roadway, transit, and multimodal planning efforts, including joint studies, shared priorities, and coordinated funding applications. They jointly conduct regional congestion management processes, travel modeling, and freight planning workshops. Additionally, both MPOs participate in quarterly CUTS Group meetings with FDOT District One and other MPOs in the region.

Their coordination is formalized through interlocal agreements, which outline shared responsibilities for regional planning, conflict resolution, and funding strategies. They also collaborate on regional emergency preparedness and resiliency initiatives, including hurricane evacuation studies with FDOT and local partners.

Existing Coordination Successes that Could Be Expanded

The Collier and Lee County MPOs have a history of successful collaboration, particularly in joint planning and addressing shared regional transportation challenges.

Joint Planning and Prioritization

- The MPOs jointly developed their 2035 LRTPs using a single scope and consultant, including a joint Goods and Freight Mobility Study, shared goals and objectives, public meetings, projects, and a regional LRTP component.
- They continue to coordinate planning and prioritization for regionally significant roadway, bicycle, and pedestrian projects, even though their more recent LRTPs (2040, 2045, 2050) were developed independently.
- They have jointly adopted regional priorities for state and federal programs, including TRIP, SIS, and the Transportation Alternatives program overseen by FDOT.

Regional Multimodal and Roadway Coordination

- In 2024, they conducted a joint regional Transit Service and Fare Study evaluating new intercounty routes and a shared fare structure.
- Interagency discussions on bicycle and pedestrian safety issues along Old US 41 resulted in coordinated LRTP amendments and funding for a Project Development and Environment (PD&E) study and design phases.

- They completed a Bonita Estero Rail Trail (BERT) feasibility study, leading to its inclusion on the Florida Forever Program's Strategic Managed Area Lands List.
- They coordinated on the SR 82 Pathway Study, which FDOT implemented as part of a roadway widening project.
- They continue to coordinate planning and funding for SUN Trail projects across the two-county region.
- Collier County is implementing Corkscrew Road safety projects developed in collaboration with Lee County.
- The MPOs successfully redirected a $10 million federal earmark from SAFETEA-LU for specific improvements at Coconut Road and I-75 to undirected funding for I-75 improvements in Collier and Lee Counties.
- They successfully advocated for SR 82 to be added to the National Highway System, increasing its eligibility for federal funding.
- They coordinated a regional rail study (led by Lee MPO).
- They are currently conducting a Joint Regional Congestion Management Process (CMP), which will replace both existing MPO CMPs in FY 2025/2026. This joint CMP will revise goals and performance measures, update the regional roadway network, identify congested corridors, document solutions, develop and prioritize projects, and recommend monitoring improvements.
- They coordinate past and current long-range plans to include roadways that cross county lines, such as Interstate 75, Old US 41, US 41, and SR 82.

Shared Technical Tools and Data Coordination

- The MPOs developed a joint travel model and are now coordinating on regional travel modeling alternatives and scenarios pertaining to the broader FDOT District 1 Regional Planning Model (D1RPM).
- They hosted three joint freight and goods movement workshops with industry stakeholders to inform regional freight planning.
- They jointly review regional and statewide policy documents, technology improvements, and other issues impacting both MPO areas, such as updates to the SIS plan, autonomous and connected vehicle technology, truck routing, and e-scooters.
- They share future development data to identify potential impacts to the regional transportation network.
- They coordinate and respond collectively to Census-driven changes that influence planning and funding.

Collaboration with Regional Partners and Multi-Regional Forums

- Both MPOs collaborate with a wide range of regional partners, including FDOT District 1, local jurisdictions, the Southwest Florida Regional Planning Council (RPC), area transit agencies (CAT, LeeTran), school boards, toll management agencies, and airport/port authorities.
- They have coordinated with FDOT, county governments, and former regional bodies to advance critical highway projects along I-75, SR 82, and SR 29.
- The MPOs have worked cooperatively with area transit agencies to plan for and fund intercounty bus service along US 41.
- They supported a Regional Commuter Rail Feasibility Study with neighboring MPOs (Charlotte County-Punta Gorda and Sarasota/Manatee MPOs).

- The MPOs have jointly supported or led hurricane and evacuation studies in the region, collaborating with the RPC, FDOT, and local jurisdictions.
- Both MPOs participate in quarterly Coordinated Urban Transportation Studies (CUTS) Group meetings with other District One MPOs.
- Both MPOs engage in statewide coordination through the Florida MPO Advisory Council (MPOAC), contributing to discussions on regional and statewide transportation funding.
- The Lee County MPO has a formal agreement with Lee County, which operates LeeTran, to fund transit planning activities.

The Lee County MPO also entered into an interlocal agreement in 2024 with the Charlotte County-Punta Gorda MPO and the Sarasota/Manatee MPO to formalize coordination across these counties, including regional traffic forecasting model updates, LRTP updates, and joint adoption of annual regional project priorities. This agreement replaced a similar one from 2013 and led to annual joint Governing Board meetings since 2013.

Gaps or Duplication that Consolidation Might Address

Despite existing coordination, the separate structures of the Collier and Lee County MPOs present areas where consolidation could potentially streamline efforts and reduce duplicative processes.

Urbanized Areas Boundaries and Regulatory Compliance

The Bonita Springs–Estero Urbanized Area (UZA) spans both Collier and Lee counties, placing parts of the same UZA under the jurisdiction of two separate MPOs. This creates the potential for duplicated planning efforts, inconsistencies in prioritization, and fragmented funding strategies within a single federally recognized urban area. Additionally, because federal and state transportation funding is partially allocated based on UZA boundaries and population, having one UZA split between two MPOs can lead to concerns about how funds are distributed and whether they reflect each area's actual transportation needs. Merging the MPOs could help create a more coordinated and consistent approach for planning and investments in this shared area. Population growth has led to the formerly distinct Cape Coral and Bonita Springs-Estero UZAs becoming contiguous. While federal and state regulations allow for multiple MPOs to serve contiguous UZAs with proper coordination, this geographic merging introduces demands for cross-boundary planning, data sharing, and project integration. A single MPO could make it easier to plan for the region. On the other hand, merging could raise concerns about how each area’s needs are represented and whether smaller communities would still have a strong voice. Additionally, a merged MPO could make coordinating land use and transportation planning more complicated.

Separate Administrative and Operational Functions

The Collier and Lee County MPOs maintain independent administrative and operational structures. Each organization manages its own staffing, budgeting, procurement, and grant administration in accordance with its local policies and institutional framework.

- Both MPOs maintain separate organizational structures, personnel policies, business operations, and administrative practices.
- Both MPOs employ separate staff, including executive directors, planners, and administrative support personnel.

- While both rely on federal and state grants, the management of these funds and associated administrative tasks are duplicated across two distinct organizations. For example, both have separate financial management and audit processes.
- Consultant services for major planning products are managed separately, with different budget categorization methods.
- Both MPOs maintain separate office spaces and IT systems, incurring separate costs and management efforts.

A consolidation of the two existing MPOs may provide an opportunity to achieve administrative efficiencies for what is functionally a single, growing regional urbanized area.

Potential Benefits of a Unified Planning Process

While both MPOs already coordinate, a unified planning process might produce more consistent, data-driven priorities that better reflect regional travel patterns and shared infrastructure needs.

- Currently, the two MPOs use different goal structures and weighting systems for project evaluation. A unified process could create a common framework for prioritizing investments, making it easier to address cross-county transportation challenges with shared criteria.
- Instead of two separate LRTPs and project lists, a consolidated approach could support one long-range plan grounded in a shared vision for mobility, growth, and resilience across the region.
- Shared transportation corridors like I-75, SR 82, and US 41 cross MPO boundaries. A unified planning process could help ensure these corridors are planned and programmed holistically.
- A single planning entity may streamline transit coordination and better align service and investments across CAT and LeeTran service areas.

The existence of two separate Governing Boards and multiple advisory committees, even with reciprocal representation, represents two distinct decision-making bodies where a single Governing Board might simplify regional consensus-building for shared issues.

Notable Differences that May Present Challenges for Consolidation

Significant structural, operational, and financial differences between the two MPOs could pose challenges during a potential consolidation process.

Organizational Structure and Administrative Autonomy

The two MPOs operate under distinct organizational models that reflect different levels of administrative independence. Collier MPO follows a “leaning independent” structure, in which Collier County serves as its fiscal and administrative agent through a formal Staff Services Agreement. Under this arrangement, MPO staff, including the Executive Director, are County employees for human resources and administrative purposes, and core functions such as procurement, legal support, and financial management are handled by County departments. In contrast, the Lee County MPO functions as a “freestanding independent” entity, with full control over its administrative, financial, and staffing operations. The Executive Director is directly employed under contract with the MPO Board and serves as the agency’s Chief Administrative Officer, while specialized services are contracted externally as needed. Bringing those two systems together would take time and effort, and key decisions would need to be made about how the new organization would operate, such as:

- Will the new MPO continue to be hosted (like Collier MPO) or be freestanding (like Lee County MPO)?
- If it is hosted, who is the host?
- Whether hosted or freestanding, where will the new MPO be physically located (in Lee County or Collier County)?
- If freestanding, how would local funds be acquired to provide capital float as federal planning funds are provided through reimbursement process?

Staffing and Personnel Systems

The Collier MPO staff are subject to Collier County's established HR rules and procedures, including hiring, salary administration, performance evaluations, leave accrual, and benefits eligibility. The County's HR Department handles payroll, onboarding, and recordkeeping. Collier MPO employees are eligible for paid leave benefits based on county policies. The Lee County MPO has its own internal procedures for recruitment, hiring, salary administration, and benefits administration. Its staff are employees of the MPO and not governed by an external agency's personnel system. The Lee County MPO contracts with Florida Municipal Insurance Trust (FMIT) for health, dental, and vision insurance and provides retirement benefits through the Florida Retirement System. The Lee County MPO staff accrue Paid Time Off (PTO) based on years of service, rather than distinct vacation and sick leave categories.

Governing Board Structure and Membership

Florida law requires that an MPO's voting membership includes no fewer than 5 and no more than 25 voting members, apportioned based on population and geography. All voting members must be elected officials, and county commissioners must comprise at least one-third of the board, except in specific small-board scenarios. In the event an MPO provides one or more seats for an official of an agency that operates or administers a major mode of transportation, county commissioners can comprise down to 20% of the MPO Governing Board.[92]

Currently, Collier MPO has 9 voting members, while Lee County MPO has 18 voting members. If the MPOs were to merge, maintaining representation for all existing officials would push the total beyond the 25-member cap. This limitation means that not all current members would retain seats in a consolidated MPO, requiring difficult decisions about which jurisdictions or officials would continue to have voting representation. Determining how to balance representation could be complex and potentially sensitive.

Financial Management and Procurement

Consolidating the Collier MPO and Lee County MPO would require reconciling differences in financial management structures, procurement procedures, and funding practices. These differences reflect each MPO's organizational framework, scale of operations, and reliance on external versus internal financial administration.

- Fiscal Agent vs. Independent Operations – The Collier MPO operates under the financial administration of Collier County, which acts as its fiscal agent. This centralized model relies on the County's Office of Management and Budget (OMB) for oversight, recordkeeping, and procurement compliance through established County ordinances and manuals. In contrast, the Lee County MPO is an independent entity that contracts with private CPA firms for financial services and annual audits, maintaining full control over its own financial processes. This independence allows the Lee County MPO more

[92] Florida Statutes § 339.175(3) (2024)

direct flexibility but also requires it to internally manage more complex financial responsibilities. A merged MPO would need to decide whether to integrate into a fiscal agent-administered financial system (e.g., Collier's model) or retain independence similar to the Lee County MPO.

- Cash flow – the Collier MPO relies on Collier County to provide funding for its operations ahead of federal and state reimbursement, with payment to the County contingent upon the MPO having sufficient federal and state funds in its UPWP. The Lee County MPO does not have a fiscal agent to provide capital float and instead manages its cash flow through local contributions and carryover funds. Merging the two MPOs would require creating a unified cash management strategy.
- Budget scale and local contributions – The Lee County MPO operates with a larger UPWP budget ($4.7 million vs. Collier's $3.6 million) and a higher local funding share. The Lee County MPO collected $146,382 from local governments over the most recent two-year UPWP period, representing approximately 3.3% of its total budget, while the Collier MPO collected $16,000 from local governments over the same two-year UPWP period, accounting for approximately 0.4% of its total budget. Consolidation would require reconciling differences in operational budgets and local contribution expectations.

Project Prioritization and Funding Allocation Strategies

The Collier MPO and Lee County MPO employ distinct approaches to project prioritization and federal fund allocation, shaped by differing goals, evaluation methodologies, funding policies, and stakeholder engagement practices. Consolidating these two MPOs would require alignment across multiple dimensions of planning and programming, many of which influence how projects are scored, ranked, and ultimately funded.

- The Collier MPO's 2045 LRTP has 11 clearly defined goals, each with unique evaluation criteria and explicit numerical weighting factors. The scoring system includes bonuses for resiliency and negative scoring for environmental impacts. The Lee County MPO uses 12 project evaluation criteria for roadway needs and applies weighted categories for prioritizing transit needs but does not assign a comprehensive set of numerical weighting factors to its roadway criteria or overall goals, nor does it specify a system of negative scoring for adverse impacts. Both MPOs are updating their LRTP goals and evaluation frameworks for the 2050 cycle to reflect evolving federal and state planning guidance, including expectations outlined in FDOT and FHWA correspondence. Consolidation would require reconciling these differing prioritization frameworks.
- For federal Surface Transportation Block Grant – Urban (SU) or Transportation Management Area (TMA) funds, the Collier MPO uses a five-year rotating policy established in the 2045 LRTP, allocating 100% of available funds to specific project categories each year (e.g., Pedestrian/Bicycle, Bridges, Congestion Management). The Lee County MPO allocates federal funds across categories each year through its Multimodal Enhancement "Box" Funds process, including recurring set-asides for congestion management and bus replacement, without a rotating structure. Consolidation would require aligning these differing funding allocation strategies.
- The Lee County MPO's TIP is larger ($798 million vs. $500 million) and receives a higher share of federal funds (56% vs. 25%) compared to the Collier MPO's TIP. However, this difference is largely driven by a single high-cost bridge project in Lee County, which accounts for approximately 26% of its total TIP budget. Historically, both MPOs have

received between 25–30% of their TIP funding from federal sources, and these percentages fluctuate annually based on project mix and available discretionary funding. While consolidation would not result in more dedicated formula grant federal or state funding, it may shift how existing funds are programmed and prioritized.

Performance Measurement Scope

The two MPOs differ in their approach to performance measurement, with the Collier MPO providing more localized metrics and internal tracking, while the Lee County MPO emphasizes advanced safety analysis and multimodal system performance. Consolidation would require harmonizing methodologies, addressing data gaps, and integrating detailed local performance measures with broader regional frameworks to ensure consistency in monitoring and reporting.

- The Collier MPO provides raw crash statistics for the county, highlighting areas of concentration. It also incorporates trend analysis in its Comprehensive Safety Action Plan (CSAP), during the annual adoption of FDOT safety targets, and in its Annual Report to the Board. The Lee County MPO demonstrates more advanced safety data analysis, using five-year rolling averages and individual year comparisons, as well as differentiating between state highways and off-system roadways. Consolidation would require harmonizing the level of detail and methodology used for safety data reporting and analysis.
- The Collier MPO details a broad range of locally adopted performance measures with defined monitoring plans for its CMP, Bicycle & Pedestrian Master Plan (BPMP), and Local Roads Safety Plan (LRSP). It also tracks internal strategic performance measures related to staffing and public outreach.
- The Lee County MPO uses comprehensive multimodal performance measures for its CMP evaluation, it does not outline a comparable breadth of other local, non-federal performance measurement and monitoring. Consolidation would require integrating the Collier MPO's detailed local performance measures with the Lee County MPO's broader multimodal approach.
- The Lee County MPO provides specific dollar figures for various investment categories within its TIP that directly contribute to specific performance measures. The Collier MPO categorizes its TIP funding into broad percentages and notes total funding for the TIP without providing detailed dollar figures tied to performance measures. Consolidation would require standardizing TIP investment reporting practices.
- The Lee County MPO's 2017 baseline performance for PM3 measures (travel time reliability and freight movement) was stated as "Not Available", which may limit its ability to track long-term trends for this area, unlike Collier MPO which reported these baselines. Consolidation would require addressing gaps in baseline data availability.

Key Implications for Governance, Funding, and Operations under a Consolidated Structure

A consolidated MPO would require significant integration across governance, financial, and operational domains, navigating the distinct characteristics of the current Collier and Lee County MPOs.

Governance and Representation

Florida law (Section 339.175, F.S.) caps MPO Governing Boards at 25 voting members. Combined, the two current boards exceed this limit, meaning some jurisdictions may lose direct representation. Deciding how to fairly allocate voting seats will be complex and potentially sensitive, especially if smaller jurisdictions feel underrepresented. Implications for this include:

- Decisions about which jurisdictions retain representation and which do not. Each county and municipality has different population sizes, travel needs, and infrastructure priorities, making proportional representation potentially difficult to define.
- Smaller jurisdictions may worry that they will lose influence if they are not granted a seat on the Governing Board. Even if they retain representation through advisory committees or alternates, the loss of a formal vote can be perceived as a loss of power.
- The Lee County MPO's greater number of municipalities means its MPO Governing Board is already much larger than Collier's. A merged board may lean more heavily toward the Lee County MPO's structure, which could lead to concerns in Collier County about influence and control over planning priorities.

Operational and Administrative Integration

The two MPOs currently operate under distinct institutional frameworks, each with its own strengths but few overlapping administrative systems. The Collier MPO operates under a "leaning independent" model. It is supported by Collier County through a formal Staff Services Agreement. This means: (1) county departments manage payroll, HR, procurement, legal, and grant administration, (2) MPO staff are considered County employees and follow County policies, and (3) the MPO benefits from integrated support and shared infrastructure but has limited control over administrative decisions and service contracts. The Lee County MPO is a "freestanding independent" agency. This means it: (1) employs its own staff directly (not through the County), (2) manages internal HR, payroll, procurement, and legal services, often contracting with external providers, and (3) has more direct administrative autonomy but must maintain and fund standalone systems. A merged MPO would likely result of one of three options:

- Option 1: Collier County continues its current role as the fiscal agent but for the larger, merged MPO.
- Option 2: The merged MPO adopts the Lee County MPO's "freestanding" structure.
- Option 3: Create an entirely new MPO anywhere on the hosted to independent spectrum.

Each of these options present a balance of opportunities and challenges across governance, funding, and operations. The right choice will depend on how decision-makers weigh priorities such as regional balance, administrative efficiency, fiscal capacity, and the long-term vision for coordinated transportation planning in the two-county area.

Personnel and Human Resources

Currently, Collier MPO staff are County employees for administrative purposes who follow Collier County's established hiring processes, pay scales, benefits packages, and leave policies. Lee County MPO staff, by contrast, are directly employed by the MPO, with their own independent HR rules, benefits (through Florida Municipal Insurance Trust), and paid time off structure. Merging the two systems would require:

- Creating a unified employment framework so all staff operate under the same hiring, pay, and evaluation policies.
- Aligning benefits such as health insurance, retirement plans, and leave accrual (changes that could be seen as gains or losses depending on the individual employee).
- Redefining staff roles, responsibilities, and reporting lines to eliminate duplication and ensure operational efficiency. Some positions might need to be consolidated, which could raise concerns about job security and redundancy among existing staff. At the

same time, a larger MPO may require more employees than either organization currently maintains. This means staffing decisions after a merger would not only be about reducing overlap but also about identifying where additional capacity is needed to meet expanded responsibilities, particularly if a member jurisdiction is not providing administrative support services under a staff services agreement.

- Defining terms for the new Executive Director, who would replace the current two directors and whose contract would set the tone for other senior staff arrangements.

Financial Management and Resource Allocation

The merger of the Collier MPO and Lee County MPO would have significant implications for financial management and resource allocation.

- The Collier MPO relies on Collier County for fiscal management, while the Lee County MPO manages its own financial systems independently. A consolidated MPO would need to establish a unified financial management and budgeting framework, including policies for budgeting, procurement, grant administration, and auditing. This may involve transitioning the Collier MPO's financial operations from County oversight to an independent structure or vice versa.
- A merged MPO would need to create a single UPWP, requiring alignment of task priorities, funding allocations, and financial planning processes. This could streamline operations but may also lead to challenges in reconciling differences in budget structures and priorities.
- The Lee County MPO operates with a larger UPWP budget ($4.7 million vs. $3.6 million for the Collier MPO) and collects a higher percentage of its funding from local governments (3.3% vs. the Collier MPO's 0.4%). Merging the two would require reconciling these differences, establishing a unified contribution formula, and determining how local contributions from both counties are pooled. This process would need to address potential concerns over whether each county's share of contributions is matched by the benefits and investments they receive.
- The Collier MPO benefits from the County advancing operational funds ahead of federal and state reimbursement, while the Lee County MPO relies on local contributions and carryover funds to maintain cash flow. Consolidation would require adopting a single cash management approach and deciding whether to integrate into a host-administered fiscal system or full fiscal independence. Each choice has trade-offs for flexibility, financial risk, and administrative capacity.
- The Collier MPO follows Collier County's procurement ordinances and financial oversight processes, which centralize control within the County's Office of Management and Budget. The Lee County MPO manages its own procurement under a separate tiered system and contracts with CPA firms for financial oversight and annual audits. A merger would require selecting one procurement framework, which could affect efficiency, compliance requirements, and vendor relationships.

Standardization of Planning and Prioritization Methodologies

Standardization of planning and prioritization methodologies in a merger would require careful alignment of goals, evaluation criteria, and processes. While this could improve regional coordination, it would also involve significant effort to reconcile differences and ensure balance across the consolidated planning area.

- A merged MPO would need to create a single LRTP, requiring alignment of goals, evaluation criteria, and methodologies. This could streamline planning but may lead to challenges in reconciling differences in prioritization approaches, such as the Collier MPO's detailed scoring system versus the Lee County MPO's more flexible framework.
- A consolidated approach could support one long-range plan grounded in a shared vision for mobility, growth, and resilience across the region. However, a balance would need to be stuck between developing goals that meet regional and local needs to satisfy all participants in the process.
- A merged MPO would also produce a single LOPP and TIP covering the entire two-county region. This would require aligning prioritization schedules, formatting standards, and project ranking methodologies. It could improve regional consistency and reduce duplication, but it may also lead to sensitive negotiations over how limited federal and state funds are distributed, especially if one county perceives a loss of influence or priority status for its projects.
- The two MPOs use different funding allocation methods (e.g., the Collier MPO's five-year rotating SU policy vs. the Lee County MPO's annual "Box" fund set-asides). Merging would require developing a single approach.
- Although both MPOs comply with federal Transportation Performance Management requirements, they differ in the scope and detail of local performance tracking. Standardization would improve consistency in monitoring outcomes but may require significant changes to data collection, reporting, and analytical practices.
- The Collier MPO's practice of applying penalties for environmental impacts (such as intrusion into panther habitats) would need to be reconciled with the Lee County MPO's lack of explicit environmental scoring criteria. Creating a shared policy would require balancing regional development priorities with environmental protection standards in light of the fact that Collier County contains more protected, environmentally sensitive lands relative to many other MPOs.

Funding Disparities and Implications for Regional Planning and Project Programming

Consolidation would not increase total UPWP funding, meaning the merged MPO would need to deliver planning activities for a larger geographic area with almost the same overall resources currently split between two programs. If well-managed, combining work programs could reduce duplication, pool consultant expertise, and create efficiencies that free up resources for new or expanded regional initiatives. However, without careful alignment of priorities and balanced resource allocation, the merged MPO may face constraints in maintaining the same level of attention to county-specific needs. The ultimate impact, whether positive or negative, would depend on governance decisions, priority-setting, and how effectively the merged MPO leverages its combined capacity.

- FDOT currently distributes a base amount of $350,000 annually to each of the MPOs in base federal planning funds. Upon merging, the new MPO would at some point receive a single base allocation of $350,000 (meaning a geographic area that once received $700,000 annually across two MPOs in base federal planning funds would only receive $350,000 in that same geographic area.)
- FDOT distributes additional funds to each MPO based on the population of each urbanized area. Since the proposed merger would not alter the boundaries or population of the existing urbanized areas, the population-based federal planning funding distributed by FDOT would remain unchanged. In effect, the merged MPO



would receive the same total population-based planning funding as the two separate MPOs currently receive combined.

The Lee County MPO currently manages a larger TIP, with approximately $798 million in planned investments compared to $500 million in the Collier MPO's TIP. While Lee's TIP shows a higher share of federal funding (56% vs. 25%), this is largely due to a single high-cost bridge project that accounts for roughly 26% of its total TIP budget. Historically, both MPOs have received between 25–30% of their TIP funding from federal sources, and these percentages fluctuate year to year based on project mix and available discretionary funding. Consolidation would not inherently increase federal or state funding, but it could alter how existing funds are programmed and prioritized across the region.

- A consolidated MPO may be more competitive for federal discretionary grants for transportation projects (funds shown in the TIP not the UPWP) due to (1) potential for more regionally significant and multi-jurisdictional projects, (2) potentially greater administrative capacity and planning capacity, (3) possibly expanded ability to demonstrate projects that support federal goals, and (4) increased political support for grant applications. However, no guarantee of increased awards exists with success depending on project quality and alignment with federal priorities.
- A consolidated MPO may strengthen the region's position when competing for state discretionary funds such as SIS and TRIP by demonstrating broader regional coordination, streamlined planning, and enhanced project impact. These attributes can help meet FDOT's strategic investment criteria, which often favor projects with regional significance and interagency collaboration. However, consolidation alone does not guarantee success. Both the Collier and Lee County MPOs, working together, have historically been successful securing TRIP funding, showing that strong planning and coordination can be effective under current structures. Even with consolidation, MPOs in less populous regions may still face challenges when competing against larger, more complex MPOs whose projects align more directly with FDOT's long-range priorities.
- A unified TIP could offer advantages for regional transportation planning. By consolidating project priorities across county lines, the MPO could support more cohesive corridor development, reduce administrative duplication, and improve coordination among jurisdictions. However, consolidation may require reconciling differing local priorities, funding expectations, and project timelines, which could lead to delays or diluted attention to jurisdiction-specific needs.
- A single TIP might simplify public engagement and stakeholder communication, offering a clearer and more transparent view of transportation investments. Yet, smaller communities may worry that their projects will be deprioritized in favor of larger, regionally significant initiatives. Without clear governance protocols and balanced resource allocation, the unified TIP could become politically contentious, especially if one county or municipality perceives a loss of influence over programming decisions.
- Shared data systems and streamlined programming processes could accelerate project delivery and improve fiscal oversight. Conversely, the administrative burden of merging systems, coordinating across a larger geography, and maintaining responsiveness to diverse stakeholders may strain MPO staff capacity, particularly if no additional planning funds are provided to support the expanded scope.

Appendix A: Source Documents Reviewed

Collier MPO Documents

Foundational & Governance

- Collier MPO 2015 Interlocal Agreement for Creation of the Collier MPO
- Collier MPO 2014 Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement
- Collier MPO 2014 MPO Director TIP Authority
- Collier MPO 2015 Chair Ministerial Authority
- Collier MPO 2024 MPO Bylaws
- Collier MPO 2024 Congestion Management Committee (CMC) Bylaws
- Collier MPO 2024 Local Coordinating Board (LCB) Bylaws
- Collier MPO 2024 Technical Advisory Committee (TAC) Bylaws
- Collier MPO 2021 Citizens Advisory Committee (CAC) Bylaws
- Collier MPO 2021 Bicycle & Pedestrian Advisory Committee (BPAC) Bylaws
- Collier MPO 2024 Public Participation Plan (PPP)
- Collier MPO 2025 Organizational Chart
- Collier MPO Succession Plan

Planning Documents

- Collier MPO 2019 Bicycle and Pedestrian Master Plan (BPMP)
- Collier MPO 2020 Ten-Year Transit Development Plan 2021–2030
- Collier MPO 2021 Local Road Safety Plan (LRSP)
- Collier MPO 2022 Congestion Management Process (CMP)
- Collier MPO 2025 Highway Freight and Safety Priorities
- Collier MPO 2045 Long Range Transportation Plan (LRTP)
- Collier MPO FY 2025/26–2029/30 Transportation Improvement Program (TIP)
- Collier MPO Transportation System Performance Report (TSPR) and Action Plan
- Collier MPO Zero Emission Fleet Transition Plan, 2025

Finance, Audits & Administration

- Collier County 2016 Grants Administration Handbook of Internal Controls and Protocols
- Collier County 2023 Employee Benefits Snapshot
- Collier County 2023 Procurement Manual Procurement Services Division
- Collier MPO 2023 FDOT Office of Inspector General Audit Report
- Collier MPO 2023 Review and Approval of Invoice Payment Memo to Staff
- Collier MPO 2024 Annual Report
- Collier MPO 2025 Monthly Operating Budget Estimates
- Collier MPO Executed 2025 Staff Services Agreement
- Collier MPO 2025 Draft Annual List of Project Priorities (LOPP)
- Collier MPO Grant & Procurement Guide and Resources Memo to MPO Staff
- Collier MPO Grant Management and Financial Management Policies and Procedures
- Collier MPO Quality Assurance Plan
- Collier MPO Job Title Descriptions

Agreements

- Collier MPO 2025 Amendment to Lease Agreement
- Collier MPO 2025 Executive Director Employment Agreement – Extension of Term
- Collier MPO 2025–2026 FDOT/MPO Agreement
- Collier MPO 2025 Transportation Disadvantaged Planning Grant Agreement
- Collier MPO 2024 Transportation Disadvantaged Service Plan
- Collier MPO 2024/25–2025/26 Unified Planning Work Program (UPWP)

Resolutions

- Collier MPO Resolution 2012-05 Reallocation of Unused Project Funds
- Collier MPO Resolution 2018-02 Covering Cost Over-Runs on LAP Projects
- Collier MPO SS4A Local Match Agreement 2023

Lee County MPO Documents

Foundational & Governance

- Lee County MPO 2016 Interlocal Agreement for Creation of the Lee County MPO
- Lee County MPO 2013 Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement
- Lee County MPO 2018 MPO Bylaws
- Lee County MPO 2019 Traffic Management and Operations Committee (TMOC) Bylaws
- Lee County MPO 2020 Citizen Advisory Committee (CAC) Bylaws
- Lee County MPO 2022 Technical Advisory Committee (TAC) Bylaws
- Lee County MPO 2023 Bicycle Pedestrian Coordinating Committee (BPCC) Bylaws
- Lee County MPO 2023 Public Involvement Plan (PIP)
- Lee County MPO 2025 Organizational Chart

Planning Documents

- Lee County MPO 2020 Apportionment Plan
- Lee County MPO 2020 Bicycle and Pedestrian Safety Action Plan (BPSAP)
- Lee County MPO 2020 TSM&O Master Plan
- Lee County MPO 2025 Comprehensive Safety Action Plan (CSAP)
- Lee County MPO 2045 Long Range Transportation Plan (LRTP)
- Lee County MPO FY 2025/26–2029/30 Transportation Improvement Program (TIP)
- Lee County MPO Congestion Management Process (CMP)
- Lee County MPO System Performance Report (SPR)

Finance, Audits & Administration

- Lee County MPO 2015 Lease Agreement
- Lee County MPO 2018 Engagement Letter with CRI CPAs and Advisors
- Lee County MPO 2022 Certification Report
- Lee County MPO 2022 Statement of Work from Clifton Larson Allen LLC (Auditor)
- Lee County MPO 2023 AP Disbursement Process Memo
- Lee County MPO 2023 Personnel Manual
- Lee County MPO 2023–2024 Monthly Revenue
- Lee County MPO 2024 Accounts Payable Disbursements Process
- Lee County MPO 2024 Auditor Statement
- Lee County MPO 2024 Cash Receipts and Cash Management Process Memo
- Lee County MPO 2024 Financial Statements and Regulatory Reports

- Lee County MPO 2024 Health Coverage Agreement
- Lee County MPO 2024 Operating Procedure for Equipment Purchase, Maintenance, and Disposal
- Lee County MPO 2024 Payroll Process Memo
- Lee County MPO 2024 Transmittal of Transportation Project Priorities Memo to FDOT
- Lee County MPO 2024/25–2025/26 Unified Planning Work Program (UPWP)
- Lee County MPO 2025 Operating Budget
- Lee County MPO 2025–2026 Monthly Operating Budget Estimate
- Lee County MPO 2025 Employment Agreement with MPO Director

Agreements

- Lee County MPO 2025–2026 FDOT/MPO Agreement
- Lee County MPO 2025 Transportation Disadvantaged Planning Grant Agreement
- Lee County MPO 2025–2026 Transportation Disadvantaged Service Plan
- Lee County MPO Professional Service Agreement with Gray Robinson (Legal Services)

Resolutions

- Lee County MPO Resolution 2012-01 Deferred Compensation Program
- Lee County MPO Resolution 2012-05 No Written Investment Policy
- Lee County MPO Resolution 2023-09 Authorizing MPO Chair to Execute Administrative Documents
- Lee County MPO Resolution 2024-05 Application of Federal Mileage Rates

Joint / Regional / Other Documents

- Interlocal Agreement 2009 for Joint Regional Transportation Planning and Coordination Between Collier and Lee County MPOs
- Interlocal Agreement 2024 for Joint Regional Transportation Planning and Coordination Between Sarasota/Manatee, Lee County, and Charlotte County–Punta Gorda MPOs
- Interlocal Agreement 2024 for Services Between Lee County Transit and the Lee County MPO
- Application for MPOAC Southwest Florida Rail Feasibility Study 2022
- Florida Rail System Plan, 2023
- JOINT Collier and Lee MPO Boards' Regional Coordination Workshop Agenda 2023
- JOINT Collier and Lee MPO Citizens Advisory Committee Meeting Agenda 2023
- Joint Resolution 2013-01 FDOT Requests Collier and Lee MPOs to Evaluate Planning Areas
- Joint Resolution by Collier, Lee, Charlotte-Punta Gorda, and Sarasota/Manatee MPOs to Submit Application for Southwest Florida Rail Study 2023
- Joint TRIP Priorities 2025
- LeeTran – Lee County Transit 2020 Transit Development Plan
- Pages from Joint Collier-Lee MPO 6F Gulf Coast Trail 2023
- Regional Congestion Management Process Element Scope of Services

8B Attachment 2
TAC/CAC 10/27/25

COLLIER AND LEE COUNTY MPO CONSOLIDATION FEASIBILITY STUDY

Draft Technical Memorandum: Regulatory Review

Prepared for Coller and Lee County MPOs

FDOT Contract Number (TWO BED89 130-01)

Disclaimer

The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the information presented herein.

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16. Abstract

The Collier and Lee County Metropolitan Planning Organizations (MPOs) each serve vital roles in coordinating regional transportation planning and policy. With increasing population growth, expanded urbanized areas, and shared transportation needs, discussions about potential consolidation of the MPOs have emerged as a means to enhance efficiency, streamline operations, and improve regional coordination. Before making any decision regarding consolidation, it is crucial to assess the perspectives of stakeholders, evaluate institutional feasibility, and document potential benefits and tradeoffs.

This technical memorandum has been prepared as part of Task 3 of the Collier and Lee County MPOs Consolidation Feasibility Study. It provides an overview and analysis of the current federal and state laws, regulations, statutes, and policies related to MPO designation and redesignation, regional coordination, MPO consolidation, urbanized area (UZA) and metropolitan planning area (MPA) boundaries, and related topics. Additionally, it notes the areas related to the potential consolidation of two or more MPOs that are unclear or require clarification, for which input was sought from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT). The findings from this memorandum will help establish a shared understanding of the rules governing MPO consolidation, the steps involved with MPO consolidation, and any potential obstacles or challenges related to this process.

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1. Introduction

This technical memorandum has been prepared as part of Task 3 of the Collier and Lee County Metropolitan Planning Organizations (MPOs) Consolidation Feasibility Study. It provides an overview and analysis of the current federal and state laws, regulations, statutes, and policies pertaining to MPO designation and redesignation, regional coordination, MPO consolidation, urbanized area (UZA) and metropolitan planning area (MPA) boundaries, and related topics. Additionally, it documents the areas related to the potential consolidation of two or more MPOs that are unclear or require clarification, for which input was sought from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT). The intent of this technical memorandum is to inform Governing Board members of both MPOs as they consider whether to pursue the formation of a consolidated regional MPO.

This Task serves as an early step in the Phase I assessment process. The findings from this memorandum will help establish a shared understanding of the rules governing MPO consolidation, the steps involved with MPO consolidation, and any potential obstacles or challenges related to this process. This shared understanding is essential to future discussions about the advantages, disadvantages, trade-offs, and feasibility of consolidating the two organizations.

The information presented in this memorandum was gathered through a review of the following sources:

- 23 U.S.C. 134
- 23 U.S.C. 104
- 49 U.S.C. 5303
- 49 U.S.C. 5305
- 23 CFR 450 Subpart C
- 23 CFR 420
- Florida Statutes s. 339.175
- The FDOT *MPO Program Management Handbook*
- FDOT Work Program Instructions

The findings are organized thematically to support comparison and will be used to guide the work of subsequent tasks. These thematic areas are designation and redesignation, MPA and UZA boundaries, organizational structure and governance, coordination, funding, and MPO core products.

It is important to note that this memorandum does not recommend specific approaches for potential MPO consolidation, provide solutions for identified obstacles or challenges to MPO consolidation, nor prescribe future actions. Rather, it is designed to support informed decision-making by outlining the requirements for any potential consolidation and any challenges or obstacles that may require future attention.

2. Thematic Areas of Federal Law and Rule, and Florida State Statutes

The key sections of federal law and regulations, as well as Florida State statutes, have been organized into six main thematic areas that highlight topics relevant to the factors influencing MPO consolidation. The six thematic areas are: (1) designation and redesignation, (2) MPA and UZA boundaries, (3) organizational structure and governance, (4) coordination, (5) funding, and (6) MPO core products. Many of these areas overlap, and where applicable, citations from the CFR, U.S.C., and Florida Statutes may be repeated or cross-referenced.

Designation and Redesignation

The designation of an MPO is established through an agreement between the Governor and units of general-purpose local government that represent at least 75 percent of the affected population. This includes the largest incorporated city based on population, as stated in 23 U.S.C. 134(d), 49 U.S.C. 5303(d), and 23 CFR 450.310. Additionally, the U.S.C. and CFR specify that applicable state or local laws may provide alternative procedures for designation.

Florida statutes include similar requirements, stating that designation is accomplished by "agreement between the Governor and units of general-purpose local government representing at least 75 percent of the population of the urbanized area" (s. 339.175(2)(a)1. F.S.). It modifies the criterion for the "largest incorporated city based on population" and states that, "the unit of general-purpose local government that represents the central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census, must be a party to such agreement." Florida statutes also specify that designated MPOs should be fully operational no later than 6 months after designation (s. 339.175(2) F.S.)

According to 23 U.S.C. 134(d)(5), existing MPO designations remain in effect until the MPO is redesignated (see also 23 CFR 450.310(g)). Redesignation requires an agreement between the Governor and units of general-purpose local government that represent at least 75 percent of the existing metropolitan planning area (MPA) population, including the largest incorporated city based on population (23 U.S.C. 134(d)(6)(A); 23 CFR 450.310(h)). According to 23 CFR 450.310(i), during redesignation, units of general-purpose local government are "elected officials from each unit of general-purpose local government located within the metropolitan planning area served by the existing MPO."

Florida statutes do not address redesignation. However, section 2.4 of the FDOT *MPO Administrative Handbook* outlines the procedures for MPO redesignation as specified in 23 CFR 450.310 (FDOT, 2025).

Redesignation, as outlined in 23 CFR 450.310(j), is required when there is a substantial change in:

- The proportion of voting members on the existing MPO representing the largest incorporated city, other units of general-purpose local government served by the MPO, and the State(s); or
- The decision-making[1] authority or responsibility of the MPO, or in decision-making procedures established under the MPO by-laws.

Additionally, redesignation may be required if the boundaries of the urbanized area are adjusted in a manner that changes the MPO's composition (23 CFR 450.312(h)).

If there are no substantial changes or if restructuring is necessary to comply with 23 U.S.C. 134(d)(6)(B) (see also 23 CFR 450.310(d)(2)), redesignation is not required. Furthermore, redesignation is not required for the following circumstances (23 CFR 450.310(l)):

- The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area (see also 23 U.S.C. 134(e)(3)).
- Adding members to the MPO that represent new units of general-purpose local government resulting from the expansion of the metropolitan planning area.
- Adding members to satisfy the specific membership requirements described in 23 CFR 450.310(d) for an MPO that serves a Transportation Management Area (TMA).
- Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

It is important to note that in 2016, a rule change to 23 CFR 450 required that if multiple MPOs were designated within a UZA[2], the Governor and MPOs would need to assess whether multiple MPOs were appropriate. If it was determined that multiple MPOs were not suitable, a merger would be required (81 FR 41473, 2016; 81 FR 93448, 2016). This change would have applied to 23 CFR 450.310. Furthermore, the 4-1-17 edition of 23 CFR 450 stated that mergers into a single UZA would occur "in accordance with the redesignation procedures described in 450.310(h)…" (23 CFR 450 4-1-17 edition). In 2017, the rule was repealed through Public Law 115-33 (Davis, 2017; Nossaman, 2017).

Even though the proposed rule was repealed, it does reference 450.310(h) for redesignation procedures in MPO mergers. According to 450.310(h):

> An existing MPO may be redesignated only by agreement between the Governor and units of general-purpose local government that together represent at least 75

[1] In this technical memorandum, "decision-making" has been edited from "decisionmaking" for clarity and consistency.

[2] Before 2022, 23 USC 134(d)(7) read as follows, "More than 1 metropolitan planning organization may be designated within an existing metropolitan planning area only if the Governor and the existing metropolitan planning organization determine that the size and complexity of the existing metropolitan planning area make designation of more than 1 metropolitan planning organization for the area appropriate." However, this was inaccurate, as MPOs can't share an MPA. On 1/3/2022 the language was amended, substituting "an existing urbanized area (as defined by the Bureau of the Census)" for "an existing metropolitan planning area" and "the area" for "the existing metropolitan planning area. " It remains as such in the version of 23 USC 134 on the retrieval date 8/13/2025.

percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).

UZA and MPA Boundaries

The UZA is defined as "the geographic area with a population of 50,000 or more, as determined by the Bureau of the Census" (23 U.S.C. 134(b)(7)). The MPA is "the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor" (23 U.S.C. 134(b)(1), see also 23 CFR 450.312(a)).

More than one MPO may be designated within a UZA or group of contiguous UZAs if the Governor and MPOs agree that the size and complexity justify this designation (23 U.S.C. 134(d)(7), 23 CFR 450.310(e), s. 339.175(2)(a)2. F.S.). When it is deemed appropriate to designate more than one MPO for a UZA, federal regulations require these MPOs to have written agreements that specify how they will coordinate and divide planning responsibilities. In addition to these written agreements between the MPOs, when more than one MPO is designated for a UZA, they are also required to have written agreements between the state(s) and the public transportation operator(s). These agreements should describe their approach to coordinating transportation plans and transportation improvement programs across the MPA boundaries (23 CFR 450.310(e), 23 CFR 450.314(e)). Florida statutes contain similar language, requiring each MPO to consult with every other MPO designated for the UZA and the state. They are also required to coordinate plans and programs and ensure, when practicable, that the data used in the planning process is consistent (s. 339.175(2)(a)2. F.S.).

The MPA boundary is required to cover the existing urbanized area as well as the contiguous area that is expected to become urbanized within 20 years (23 U.S.C. 134(e)(2)(A), see also 49 U.S.C. 5303, 23 CFR 450.312(a)(1) and s. 339.175(2)(c)). Additionally, the MPA boundary may also cover the entire metropolitan statistical area or consolidated metropolitan statistical area as outlined in 23 U.S.C. 134(e)(2)(B), 23 CFR 450.312(a)(2), and s. 339.175(2)(c) F.S. While an MPA boundary may encompass more than one urbanized area, the boundaries cannot overlap (23 CFR 450.312(c), 23 CFR 450.312(g)).

Organizational Structure and Governance

According to 23 U.S.C. 134(d)(2) and 23 CFR 450.310(d)(1), each MPO that serves as a TMA must include local elected officials, officials of modal agencies, and appropriate State officials. The U.S.C. and CFR also state that "Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality" (23 U.S.C. 134(d)(3)(B); 23 CFR 450.310(d)(3)(ii)).

In 2016, the FHWA and the Federal Transit Administration (FTA) issued a final rule concerning changes made by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act (81 FR 34050). Within the general comments section of this rule, two references were made regarding the representation of public transportation providers on MPO Governing Boards as provided in 23 U.S.C. 134(d)(3)(B) and 23 CFR 450.310(d)(3)(ii):

- In reference to a comment regarding equal decision-making rights, as well as the direct participation of transit providers, the response states that "the statute was changed in the FAST Act to explicitly allow that the representative of an operator of public transportation may simultaneously represent a local municipality."
- Related to comments on flexibility in how transit providers are represented in the decision-making process, the FHWA and FTA confirmed that a single official can serve in multiple capacities, stating that this "would be particularly appropriate in instances where the local elected official represents a local government that operates a transit system."

Although the CFR does not specify the number of members for the MPO Governing Board, it requires that when designating these officials for the first time, the MPO must consider the equitable and proportional representation of the population of the MPA (23 U.S.C. 134(d)(3)(D), see also s. 339/175(3)(a) F.S.).

Florida statute specifies that the MPO must designate a chair, a vice chair, and an agency clerk (s. 339.175(2)(e) F.S.) and outlines specific requirements for MPO voting membership (s. 339.175(3) F.S.). The voting membership must include at least 5 but no more than 25 apportioned members, with the actual number of voting members determined based on an "equitable geographic-population ratio basis." The following requirements for MPO voting membership are also addressed in s. 339.175(3)(a) F.S.:

- County commissioners shall compose at least one-third of the MPO governing board membership
    - This does not apply when all of the county commissioners in a single-county MPO are members of the governing board.
    - A multicounty MPO may satisfy this requirement by any combination of county commissioners from each of the counties constituting the MPO.
- Voting members shall be elected officials of general-purpose local governments, one of whom may represent a group of general-purpose local governments through an entity created by an MPO for that purpose.
- An MPO may include, as part of its apportioned voting members, a member of a statutorily authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida.
- County commissioners shall compose not less than 20 percent of the MPO membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an MPO.

Florida statutes (s. 339.175(4)) address MPO membership apportionment and require MPOs to evaluate their membership composition in conjunction with the decennial census. If required, reapportionment is undertaken through agreement between the Governor and affected general-purpose local governments. Alternate members and the method for appointing alternate members are determined through a cooperative agreement between the Governor and a majority of units of general-purpose local government. Representatives

from FDOT are required to be included as non-voting advisers to the MPO Board. Additional non-voting advisers can be appointed by the MPO, but these advisors are encouraged to be of various multimodal forms of transportation not otherwise represented by voting members of the MPO. By request of major military installations located within the jurisdictional boundaries of the MPO and agreement of the MPO, a representative of the installation can serve as a non-voting adviser.

MPO Governing Board members serve 4-year terms and can be reappointed for one or more additional 4-year terms. However, there are two circumstances that would result in the termination of a public official's membership before the four-year period. The first is if they leave their elective or appointed office. The second is if they are voted out by the membership of the governing board they represent (s. 339.175(4)(b) F.S.).

Coordination

As noted in the section of the technical memorandum regarding MPO and UZA boundaries, both the CFR and Florida statute require that MPOs that are designated for one UZA or are a part of contiguous urbanized areas establish official, written agreements for coordination as well as planning and programming responsibilities (23 CFR 450.310(e); s. 339.175(2)(a)2 F.S.). The CFR requires MPOs to have written agreements with other MPOs, and in some instances, the state and public transportation providers, under the following circumstances:

- When more than one MPO is designed to serve a UZA or group of contiguous UZAs (23 CFR 450.310(e)).
- In cases where part of an urbanized area served by one MPO extends into an adjacent MPA (23 CFR 450.312(h)).
- If multiple MPOs are designated to serve a UZA (23 CFR 450.314(e)).
- When more than one MPO serves an urbanized area (450.314(h)(ii), see also 450.306(d)).

The U.S.C. requires MPOs to consult with one another and coordinate plans and programs when:

- More than one MPO has authority within a UZA or an area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (23 U.S.C. 134(g)(1)).
- A transportation improvement funded from the Highway Trust Fund or authorized under chapter 53 of title 49 is located within the boundaries of more than one MPA (23 U.S.C. 134(g)(2)).

Furthermore, 23 U.S.C. 134(g)(4) requires consistency in planning data and forecasts between MPOs that cover the same UZA.

Florida statute (s. 339.175, F.S.) reflects these federal requirements, allowing multiple MPOs within a contiguous UZA while mandating coordination on federally and state-required planning products, including long-range transportation plans, transportation improvement programs, and priority project lists (s. 339.175(7)(a) F.S., s. 339.175(7)(b) F.S., s. 339.175(8)(a) F.S.). Additionally, Florida statutes require MPOs within contiguous urbanized

areas to ensure the consistency of data used in the planning process (s. 339.175(7)(b) F.S.). MPO core products and related requirements for coordination between MPOs will be discussed in the section of this technical memorandum titled MPO Core Products.

Florida statute section 339.175(6), which includes provisions for powers, duties, and responsibilities, requires MPOs to develop coordination mechanisms with one another; the exact methods are not prescribed, but the statutes encourage flexibility in the approach (s. 339.175(6)(j)1. F.S.). MPOs that join with one another are an individual political subdivision to coordinate activities or achieve planning and development goals are required to have an interlocal agreement (s. 339.175(6)(j)2. F.S.). This section of the statutes also states that multiple MPOs may merge, combine, or otherwise join together as a single MPO, but it does not provide specific details regarding the merger process. Although the FDOT *MPO Program Management Handbook* includes considerations for MPOs that choose to merge. These considerations address consensus among the MPOs, outreach, representation, the creation and adoption of planning, development, and policy documents, required agreements, hosting agreements if necessary, staffing needs, start-up costs, local funding needs, and committees (FDOT, 2025).

Funding

As stated in 23 CFR 450.308, funding for MPOs is available through the provisions outlined in 23 U.S.C. 104(d) (Metropolitan Planning Program (MPP) funds), 49 U.S.C. 5305(d) (FTA section 5305 funds), and 49 U.S.C. 5307 (FTA Urbanized Area Formula Grants Program funds). Additional provisions, including 23 U.S.C. 104(b)(2) (Surface Transportation Block Grant (STBG) program funds (also STBG – Urban (SU) and Transportation Alternative – Urban (TALU)), 23 U.S.C. 505 (State Planning and Research (SPR) program funds), 49 U.S.C. 5305(e) (State Planning and Research (SPR) program funds), may also be available to MPOs for transportation planning. TMA's, which both the Lee County MPO and Collier MPO are classified as, can use funds sub-allocated under 23 U.S.C. 133(d)(4) (STBG funds).

23 U.S.C. 104 addresses apportionment, and subsection (d) specifically pertains to the distribution of metropolitan planning funds (PL funds). According to 23 U.S.C. 104(d)(2) (see also 23 CFR 420.109), the funds are to be distributed by the States based on a formula that:

> (i) is developed by each State and approved by the Secretary; and
> (ii) takes into consideration, at a minimum, population, status of planning, attainment of air quality standards, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out section 134 and other applicable requirements of Federal law.

While 23 CFR 420.109 uses similar language, it extends the requirements for the formula, adding that it should be developed by the state Department of Transportation (DOT) in consultation with the MPOs and approved by the FHWA Division Administrator. Florida statutes require the FDOT to allocate "an appropriate amount of federal transportation planning funds" to each MPO (s. 339.175(6)(f)).

49 U.S.C. 5305(d) defines how transit planning funds are apportioned to the States. The allocation process from the states to the MPOs is described as follows:

> Amounts apportioned to a State under paragraph (1) shall be made available, not later than 30 days after the date of apportionment, to metropolitan planning organizations in the State designated under this section under a formula that—
>
> (A) considers population of urbanized areas;
>
> (B) provides an appropriate distribution for urbanized areas to carry out the cooperative processes described in this section;
>
> (C) the State develops in cooperation with the metropolitan planning organizations; and
>
> (D) the Secretary approves.

Florida participates in the Consolidated Planning Grant (CPG) program, which allows the State to combine FHWA PL funds and FTA 5305(d) funds into a single grant (FDOT, 2025). The distribution formulas, as outlined in the FDOT Work Program Instructions (FDOT, 2024), are as follows:

1) FHWA PL Funds Allocation

   - The MPOAC will receive an off-the-top allocation of $770,000 from each requested annual apportionment.
   - Each MPO will receive a base annual apportionment amount of $350,000.
   - In addition to the annual base apportionment of $350,000, each MPO will receive additional PL funds proportionate to the population of the urban areas with 50,000 or more people relative to the total population in urban areas with 50,000 or more people in the state, from the balance of funds remaining after the apportionment above.
   - MPOs that merge retain base allocation.
   - $350,000 one-time allocation for MPOs extending boundaries to include new urban areas with 50,000 or more people.
   - The Infrastructure Investment and Jobs Act requires that 2.5% of each MPO's PL allocation are set aside for Complete Streets activities.

2) FTA 5305(d) Funds Allocation

   - Each MPO, including the MPOAC, will receive a base annual apportionment amount of $30,000.
   - $350,000 one-time allocation for MPOs extending boundaries to include new urban areas with 50,000 or more people.
   - After the base amount is allocated, half of the remaining funds are distributed based on the population of the urban areas with 50,000 or more people within the MPO's jurisdiction, as a portion of the allocation in urban areas with 50,000 or more people of all the MPO's jurisdiction.

- A quarter of the remaining funds, after the base amount is allocated, are distributed based on Revenue Miles within the MPO's jurisdiction as a portion of all the revenue miles in all the MPOs' jurisdiction.
- A quarter of the remaining funds, after the base amount is allocated, are distributed based on the Passenger Trips within the MPO's jurisdiction as a portion of all the passenger trips in all the MPOs' jurisdiction.

23 U.S.C. 133 outlines the requirements for the STBG Program. Section (d) specifies the application of apportioned STBG-Urban (SU) funds based on population. Paragraph (2) states that "Funds attributed to an urbanized area under paragraph (1)(A)(i) may be obligated in the metropolitan area established under section 134 that encompasses the urbanized area." Paragraph (d)(1)(A)(i) refers to urbanized areas populations exceeding 200,000 (or a TMA). The U.S.C. also allows the State to obligate funds among urbanized areas with populations over 200,000 based on other factors, with approval from the Secretary to the state and the relevant MPOs. At the discretion of the Department, MPOs are allowed to use SU funds to supplement the PL allocations for planning tasks (FDOT, 2024).

MPO Core Products

MPOs are required in federal law and rule to develop a metropolitan transportation plan (MTP and also referred to as a long range transportation plan (LRTP)), a transportation improvement program (TIP), a unified planning work program (UPWP), a public participation plan (PPP), and a congestion management process (CMP) in TMA MPOs. MPOs in Florida are also required by Florida law to develop a list of project priorities (LOPP) and CMP (regardless of TMA status)[3]. These plans and processes are generally referred to as MPO core products.

In certain circumstances, the U.S.C., CFR, and Florida statutes require MPOs to coordinate and consult on activities related to core products. These circumstances include:

- When more than 1 MPO is designated within a UZA (23 U.S.C. 143(g)(1)), 23 U.S.C. 143(g)(4), 23 CFR 450.314(e), s. 339.175(2)(a)2.a. F.S, s. 339.175(8)(b) F.S.)
- When multiple MPOs serve a contiguous group of UZAs (s. 339.175(2)(a)2 F.S., s. 339.175(8)(c)8. F.S.)
- If a project is located within the boundaries of more than one MPO (23 U.S.C. 143(g)(2), s. 339.175(7)(a) F.S., and s. 339.175(8)(c)7. F.S.)

Many of these provisions require written agreements that describe the coordinated development of plans and programs, as described in the section of this technical memorandum on coordination. They also necessitate documentation of coordination efforts in the UPWP, LRTP, and TIP, as required by 23 CFR 450.314(e) for MPOs serving a single UZA. However, these provisions do not mandate the creation of joint planning and programming documents. Furthermore, 23 U.S.C. 134(g), which addresses MPO consultation in plan and TIP coordination, includes a clause (23 U.S.C. 134(g)(5)) stating that nothing in the subsection requires multiple MPOs within a UZA to develop planning

[3] Although Florida statute (s. 339.175(6)(c)1 uses the term "congestion management system", this document will use the term "congestion management process" (CMP) to remain consistent with federal law and rule.

documents jointly. In some cases, MPOs have the option to develop a single transportation plan and/or TIP for the UZA, as indicated in 23 CFR 450.314(e).

In addition to the requirements for coordinated planning and programming, as well as documenting coordination efforts outlined in the U.S.C. and the CFR, Florida statutes mandate coordination for specific MPO core products. This section highlights the coordination requirements for the LRTP, the TIP, the LOPP, and the congestion management process (CMP).

LRTP:

- If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in the long-range transportation plan (s. 339.175(7)(a) F.S.)
- Multiple MPOs covering contiguous urbanized areas must coordinate the development of long-range transportation plans to be reviewed by the Metropolitan Planning Organization Advisory Council (s. 339.175(7)(a) F.S.)
- Multiple MPOs covering contiguous urbanized areas must ensure, to the maximum extent possible, the consistency of data used in the planning process (s. 339.175(7)(b) F.S.)

TIP:

- Multiple MPOs within a contiguous urbanized area must coordinate transportation improvement programs (s. 339.175(8)(a) F.S.)
- The TIP has to indicate coordination or alignment with transportation improvement plans of other MPOs within the contiguous urbanized area (s. 339.175(8)(c)8 F.S.).

List of Project Priorities:

- Where more than one MPO exists in an urbanized area, the MPOs shall coordinate in the development of regionally significant project priorities (s. 339.175(8)(b) F.S.)

Congestion Management Process

- Each MPO shall prepare a congestion management process for the contiguous urbanized metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law (s. 339.175(6)(c)1. F.S.)

Beyond the requirements outlined in state statutes, some programs may have specific eligibility requirements that involve multiple MPOs collaborating or include MPOs in a contiguous area working together. For example, the Transportation Regional Incentive Program (TRIP) states that eligible applicants include, among other possible applicants, one or more MPOs and one or more contiguous counties that are not MPO members (FDOT, 2024).

3. Clarification of potential areas in federal or state law and regulations that could impact MPO consolidation

In August 2025, letters were sent to the FHWA Florida Division Office and the FDOT Office of Policy Planning (OPP). The following questions were asked to clarify issues in federal law and regulations, and state statutes.

Questions to FHWA

- Please confirm that federal law supersedes federal regulations, and that federal regulations and policies supersede state laws, statutes, and policies where they are not in complete alignment.
- Federal laws and regulations contain references to MPO designation (23 U.S.C.134(d)(1) and 23 CFR 450.310(b)) and redesignation (23 U.S.C. 134(d)(6) and 23 CFR 450.310(h)). Both of these processes require agreement between the Governor and units of general-purpose local government that together represent at least 75 percent of the affected population (urbanized area for designation and existing planning area for redesignation). It is our understanding that until an agreement is reached for the creation of a new MPO through consolidation, no one party can unilaterally make a decision to redesignate an MPO. Within this context, please clarify if the consolidation of two or more MPOs into a single MPO must follow the designation procedures outlined in 23 U.S.C.134(d)(1) and 23 CFR 450.310(b) or if they should follow the redesignation procedures outlined in 23 U.S.C. 134(d)(6) and 23 CFR 450.310(h).
- For the purposes of MPO consolidation between two MPOs that cover contiguous urbanized areas (UZAs), is approval required from local jurisdictions representing 75% of each UZA separately, or should approval be provided by local jurisdictions representing 75% of the combined population of both UZAs?
- In the potential merger of the Collier and Lee County MPOs, which cities are considered the largest incorporated cities by population in each UZA?
- For the purpose of MPO consolidation between two MPOs that cover contiguous UZAs, is approval required from the largest incorporated city by population in each UZA separately or by the largest incorporated city by population in the contiguous UZAs?
- Can federal transportation funds that are suballocated for use in transportation management areas (TMAs), including Surface Transportation Block Grant Program-Urban (SU) and Transportation Alternatives - Urban (TALU) program funds, be spent on projects or for planning purposes anywhere within the MPA of an MPO covering contiguous UZAs, or can these funds only be spent within the UZA for which they were originally intended?
- How long after consolidation would a newly created MPO have to adopt federally required products, such as the transportation improvement program (TIP), long-range

transportation plan (LRTP), unified planning work program (UPWP), public participation plan (PPP), congestion management process (CMP), and performance targets? Please provide a response for each type of product if the lengths of time are different for each item.

- Please indicate the timing for the federal certification review of a new MPO created through a consolidation of two or more already existing MPOs.
- According to 23 CFR 450.312, an MPA boundary may encompass more than one urbanized area, but the boundaries cannot overlap. Our understanding is that the two previously existing MPAs would not have to be fully covered by a new MPA. Instead, the new MPO must cover the Bonita Springs—Estero UZA and the Cape Coral UZA, and the area expected to be urbanized over the next 20 years. Is this accurate? If not, please clarify the procedures for establishing a new MPA in the context of an MPO merger in Collier and Lee counties.

Questions to FDOT

- The Code of Federal Regulations (CFR) uses the term “largest incorporated city based on population” (23 CFR 450.310(b)). However, Florida statute uses the term "central city or cities within the M.P.O. jurisdiction, as defined by the United States Bureau of the Census” 339.175(2)(a)1. We note that the Census glossary indicates that the term “central city” is no longer in use (https://www.census.gov/glossary/?term=Central+City). In the context of Florida statute, how is the term “central city” now defined, given the lack of definition provided by the Census Bureau?
- According to Florida statute section 339.175(3)(a), the actual number of voting members on an MPO Governing Board is determined on an “equitable geographic-population ratio basis.” Please define “equitable geographic-population ratio basis.”
- For the purpose of creating a consolidated MPO, please describe acceptable methods for demonstrating agreement on the part of units of general-purpose local government (e.g., resolution of the city council, Mayoral executive order, or other)?
- The current statewide Consolidated Planning Grant (CPG) funding formula states that “MPOs that merge retain base allocation.” Can you confirm whether an MPO formed by the consolidation of the Collier and Lee County MPOs would retain the base allocation for each individual MPO (Collier MPO's base allocation + Lee County MPO's base allocation)? If so, for how long?
- Florida statute, section 339.175(2)(e) states that new MPOs must be fully operative no later than 6 months following their designation. When does an MPO formed through a merger of two existing MPOs need to be fully operational?
- The FDOT work program apportionments for federal Surface Transportation Block Grant Program – Urban (SU) and Transportation Alternatives – Urban (TALU) funding for the Lee and Collier MPOs are based on the population of the Cape Coral urbanized area (for the Lee MPO) and the Bonita Springs-Estero urbanized area (for

the Collier MPO) that share a boundary at Alico Road in Lee County. This results in the urbanized population in the City of Bonita Springs, Village of Estero, and San Carlos Park in Lee County being used in the apportionment calculation for the Collier MPO, which impacts the funding allocated to the Lee MPO for projects in those areas. Is there any way to resolve this issue without combining the two MPOs?

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Collier & Lee County MPOs: Key Facts for Decision Makers

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.

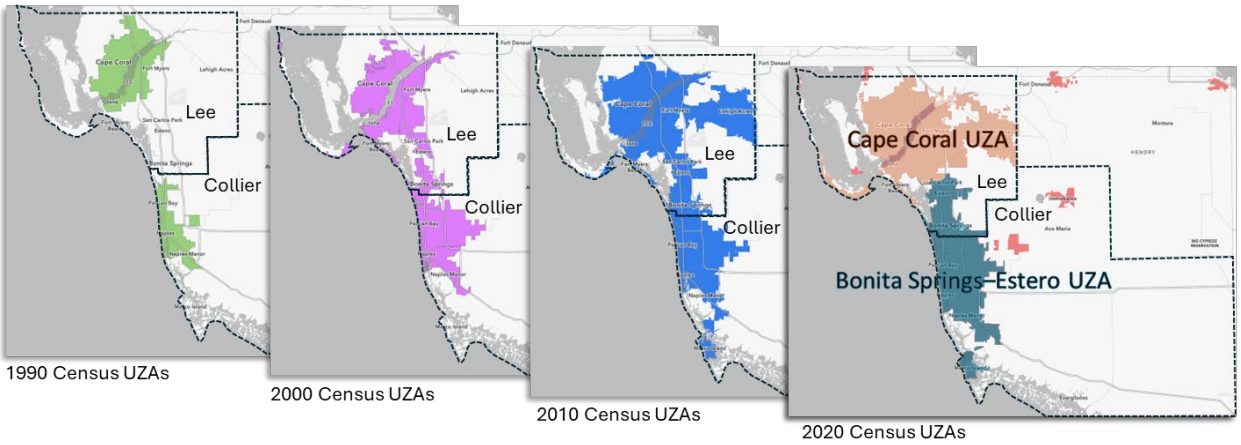
A UZA is a Census-defined urban area with 50,000+ people. Each UZA must be covered by at least one MPO, which leads regional transportation planning there.

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

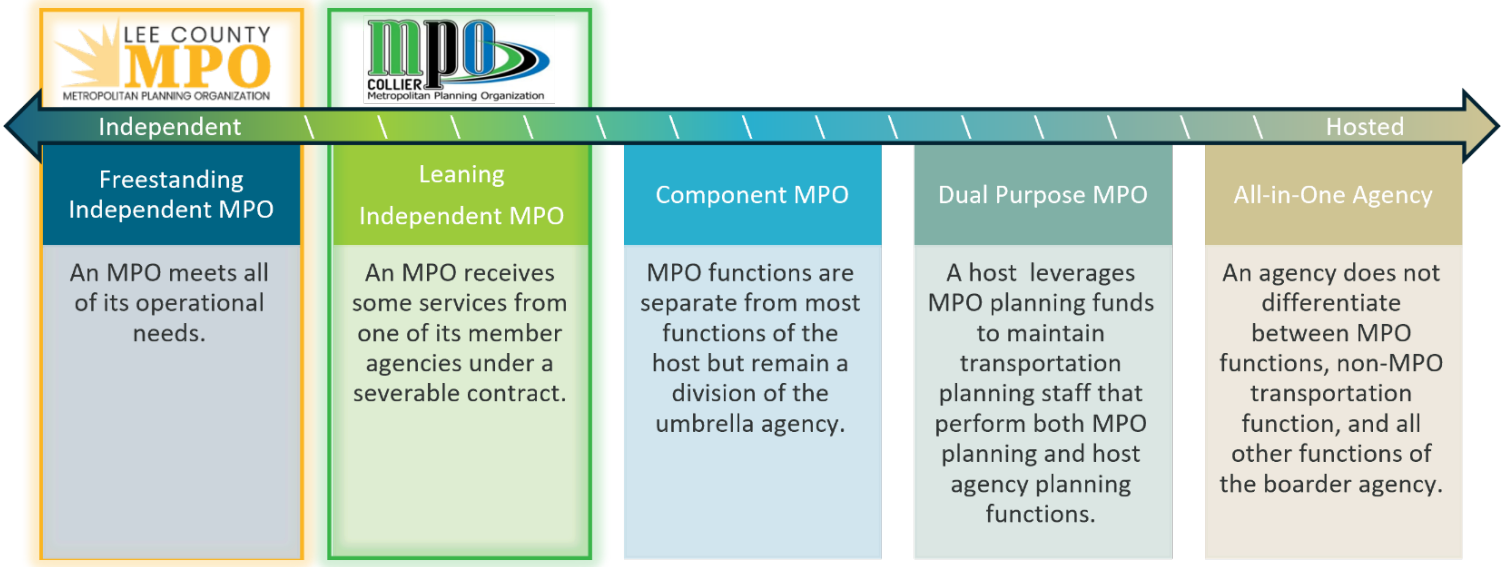
Governance & Representation

- 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.

Survey Test Link: https://usf.pdx1.qualtrics.com/jfe/preview/previewId/5fafa36d-cdb1-4e60-b957-b6e6a9cb2af4/SV_79iyooCDm4LqtD0?Q_CHL=preview&Q_SurveyVersionID=current

Collier and Lee County MPO Consolidation Feasibility Study Perspectives Survey

Study Background
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 Metropolitan Planning Organizations (MPOs). This study will evaluate the potential benefits, challenges, and key considerations associated with a potential merger of the two MPOs.

Survey Objectives
We are documenting the perspectives of local elected officials from member jurisdictions regarding the potential merger of the Collier and Lee County MPOs. Your input will help us better contextualize the potential benefits and drawbacks of a consolidated MPO.

To better inform you of current MPO planning and business practices, regional planning coordination, and federal/state regulations related to MPO requirements, a briefing document can be found at the following link: Collier & Lee County MPOs key facts for decision makers

The survey will take approximately 10 minutes to complete.

Your responses are requested by Month, Date, 2025.

If you have any questions, please contact Jeff Kramer at kramer@usf.edu or Tia Boyd at tiaboyd@usf.edu.

Your participation is essential in guiding this important discussion.

Helpful Tips:

- If you are unable to complete the survey in one sitting, you can return to the survey at any time by reentering through the survey link. Reentering the survey will return you to the last completed question.
- Survey navigation is conducted by selecting the “save and go back” or “save and continue” button at the bottom of each page.
- You will be notified if you skipped questions on a page, but only General Information section questions require answers.
- The survey can be submitted by selecting the “submit" button at the end of the survey. Please review your answers before you submit them. Once the submit button is selected, you **cannot** go back and make changes.
- Survey responses will be shown in the study report. However, the identity of survey respondents will remain anonymous.

Note: Throughout the survey, the terms “merger” and “consolidation” are used interchangeably, referring to the combining of two or more MPOs into a single MPO.

DRAFT

General Information

The information collected in this survey will be anonymized. Personal identifying information will not be included in the final report.

Q1 Select your title.

- ○ Mayor/Vice Mayor
- ○ City Council Member
- ○ County Commissioner
- ○ Other (please specify) _____

Q2 Select the local government or municipality you serve as an elected official.

- ○ City of Bonita Springs
- ○ City of Cape Coral
- ○ City of Marco Island
- ○ City of Naples
- ○ Collier County
- ○ Everglades City
- ○ City of Fort Myers
- ○ Lee County
- ○ City of Sanibel Island
- ○ Town of Fort Myers Beach
- ○ Village of Estero

Q3 Are you currently an MPO Governing Board member?

- ○ Yes, I am currently an MPO Governing Board member/alternate
- ○ No, I am not currently an MPO Governing Board member/alternate

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Values

This section identifies what is important to you when considering the potential merger of the Collier and Lee County MPOs.

Q4 Structure and Operations - Select **up to three** items in the following list that are most important to you as they relate to the potential merger of the Collier and Lee County MPOs.

- ☐ MPO Governing Board composition.
- ☐ Coordination with regional partners.
- ☐ MPO staff roles and responsibilities.
- ☐ Location of the MPO's home office.
- ☐ Funding for MPO administrative and operational needs.
- ☐ Streamlined MPO administrative and operational functions.
- ☐ A single MPO with a unified voice and image for the region.
- ☐ Other (please specify) _____

Q5 Funding - Select **up to three** items in the following list that are most important to you as they relate to the potential merger of the Collier and Lee County MPOs. (Please refer to the briefing document for more information about funding: Collier & Lee County MPOs key facts for decision makers)

- ☐ State and federal formula funds for regionally significant transportation improvement projects.
- ☐ The MPO's competitiveness when applying for discretionary or competitive funds (grants) for regionally significant transportation improvement projects.
- ☐ State and federal formula funds for locally significant transportation improvement projects.
- ☐ The MPO's competitiveness when applying for discretionary or competitive funds (grants) for locally significant transportation improvement projects.
- ☐ Funding for planning activities in the county that I serve (e.g., the long range transportation plan, planning studies).
- ☐ Funding for planning activities in the two-county region (e.g., the long range transportation plan, planning studies).
- ☐ Other (please specify) _____

DRAFT

Q6 Organizational Culture - Using a scale of 1 to 5, how would you characterize the compatibility of the Collier and Lee County MPO Governing Board cultures? *Note: Culture in this question is defined as the shared characteristics, values, conventions, and norms within an organization or group.*

- 5 - Highly compatible
- 4 - Somewhat compatible
- 3 - Neutral
- 2 - Somewhat incompatible
- 1 - Highly incompatible
- 0 - Unsure

Q7 Tradeoffs - When evaluating the feasibility of merging two or more MPOs, it is important to consider the trade-offs. A significant tradeoff in this type of process is between autonomy and financial support. Regarding the potential merger of the Collier and Lee County MPOs, which aspect is more important to you?

- Autonomy – the MPO's ability to operate independently while having to seek out its own funding sources and staff support.
- Financial support – the MPO's ability to receive financial and staff support from another entity, but with the requirement to adhere to that agency's policies or share administrative decision-making authority.

Coordination

This section queries you on your opinions about the coordination efforts between the Lee and Collier MPOs.

Q8 How would you describe the level of coordination between the Collier and Lee County MPOs in addressing regional transportation needs and facilitating joint planning activities?

	Very effective	Somewhat effective	Neutral	Somewhat ineffective	Very ineffective	Unsure
Addressing regional transportation needs	○	○	○	○	○	○
Facilitating joint planning activities	○	○	○	○	○	○

Display this question:
If Q8 [Somewhat effective] or [Somewhat ineffective] or [Very ineffective]

Q8a Please briefly describe the regional transportation needs that are not being met and/or joint planning activities you believe are not supported through coordination efforts.

_____

_____

_____

DRAFT

Display this question:
If Q8 [Somewhat effective] or [Somewhat ineffective] or [Very ineffective]

Q8b In your opinion, what would help the MPOs meet regional transportation needs and/or facilitate joint planning activities?

_____
_____
_____

Considerations

This section explores your opinions on the benefits and challenges of a merger between the Collier and Lee County MPOs.

Q9 What do you believe are the top three strategic benefits of a merger between the Collier and Lee County MPOs?

- #1 _____
- #2 _____
- #3 _____

Q10 What do you believe are the top three greatest risks, costs, or challenges associated with a merger between the Collier and Lee County MPOs?

- #1 _____
- #2 _____
- #3 _____

Concluding Thoughts

This is the last section of the survey, designed for you to share any additional thoughts about the potential merger of the Collier and Lee County MPOs.

Q11 Using a scale of 1 to 5, how effective do you think a merger between the Lee and Collier County MPOs would be in improving transportation planning and programming **in the region**? *Note: In this context, the region refers to the areas covered by the two counties.*

- 5 - Very effective
- 4 - Somewhat effective
- 3 - No impact
- 2 - Somewhat ineffective
- 1 - Very ineffective
- 0 - Unsure

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Q12 Using a scale of 1 to 5, how confident are you that a single MPO resulting from the merger of the Collier and Lee County MPOs could effectively serve the transportation needs of the communities **in your jurisdiction**?

- ○ 5 - Very confident
- ○ 4 - Somewhat confident
- ○ 3 - Neutral
- ○ 2 - Somewhat unconfident
- ○ 1 - Not confident at all
- ○ 0 - Unsure

Q13 Please provide any additional comments or concerns you have regarding the potential merger of the Collier and Lee County MPOs. These may include the following items:

- Information you believe is necessary for making a fully informed decision.
- Issues or topics that are important to you concerning the potential merger.
- Key regional partners that should be considered during a merger process.
- Any other relevant information.

_____
_____
_____
_____
_____

You are at the end of the survey.
To review and edit your responses, click the "Review Responses" button.
To submit your responses, click the "Submit" button.
Once you submit your responses, you cannot go back to make changes.

DRAFT

UNIVERSITY of SOUTH FLORIDA

8B Attachment 5
TAC/CAC 10/27/25

Collier and Lee County MPO Consolidation Feasibility Study

Key Facts for Decision Makers

Principal Investigator: Jeff Kramer

University of South Florida

June 20, 2025

CUTR Center for Urban Transportation Research

UNIVERSITY of SOUTH FLORIDA

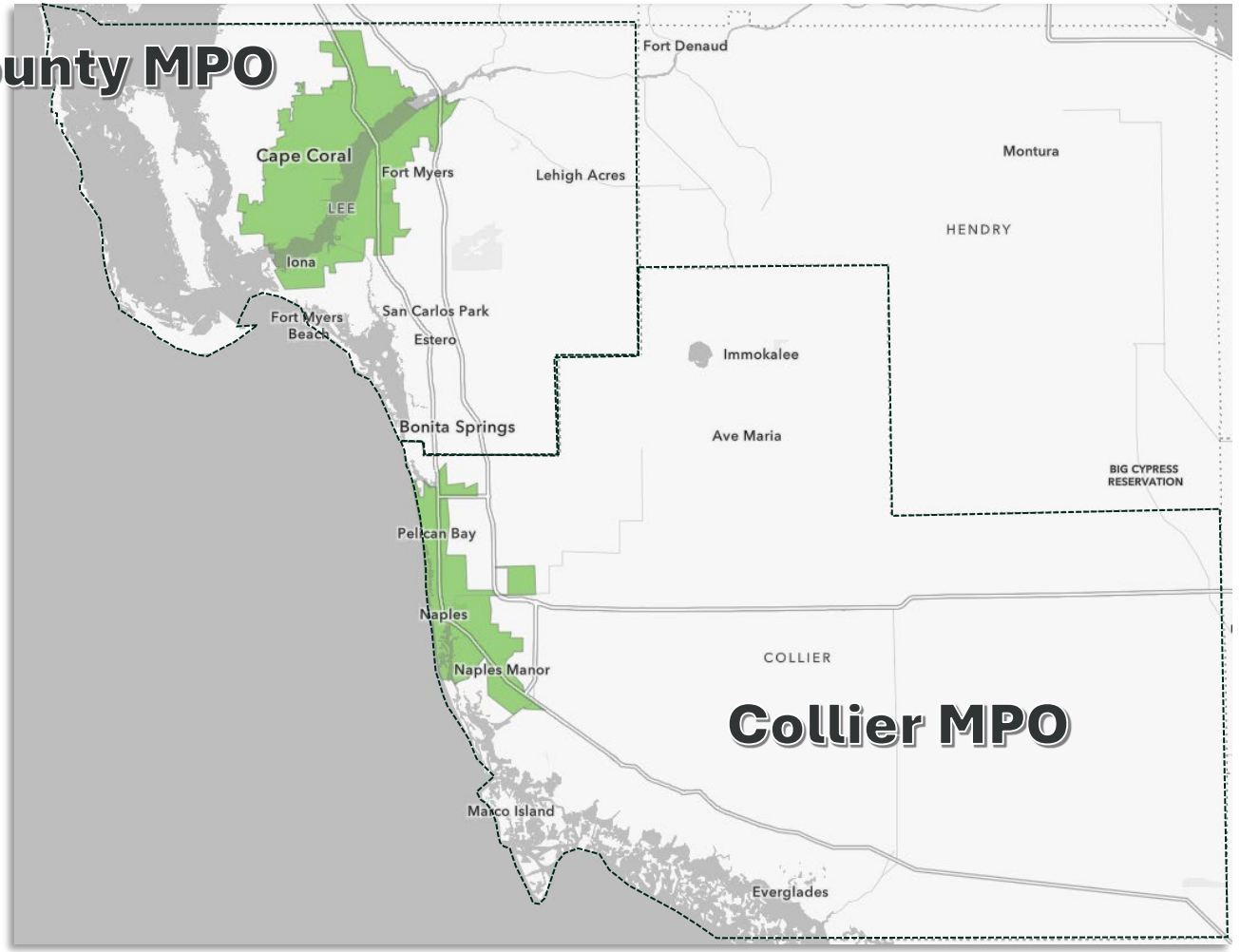
Purpose of this presentation





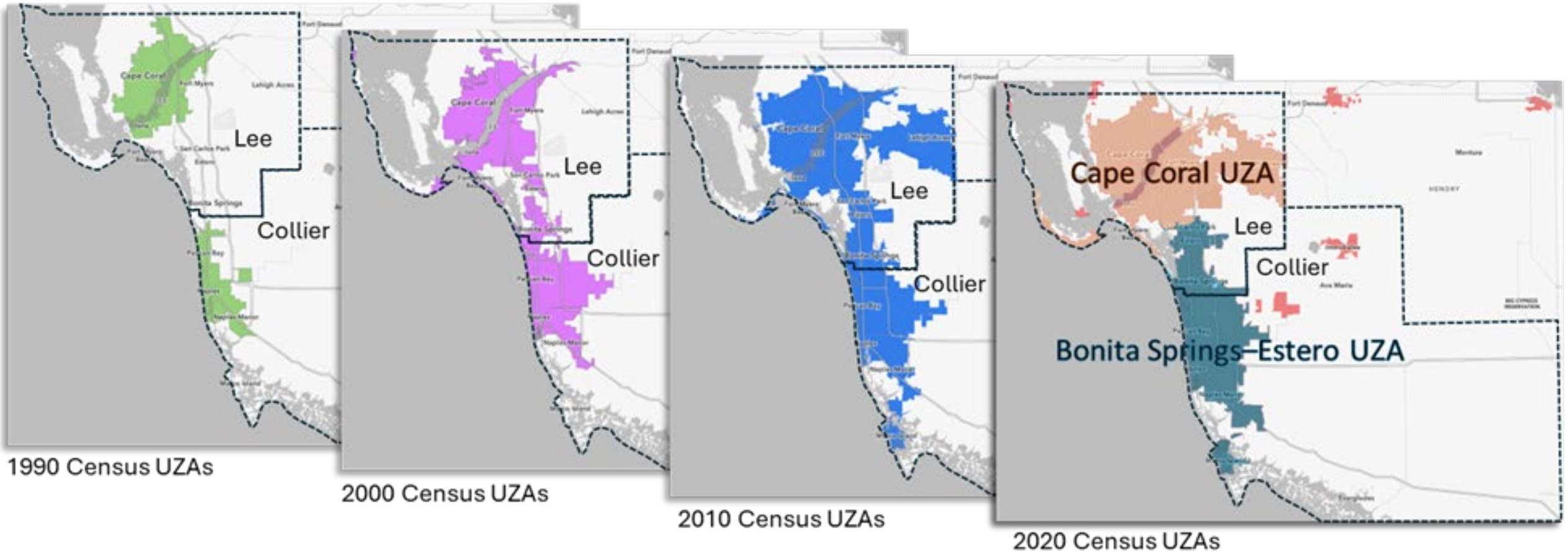
Background

- The **Lee County MPO** was established in 1977 to serve an urbanized area (UZA) which encompassed the cities of Cape Coral, Fort Myers, and surrounding unincorporated areas in Lee County.
- The **Collier MPO** was established in 1982 to serve a UZA, covering Naples, Marco Island, Everglades City, and nearby unincorporated areas of Collier County.



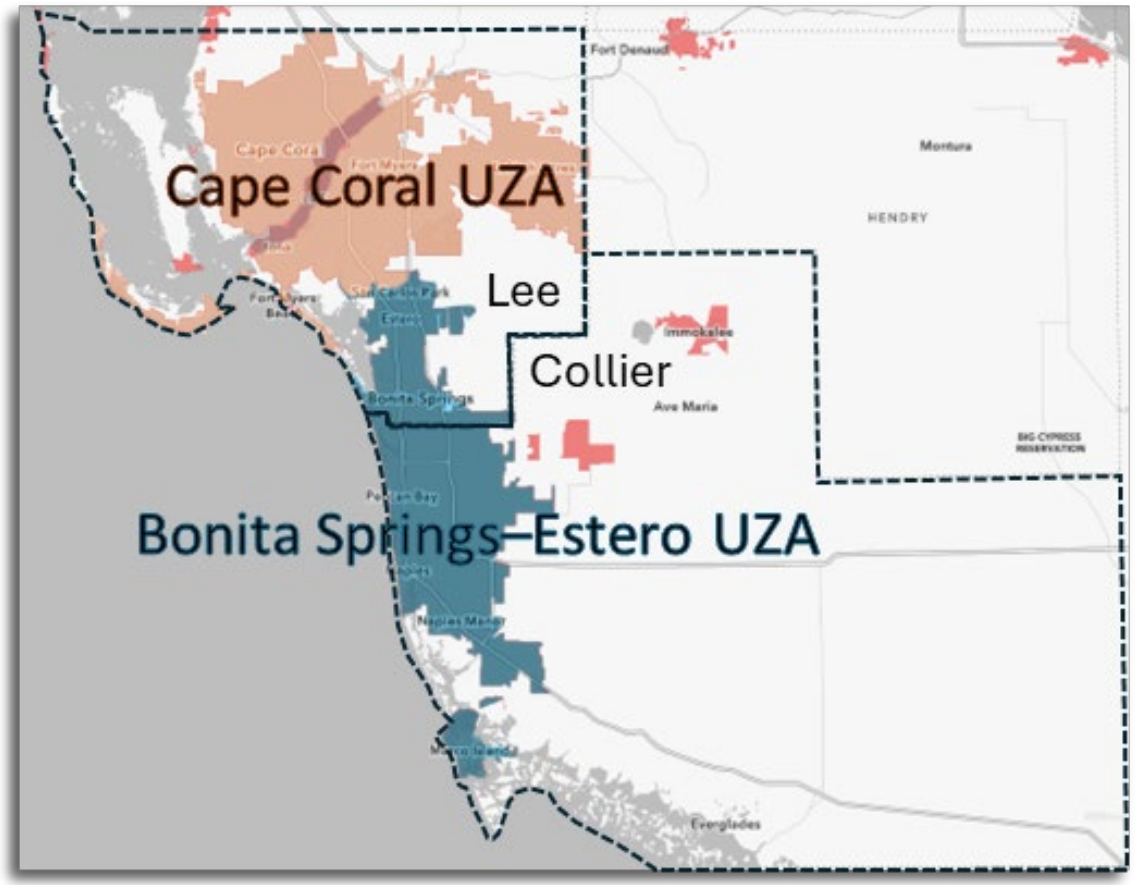
1990 Census UZAs

Background


Lee
Collier
1990 Census UZAs
Lee
Collier
2000 Census UZAs
Lee
Collier
2010 Census UZAs
Cape Coral UZA
Lee
Collier
Bonita Springs–Estero UZA
2020 Census UZAs

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.



2020 Census UZAs

The Legal Framework

⚖️ **Federal law and state statute require a single MPO per UZA** unless complexity justifies more

🗹 **MPOs formed or merged with approvals**: Governor & local governments representing 75% of population (must include the largest city)

📜 Approval would need to include **the Cities of Bonita Springs and Cape Coral**, as the largest incorporated cities in their respective urbanized areas.

👥 **Board rules**: Florida caps boards at 25 members; must include elected officials, state reps, and modal representation for larger MPOs

📍 **MPO Boundaries:** Must cover today's UZA plus areas expected to urbanize within 20 years

🔄 **Consolidation process:** Federal law requires approvals but does not dictate how MPOs might go about merging

MPO Organizational Snapshot

	COLLIER Metropolitan Planning Organization	LEE COUNTY MPO METROPOLITAN PLANNING ORGANIZATION
Board	9 voting members	18 voting members
Population of MPA	376,706 (2019)	770,577 (2019)
Staff	4 (plus Collier County staff support)	4
MPO Operational Budget	~$584/yr	~$623/yr
Planning Budget (UPWP)	$3.6M for 2 years (local share $8,000/yr; Includes one-time federal/local funding of ~$0.7M)	$4.7M for 2 years (local share $73,191/yr)
Financial Model	Collier County fronts expenses until reimbursed	Uses local contributions & carryover funds until reimbursed
Organizational Model	Leaning Independent	Freestanding Independent

Regional Coordination

🟦 Areas of Regional Coordination

- **Regional planning and studies:** joint CMP, trail planning, corridor coordination, and shared freight and transit studies.
- **Data and modeling:** shared travel demand model, coordinated socioeconomic data updates, and consistent performance measures.
- **Policy alignment:** joint advocacy for federal and state funding and shared review of statewide plans.
- **Regional partners:** collaborate closely with FDOT District 1, the RPC, and neighboring MPOs.

🟩 Areas They Handle Separately

- **Plan adoption and updates:** each MPO independently develops and adopts its own LRTP, TIP, UPWP, and LOPP to meet federal/state requirements.
- **Public involvement:** each maintains its own public participation plan, advisory committees, and branding.
- **Transit administration:** Collier MPO coordinates with Collier Area Transit (CAT), while Lee MPO coordinates with LeeTran under separate agreements.

Key Considerations for Decision Makers

We've distilled the main considerations into five categories:

- Governance & Representation
- Operations & Staffing
- Financial Management (day-to-day MPO operations and budgets)
- Planning & Prioritization
- Planning and Project Funding (dollars for regional transportation plans and projects)

🏛 Governance & Representation

- The current combined board would exceed Florida's 25-member cap.
- If the two MPO merged as is, there would be a total of 27 board members.

9

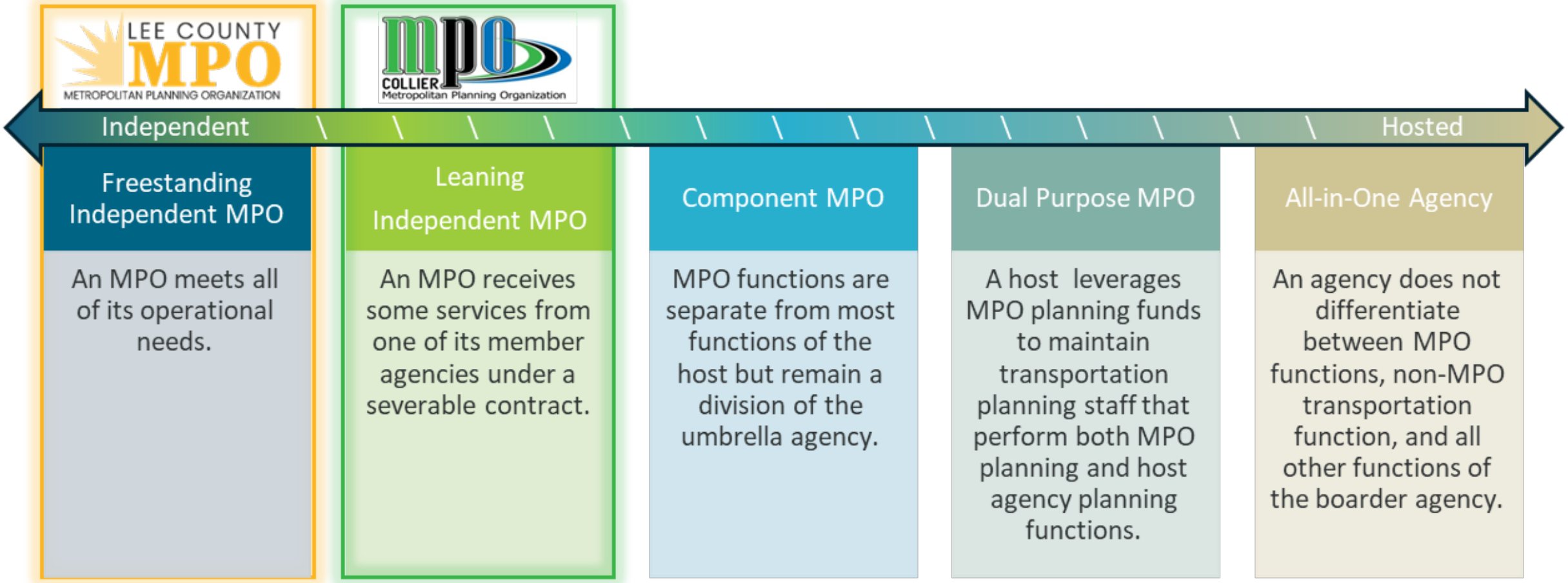
Collier MPO Board

18

Lee County MPO Board

💡 **Reducing or restructuring the board would require making decisions about representation and voting balance.**

Operations & Staffing



💡 **A merger would require deciding where the new organization should fall on the spectrum balancing autonomy with administrative efficiency and shared services.**

Operations & Staffing

- A merger would 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).

376,706

Collier MPA Population

770,577

Lee County MPA Population

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

Financial Management

🟦 Collier MPO

- County fronts MPO expenses before reimbursement
- Uses County systems for payroll, purchasing, and contracts
- Two-year UPWP: $3.6M
- Local match: $8K/year

🟩 Lee MPO

- Uses local contributions and carryover funds to manage cash flow
- Manages its own accounts and financial processes
- Two-year UPWP: $4.7M
- Local match: $73K/year

💡 **A merged MPO would need to determine where to fall on the spectrum and align its financial systems, reimbursement processes, and local match structure accordingly.**

Planning & Prioritization







💡 A merger would require a single, unified planning and prioritization framework that could strengthen regional coordination and reduce duplication but may also create challenges in balancing local priorities, funding expectations, and political representation.

Planning and Project Funding

🟦 Base & Population-Based Funds (Planning)

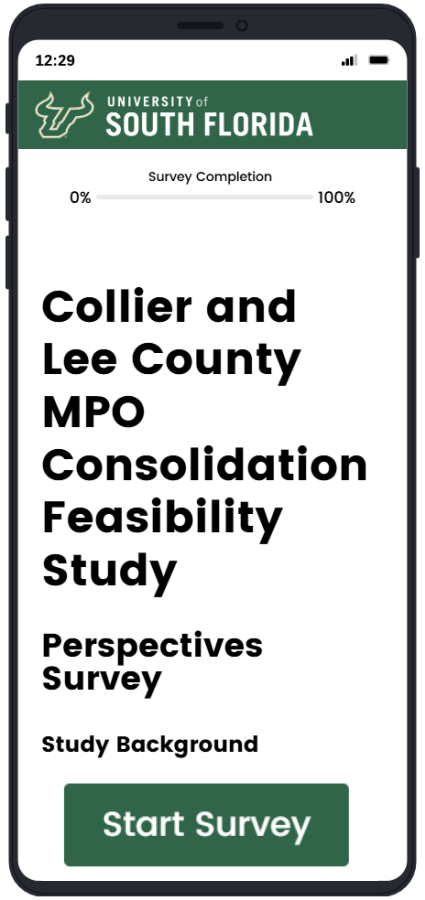
- Each MPO currently receives $350K in base federal funds → combined $700K if merged
- Total population-based planning funds would remain the same
- A merged MPO Board would allocate planning funds across both counties

🟩 Project & Grant Funding (Capital)

- Total Formula-based funds would remain the same (based on population)
- A merger could pool resources for larger, regionally significant projects
- Larger MPO could be more competitive for discretionary grants, but success depends on project quality

💡 **A merger wouldn't increase total federal funding, but it could change how planning and project funds are distributed, potentially shifting the focus toward larger, regional priorities.**

Next Steps

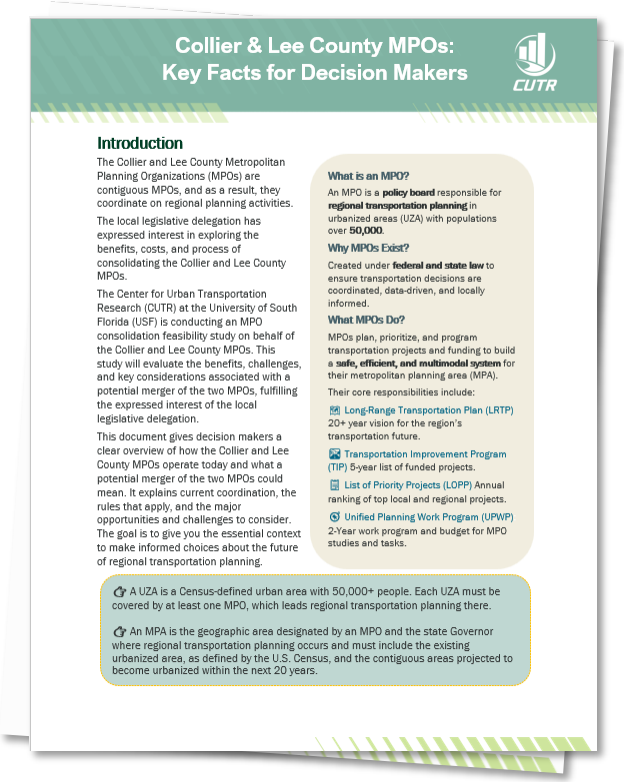


Local Officials Survey

10-minute survey to capture local perspectives on potential merger benefits and challenges

Briefing Document

Summary of MPO structures, coordination, and merger framework



Questions

For further information contact:

Jeff Kramer

Center for Urban Transportation Research

University of South Florida

kramer@usf.edu

813-974-1397

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10A

Administrative Modification 1 to Collier MPO's Third Amended FY 24/25-25/26 Unified Planning Work Program

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OBJECTIVE: For the Committee to receive a copy of an administrative modification made to Amendment 3 to the FY 24/25-25/26 Unified Planning Work Program (UPWP).

CONSIDERATIONS: MPO staff has made the following changes to the UPWP to clarify the overall grant award budget for old Section 5305 transit planning grant awards (Public Transit Grant Agreements G1V40 and G2594) that the MPO is continuing to spend down:

PTGA G1V40

Budget Desc. G1V40 – Task 6, Transit & TD Planning	**Amount in UPWP Amendment 3**	**Amount in Admin. Mod. 1**	**Difference**
MPO Staff Salaries/Fringe	$21,000	$26,524	+$5,524
Regional Fare & Services Study	$0	$38,984	+$38,984
Zero Emission Transition Plan	$59,992	$59,992	$0
Travel/Training	$873	$2,528	+$1,655
$			
Totals:	**$81,865**	**$128,028**	**+$46,163**

PTGA G2594

Budget Desc. G2594 – Task 6, Transit & TD Planning	**Amount in UPWP Amendment 3**	**Amount in Admin. Mod. 1**	**Difference**
MPO Staff Salaries/Fringe	$38,761	$38,761	$0
Regional Fare & Services Study	$0	$80,854	+$80,854
Travel/Training	$5,100	$5,100	$0
$			
Totals:	**$43,861**	**$124,715**	**+$80,854**

The initial and subsequent versions of the FY24/25 – 25/26 UPWP contained the amounts remaining on those grants as of the date the initial UPWP was drafted. For recordkeeping and transparency purposes, the overall grant amounts awarded are being included with this UPWP modification.

The changes to the document are included in ~~strikethrough~~/underline format as **Attachment 1**. A clean copy of the modification is included in **Attachment 2** (Appendices omitted).

STAFF RECOMMENDATION: That the Committee receive a copy of the September 23, 2025, modification to Amendment 3 to the FY 24/25-25/26 UPWP.

Prepared By: Dusty Hansen, Senior Planner

ATTACHMENTS:

1. Strikethrough/Underline of changes in Modification 1 to Collier MPO's Third Amended FY 24/25-25/26 UPWP
2. Clean copy of Modification 1 to Collier MPO's Third Amended FY 24/25-25/26 UPWP (Appendices omitted)

~~"EXHIBIT A" to Amended MPO Agreement #G2V40~~

COLLIER
METROPOLITAN PLANNING ORGANIZATION
BONITA SPRINGS (NAPLES), FL UZA

UNIFIED PLANNING WORK PROGRAM
FISCAL YEARS (FY) 2024/25-2025/26
July 1, 2024-June 30, 2026

This document was approved and adopted by the
Collier Metropolitan Planning Organization on
May 10, 2024

2885 Horseshoe Drive S.
Naples, FL 34104
(239) 252-5814
Collier.mpo@colliercountyfl.gov
http://www.colliermpo.org

Federal Planning Fund, CFDA No. 20.205
Federal Award ID No. (FAIN) - # 0313-062-M
Financial Management (FM) - #439314-5-14-01 & 439314-5-14-02
FDOT Contract # G2V40

Amendment 1: 12/13/2024
Amendment 2: 6/13/2025
Amendment 3: 9/12/2025
Admin. Mod. 1 9/23/2025

Federal Transit Administration (FTA) Section 5305(d) Funds
Financial Management (FM) - # 410113 1 14
Contract #G1V40
Contract #G2594

Section 24112 of the Infrastructure Investment and Jobs Act Funds
U.S. Department of Transportation Federal Highway Administration Contract
Federal Award ID # 693JJ32440059

Prepared by the staff and the participating agencies of the Collier Metropolitan Planning Organization. The preparation of this document has been financed in part through grants from the Federal Highway Administration (CFDA Number 20.205), the Federal Transit Administration (CFDA Number 20.505), the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23, U.S. Code, and from Local funding provided by Collier County, the City of Naples, the City of Marco Island, and the City of Everglades City. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The MPO does not discriminate against anyone on the basis of race, color, religion, sex, age, national origin, disability or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit https://www.colliermpo.org/get-involved/civil-rights/.

Collier MPO participates in meetings of the Coordinated Urban Transportation Systems (CUTS), the Metropolitan Planning Organization Advisory Council (MPOAC), and in district and state-wide meetings with FDOT.

Collier, Lee, Charlotte and Sarasota/Manatee MPOs have coordinated to submit an application for a Southwest Florida Rail Study under the MPO Advisory Council's Pilot Passenger Rail Priorities Program (PRPP). The goal of the PRPP is to expand rail options across the State of Florida while creating a comprehensive, integrated, and coordinated multimodal network.

AIR QUALITY PLANNING ACTIVITIES

The Collier MPO is in an air quality attainment area and does not anticipate completing any non-attainment planning activities at this time; however, the MPO planning area's air quality continues to be monitored and staff participates in training as needed.

SOFT MATCH

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of $200,184 in FY 2024/25 and $253,356 in FY 2025/26, for a grand total of $453,540. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of $~~23,317~~50,549 in FY 2024/25.

FDOT District One Planning Activities

Florida Department of Transportation- District One District Wide Planning activities for FY24/25-FY25/26 include the following:

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support

Task 6 - Financial Tables

Task 6 – Transit & TD Planning Budget Detail for FY 2024/25							
Budget Category & Description	**FHWA PL**	***FTA 5305 (G1V40)**	***FTA 5305 (G2594)**	**FTA 5307 (FY 22)**	**Trans. Disad.**	**Total**	**FTA 5305 Soft Match for G1V40, G2594**
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	$20,000	$~~21~~26,~~000~~524	$38,761	$0	$25,280	$~~105~~110,~~041~~565	**$~~9,000~~13,057**
Subtotal:	**$20,000**	**$~~21~~26,~~000~~524**	**$38,761**	**$0**	**$25,280**	**$~~105~~110,~~041~~565**	**$~~9,000~~13,057**
B. Consultant Services							
~~***~~Regional Fare & Services Study	$0	$~~0~~38,984	$~~0~~80,854	$0	$0	$~~0~~119,838	**$~~0~~23,968**
TDP Major Update	$155,000	$0	$0	$0	$0	$155,000	**$0**
Zero Emission Transition Plan	$6,000	$59,992	$0	$38,548	$0	$104,540	**$~~12,000~~11,998**
Transit Fare Study	$0	$0	$0	$120,002	$0	$120,002	**$0**
Subtotal:	**$161,000**	**$~~59,992~~98,976**	**$~~0~~80,854**	**$158,550**	**$0**	**$~~379,542~~499,380**	**$~~12,000~~35,966**
C. Travel							
MPO Staff and PTNE staff attendance at training and conferences	$5,000	$~~873~~2,528	$5,100	$0	$3,000	$~~13~~15,~~973~~628	**$~~1,989~~1,526**
Subtotal:	**$5,000**	**$~~873~~2,528**	**$5,100**	**$0**	**$3,000**	**$~~13~~15,~~973~~628**	**$~~1,989~~1,526**
D. Other Direct Expenses							
Website	$0	$0	$0	$0	$0	$0	**$~~48~~0**
Legal Ads	$0	$0	$0	$0	$2,500	$2,500	**$0**
Fed Ex/ Postage	$0	$0	$0	$0	$0	$0	**$~~40~~0**
Office Supplies	$0	$0	$0	$0	$0	$0	**$~~24~~0**
Subtotal:	**$0**	**$0**	**$0**	**$0**	**$2,500**	**$2,500**	**$~~32~~80**
Total:	**$186,000**	**$~~81,865~~128,028**	**$~~43~~124,~~861~~715**	**$158,550**	**$30,780**	**$~~501,056~~628,073**	**$~~23,317~~50,549**
Total De-Obligated Funds:	$0	N/A	N/A	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	$186,000	N/A	N/A	N/A	N/A	N/A	N/A

* ~~The Regional Fare & Services Study was completed in March 2024, prior to this UPWP time frame. After study completion, there remained $9,141 budgeted for the study in FTA 5305 G2594 which was unspent. With UPWP Amendment 2, those funds were reallocated to MPO Staff Salaries/Fringe~~Note that for transparency and recordkeeping purposes, the full amounts of the 5305 grant budgets are included in the budget table, but some of the grant funds were expended as of the time this initial UPWP was drafted in Spring of 2024.
** The Regional Fare & Services study was completed in March 2024, and is included in the budget table only for transparency and recordkeeping purposes to disclose the total amounts of the 5305 grants.

Task 6 – Transit & TD Planning Budget Detail for FY 2025/26			
Budget Category & Description	**FHWA PL**	**Trans. Disad.**	**Total**
A. Personnel Services			
MPO staff salaries, fringe benefits, and other deductions	$31,000	$25,280	$56,280
Subtotal:	**$31,000**	**$25,280**	**$56,280**
B. Consultant Services			
TDP Major Update	$3,000	$0	$3,000
Zero Emission Transition Plan	$1,000	$0	$1,000
Multi-Modal or Transit Study	$130,686	$0	$130,686
Subtotal:	**$134,686**	**$0**	**$134,686**
C. Travel			
MPO Staff and PTNE staff attendance at training and conferences	$9,000	$3,477	$12,477
Subtotal:	**$9,000**	**$3,477**	**$12,477**
D. Other Direct Expenses			
Website	$0	$0	$0
Legal Ads	$0	$3,000	$3,000
Fed Ex/ Postage	$0	$0	$0
Office Supplies	$0	$0	$0
Subtotal:	**$0**	**$3,000**	**$3,000**
Total:	**$174,686**	**$31,757**	**$206,443**
Total De-Obligated Funds:	$0	N/A	$0
Sub-Total (less the de-obligated funds):	$174,686	N/A	$206,443

SUMMARY TABLES

Revised Summary Budget Table with this Modification

TABLE 3 – FY 2024/25 AGENCY PARTICIPATION

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	USDOT SS4A	Local Match for SS4A	FTA Section 5305 G1V40	FTA Section 5305 G2594	FTA Section 5307 (FY 22)	FDOT Soft Match*	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ -	$ -	$ 74,821	$ -	$ -	**$ 488,881**	$ 20,000
2	Data Collection/ Development	$ 35,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,325	$ -	$ -	**$ 41,325**	$ 10,000
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,144	$ -	$ -	**$ 40,144**	$ 4,000
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ -	$ -	$ 31,623	$ -	$ -	**$ 586,039**	$ 504,416
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ 50,000	$ -	$ -	$ -	$ 39,712	$ -	$ -	**$ 509,477**	$ 383,765
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ -	$ 128,028	$ 124,715	$158,550	$ 84,159	$ -	$ 30,780	**$ 712,232**	$ 499,380
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,951	$ -	$ -	**$ 51,951**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2024/25 funds for all tasks	$ 1,107,825	$ 379,416	$ 200,000	$ 50,000	$ 128,028	$ 124,715	$ 158,550	$ 250,733	$ 8,000	$ 30,780	**$ 2,438,047**	
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	
	Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 200,000**	**$ 50,000**	**$ 128,028**	**$ 124,715**	**$ 158,550**	**$ 250,733**	**$ 8,000**	**$ 30,780**	**$ 2,438,047**	$ 1,421,561

	FHWA PL	FHWA SU	FTA 5307	USDOT	FDOT	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	$ -	$ -	$ -	$ -	$ 250,733	$ -	$ -	$ -	$ -	$ -	$ 250,733
FY 2024/25 Funding	$ 1,107,825	$ 379,416	$ 158,550	$ 200,000	$ -	$ 30,780	$ -	$ -	$ -	$ -	$ 1,876,571
FY 2024/25 Local Funding	$ -	$ -	$ -		$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
FY 2024/25 Collier County Match for SS4A	$ -	$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 40,000
MPO Local Funding Carryover - SS4A Match	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
5305 Carryover	$ -	$ -	$ 252,743	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 252,743
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 411,293**	**$ 250,000**	**$ 250,733**	**$ 30,780**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,438,047**

(1) For FY 2024/2025, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

*Soft match includes $200,184 at 18.07% and $50,549 at 20% to match PTGAs.

TABLE 3 – FY 2024/25 AGENCY PARTICIPATION

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	USDOT SS4A	Local Match for SS4A	FTA Section 5305 G1V40	FTA Section 5305 G2594	FTA Section 5307 (FY 22)	FDOT Soft Match*	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ -	$ -	$ 74,821	$ -	$ -	**$ 488,881**	$ 20,000
2	Data Collection/ Development	$ 35,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,325	$ -	$ -	**$ 41,325**	$ 10,000
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,144	$ -	$ -	**$ 40,144**	$ 4,000
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ -	$ -	$ 31,623	$ -	$ -	**$ 586,039**	$ 504,416
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ 50,000	$ -	$ -	$ -	$ 39,712	$ -	$ -	**$ 509,477**	$ 383,765
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ -	$ 81,865	$ 43,861	$158,550	$ 56,927	$ -	$ 30,780	**$ 557,983**	$ 379,542
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,951	$ -	$ -	**$ 51,951**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2024/25 funds for all tasks	$ 1,107,825	$ 379,416	$ 200,000	$ 50,000	$ 81,865	$ 43,861	$ 158,550	$ 223,501	$ 8,000	$ 30,780	**$ 2,283,798**	
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	
	Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 200,000**	**$ 50,000**	**$ 81,865**	**$ 43,861**	**$ 158,550**	**$ 223,501**	**$ 8,000**	**$ 30,780**	**$ 2,283,798**	$ 1,301,723

	FHWA PL	FHWA SU	FTA 5307	USDOT	FDOT	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	$ -	$ -	$ -	$ -	$ 223,501	$ -	$ -	$ -	$ -	$ -	$ 223,501
FY 2024/25 Funding	$ 1,107,825	$ 379,416	$ 158,550	$ 200,000	$ -	$ 30,780	$ -	$ -	$ -	$ -	$ 1,876,571
FY 2024/25 Local Funding	$ -	$ -	$ -		$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
FY 2024/25 Collier County Match for SS4A	$ -	$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 40,000
MPO Local Funding Carryover - SS4A Match	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
5305 Carryover	$ -	$ -	$ 125,726	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 125,726
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 284,276**	**$ 250,000**	**$ 223,501**	**$ 30,780**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,283,798**

(1) For FY 2024/2025, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

*Soft match includes $200,184 at 18.07% and $23,317 at 20% to match PTGAs.

TABLE 4 – FY 2024/25 FUNDING SOURCE

Revised Summary Budget Table with this Modification

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	USDOT Federal (SS4A)	FTA 5305 Carry forward	FTA Section 5307 (FY 22)	FDOT Soft Match*	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ 74,821	$ 414,060	$ -	$ -	$ 488,881
2	Data Collection/Development	$ 35,000	$ -	$ -	$ -	$ -	$ 6,325	$ 35,000	$ -	$ -	$ 41,325
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ 6,144	$ 34,000	$ -	$ -	$ 40,144
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ 31,623	$ 554,416	$ -	$ -	$ 586,039
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ -	$ -	$ 39,712	$ 419,765	$ -	$ 50,000	$ 509,477
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ 252,743	$ 158,550	$ 84,159	$ 597,293	$ 30,780		$ 712,232
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ 7,951	$ 44,000	$ -	$ -	$ 51,951
8	Locally Funded Activities for all tasks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total:	$ 1,107,825	$ 379,416	$ 200,000	$ 252,743	$ 158,550	$ 250,733	$ 2,098,534	$ 30,780	$ 58,000	$ 2,438,047
State Support/Match for MPO (1)		$ -	$ -	$ -	$ -	$ -	$ 250,733	$ -	$ -	$ -	$ 250,733
FY 2024/25 Funding		$ 1,107,825	$ 379,416	$ 200,000	$ -	$ -	$ -	$ -	$ 30,780	$ -	$ 1,718,021
FY 2024/25 Local Funding		$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 48,000
Carry over for SS4A Match-MPO Local Funds from prior FYs		$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
Roll Forward from Prior Fiscal Year		$ -	$ -	$ -	$ 252,743	$ 158,550	$ -	$ -	$ -	$ -	$ 411,293
Total cost, including carryover, for all tasks		$ 1,107,825	$ 379,416	$ 250,000	$ 252,743	$ 158,550	$ 250,733	$ 2,098,534	$ 30,780	$ 8,000	$ 2,438,047

*Soft match includes $200,184 at 18.07% and $50,549 at 20% to match PTGAs.

TABLE 4 – FY 2024/25 FUNDING SOURCE

UPWP Amendment 3

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	USDOT Federal (SS4A)	FTA 5305 Carry forward	FTA Section 5307 (FY 22)	FDOT Soft Match*	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ 74,821	$ 414,060	$ -	$ -	$ 488,881
2	Data Collection/Development	$ 35,000	$ -	$ -	$ -	$ -	$ 6,325	$ 35,000	$ -	$ -	$ 41,325
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ 6,144	$ 34,000	$ -	$ -	$ 40,144
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ 31,623	$ 554,416	$ -	$ -	$ 586,039
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ -	$ -	$ 39,712	$ 419,765	$ -	$ 50,000	$ 509,477
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ 125,726	$ 158,550	$ 56,927	$ 470,276	$ 30,780		$ 557,983
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ 7,951	$ 44,000	$ -	$ -	$ 51,951
8	Locally Funded Activities for all tasks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total:	$ 1,107,825	$ 379,416	$ 200,000	$ 125,726	$ 158,550	$ 223,501	$ 1,971,517	$ 30,780	$ 58,000	$ 2,283,798
State Support/Match for MPO (1)		$ -	$ -	$ -	$ -	$ -	$ 223,501	$ -	$ -	$ -	$ 223,501
FY 2024/25 Funding		$ 1,107,825	$ 379,416	$ 200,000	$ -	$ -	$ -	$ -	$ 30,780	$ -	$ 1,718,021
FY 2024/25 Local Funding		$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 48,000
Carry over for SS4A Match-MPO Local Funds from prior FYs		$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
Roll Forward from Prior Fiscal Year		$ -	$ -	$ -	$ 125,726	$ 158,550	$ -	$ -	$ -	$ -	$ 284,276
Total cost, including carryover, for all tasks		$ 1,107,825	$ 379,416	$ 250,000	$ 125,726	$ 158,550	$ 223,501	$ 1,971,517	$ 30,780	$ 8,000	$ 2,283,798

*Soft match includes $200,184 at 18.07% and $23,317 at 20% to match PTGAs.

10A Attachment 2
TAC/CAC 10/27/25

COLLIER
METROPOLITAN PLANNING ORGANIZATION
BONITA SPRINGS (NAPLES), FL UZA

UNIFIED PLANNING WORK PROGRAM
FISCAL YEARS (FY) 2024/25-2025/26
July 1, 2024-June 30, 2026

This document was approved and adopted by the
Collier Metropolitan Planning Organization on
May 10, 2024

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Federal Planning Fund, CFDA No. 20.205
Federal Award ID No. (FAIN) - # 0313-062-M
Financial Management (FM) - #439314-5-14-01 & 439314-5-14-02
FDOT Contract # G2V40

Amendment 1: 12/13/2024
Amendment 2: 6/13/2025
Amendment 3: 9/12/2025
Admin. Mod. 1 9/23/2025

Federal Transit Administration (FTA) Section 5305(d) Funds
Financial Management (FM) - # 410113 1 14
Contract #G1V40
Contract #G2594

Section 24112 of the Infrastructure Investment and Jobs Act Funds
U.S. Department of Transportation Federal Highway Administration Contract
Federal Award ID # 693JJ32440059

Prepared by the staff and the participating agencies of the Collier Metropolitan Planning Organization. The preparation of this document has been financed in part through grants from the Federal Highway Administration (CFDA Number 20.205), the Federal Transit Administration (CFDA Number 20.505), the U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of title 23, U.S. Code, and from Local funding provided by Collier County, the City of Naples, the City of Marco Island, and the City of Everglades City. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The MPO does not discriminate against anyone on the basis of race, color, religion, sex, age, national origin, disability or family status. For more information on the MPO's commitment to equity and nondiscrimination, or to express concerns visit https://www.colliermpo.org/get-involved/civil-rights/.

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COST ANALYSIS CERTIFICATION

DocuSign Envelope ID: 660C4A90-6AA3-4232-9605-8E23E0ED7E44

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

Jared W. Perdue, P.E.
SECRETARY

Cost Analysis Certification

Collier MPO

Unified Planning Work Program - FY 24/25-25/26

Adopted 5/10/2024

Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Edith Perez, FCCM

Community Liaison, District One
Title and District

Edith Perez 5/10/2024
Signature

INTRODUCTION

DEFINITION OF THE UPWP

The Unified Planning Work Program (UPWP) for the Collier Metropolitan Planning Organization documents transportation planning and transportation planning related activities for the two-year period starting July 1, 2024 (FY 2024/25-2025/26). The UPWP is the basis for allocating federal, state, and local funds for transportation planning purposes in the Collier Metropolitan Planning area. At a minimum, a UPWP includes a description of the work and resulting products, indicates who will perform the work, provides timeframes and deadlines for completing the work, includes the cost of the work and the source(s) of funds.

This Work Program is consistent with all federal and state requirements. All products and planning concepts and factors follow Federal and State guidelines. The Collier MPO complies with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, national origin, age, disability, religion or sex.

The objective of the Collier MPO is to provide for a Continuing, Comprehensive, and Cooperative approach to the planning process. The MPO performs a variety of tasks utilizing funds under Titles 23 and 49, and Title 49 Chapter 53, U.S.C. Those tasks include annual development of the Transportation Improvement Program (TIP); continually improving the Congestion Management Process; regular updates to the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP); support of Bicycle and Pedestrian Planning activities; preparation of updates to the Long Range Transportation Plan (LRTP); periodically updating the Public Involvement Plan (PIP), expanding public outreach activities and implementing strategies to address environmental justice issues; and supporting FDOT District One and Collier County planning activities with emphasis on improving traffic modeling and Geographic Information Systems (GIS) capabilities. All eligible expenses will be reimbursed on an actual cost basis and therefore an indirect rate will not be utilized.

OVERVIEW AND STATUS OF CURRENT CORE PLANNING ACTIVITIES

Long Range Transportation Plan

The LRTP is a critical tool in the MPO process. It is composed of a Needs Assessment, a Cost Feasible Plan, and several multi-modal transportation components. It is the primary document in which multi-modal components (such as pathways, transit, and other projects), land use data, and projected revenues are integrated in the long range planning process. The 2045 LRTP started in 2019 and was completed in December 2020. The development of the 2045 LRTP included coordination with member agencies and the FDOT.

The 2050 LRTP will be the focus for this UPWP. The MPO's consultant has begun development of the 2050 LRTP. Current activities include developing a Public Involvement Plan and public involvement materials, coordinating initiatives, goals, objectives, decision making framework, travel modeling and analysis, and coordinating with member agencies and FDOT. The document is required to be adopted by December 2025. Collier MPO and Lee County MPO also coordinate development of their respective LRTPs.

Congestion Management Process (CMP)

An operational Congestion Management System (CMS) plan was originally adopted in 1997 and was updated in 2006. The CMS was developed to reduce congestion by not adding travel lanes to existing highways, but by initiatives such as improving traffic signal timing, improving intersections (adding/lengthening turn lanes, etc.), and modifying medians. In 2008, the MPO updated the CMS and renamed it the Congestion Management Process (CMP). The CMP was updated in 2017. The 2017 update brought the document current with the 2040 LRTP and new federal legislation requiring performance-based, data driven planning. The 2017 update also adopted transportation performance measures and required project sponsors to establish baseline measures and report the results to the Congestion Management Committee and the MPO Board.

Updates to the CMP are completed every five years. The last update to the CMP occurred in April 2022. Beginning a new update to the CMP for anticipated completion in 2027 will be a focus for this UPWP. Collier and Lee MPOs coordinate on the development of their respective CMPs. The 2027 update will also include a comprehensive Regional Element, focused on traffic flow between the two counties. The update will bring the document current with the 2050 LRTP, which is currently underway.

LOCAL AND REGIONAL PLANNING PRIORITIES

FY 2024/25 and FY 2025/26 UPWP Transportation Planning Priorities

Completing many technical plans and studies that support the development of the LRTP will be a focus of this UPWP.

Transit Planning

A major Transit Development Plan (TDP) update was completed in September 2020 and a new update is now underway. The TDP update is scheduled to be completed by Fall 2025 and will coordinate with the 2050 LRTP. The Collier County Public Transit and Neighborhood Enhancement (PTNE) Department, in coordination with the Collier MPO, completes Annual Progress Reports to the TDP in-house.

A Zero Emission Fleet Transition Plan is being completed to evaluate the potential impacts, benefits, and feasibility of a deployment plan to incorporate battery electric vehicles into Collier Area Transit's services and facilities. The study was completed in April, 2025.

The last Transportation Disadvantaged Service Plan (TDSP) major update was completed in 2023. The Collier MPO serves as the designated official planning agency and performs Transportation Disadvantaged Planning activities. A major TDSP update is required to be completed 120 days after reappointment of the Community Transportation Coordinator, which will occur in 2028. The next major update to the TDSP update must be completed and submitted to the Florida Commission for the Transportation Disadvantaged by October 2028. Interim updates to the TDSP are completed annually and completed by MPO staff in-house.

Bicycle and Pedestrian Master Plan (BPMP) Update

The purpose of the BPMP is to develop a comprehensive bicycle and pedestrian network throughout Collier County and to unify planning efforts and influence facility improvement priorities. The last BPMP update was completed in 2019 and a new update is underway, and anticipated to be completed by Fall 2025 and will coordinate with the 2050 LRTP.

Safe Streets for All Comprehensive Safety Action Plan

The Safe Streets for All Comprehensive Safety Action Plan is a plan that supports FDOT's Vision Zero goals, provides a framework to reduce fatalities and serious injuries on roadways, and improves the safety, health, and well-being of residents and visitors. Development of the Action Plan is currently underway and is expected to be completed by November 2025.

Regional Transportation Planning Activities

The Lee County and Collier MPOs typically meet annually to discuss regional issues and projects which may have a joint impact on the area. The Collier MPO participates in the Lee MPO's Technical Advisory Committee (TAC) and the Lee MPO participates in the Collier TAC. The MPOs will continue to work together to endorse and adopt regional priorities for enhancements, TRIP, highway, and transit projects. Collier and Lee MPOs also coordinate on the development of their respective LRTPs and CMPs, and other plans and studies.

Collier MPO participates in meetings of the Coordinated Urban Transportation Systems (CUTS), the Metropolitan Planning Organization Advisory Council (MPOAC), and in district and state-wide meetings with FDOT.

Collier, Lee, Charlotte and Sarasota/Manatee MPOs have coordinated to submit an application for a Southwest Florida Rail Study under the MPO Advisory Council's Pilot Passenger Rail Priorities Program (PRPP). The goal of the PRPP is to expand rail options across the State of Florida while creating a comprehensive, integrated, and coordinated multimodal network.

AIR QUALITY PLANNING ACTIVITIES

The Collier MPO is in an air quality attainment area and does not anticipate completing any non-attainment planning activities at this time; however, the MPO planning area's air quality continues to be monitored and staff participates in training as needed.

SOFT MATCH

Section 120 of Title 23, U.S.C, permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available. The "soft match" amount being utilized to match the FHWA funding in this UPWP is 18.07% of FHWA program funds for a total of $200,184 in FY 2024/25 and $253,356 in FY 2025/26, for a grand total of $453,540. The "soft match" amount being utilized to match carryover 5305(d) funding in this UPWP is 20% of FTA funds for a total of $50,549 in FY 2024/25.

FDOT District One Planning Activities

Florida Department of Transportation- District One District Wide Planning activities for FY24/25-FY25/26 include the following:

- GIS Application Development and System Maintenance
- Systems Planning and Reviews
- Interchange Reviews
- Travel Demand Model Development
- ETDM/Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- Transportation Alternatives Program Development
- Commuter Services
- State Highway System Corridor Studies
- Growth Management Technical Support
- Complete Streets Technical Support
- Freight Mobility Support

- Promoting and coordinating Safety for all modes of transportation, including bicycle and pedestrian
- Congestion Management Multimodal (C3MP) Planning
- Advanced Air Mobility (AAM) Planning

As part of the 3 "C" (Continuing, Cooperative, and Comprehensive) planning process, District staff coordinate planning activities with the MPO. MPO Board and Advisory Committee members are notified of project meetings within the MPO area. FDOT staff present status reports to the MPO Board and Advisory Committees to solicit feedback on planning activities and to ensure that District planning studies and MPO planning activities are coordinated.

CPG PARTICIPATION STATEMENT

"The FDOT and the Collier Metropolitan Planning Organization participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA's Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(j) and FTA C 8100.1D."

CPG FUNDING AMOUNTS FOR THIS UPWP

Collier MPO's Amended CPG Agreement (FDOT Contract # G2V40) identifies the following funding amounts for FY 2025 and FY 2026 planning, which are incorporated into this UPWP:

FY2025 UPWP PL/SU ALLOCATIONS

Award:	**PL**	**SU**
General PL	$659,858.00	$350,000.00
PL 5305	$172,421.00	
Carryforward Balance of 3/2023	$275,546.00	$29,416.00
TOTAL AWARD	**$1,107,825.00**	**$379,416.00**

FY2026 UPWP PL/SU ALLOCATIONS

Award	**PL**	**SU**
General PL	$669,430.00	$350,000.00
PL 5305	$175,578.00	
G2821 Carryforward from last UPWP	$557,071.00	
TOTAL AWARD	**$1,402,079.00**	**$350,000.00**

IIJA 2.5% PL SET ASIDE FOR COMPLETE STREETS PLANNING

The Infrastructure Investment and Jobs Act (IIJA) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)] Activities may include adopting Complete Streets standards or policies, developing a Complete Streets prioritization plan, or developing transportation plans. [§ 11206(c)].

Many MPO tasks and projects encompass Complete Streets planning, especially those identified in Task 5, Special Projects and Systems Planning and Task 6, Transit and Transportation Disadvantaged Planning. A table showing the required allocation amount and examples of MPO tasks and projects that satisfy the Complete Streets requirement is set forth below:

FY 24/25 PL allocation (with carryover PL)	**Complete Streets Required Allocation (2.5%)**	**Complete Streets Planning**
$1,107,825.00	$27,695.63	Bike/Ped Master Plan Update (Task 5) $66,000
FY 25/26 PL allocation (with carryover PL)		
$1,402,079	$35,051.98	Multi-Modal or Transit Study (Task 6) $130,686

The above funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)]

PUBLIC INVOLVEMENT PROCESS

The development of the UPWP has been subject to public review and comment and is consistent with the Collier MPO's adopted Public Participation Plan (PPP). The draft is sent to the TAC and CAC for review, announced on the Collier MPO website and sent to interested parties via email to the MPO's listserv on the date the TAC/CAC agenda packets are posted and distributed.

MPO staff responds in writing to input received from the public and significant comments received from the public, advisory committee members and Board members are memorialized and addressed in this document. All comments received, including from FHWA, FTA, and FDOT have been addressed and incorporated into Appendix D of the final document.

A draft of this UPWP was reviewed by the Citizens and Technical Advisory Committees on March 25, 2024, and reviewed by the MPO Board on April 12, 2024. The final document was endorsed by the Citizens and Technical Advisory Committees on April 22, 2024, and approved by the MPO Board on May 10, 2024.

FEDERAL PLANNING FACTORS

In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST act identified planning factors for the MPO planning process. 23 CFR 450.306 sets forth the scope of the metropolitan transportation planning process, and includes the following planning factors, which have been incorporated into the MPO Planning Process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

In addition to the planning factors noted above, MAP-21 required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals which include:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The Collier MPO has chosen to support the statewide targets. The transition to performance-based planning is ongoing and has been addressed within the tasks identified in this UPWP, specifically within the LRTP and TIP. The Collier MPO intends to coordinate with FDOT and member agencies to fully comply with the performance-based planning requirements.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward the policies, programs, and initiatives established by preceding legislation (FAST Act and MAP-21) to maintain and improve the nation's surface transportation system. The IIJA

carries forward and expands on these policies and introduces new policies and programs that address new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to environmental impacts, developing and maintaining system resiliency, researching and deploying new technologies, and improving safety for all users.

TABLE 1 – FEDERAL PLANNING FACTOR MATRIX

Federal Planning Factors								
	Administration	Data Collection	TIP Maintenance & Development	Long Range Planning	Special Projects & Systems Planning	Transit & Transportation Disadvantaged Planning	Regional Coordination	Locally Funded Activities
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			♦	♦	♦	♦	♦	
2. Increase the safety of the transportation system for motorized and non-motorized users	♦	♦	♦	♦	♦	♦	♦	
3. Increase the security of the transportation system for motorized and non-motorized users		♦	♦	♦	♦		♦	
4. Increase accessibility and mobility of people and freight		♦	♦	♦	♦	♦	♦	
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	♦	♦	♦	♦	♦	♦	♦	♦
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		♦	♦	♦	♦	♦	♦	
7. Promote efficient system management and operation		♦	♦	♦	♦	♦	♦	
8. Emphasize the preservation of the existing transportation system		♦	♦	♦	♦		♦	
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		♦	♦	♦	♦		♦	
10. Enhance travel and tourism	♦		♦	♦	♦	♦	♦	♦

FEDERAL AND STATE PLANNING EMPHASIS AREAS

STATE PLANNING EMPHASIS AREAS – 2024

The Florida Department of Transportation Office of Policy Planning develops Planning Emphasis Areas. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

The Collier MPO has considered the topics shown below and included them in studies identified in this UPWP. The emphasis areas identified below are required by FDOT to be included in UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

[This emphasis area has been removed from the UPWP to ensure compliance with emerging Federal Government directives.]

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle

ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

FEDERAL PLANNING EMPHASIS AREAS – 2024

In 2021, FHWA and FTA jointly issued PEAs for UPWPs. The following items should be considered when developing tasks associated with the UPWP:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity/Justice40 *[This emphasis area has been removed from the UPWP to ensure compliance with emerging Federal Government directives.]*
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

TABLE 2 – PLANNING EMPHASIS AREAS

	Administration	Data Collection	TIP Maintenance & Development	Long Range Planning	Special Projects & Systems Planning	Transit & Transportation Disadvantaged Planning	Regional Coordination	Locally Funded Activities
FDOT Planning Emphasis Areas								
1. Safety	✓	✓	✓	✓	✓	✓	✓	
2. Equity	✓	✓		✓	✓	✓	✓	
3. Resilience		✓	✓	✓	✓		✓	
4.Emerging Mobility		✓	✓	✓	✓	✓	✓	
Federal Planning Emphasis Areas								
5. Tackling the climate crisis - Transition to a clean energy, resilient future		✓	✓	✓	✓	✓	✓	
6. Equity and Justice40 in Transportation Planning	✓	✓	✓	✓	✓	✓	✓	
7. Complete Streets	✓	✓	✓	✓	✓	✓	✓	
8. Public Involvement	✓		✓	✓	✓	✓	✓	
9. Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination		✓	✓	✓			✓	
10. Federal Land Management Agency (FLMA (Coordination)			✓	✓	✓			
11. Planning and Environment Linkages (PEL)			✓	✓	✓	✓	✓	
12. Data in Transportation Planning		✓	✓	✓	✓	✓	✓	

MPO RESOLUTION

The Resolution dated May 10, 2024, signed by the Collier MPO Chair, is available in Appendix E.

ORGANIZATION AND MANAGEMENT OF THE METROPOLITAN PLANNING ORGANIZATION

IDENTIFICATION OF MPO PARTICIPANTS

The Collier MPO is the primary agency responsible for transportation planning in Collier County. The MPO Board consists of nine voting members representing the county government and three local municipalities, and one non-voting representative from the FDOT. The MPO is a legislative body with the power to develop and adopt plans, and to set priorities for the programming of improvements to the transportation system. The MPO membership includes the following:

COLLIER COUNTY

Commissioner Rick LoCastro, District 1
Commissioner Chris Hall, District 2
Commissioner Burt Saunders, District 3
Commissioner Dan Kowal, District 4
Commissioner William L. McDaniel, Jr., District 5

CITY OF NAPLES

Council Member Linda Penniman
Council Member Berne Barton

CITY OF MARCO ISLAND

Council Member Greg Folley (through 2024)
Council Member Bonita Schwan (2025)

CITY OF EVERGLADES CITY

Council Member Tony Pernas

FLORIDA DEPARTMENT OF TRANSPORTATION

Jamie Driggers, P.E., Interim District One Secretary

The MPO Board is served by five advisory committees. The advisory committees are summarized as follows:

Technical Advisory Committee (TAC)

The MPO's TAC is composed of technically qualified representatives of agencies responsible for directing, developing, and improving the transportation system within the Collier County Metropolitan

Planning Area. Committee duties include the coordination of transportation planning and programming activities arising from the review of all transportation technical studies and reports submitted to them.

Citizens Advisory Committee (CAC)

The MPO's CAC is composed of thirteen (13) individuals representing a cross-section of the geographic community and special interests, such as minorities and persons with disabilities. They are recruited to represent the City of Naples, the City of Marco Island, the City of Everglades City and the County Commission Districts of the unincorporated areas of the county. The CAC provides the MPO Board and staff with the citizen's perspective on the multimodal transportation planning process. The CAC is the focal point of the MPO's public involvement process.

Bicycle & Pedestrian Advisory Committee (BPAC)

The MPO's BPAC is composed of twelve (12) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities and other transportation disadvantaged populations.

The committee is responsible for providing citizen input into the deliberations of bicycle and pedestrian related issues within the community and to advise the MPO on developing a Bicycle and Pedestrian Plan. The BPAC is also involved in recommending priorities for bicycle and pedestrian projects and program implementation.

Congestion Management Committee (CMC)

The CMC serves the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management System and the coordination of the CMS with the regional ITS architecture. The committee is responsible for creating and amending the Congestion Management Process (CMP) and for prioritizing candidate CMS projects to be funded from the MPO's CMS boxed funds.

Local Coordinating Board for the Transportation Disadvantaged (LCB)

The LCB for the Transportation Disadvantaged (TD) has been appointed by the MPO to carry out the duties described in Rule 41-2, Florida Administrative Code, as an integral part of the TD planning and delivery service program.

The LCB is composed of representatives from various State and local agencies, as well as citizen representatives. A member of the MPO Board is appointed to serve as the LCB's Chairman.

OPERATIONAL PROCEDURES AND BYLAWS

The MPO operates under an adopted set of Bylaws (last updated April 12, 2024). The MPO Executive Director reports directly to the MPO Board. The additional MPO staff members are Collier County employees pursuant to a staff services agreement. Administrative services are provided by Collier County under the rules and procedures of Collier County and the State of Florida. Annual audits of the MPO

Program are performed as part of the single audit process under the direction of the Clerk of Courts Finance Department.

The MPO has a Continuity of Operations Plan (COOP), which is updated annually in May. The COOP provides guidelines for the Board and staff of the Collier MPO to prepare for, respond during, and recover from a disruption in internal operations caused by natural or man-made events, including pandemics. The MPO's COOP is consistent with the Department of Homeland Security Headquarters Continuity of Operations Guidance Document dated April 2004, and in accordance with the Board of County Commissioner's Emergency Action Plan and County Practices and Procedures (CMA) #5900 Cessation of Government Activities. The MPO's COOP is reviewed each calendar year before June 1st and a staff training exercise is conducted on a biannual basis by June 1st of alternating years.

Official records of MPO business are maintained in the MPO Offices located in the Collier County Transportation Management Services Division, 2885 South Horseshoe Drive, Naples, Florida 34104. All MPO records are available for public inspection during normal business hours.

The Collier MPO's operational procedures fully comply with the public records laws and the Sunshine Laws of the State of Florida.

EXECUTED AGREEMENTS

The MPO has various agreements in place with State and local governments and agencies that promote the "3-C" planning process. The following is a list of agreements currently in place:

- Amended and Restated Interlocal Agreement for the Creation of the Collier County MPO – FDOT, City of Naples, City of Marco Island, City of Everglades City, Collier County (2/26/15).
- Metropolitan Planning Organization Agreement – FDOT/MPO (7/1/24) – Agreement for planning funding.
- Staff Services Agreement – MPO/Collier County (5/25).
- Lease Agreement – MPO/Collier County (5/25).
- Interlocal Agreement – Lee and Collier MPO regional coordination (amended 3/20/09).
- Intergovernmental Coordination and Review (ICAR) and Public Transportation Coordination Joint Participation Agreement – FDOT/MPO/Collier County Airport Authority, Naples Airport Authority/ Southwest Florida Regional Planning Council (11/25/14) *Requested updates to boilerplate. Will update when boilerplate agreement has been updated to new federal law.*
- Public Transit Grant Agreement (G1V40) – FDOT/MPO.
- Public Transit Grant Agreement (G2594) – FDOT/MPO.
- Transportation Disadvantaged Planning Grant Agreement – Fla. CTD/MPO.
- Grant Agreement Under the FY 2022 Safe Streets and Roads for All Grant Program (693JJ32440059) – USDOT/MPO (10/26/23).

These agreements are currently under review and will be updated as appropriate. Current executed agreements can be accessed by visiting the Collier MPO website at https://www.colliermpo.org/mpo-agreements-resolutions/.

CERTIFICATIONS AND ASSURANCES

All required certifications and assurances are included in this document in Appendix C.

UPWP TASK OVERVIEW

The FY 2024/25-2025/26 UPWP covers the fiscal years starting July 1, 2024, and ending June 30, 2026. The specific planning activities to be undertaken over the next two years by MPO staff are organized into eight tasks, each of which includes individual activities. A brief overview of each of these tasks is provided below:

1. Administration

Administrative tasks provide for the primary management of MPO activities, including but not limited to, staff time to organize and conduct MPO Board and advisory committee meetings, public involvement efforts, and to participate in intergovernmental activities. In addition, this section includes all necessary expenditures to maintain operations, capital expenditures, Federal and State compliance documentation and all fiscally related tasks such as audits, progress reporting, maintenance of financial records, and the preparation of annual administrative reports, such as the UPWP, are also included. This task will include any necessary updates to agreements or documents related to the 2020 Census.

2. Data Collection / Development

Task activities in this section includes those needed to monitor and analyze travel behavior and factors affecting travel, such as socio-economic, land use, environmental, air quality, safety, security and freight and transportation system data. Evaluation of the data collected in this section is used for both long and short range planning for the transportation system.

3. Transportation Improvement Program (TIP) Maintenance and Development

This task annually provides for the development of the TIP, a five-year program of transportation improvements. The TIP will be developed in cooperation with FDOT and the local governments. Transportation projects will be drawn from the currently adopted MPO Long Range Transportation Plan to ensure the program's consistency relative to priorities and financial constraints. The prioritization methodology for each State and Federal funding project category will be detailed in the introduction of each pertinent section of the TIP. Regionally significant projects, regardless of funding source, are also included in the Transportation Improvement Program. The TIP also includes a list of multi-modal unfunded State, county and municipal projects that have been prioritized by the MPO Board.

Task activities in this section include establishing project priorities, annually updating the TIP and reviewing transportation plans and reports for use in many other UPWP sections and tasks, including short range planning, the Long Range Transportation Plan (LRTP), Transit Planning, and project planning.

4. Long Range Planning

Updates and amendments to the LRTP include multi-modal aspects of transportation planning such as highway planning, transit planning, reviewing enhancement priorities, bicycle/pedestrian programming, and congestion monitoring of the Systems Planning area. This section is intended to

work with the other sections of the UPWP in the development, review, amending and updating of the Long Range Transportation Plan.

5. Special Projects and Systems Planning

This task includes various recurring and non-recurring planning projects, including bicycle and pedestrian planning support, congestion management planning, and safety planning support. Complete Streets planning, and Bicycle and Pedestrian planning and support are conducted in order to provide a balanced transportation system to ensure that non-motorized travel options are safe, convenient and offer recreational opportunities.

6. Transit & Transportation Disadvantaged Planning

The UPWP addresses the continuing efforts of the Transit Program and Transportation Disadvantaged (TD) Program. Transit support is provided in order to develop the LRTP, TIP and other plans, programs and technical studies relating to public transportation. In addition, planning services are provided to ensure a coordinated Transportation Disadvantaged (TD) Program in Collier County.

7. Regional Coordination

This task provides for the creation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines to ensure the coordination of transportation planning and policy activities in FDOT District One. This includes travel expenditures, room rental, and any other necessary costs for regional planning.

8. Locally Funded Activities

This task allows staff to complete requests to prepare resolutions and policy position statements which are not eligible for grant reimbursement. In addition, travel expenses that are not eligible for grant reimbursement will be funded from this task.

TASK 1 ADMINISTRATION

PURPOSE:

To conduct activities (including staff travel and capital expenses) including the development and maintenance of administrative reports and grants contract administration. This task also includes all public involvement activities and administrative support for MPO planning and programs in general, including assistance to Federal, State, and local agency staff, as needed. It provides for the administration of the area-wide multimodal transportation planning process in accordance with Federal and State requirements, and for the technical management over each project included in the UPWP.

PREVIOUS WORK:

- Ongoing administrative activities.
- Staff support for MPO Board and Committee meetings.
- Develop and Update the UPWP.
- Public Involvement activities in compliance with the Public Participation Plan.
- Procurement Activities.
- Quarterly invoicing request.
- Monthly invoicing activities.
- Maintained MPO website.
- Strategic Plan and Annual Report.
- Annual FDOT Certification.
- FDOT OIG 2023 audit of Collier MPO.

REQUIRED ACTIVITIES:

- Administer MPO Governing Board meetings and all Advisory Committee meetings including meeting advertisements and the preparation of minutes and agenda packages.
- Attend training at conferences, workshops, etc. (MPO staff and Governing Board members). Attend business meetings as required, including but not limited to FDOT meetings, Title VI, ADA and Environmental Justice training opportunities.
- Perform grant and financial tasks including preparing grant agreements, grant compliance tasks, grant reimbursements, timekeeping, inventory, contract management, invoice payment.
- Purchase of office supplies, computers, printers, software, and audio-visual equipment.
- Rental lease payments for office space and MPO vehicle.
- Monthly payments for phone system, cell phones, website hosting, postage (monthly and annual permit) and administrative functions to run the MPO.
- Payment for MPO insurance.
- Participate in joint FDOT/MPO annual certification reviews and in Federal TMA reviews.
- Procure services, supplies, and equipment (including office supplies, printers, computers, iPads, software purchase and licensing, and audio-visual equipment. This includes preparation of Request for Proposals, Request for Professional Services, purchase orders, contracts, etc. Lease of necessary office equipment (printers, copiers, etc.).
- Review and maintain existing agreements, by-laws, and COOP. Modify as necessary to stay in compliance with federal/state rules and laws.

- Prepare and adopt the two-year UPWP; process modifications and amendments; submit progress reports and invoices.
- Monitor and update the annual Strategic Plan and Annual Report.
- Maintain the Public Participation Plan (PPP) and update as necessary. Conduct all activities to maintain compliance with plan including to maintain and update website, legal ads, press releases, etc.
- Prepare and distribute Collier MPO's eNewsletters.
- Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.
- Staff participation in talent development and employee training opportunities.
- Renewal/negotiation/update to MPO Staff Services Agreement and Lease Agreement.
- Annual update to Collier MPO's COOP.

End Product/Deliverable(s)	Target Date
Administer MPO Governing Board and Advisory Committee meetings	Ongoing
Progress Reports and Invoices to FDOT	Quarterly
Amendments and Modifications to FY 25/26 UPWP	As Needed
Strategic Plan and Annual Report	October - Annually
MPO Staff Services Agreement and Lease Agreement	May 2025
Joint FDOT/MPO annual certification reviews	Spring 2025/Spring 2026
2024 Federal Certification review	July 2024
Draft FY 27/28 UPWP	March 2026
Final FY 27/28 UPWP	May 2026
Public Participation Plan (PPP) - Update as necessary	Ongoing
Agenda packages and public notices for MPO Board and advisory committees	Monthly
Monitor progress towards goals, including Disadvantaged Business Enterprise (DBE) goals and ensure compliance with DBE policy	Annually
Updated Bylaws, COOP, and MPO Agreements	As needed (COOP annually)

RESPONSIBLE AGENCY: **Collier MPO, Consultant Services**

Task 1 - Financial Tables

Task 1 - Administration Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$335,860	$0	$0	$0	$335,860
	Subtotal:	**$335,860**	**$0**	**$0**	**$0**	**$335,860**
B. Consultant Services						
Website maintenance, hosting fees, etc.		$9,000	$0	$0	$0	$9,000
General Support/Special Study		$11,000	$0	$0	$0	$11,000
	Subtotal:	**$20,000**	**$0**	**$0**	**$0**	**$20,000**
C. Travel						
Travel and Professional Development		$5,000	$0	$0	$0	$5,000
	Subtotal:	**$5,000**	**$0**	**$0**	**$0**	**$5,000**
D. Other Direct Expenses						
Building or room Rental/lease		$16,700	$0	$0	$0	$16,700
Insurance		$6,000	$0	$0	$0	$6,000
Cellular Telephone Access and expenses		$3,000	$0	$0	$0	$3,000
General Copying/Printing Expenses, equipment lease and purchase, printing charges, computer purchase, software purchase, repairs and maintenance		$14,000	$0	$0	$0	$14,000
General Office Supplies		$3,000	$0	$0	$0	$3,000
Motor Pool Rental and Car Maintenance /expenses		$7,000	$0	$0	$0	$7,000
Postage, business reply permit, freight expenses, etc.		$2,400	$0	$0	$0	$2,400
Telephone Access, expenses and system maintenance		$1,100	$0	$0	$0	$1,100
	Subtotal:	**$53,200**	**$0**	**$0**	**$0**	**$53,200**
	Total:	**$414,060**	**$0**	**$0**	**$0**	**$414,060**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$414,060	$0	N/A	N/A	$414,060

Task 1 - Administration Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$444,000	$0	$0	$0	$444,000
	Subtotal:	**$444,000**	**$0**	**$0**	**$0**	**$444,000**
B. Consultant Services						
Website maintenance, hosting fees, etc.		$19,000	$0	$0	$0	$19,000
General Support/Special Study		$110,000	$0	$0	$0	$110,000
	Subtotal:	**$129,000**	**$0**	**$0**	**$0**	**$129,000**
C. Travel						
Travel and Professional Development		$7,000	$0	$0	$0	$7,000
	Subtotal:	**$7,000**	**$0**	**$0**	**$0**	**$7,000**
D. Other Direct Expenses						
Building or room Rental/lease		$18,300	$0	$0	$0	$18,300
Insurance		$6,000	$0	$0	$0	$6,000
Cellular Telephone Access and expenses		$3,600	$0	$0	$0	$3,600
General Copying/Printing Expenses, equipment lease, printing charges, repairs and maintenance		$16,000	$0	$0	$0	$16,000
General Office Supplies		$3,000	$0	$0	$0	$3,000
Motor Pool Rental and Car Maintenance /expenses		$8,000	$0	$0	$0	$8,000
Postage, business reply permit, freight expenses, etc.		$2,400	$0	$0	$0	$2,400
Telephone Access, expenses and system maintenance		$1,100	$0	$0	$0	$1,100
	Subtotal:	**$58,400**	**$0**	**$0**	**$0**	**$58,400**
	Total:	**$638,400**	**$0**	**$0**	**$0**	**$638,400**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$638,400	$0	N/A	N/A	$638,400

TASK 2 DATA COLLECTION / DEVELOPMENT

PURPOSE:

Develop and monitor the multimodal transportation system to preserve capacity, maximize personal mobility and freight movement, ensure user safety and system security, and maintain the transportation system's integrity. Acquire data to evaluate the system's operating efficiency and conditions to assess current needs, validate the MPO's and FDOT D-1 regional transportation planning model, project future travel demand, and identify future improvements. Coordination with local agencies, jurisdictions and municipalities when reviewing and updating the forecasts and plans is essential. Update GIS database to address current conditions that include, but are not limited to, functional classification; roadway network for District One Regional Transportation Demand Model; bicycle & pedestrian facilities inventory; and prepare various overlays for analytical purposes. Coordinate with Collier County staff on use of the County's Interactive Growth Model (CIGM) in analyzing amendments and updates to the Long Range Transportation Plan. Acquire financial data to evaluate project and budget needs related to programmed projects, FDOT's Work Program, MPO planning activities, and to develop future-year financial projections and estimates to support project programming and planning activities.

PREVIOUS WORK:

- Developed GIS maps for bike/pedestrian planning activities.
- Updated TAZs and socioeconomic data for 2050 LRTP.
- Updated socio-economic data and TAZ structures for the 2050 LRTP Update.
- Adoption of FY 2024 performance measures.
- Analyzed bike/ped facilities and crash data.
- Coordinate with federal, state, and local partners to prepare, analyze, and integrate 2020 U.S. Census data into MPO planning activities and efforts.
- Review functional classifications, boundary information, and TAZ data based on 2020 census.
- Completed equity analysis in preparation for 2050 LRTP.

REQUIRED ACTIVITIES:

- Coordinate with FDOT, local governments, and neighboring MPOs to collect and provide transportation data and information to support MPO, federal, and state planning activities, model development, and performance measures.
- Acquire and analyze data to support performance-based planning efforts such as the Long Range Transportation Plan, MPO Model Development, Transportation Improvement Program, Public Transit Safety Plan, Planning and Corridor Studies, Freight Studies, Complete Streets, Resiliency Studies, Congestion Management Process, etc.
- Participate in the Florida Transportation Forecasting Forum (FTFF) meetings, formerly the FDOT Statewide Model Task Force, and FDOT District 1 Regional Planning Model (RPM) training and activities to support the FDOT D-1 model development, calibration, validation, and maintenance.
- Collaborate with Collier County to update the County Interactive Growth Model.

- Coordinate with the MPO Congestion Management Committee to evaluate data and data platforms used to analyze system conditions and needs.
- Track and report on Transportation Performance Measures and Targets on annual basis for incorporation in the LRTP, TIP and Annual Report.
- Review and provide travel demand model information such as Annual Average Daily Traffic (AADT) and volume-to-capacity ratios for planning documents, other agency and citizen's requests.
- Prepare and maintain GIS files, and prepare and maintain maps.
- Coordinate with County staff on the County's Crash Data Management System (CDMS)
- Use FDOT's Signal 4 Analytics and other readily available crash data management platform to analyze and report on crash data, inclusive of vehicular and bicyclist/pedestrian crashes
- Analyze existing and proposed bike/ped facilities in context with current design standards, opportunities for intermodal connectivity, disadvantaged census tracts and crash data.
- Continue coordination with jurisdictions, agencies, and municipalities within Collier County and adjacent to Collier County on community master plans, transportation system plans, multi-modal mobility plans, local road safety plans, etc., and the data used to update and maintain such information.
- Financial analysis, projections and estimates to support project programming and planning activities.

End Task/Deliverable(s)	Target Date
Updated GIS Files and maps	As needed
Coordinate with the County staff on updates to the County Interactive Growth Model (CIGM) so that both entities (County and MPO) are using the most current and accurate TAZ structure and socioeconomic data available	As needed
Crash Data Analysis	As needed

RESPONSIBLE AGENCY: **Collier MPO, Consultant Services (as needed)**

Task 2 - Financial Tables

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$25,000	$0	$0	$0	$25,000
Subtotal:		**$25,000**	**$0**	**$0**	**$0**	**$25,000**
B. Consultant Services						
Contract/Consultant Services/ General Support/GIS & Data		$10,000	$0	$0	$0	$10,000
Subtotal		**$10,000**	**$0**	**$0**	**$0**	**$10,000**
Total:		**$35,000**	**$0**	**$0**	**$0**	**$35,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$35,000	$0	N/A	N/A	$35,000

Task 2 – DATA COLLECTION/DEVELOPMENT Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$33,000	$0	$0	$0	$33,000
Subtotal:		**$33,000**	**$0**	**$0**	**$0**	**$33,000**
B. Consultant Services						
Contract/Consultant Services/General Support/GIS & Data		$15,000	$0	$0	$0	$15,000
Subtotal		**$15,000**	**$0**	**$0**	**$0**	**$15,000**
Total:		**$48,000**	**$0**	**$0**	**$0**	**$48,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$48,000	$0	N/A	N/A	$48,000

TASK 3 TIP MONITORING AND DEVELOPMENT

PURPOSE:

Develop Multimodal Transportation Improvement Programs (TIP) for FY 25/26-29/30 and for FY 26/27 – 30/31 that identify all Federal, State, and locally funded transportation improvements consistent with the requirements of Federal and State laws. Coordinate with FDOT and member agencies to address integration of MAP-21 and FAST Performance Management Measures in the TIP as well as new requirements from the Bipartisan Infrastructure Law (BIL). This section also includes transportation system planning tasks related to contingency of operations and short-range transportation planning and programming.

PREVIOUS WORK:

- Coordinated with agencies and jurisdictions on transportation plans and programs.
- Annual preparation of TIP and TIP amendments.
- Annual list of project priorities for inclusion in the TIP.
- Adoption of FY 23/24-27/28 TIP and of FY 24/25 – 28/29 TIP.

REQUIRED ACTIVITIES

- Develop annual project priorities identifying unfunded highway, transit, bicycle and pedestrian, planning, safety and congestion management projects that are prioritized by the MPO. This activity includes review of applications and associated activities.
- Review FDOT Draft Tentative Work Program and Tentative Work Program for consistency with the LRTP and adopted priorities of the MPO Board.
- Prepare and adopt the TIP. This includes coordinating all efforts with FDOT, local agencies, jurisdictions and the STIP.
- Prepare and process amendments and modifications. This includes reviewing amendments for consistency with the TIP and LRTP.
- Coordinate with FDOT and member agencies to address integration of FAST Act Performance Management Measures in performance-based planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

End Task	Target Date
Annual Project Priority Lists	June – Annually
FY 25/26 - 29/30 TIP FY 26/27 – 30/31 TIP	June - 2025 June - 2026
TIP Amendments and Modifications	As needed
Adopted Safety Targets and Related Performance Measures	Annually

RESPONSIBLE AGENCY: Collier MPO, Consultant Services (as needed)

Task 3 - Financial Tables

Task 3 - TIP Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$30,000	$0	$0	$0	$30,000
	Subtotal:	**$30,000**	**$0**	**$0**	**$0**	**$30,000**
B. Consultant Services						
	General Support	$4,000	$0	$0	$0	$4,000
	Subtotal:	**$4,000**	**$0**	**$0**	**$0**	**$4,000**
	Total:	**$34,000**	**$0**	**$0**	**$0**	**$34,000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$34,000	$0	N/A	N/A	$34,000

Task 3 - TIP Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$54,000	$0	$0	$0	$54,000
	Subtotal:	**$54,000**	**$0**	**$0**	**$0**	**$54,000**
B. Consultant Services						
	General Support	$15,000	$0	$0	$0	$15,000
	Subtotal:	**$15,000**	**$0**	**$0**	**$0**	**$15,000**
	Total:	**$69,000**	**$0**	**$0**	**$0**	**$69,000**
	Total De-Obligated Funds	$0	$0	N/A	N/A	$0
	Sub-Total (less the de-obligated funds)	$69,000	$0	N/A	N/A	$69,000

TASK 4 LONG RANGE PLANNING

PURPOSE:

To update to the 2050 Long Range Transportation Plan and to continue to evaluate plans and programs for consistency with the 2045 Long Range Transportation Plan (LRTP) during development of the plan. FAST Act Performance measures will be integrated into the 2050 LRTP as required. This task will work in coordination with other tasks throughout the UPWP, including Administration, Data Collection/Development, TIP, and Transit and Transportation Disadvantaged.

PREVIOUS WORK:

- Amendment to the 2045 LRTP for MFF projects.
- Competitive procurement and selection of consultant to develop the 2050 LRTP.
- Kicked-off 2050 LRTP development.
- Consultant began development of the Public Involvement Plan for the 2050 LRTP.
- Coordinated with FDOT and consultant for Existing and Committed 2050 Model Development.

REQUIRED TASKS:

- Review projects and studies as needed for consistency with MPO plans.
- Continue to incorporate the Efficient Transportation Decision Making (ETDM) Process into the Long Range Multimodal transportation planning process. Continue to work with FDOT to review projects for the ETDM process as they relate to LRTP projects and priorities and to provide project specific comments as part of the ETDM process. Review purpose and needs statements for projects and provide comments.
- Incorporate FDOT D1 RPM analysis in the 2050 LRTP.
- Incorporate FDOT D1 Freight Mobility & Trade Plan (2023) and Truck Parking White Paper recommendations in the 2050 LRTP.
- Participate in on-going studies related to resiliency. Monitor regional and local studies currently underway.
- Prepare any required amendments or updates to the 2045 LRTP as required.
- Project Management and Consultant Services to develop the 2050 LRTP.
- In coordination with Lee MPO, ensure that a regional roadway component is included in the 2050 LRTP, or that a regional roadway plan is completed shortly thereafter.
- Utilize consultant assistance for modeling support, data development and evaluation, and other support necessary to complete any required tasks for the 2050 LRTP.
- Coordinate with County and Municipalities to review and comment on Local policy issues, such as Land Development Code and Growth Management Plan regulations as it relates to the Long Range Transportation Plan.

End Task/Deliverable(s)	**Target Date**
2045 LRTP Amendments	As needed
Draft 2050 LRTP	Fall 2025
2050 LRTP completion/adoption	December 2025

RESPONSIBLE AGENCY: Collier MPO, Consultant Services

Task 4 - Financial Tables

Task 4 – Long Range Planning Estimated Budget Detail for FY 2024/25						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$50,000	$0	$0	$0	$50,000
Subtotal:		**$50,000**	**$0**	**$0**	**$0**	**$50,000**
B. Consultant Services						
LRTP		$125,000	$379,416	$0	$0	$504,416
Subtotal:		**$125,000**	**$379,416**	**$0**	**$0**	**$504,416**
Total:		**$175,000**	**$379,416**	**$0**	**$0**	**$554,416**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$175,000	$379,416	N/A	N/A	$554,416

Task 4 – Long Range Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$61,000	$0	$0	$0	$61,000
Subtotal:		**$61,000**	**$0**	**$0**	**$0**	**$61,000**
B. Consultant Services						
LRTP		$220,993	$200,000	$0	$0	$420,993
Subtotal:		**$220,993**	**$200,000**	**$0**	**$0**	**$420,993**
Total:		**$281,993**	**$200,000**	**$0**	**$0**	**$481,993**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$281,993	$200,000	N/A	N/A	$481,993

TASK 5 SPECIAL PROJECTS AND SYSTEMS PLANNING

PURPOSE:

To complete various recurring and non-recurring planning projects. These projects will assist in providing a balanced, multimodal transportation system.

PREVIOUS WORK:

- Annual Work Program priorities for construction of new sidewalks, shared use paths, and bike lanes.
- Served as liaison to FDOT to communicate the need for bicycle and pedestrian facilities on State roads.
- Completed Congestion Management Process (CMP) Update in April 2022.
- Completed CMP Origin and Destination Report and Corridor Fact Sheets in December 2022.
- Began the update to the Bicycle and Pedestrian Master Plan.
- Worked to get the Collier to Polk Regional Trail (including the Marco Island Loop Trail) on the Florida Greenways and Trails Council's SUN Trail network; submitted the project as a SUN Trail Priority for funding for PD&E phase.
- Secured funding for cost overruns on bike/ped projects.
- Issued a congestion management call for projects for funding in FY 2030; Prioritized projects.
- Issued a bike/ped call for projects for funding in FY 2031.
- Began work on the SS4A Comprehensive Safety Action Plan.

REQUIRED TASKS:

- Attend and participate in workshops and seminars sponsored by FHWA, FDOT and other professional organizations as appropriate.
- Coordinate with FDOT and member agencies to address continued integration of Performance Management measures into Bicycle and Pedestrian Planning and Congestion Management Planning.
- Consultant services to provide general staff support as needed to accomplish required activities identified in task.

Complete Streets/Safety Planning

- Participate in special events that promote bicycle/pedestrian activities and safety education.
- Participate in meetings/workshops related to bicycle/pedestrian and Complete Streets initiatives, including those hosted by FDOT, FHWA, CTST, Naples Pathway Coalition, Blue Zones, Healthy Community Coalition of Collier County, and other agencies.
- Project Management and Consultant Services to complete the Bicycle Pedestrian Master Plan for incorporation in the LRTP update.
- Prepare updates to SUNTrail maps as opportunities arise.
- Project Management and Consultant Services to Complete a Safe Streets for All Comprehensive Safety Action Plan.

- Coordinate with FDOT and local governments to ensure that roadway expansion and retrofit projects work towards meeting the bicycle/pedestrian and Complete Streets planning and safety goals identified in the Bicycle and Pedestrian Master Plan, the Safe Streets and Roads for All Safety Action Plan and the LRTP.
- Depending on new federal and state guidance, prepare documents to address one or more of the following programs:
    - Vision Zero Action Plan
    - Safe Streets for All (SS4A)
    - Complete Streets
    - Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Congestion Management Planning

- Begin the Congestion Management Process Update in coordination with Lee MPO.
- Attend Lee TMOC and Collier/Lee/Charlotte TIM Team meetings to the extent feasible.
- Attend and participate in technical meetings and workshops related to the CMC, CMP and congestion relief strategies.
- Facilitate "best practices" approach for incorporating CMP measures into existing plans and programs, including preliminary engineering, traffic simulation modeling, and project prioritization.

End Task/Deliverable	Target Date
Bike/Ped Master Plan Update	Fall 2025
Safe Streets for All (SS4A) Comprehensive Safety Action Plan	November 2025
Proposed revisions to SUNTrails Map	As needed
Safe Routes to School Program applications and prepare letters of support	As needed
Collier Bicycle/Pedestrian Facility Map Update	As needed
Congestion Management Process Update	April 2027

RESPONSIBLE AGENCY: Collier MPO, Consultant Services. Lee MPO is included for CMP Update.

Task 5 – Financial Tables

Task 5 - Special Projects & Systems Planning Estimated Budget Detail for FY 2024/25							
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**USDOT (SS4A)**	**Local Funds** (including Carryover)	**Total**
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	$86,000	$0	$0	$0	$0	$0	$86,000
Subtotal:	**$86,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$86,000**
B. Consultant Services							
Bike/Ped Master Plan	$66,000	$0	$0	$0	$0	$0	$66,000
Congestion Management Process Update	$67,765						$67,765
SS4A Safety Action Plan	$0	$0	$0	$0	$200,000	$50,000	$250,000
Subtotal:	**$133,765**	**$0**	**$0**	**$0**	**$200,000**	**$50,000**	**$383,765**
Total:	**$219,765**	**$0**	**$0**	**$0**	**$200,000**	**$50,000**	**$469,765**
Total De-Obligated Funds	$0	$0	N/A	N/A	N/A	N/A	$0
Sub-Total (less the de-obligated funds)	$219,765	$0	N/A	N/A	N/A	N/A	$469,765

Task 5 – Special Projects & Systems Planning Estimated Budget Detail for FY 2025/26						
Budget Category	**Budget Category Description**	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions		$108,000	$0	$0	$0	$108,000
Subtotal:		**$108,000**	**$0**	**$0**	**$0**	**$108,000**
B. Consultant Services						
Bike/Ped Master Plan		$1,000	$0	$0	$0	$1,000
Congestion Management Process Update		$20,000	$150,000	$0	$0	$170,000
Subtotal:		**$21,000**	**$150,000**	**$0**	**$0**	**$171,000**
Total:		**$129,000**	**$150,000**	**$0**	**$0**	**$279,000**
Total De-Obligated Funds		$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds)		$129,000	$150,000	N/A	N/A	$279,000

TASK 6 TRANSIT AND TRANSPORTATION DISADVANTAGED PLANNING

PURPOSE:

To provide the necessary resources to support a multimodal transportation system in the Collier MPO area. This task includes developing the Transit Development Plan (TDP), the 2050 Long Range Transportation Plan, a multimodal TIP and other plans, programs and technical studies relating to public transportation. This task includes coordination with the transit agency for the reporting of transit asset management target measures and target setting for the required Public Transit Safety Agency Plan. In addition, this task includes overseeing and providing planning services for a coordinated Transportation Disadvantaged (TD) Program in Collier County, in accordance with Chapter 427 of the Florida Statutes (FS) and Florida Administrative Code (F.A.C.) Rule 41-2.

PREVIOUS WORK

- TDSP Minor Update.
- TDSP Major Update.
- Collier Area Transit Regional Service and Regional Fare Study (coordinated with Lee County), which was identified as a part of the last TDP major update.
- Coordinated with PTNE to review and adopt the Transit Asset Management Performance Measures for the Collier Metropolitan Area.
- Ongoing transit and transportation disadvantaged coordination between the Collier MPO and PTNE.
- Established scope of work for a Zero Emission Fleet Transition Plan feasibility study.
- Staff support to the Local Coordinating Board as required by the TD Planning Grant.
- Community Transportation Coordinator (CTC) Evaluation.
- Annual TD Planning Grant Requirements.

REQUIRED TASKS:

- Conduct and maintain the operations of the MPO including providing administrative support activities such as financial management, contract management, public outreach, personnel matters, procurement of equipment and supplies and general management of Transit Planning at the system level within the MPO.
- Participate in special transit and multi-modal studies, as needed.
- MPO staff, Board, and PTNE staff will participate in meetings, trainings, workshops, or seminars related to fixed route which may include fixed routes, ADA or paratransit service.
- Prepare necessary progress reports and requests for reimbursement for Public Transit Grant Agreements.
- Participate in quarterly coordination meetings with FDOT to discuss transit issues.
- Attend Collier Area Transit's Public Transit Advisory Committee meetings, as needed.
- Project Management and Consultant Services to complete the Transit Development Plan Major Update. Provide comments on the annual reports of the Transit Development Plan prepared by PTNE.

- Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan.
- Project Management and Consultant Services to complete a Zero-Emission Fleet Transition Plan for Collier Area Transit.
- Coordinate with PTNE to identify Transit Priorities, review priorities for consistency with the TDP and LRTP.
- Staff support to the LCB, including preparation of agendas, preparation of meeting materials including legal advertisements of meetings.
- Complete TD activities as required by TD Planning Grant, including annual updates to TDSP and major TDSP update, CTC Evaluation, annual review of bylaws, completion of LCB training, public workshop, etc.
- Prepare and submit grant application for TD Planning Grant. Execute grant agreement and prepare necessary progress reports and requests for reimbursement by the CTD.

End Task/Deliverable(s)	Target Date
Participation in meetings, trainings, workshops, or seminars (TD and Transit)	As needed
Transit Development Plan (TDP) Major Update	Fall 2025
TDP Annual Report (Prepared by PTNE)– Provide Comments/MPO Board ratification	Annually
Coordinate with PTNE on compliance with all Federal requirements to address transit performance measures including, Transit Asset Management and Public Transit Agency Safety Plan	As directed by FDOT
Adopted Transit Priorities	June - Annually
Zero Emission Transition Plan	June 2025
Transit Fare Study	Summer 2026
TD Grant Application and Agreement	June - Annually
LCB Meetings	Quarterly
Minor TDSP Updates	May 2025 May 2026
CTC Evaluation	May - Annually
Multi-modal or Transit Study	2027

RESPONSIBLE AGENCY: Collier MPO, Collier County PTNE, Consultant Services

Task 6 - Financial Tables

Task 6 – Transit & TD Planning Budget Detail for FY 2024/25							
Budget Category & Description	**FHWA PL**	***FTA 5305 (G1V40)**	***FTA 5305 (G2594)**	**FTA 5307 (FY 22)**	**Trans. Disad.**	**Total**	**FTA 5305 Soft Match for G1V40, G2594**
A. Personnel Services							
MPO staff salaries, fringe benefits, and other deductions	$20,000	$26,524	$38,761	$0	$25,280	$110,565	**$13,057**
Subtotal:	**$20,000**	**$26,524**	**$38,761**	**$0**	**$25,280**	**$110,565**	**$13,057**
B. Consultant Services							
**Regional Fare & Services Study	$0	$38,984	$80,854	$0	$0	$119,838	**$23,968**
TDP Major Update	$155,000	$0	$0	$0	$0	$155,000	**$0**
Zero Emission Transition Plan	$6,000	$59,992	$0	$38,548	$0	$104,540	**$11,998**
Transit Fare Study	$0	$0	$0	$120,002	$0	$120,002	**$0**
Subtotal:	**$161,000**	**$98,976**	**$80,854**	**$158,550**	**$0**	**$499,380**	**$35,966**
C. Travel							
MPO Staff and PTNE staff attendance at training and conferences	$5,000	$2,528	$5,100	$0	$3,000	$15,628	**$1,526**
Subtotal:	**$5,000**	**$2,528**	**$5,100**	**$0**	**$3,000**	**$15,628**	**$1,526**
D. Other Direct Expenses							
Website	$0	$0	$0	$0	$0	$0	**$0**
Legal Ads	$0	$0	$0	$0	$2,500	$2,500	**$0**
Fed Ex/ Postage	$0	$0	$0	$0	$0	$0	**$0**
Office Supplies	$0	$0	$0	$0	$0	$0	**$0**
Subtotal:	**$0**	**$0**	**$0**	**$0**	**$2,500**	**$2,500**	**$0**
Total:	**$186,000**	**$128,028**	**$124,715**	**$158,550**	**$30,780**	**$628,073**	**$50,549**
Total De-Obligated Funds:	$0	N/A	N/A	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	$186,000	N/A	N/A	N/A	N/A	N/A	N/A

* Note that for transparency and recordkeeping purposes, the full amounts of the 5305 grant budgets are included in the budget table, but some of the grant funds were expended as of the time this initial UPWP was drafted in Spring of 2024.
** The Regional Fare & Services study was completed in March 2024, and is included in the budget table only for transparency and recordkeeping purposes to disclose the total amounts of the 5305 grants.

Task 6 – Transit & TD Planning Budget Detail for FY 2025/26			
Budget Category & Description	**FHWA PL**	**Trans. Disad.**	**Total**
A. Personnel Services			
MPO staff salaries, fringe benefits, and other deductions	$31,000	$25,280	$56,280
Subtotal:	**$31,000**	**$25,280**	**$56,280**
B. Consultant Services			
TDP Major Update	$3,000	$0	$3,000
Zero Emission Transition Plan	$1,000	$0	$1,000
Multi-Modal or Transit Study	$130,686	$0	$130,686
Subtotal:	**$134,686**	**$0**	**$134,686**
C. Travel			
MPO Staff and PTNE staff attendance at training and conferences	$9,000	$3,477	$12,477
Subtotal:	**$9,000**	**$3,477**	**$12,477**
D. Other Direct Expenses			
Website	$0	$0	$0
Legal Ads	$0	$3,000	$3,000
Fed Ex/ Postage	$0	$0	$0
Office Supplies	$0	$0	$0
Subtotal:	**$0**	**$3,000**	**$3,000**
Total:	**$174,686**	**$31,757**	**$206,443**
Total De-Obligated Funds:	$0	N/A	$0
Sub-Total (less the de-obligated funds):	$174,686	N/A	$206,443

TASK 7 REGIONAL COORDINATION

PURPOSE:

Provide for the continuation of a region-wide multimodal transportation planning process in accordance with Federal and State guidelines. To provide training to MPO staff, Board members and advisory committee members to support transportation planning and policy activities in the region.

PREVIOUS WORK:

- Represented the MPO at local, regional, State and Federal meetings, including quarterly Metropolitan Planning Organization Advisory Council (MPOAC) meetings and Coordinated Urban Transportation Studies (CUTS) meetings. Hosted CUTS meeting in October 2023.
- Submitted freight projects to MPOAC for prioritization.
- Submitted eligible projects to the National Highway Freight Program for funding.
- Attendance at Lee MPO TAC and TMOC meetings.
- Conducted Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Updated Joint TRIP priorities and regional priorities with Lee County and submitted to FDOT.
- Frequent coordination with Lee MPO on various planning issues.
- Coordinated MPO Board member attendance at annual MPOAC Weekend Institute.

REQUIRED ACTIVITIES:

- Conduct Joint Lee/Collier BPAC, CAC, TAC and MPO meetings as needed.
- Staff and MPO Board attend MPOAC meetings and workshops, including freight meetings, noteworthy practices meetings, and MPOAC weekend institute for Governing Board members.
- Staff participate in Florida Metropolitan Planning Partnership meetings (FMPP) hosted by FDOT, as needed.
- Staff participate in CUTS meetings and host as required.
- Participate in Lee MPO TAC, BPAC, and TMOC meetings.
- Monitor and participate in statewide plans and programs, including but not limited to FTP, SIS, and Vision Zero.
- Attendance at state and local conferences/meetings on Collier MPO related issues provided by FDOT, FHWA, NHI, USDOT, NTI, etc.
- Monitor and update joint priorities (TRIP, SIS, enhancement, SUNTrail) as necessary. Rank and prioritize for funding.
- Analysis of State and Federal laws and regulations for MPOs, committees and local government officials to aid them in the application of regional transportation policy strategies.
- Coordinate with municipalities to review local plans for consistency with MPO plans.
- Participate in freight planning, including updates to the FDOT District 1 Freight Mobility and Trade Plan, participation in various freight committees and coordination with freight stakeholders, participate in regional freight workshops and seminars.

- Prepare and submit freight priorities as requested by the MPOAC and FDOT or as opportunities arise.
- Participate in regional transportation studies and planning, as needed.

End Task/Deliverable(s)	Target Date
MPOAC Meeting Participation	Quarterly
Participation in FMPP meetings	As needed
CUTS Meeting Participation	Quarterly
Joint Priorities (TRIP, SIS, etc)	Annually – As requested by FDOT
Joint Lee/Collier MPO Meetings	Annually – As needed
Freight Priorities to MPOAC	As requested

RESPONSIBLE AGENCY: Collier MPO

Task 7 - Financial Tables

Task 7- Regional Coordination Estimated Budget Detail for FY 2024/25					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$35,000	$0	$0	$0	$35,000
Subtotal:	**$35,000**	**$0**	**$0**	**$0**	**$35,000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$44,000**	**$0**	**$0**	**$0**	**$44,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds):	$44,000	$0	N/A	N/A	$44,000

Task 7- Regional Coordination Estimated Budget Detail for FY 2025/26					
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Total**
A. Personnel Services					
MPO staff salaries, fringe benefits, and other deductions	$52,000	$0	$0	$0	$52,000
Subtotal:	**$52,000**	**$0**	**$0**	**$0**	**$52,000**
B. Travel					
Travel to MPOAC and any other out of county activities as necessary	$9,000	$0	$0	$0	$9,000
Subtotal:	**$9,000**	**$0**	**$0**	**$0**	**$9,000**
Total:	**$61,000**	**$0**	**$0**	**$0**	**$61,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	$0
Sub-Total (less the de-obligated funds):	$61,000	$0	N/A	N/A	$61,000

TASK 8 LOCALLY FUNDED ACTIVITIES

PURPOSE:

To cover any MPO expenses deemed not eligible or reimbursable by FHWA PL, TD or FTA Section 5305(d) funding.

PREVIOUS WORK:

- Reimbursement of travel and training expenses not eligible for reimbursement from the FHWA PL, TD or FTA Section 5305(d) Grants.
- Payment for staff time to attend safety training and HR training required by Collier County.

REQUIRED TASKS:

End Task/ Deliverable(s)	Target Date
Prepare resolutions and policy positions	As needed
Participate in Collier County required Safety and HR training courses	As needed
Payment of any shortfall of consultant or personnel costs or any invoices not eligible for grant reimbursement.	As needed

RESPONSIBLE AGENCY: Collier MPO

Task 8 - Financial Tables

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2024/25						
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Local**	**Total**
A. Miscellaneous Expenses						
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	$0	$0	$0	$0	$8,000	$8,000
Total:	**$0**	**$0**	**$0**	**$0**	**$8,000**	**$8,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds):	$0	$0	N/A	N/A	N/A	N/A

Task 8 - Locally Funded Activities Estimated Budget Detail for FY 2025/26						
Budget Category & Description	**FHWA (PL)**	**FHWA (SU)**	**FTA 5305**	**Trans. Disad.**	**Local**	**Total**
A. Miscellaneous Expenses						
Resolutions and policy positions, travel, membership dues, and any other expenses not eligible for grant reimbursement	$0	$0	$0	$0	$8,000	$8,000
Total:	**$0**	**$0**	**$0**	**$0**	**$8,000**	**$8,000**
Total De-Obligated Funds:	$0	$0	N/A	N/A	N/A	N/A
Sub-Total (less the de-obligated funds)	$0	$0	N/A	N/A	N/A	N/A

SUMMARY TABLES

TABLE 3 – FY 2024/25 AGENCY PARTICIPATION

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	USDOT SS4A	Local Match for SS4A	FTA Section 5305 G1V40	FTA Section 5305 G2594	FTA Section 5307 (FY 22)	FDOT Soft Match*	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ -	$ -	$ 74,821	$ -	$ -	**$ 488,881**	$ 20,000
2	Data Collection/ Development	$ 35,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,325	$ -	$ -	**$ 41,325**	$ 10,000
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,144	$ -	$ -	**$ 40,144**	$ 4,000
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ -	$ -	$ 31,623	$ -	$ -	**$ 586,039**	$ 504,416
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ 50,000	$ -	$ -	$ -	$ 39,712	$ -	$ -	**$ 509,477**	$ 383,765
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ -	$ 128,028	$ 124,715	$158,550	$ 84,159	$ -	$ 30,780	**$ 712,232**	$ 499,380
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,951	$ -	$ -	**$ 51,951**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2024/25 funds for all tasks	$ 1,107,825	$ 379,416	$ 200,000	$ 50,000	$ 128,028	$ 124,715	$ 158,550	$ 250,733	$ 8,000	$ 30,780	**$ 2,438,047**	
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**	
	Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 200,000**	**$ 50,000**	**$ 128,028**	**$ 124,715**	**$ 158,550**	**$ 250,733**	**$ 8,000**	**$ 30,780**	**$ 2,438,047**	$ 1,421,561

	FHWA PL	FHWA SU	FTA 5307	USDOT	FDOT	TD Trust	Collier Co.	Naples	Everglades	Marco Is.	Total
State Support/Match for MPO (1)	$ -	$ -	$ -	$ -	$ 250,733	$ -	$ -	$ -	$ -	$ -	$ 250,733
FY 2024/25 Funding	$ 1,107,825	$ 379,416	$ 158,550	$ 200,000	$ -	$ 30,780	$ -	$ -	$ -	$ -	$ 1,876,571
FY 2024/25 Local Funding	$ -	$ -	$ -		$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
FY 2024/25 Collier County Match for SS4A	$ -	$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 40,000
MPO Local Funding Carryover - SS4A Match	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
5305 Carryover	$ -	$ -	$ 252,743	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 252,743
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,107,825**	**$ 379,416**	**$ 411,293**	**$ 250,000**	**$ 250,733**	**$ 30,780**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,438,047**

(1) For FY 2024/2025, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

*Soft match includes $200,184 at 18.07% and $50,549 at 20% to match PTGAs.

TABLE 4 – FY 2024/25 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	USDOT Federal (SS4A)	FTA 5305 Carry forward	FTA Section 5307 (FY 22)	FDOT Soft Match*	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 414,060	$ -	$ -	$ -	$ -	$ 74,821	$ 414,060	$ -	$ -	$ 488,881
2	Data Collection/Development	$ 35,000	$ -	$ -	$ -	$ -	$ 6,325	$ 35,000	$ -	$ -	$ 41,325
3	Transportation Improvement Program (TIP)	$ 34,000	$ -	$ -	$ -	$ -	$ 6,144	$ 34,000	$ -	$ -	$ 40,144
4	Long Range Planning	$ 175,000	$ 379,416	$ -	$ -	$ -	$ 31,623	$ 554,416	$ -	$ -	$ 586,039
5	Special Projects and Systems Planning	$ 219,765	$ -	$ 200,000	$ -	$ -	$ 39,712	$ 419,765	$ -	$ 50,000	$ 509,477
6	Transit and Transportation Disadvantaged	$ 186,000	$ -	$ -	$ 252,743	$ 158,550	$ 84,159	$ 597,293	$ 30,780		$ 712,232
7	Regional Coordination	$ 44,000	$ -	$ -	$ -	$ -	$ 7,951	$ 44,000	$ -	$ -	$ 51,951
8	Locally Funded Activities for all tasks	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total:	$ 1,107,825	$ 379,416	$ 200,000	$ 252,743	$ 158,550	$ 250,733	$ 2,098,534	$ 30,780	$ 58,000	$ 2,438,047
State Support/Match for MPO (1)		$ -	$ -	$ -	$ -	$ -	$ 250,733	$ -	$ -	$ -	$ 250,733
FY 2024/25 Funding		$ 1,107,825	$ 379,416	$ 200,000	$ -	$ -	$ -	$ -	$ 30,780	$ -	$ 1,718,021
FY 2024/25 Local Funding		$ -	$ -	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 48,000
Carry over for SS4A Match-MPO Local Funds from prior FYs		$ -	$ -	$ 10,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,000
Roll Forward from Prior Fiscal Year		$ -	$ -	$ -	$ 252,743	$ 158,550	$ -	$ -	$ -	$ -	$ 411,293
Total cost, including carryover, for all tasks		$ 1,107,825	$ 379,416	$ 250,000	$ 252,743	$ 158,550	$ 250,733	$ 2,098,534	$ 30,780	$ 8,000	$ 2,438,047

*Soft match includes $200,184 at 18.07% and $50,549 at 20% to match PTGAs.

TABLE 5 – FY 2025/26 AGENCY PARTICIPATION

Task #	Task Description	FHWA CPG PL	FHWA CPG SU	FDOT Soft Match	Local	TD Trust	Total	Amount to Consultant
1	Administration	$ 638,400	$ -	$ 115,359	$ -	$ -	**$ 753,759**	$ 129,000
2	Data Collection/ Development	$ 48,000	$ -	$ 8,674	$ -	$ -	**$ 56,674**	$ 15,000
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ -	$ -	**$ 81,468**	$ 15,000
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ -	$ -	**$ 532,949**	$ 420,993
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ -	$ -	**$ 302,310**	$ 171,000
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ -	$ 31,757	**$ 238,009**	$ 134,686
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ -	$ -	**$ 72,023**	$ -
8	Locally Funded Activities	$ -	$ -	$ -	$ 8,000	$ -	**$ 8,000**	$ -
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 8,000	$ 31,757	**$ 2,045,192**	$ -
	Total De-obligation from prior fiscal years	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 8,000**	**$ 31,757**	**$ 2,045,192**	$ 885,679

	FHWA PL	FHWA SU	FDOT	TD Trust	Collier County	Naples	Everglades City	Marco Island	Total
State Support/Match for MPO (1)	$ -	$ -	$ 253,356	$ -	$ -	$ -	$ -	$ -	$ 253,356
FY 2025/26 Funding	$ 1,402,079	$ 350,000	$ -	$ 31,757	$ -	$ -	$ -	$ -	$ 1,783,836
FY 2025/26 Local Funding	$ -	$ -	$ -	$ -	$ 5,000	$ 2,000	$ -	$ 1,000	$ 8,000
De-Obligation from Prior Fiscal Years	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total cost, including carryover, for all tasks	**$ 1,402,079**	**$ 350,000**	**$ 253,356**	**$ 31,757**	**$ 5,000**	**$ 2,000**	**$ -**	**$ 1,000**	**$ 2,045,192**

(1) For FY 2025/2026, FDOT will "soft match" the MPP/PL Funds using toll revenue expenditures as a credit toward the non-Federal matching share. The amount identified on this line represent the amount of "soft match" required (both State and local) for the amount of Federal PL section 112 funds requested in this UPWP.

TABLE 6 – FY 2025/26 FUNDING SOURCE

Task #	Task Description	FHWA PL Federal	FHWA SU Federal	FDOT Soft Match	Total Federal Funding	State TD Trust	Local Funding	Total
1	Administration	$ 638,400	$ -	$ 115,359	$ 638,400	$ -	$ -	$ 753,759
2	Data Collection/Development	$ 48,000	$ -	$ 8,674	$ 48,000	$ -	$ -	$ 56,674
3	Transportation Improvement Program (TIP)	$ 69,000	$ -	$ 12,468	$ 69,000	$ -	$ -	$ 81,468
4	Long Range Planning	$ 281,993	$ 200,000	$ 50,956	$ 481,993	$ -	$ -	$ 532,949
5	Special Projects and Systems Planning	$ 129,000	$ 150,000	$ 23,310	$ 279,000	$ -	$ -	$ 302,310
6	Transit and Transportation Disadvantaged	$ 174,686	$ -	$ 31,566	$ 174,686	$ 31,757	$ -	$ 238,009
7	Regional Coordination	$ 61,000	$ -	$ 11,023	$ 61,000	$ -	$ -	$ 72,023
8	Locally Funded Activities	$ -	$ -	$ -	$ -	$ -	$ 8,000	$ 8,000
	Total fiscal year 2025/26 funds for all tasks	$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192
State Support/Match for MPO (1)		$ -	$ -	$ 253,356	$ -	$ -		$ 253,356
FY 2025/26 Funding		$ 1,402,079	$ 350,000	$ -	$ -	$ 31,757		$ 1,783,836
FY 2025/26 Local Funding		$ -	$ -	$ -	$ -		$ 8,000	$ 8,000
Total cost, including carryover, for all tasks		$ 1,402,079	$ 350,000	$ 253,356	$ 1,752,079	$ 31,757	$ 8,000	$ 2,045,192

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10B

Administrative Modification #2 to the FY26-30 Transportation Improvement Program

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OBJECTIVE: For the Committee to receive a copy of an administrative modification made to the FY26-30 Transportation Improvement Program (TIP).

CONSIDERATIONS: The MPO Director discovered an error in the Type of Work Description for the Immokalee Interchange and has made the correction as shown in **Attachment 1**. The administrative modification will be distributed to the MPO Board in the 11/14/25 agenda packet.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Administrative Modification #2 to the FY26 -30 TIP

TIP Administrative Modification #2
FY 2026 – 2030 TIP

Action	FPN	Project Name	Description & Limits	Requested By	Fund	Phase	FY	Amount
Revise Work Type from add lanes to DDI	452544-4	Immokalee Interchange	n/a	MPO	n/a	n/a	n/a	n/a

Total Project Cost: n/a

Responsible Agency: n/a

TIP Reference Page: Appendix K – Amendments and Admin Mods and p112

LRTP Reference Page: n/a

COLLIER METROPOLITAN
PLANNING ORGANIZATION



Approved By: Date: 11/14/25

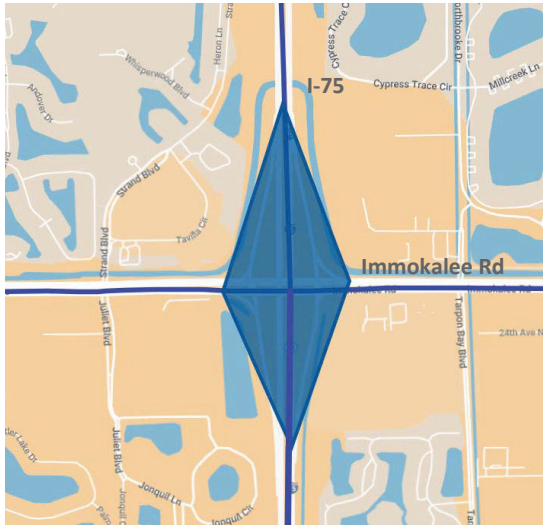
Anne McLaughlin, MPO Executive Director

For Distribution on: 10/27/25 TAC/CAC; 11/14/25 MPO Board

COLLIER MPO FY 2026 - 2030 TIP

452544-4	IMMOKALEE INTERCHANGE
Type of Work Description	DDI
Responsible Agency	MANAGED BY FDOT
Project Description	
Project Length	1.456
SIS	Yes
2045 LRTP	P6-4, Table 6-2 (as amended)

Fund	Phase	2026	2027	2028	2029	2030	Totals
DIH	ROW	100,000	0	0	0	0	$100,000.00
LF	RRU	0	0	2,000,000	0	0	$2,000,000.00
MFF	RRU	0	0	2,000,000	0	0	$2,000,000.00
MFF	ROW	7,500,000	0	0	0	0	$7,500,000.00
MFF	PE	6,100,000	0	2,338,448	0	0	$8,438,448.00
MFF	DSB	515,000	1,593,000	49,397,529	0	0	$51,505,529.00
		14,215,000	1,593,000	55,735,977	0	0	**$71,543,977.00**



Admin Mod distributed to MPO Board
11/14/25 change Work Type from add lanes to DDI