



AGENDA CMC

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

NOTE: THIS IS AN IN-PERSON MEETING

**September 18, 2024
2:00 p.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of March 20, 2024 Meeting Minutes**
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO
 - C. Other
7. **Committee Action**
 - A. Discuss Joint Lee County/Collier MPO Congestion Management Plan Scope
 - B. Review FY25-29 SU Funded Projects for Viability and Prioritization Regarding Programming Construction Costs
8. **Reports and Presentations (May Require Committee Action)**
9. **Member Comments**
10. **Distribution Items (No presentation)**
11. **Next Meeting Date:**

November 20, 2024, 2 p.m.
12. **Adjournment**

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli, (239) 252-5814 or by email at: Suzanne.Miceli@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CONGESTION MANAGEMENT COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
March 20, 2024, 2:00 p.m.**

1. Call to Order

Ms. Lantz called the meeting to order at approximately 2:04 p.m.

2. **Roll Call**

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

CMC Members Present In-Person

Lorraine Lantz, Chair
Leandro A. Goicoechea, Vice-Chair
Don Scott
Karen Homiak
Omar De Leon

CMC Members Absent

Alison Bickett
Dave Rivera
Dayna Fendrick
John Lambcke
Justin Martin

MPO Staff

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Suzanne Miceli, Administrative Support Specialist II

Others Present

Alex Showalter, Collier Area Transit

3. Approval of the Agenda

Ms. Homiak moved to approve the agenda. Mr. Goicoechea seconded. Carried unanimously.

4. Approval of the January 17, 2024 Meeting Minutes

Ms. Homiak moved to approve the January 17, 2024 minutes. Mr. Scott seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

FDOT was not present.

B. MPO

None.

C. Other

(i) City of Naples

None.

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

None.

(iii) Collier County Transportation Planning

None.

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

None.

(v) Lee County MPO

None.

7. Committee Action

A. Endorse CMC Bylaws Amendment

Ms. McLaughlin said that Trinity Scott, Transportation Management Services Department Head, had requested changes to the CMC Bylaws to reflect the Department's new organizational structure. There would now be two Collier County Transportation representatives, representing Traffic Management Center and Traffic Operations Safety, and the Emergency Management Services representative would be removed.

Ms. Lantz mentioned that the Transportation Planning Division representative had also been removed therefore she would no longer be on the Committee, and per the CMC Bylaws, the Vice-Chair would take over the role of CMC Chair. She also mentioned that the membership was changing from eleven members to ten members.

Ms. Lantz moved to endorse the CMC Bylaws Amendment. Mr. Goicoechea seconded. Carried unanimously.

8. Reports and Presentations (May Require Committee Action)

A. Regional Transit Service and Fare Study

Ms. McLaughlin said Collier Area Transit (CAT) Regional Service and Regional Fare Study was developed by Jacobs Engineering with participation by the Collier MPO, CAT, and Lee County Transit (LeeTran). The Study evaluated existing travel patterns and identified areas that would benefit most from an additional regional transit service. The study referred to the Collier MPO Origin-Destination Report, vetted by CMC, for much of its information. Based on the results of regional travel patterns, market analysis, and public outreach, the Study recommends the UF/IFAS and Lehigh Acres route for a new connection between CAT and LeeTran.

- **Mr. Showalter** provided a presentation which is attached to these minutes.

A group discussion followed, regarding logistics considerations, funding source possibilities, and the project schedule of presentation to Collier MPO Committees and Board.

This item was presented for review and comment.

B. Transit Development Plan

Ms. McLaughlin mentioned the opportune timing of the Transit Development Plan (TDP), as it would be incorporated into Collier MPO's Long-Range Transportation Plan (LRTP), which was currently in progress.

Mr. De Leon said the TDP Public Information Plan (PIP) was underway, which was developed by Stantec to meet all MPO and CAT Public Participation Plan requirements. The plan would be submitted for approval by FDOT. The TDP was anticipated to be completed in June of 2025 and is jointly managed by the MPO and the County Public Transportation and Neighborhood Enhancement Division.

Ms. McLaughlin said updates would be posted on the colliermpo.org website.

This item was presented for review and comment.

9. Member Comments

Mr. Scott mentioned that in the spirit of regional coordination, the upcoming Lee MPO Board agenda included a feasibility study for S.R. 951 in collaboration with FDOT, and that Lee MPO would include a regional component in their LRTP, as well as a regional Congestion Management Plan, still in the initial phases.

10. Distribution Items (No presentation)

None.

11. Next Meeting Date

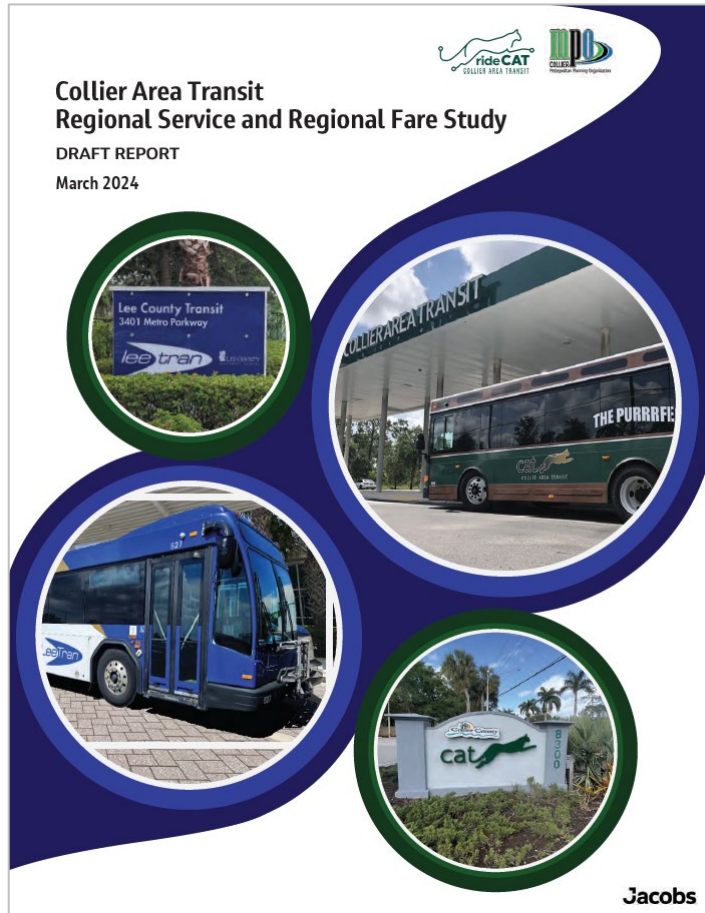
May 15, 2024, 2:00 p.m. –Transportation Management Services Bldg. South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

There being no further comments or business to discuss, **Ms. Lantz** adjourned the meeting at **2:31 p.m.**



CAT Regional Service and Regional Fare Study



Agenda

1. Project Purpose
2. Study Methodology
3. Candidate Corridors and Ranking
4. Public Involvement
5. Recommended Regional Route
6. Route Development
7. Fare Policy Analysis
8. Conclusion

Project Purpose



To evaluate prospective additional regional bus routes to provide service between Collier County and Lee County. **CAT bus drops off in Lee County to connect to LeeTran.**



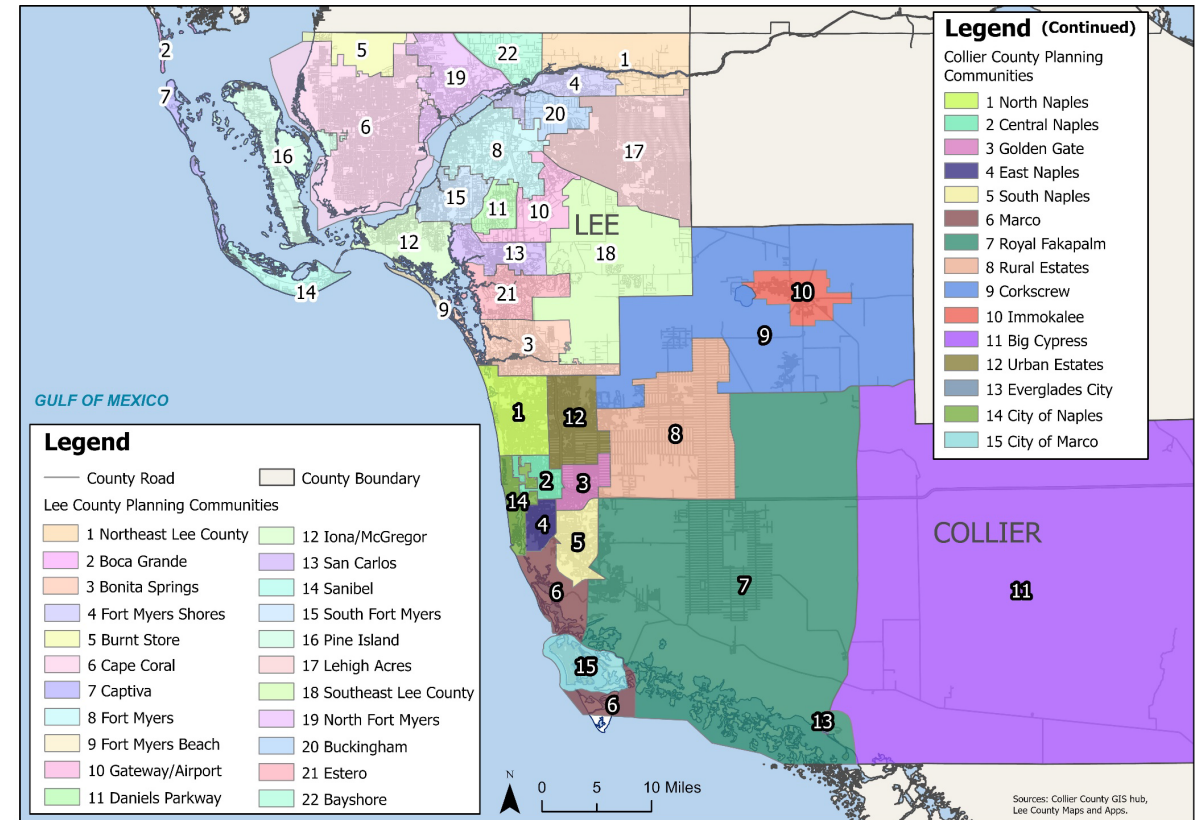
To evaluate and provide a recommendation for a regional fare structure that would be implemented with any future regional service.

Study Methodology

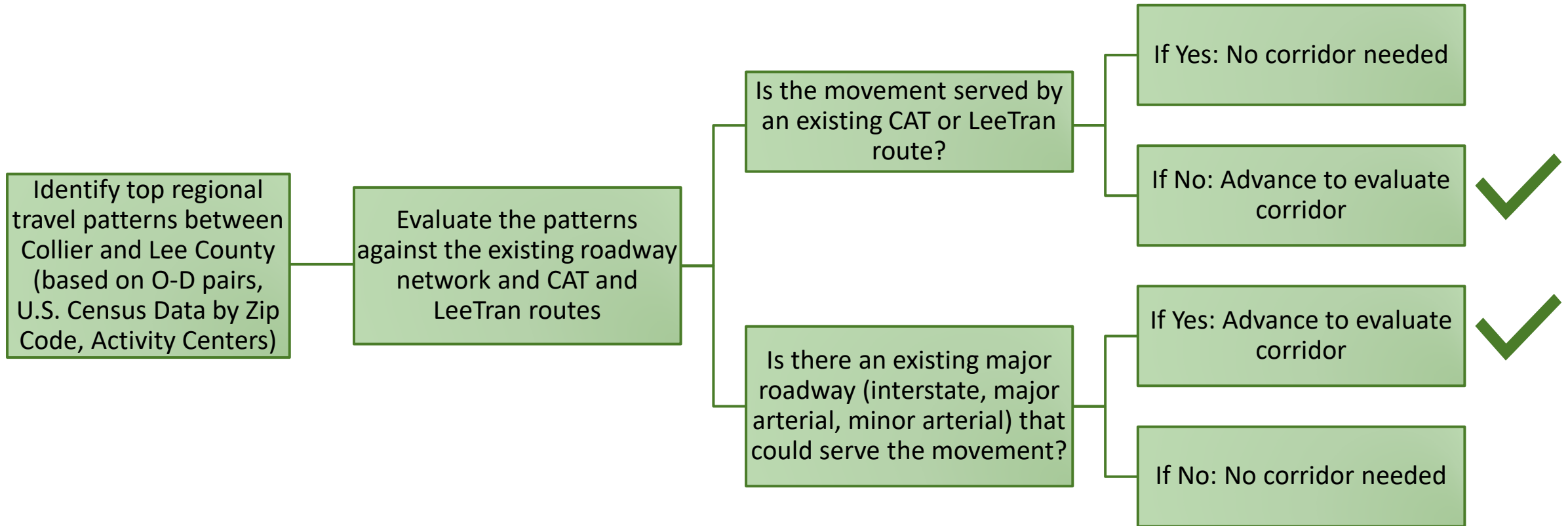
Existing Travel Patterns

Travel patterns and cross-county transit needs were evaluated using 5 different data sets:

1. Collier MPO's 'Origin-Destination Report' Data
2. CAT and LeeTran Ridership
3. U.S. Census Data and Demographics
4. Key Activity Centers and Workforce Commutes
5. Existing Transit Development Plans for CAT and LeeTran



Candidate Corridor Evaluation Methodology



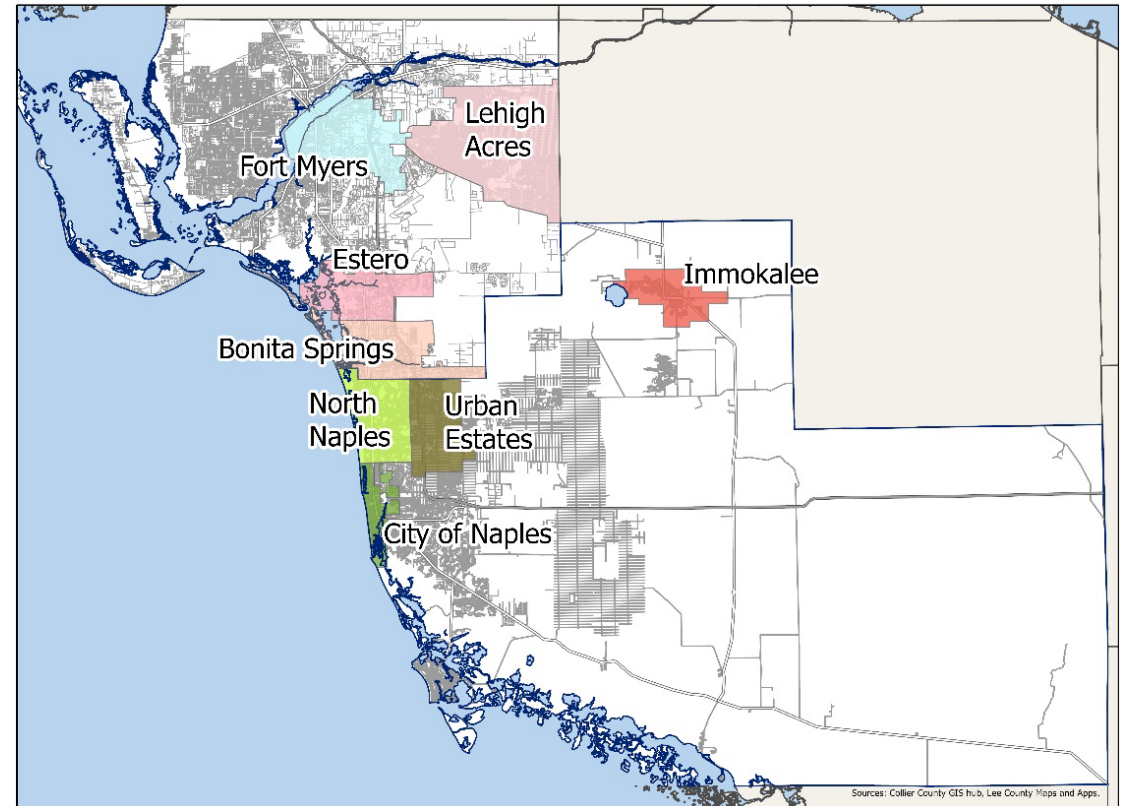
Origin-Destination Data

Top-four trips from Collier County to Lee County:

1. North Naples to Bonita Springs
2. Urban Estates to Bonita Springs
3. City of Naples to Bonita Springs
4. **Immokalee to Lehigh Acres**

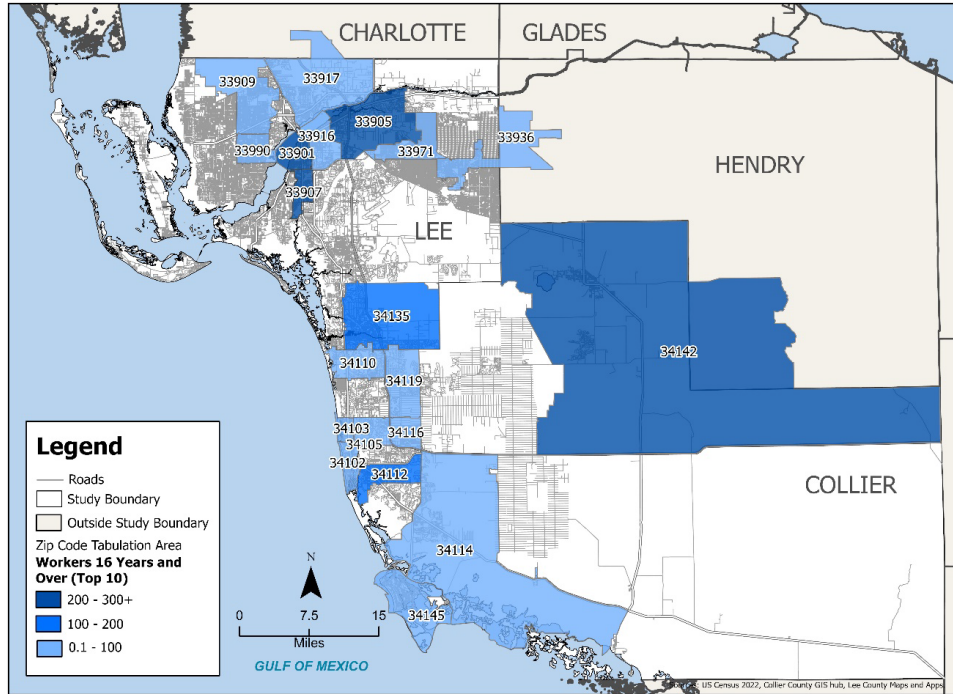
Top-four trips from Lee County to Collier County:

1. Bonita Springs to North Naples
2. Fort Myers to North Naples
3. Estero to North Naples
4. **Lehigh Acres to Immokalee**

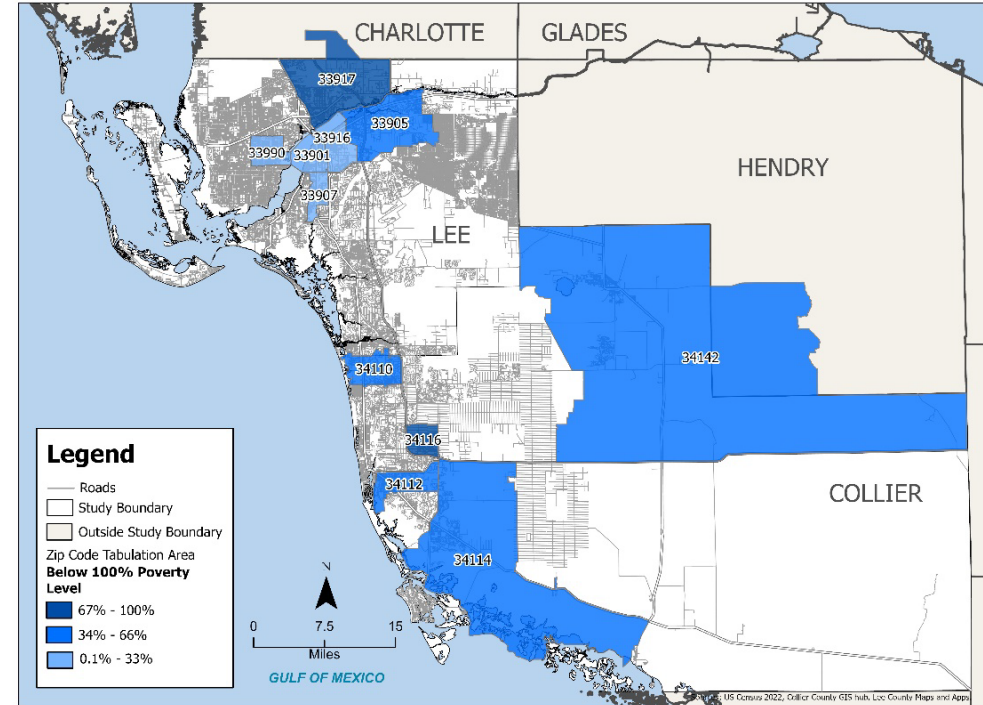


U.S. Census Data

Use Public Transportation as Means of Transportation to Work - Workers 16 Years and Over (Top 10)



Use Public Transportation as Means of Transportation to Work (workers 16 years and over) - For whom poverty status is determined **below 100% of Poverty Level**

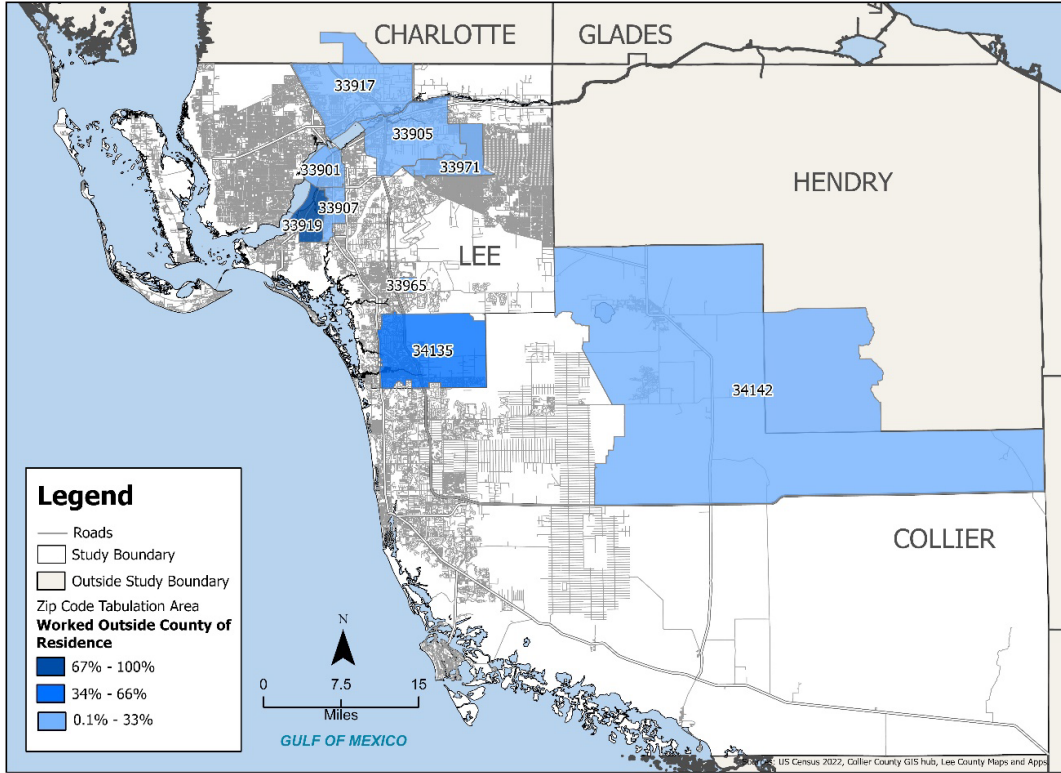


Rank	County	Zip Code	Estimate	County	Zip Code	Estimate
1	Collier	34142	718	Lee	33901	319
2	Collier	34112	120	Lee	33905	302
3	Collier	34114	99	Lee	33907	223
4	Collier	34110	48	Lee	34135	130
5	Collier	34119	23	Lee	33909	93
6	Collier	34145	18	Lee	33936	90
7	Collier	34105	15	Lee	33916	89
8	Collier	34102	9	Lee	33917	80
9	Collier	34103	7	Lee	33990	78
10	Collier	34116	7	Lee	33971	61

Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34116	71.4	Lee	33917	83.8
2	Collier	34114	53.5	Lee	33905	34.8
3	Collier	34142	42.5	Lee	33907	27.4
4	Collier	34112	40	Lee	33916	25.8
5	Collier	34110	39.6	Lee	33901	18.8
6				Lee	33990	1.3

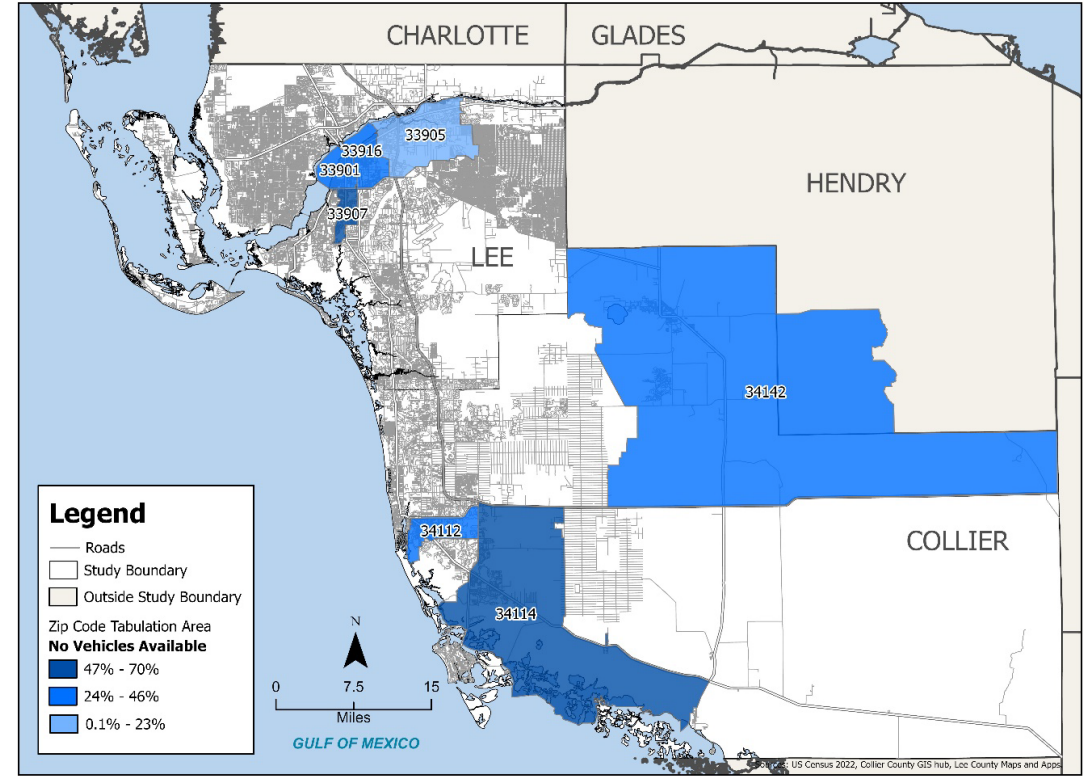
U.S. Census Data

Use Public Transportation as Means of Transportation to Work (workers 16 years and over) - **Worked outside County of Residence**



Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34142	8.5	Lee	33919	100
2				Lee	34135	43.1
3				Lee	33907	17.5
4				Lee	33905	15.9
5				Lee	33971	13.1
6				Lee	33901	11
7				Lee	33965	8.6
8				Lee	33917	1.3

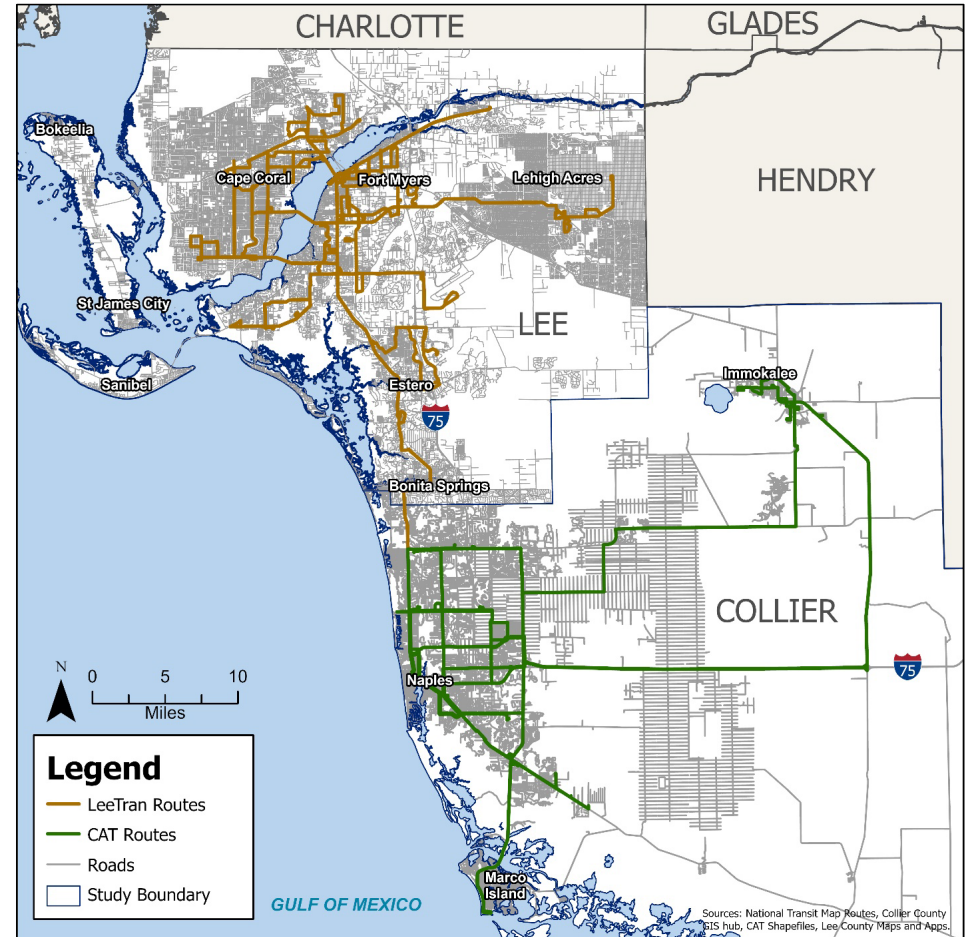
Use Public Transportation as Means of Transportation to Work (workers 16 years and over) - **No Vehicles Available**



Rank	County	Zip Code	Estimate (%)	County	Zip Code	Estimate (%)
1	Collier	34114	68.1	Lee	33907	63.7
2	Collier	34142	39.2	Lee	33901	36.4
3	Collier	34112	33.3	Lee	33916	31
4				Lee	33905	21.2

Existing CAT and LeeTran Routes

There is no direct transit route connecting Immokalee and Lehigh Acres.



O-D Pair (Collier County to Lee County)	Is this pair served by an existing CAT or LeeTran route?	Source of O-D pair	Was this identified as a top O-D pair from Lee County to Collier County? ^a	Is there a transit need or priority to serve the O-D pair? ^b	Should this be advanced as a candidate corridor?
UF/IFAS to Lehigh Acres Immokalee to Lehigh Acres	No	CAT and LeeTran TDPs	Yes, Immokalee is the top Collier County destination for trips beginning in Lehigh Acres.	All categories for both Collier and Lee counties: Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, place of work is outside county of residence, and no vehicles available in household	Yes, identified as a need in the CAT and LeeTran TDPs, and transit needs identified in U.S. Census data.
I-75 Premium Express Option 1: Collier County Government Campus to Gulf Coast Town Center East Naples to San Carlos	No	CAT TDP	No	Collier: Workers 16 years old and older who use public transportation as their main mode of transportation and have no vehicles available in household Lee: None	Yes, identified as a need in the CAT TDP, and transit needs identified in U.S. Census data.
I-75 Premium Express Option 2: Pine Ridge Road to RSW and Colonial Boulevard Urban Estates to Gateway/Airport and Fort Myers	No	LeeTran TDP	No	Collier: None Lee: (for ZCTA 33905 – Fort Myers) Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, work outside county of residence, and no vehicles available in household	Yes, identified as a need in the LeeTran TDP, and transit needs identified in U.S. Census data.
I-75 Premium Express Option 3: Collier County Government Campus to RSW and Colonial Boulevard East Naples to Gateway/Airport and Fort Myers	No	Combination form of CAT and LeeTran TDPs.	No	Collier: Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, no vehicles available in household Lee: (for ZCTA 33905 – Fort Myers) Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, work outside county of residence, and no vehicles available in household	Yes, identified as a need in the CAT and LeeTran TDPs, and transit needs identified in U.S. Census data.
North Naples to Bonita Springs	Yes – LinC Route	O-D Report Data	Yes, North Naples is the top Collier County destination for trips beginning in Bonita Springs.	Collier: None Lee: (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No, there is already an existing route serving this O-D pair.



Urban Estates to Bonita Springs	No	O-D Report Data	No	Collier: Small area identified as workers 16 years old and older who use public transportation and live below 100% of the poverty level Lee: (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	Yes, since the proposed I-75 Premium Express covers the area, an alternative corridor to evaluate would be Livingston Road to Imperial Parkway.
City of Naples to Bonita Springs	Yes – CAT network and LinC	O-D Report Data	No	Collier: None Lee: (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No, there is already an existing route serving this O-D pair.
Immokalee to Lehigh Acres	No	O-D Report Data	Yes, Immokalee is the top destination in Collier County for trips beginning in Lehigh Acres.	All categories for both Collier and Lee counties: Workers 16 years old and older who use public transportation as main mode of transportation, poverty status below 100% of poverty level, place of work is outside county of residence, no vehicles available in household	This O-D pair can be serviced by the proposed UF/IFAS and Lehigh Acres Route as identified in both CAT and LeeTran TDPs.
Golden Gate to Bonita Springs	No	U.S. Census Data	No	Collier: Transit need for area below 100% of poverty level; however, O-D Report data are showing top trips are not going to Lee County Lee: (Sections of Bonita Springs in ZCTA 34135) Workers 16 years old and older who use public transportation as main mode of transportation and work outside county of residence	No. Since most daily trips from Golden Gate are staying within Collier County, implementing a cross-county route is not a priority for this O-D pair.

^a Based on the O-D Report data.

^b Based on U.S. Census data.

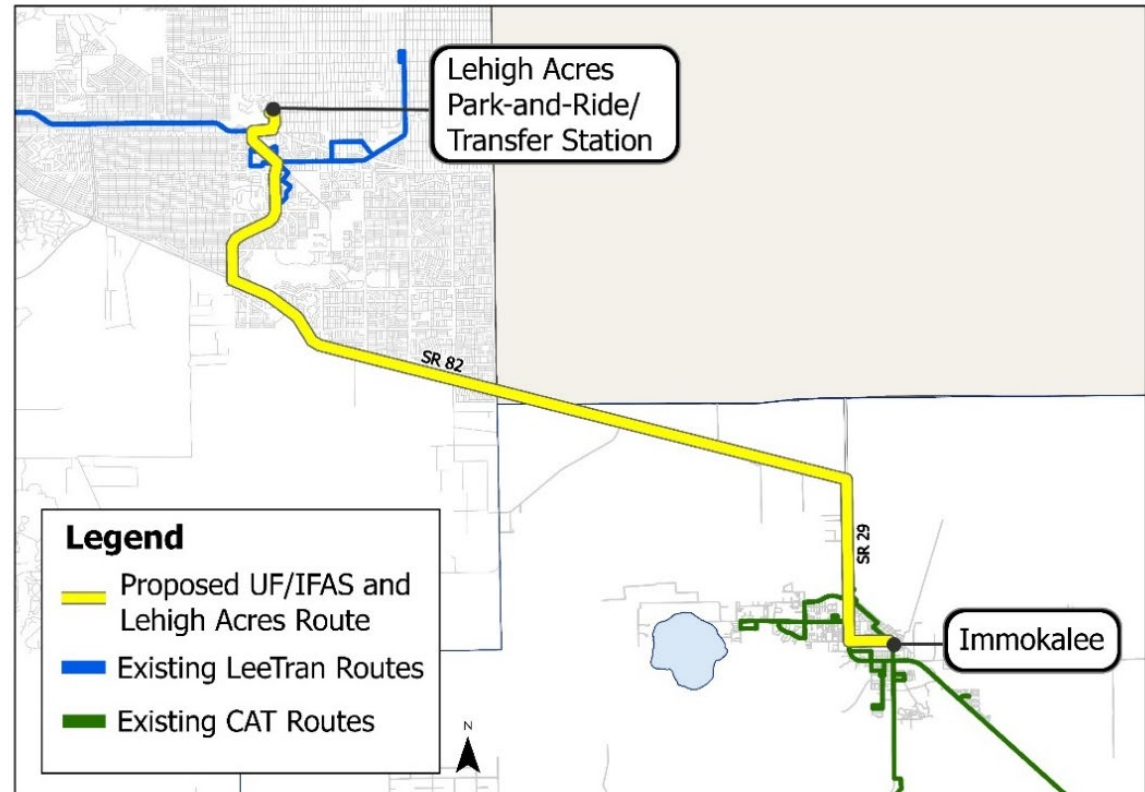
Candidate Corridors

Based on the evaluation matrix, we developed the following candidate corridors:

1. UF/IFAS and Lehigh Acres Route
2. I-75 Premium Express
3. Urban Estates and Bonita Springs Route

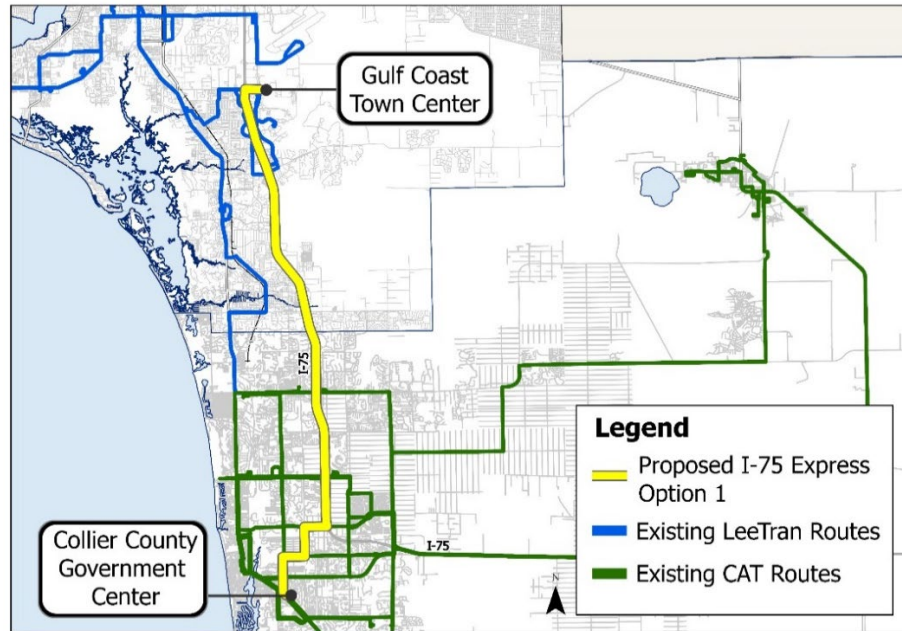
UF/IFAS and Lehigh Acres Route

- Provides service between the Immokalee Health Department Transfer Station and Lehigh Acres Park-and-Ride Transfer Station.

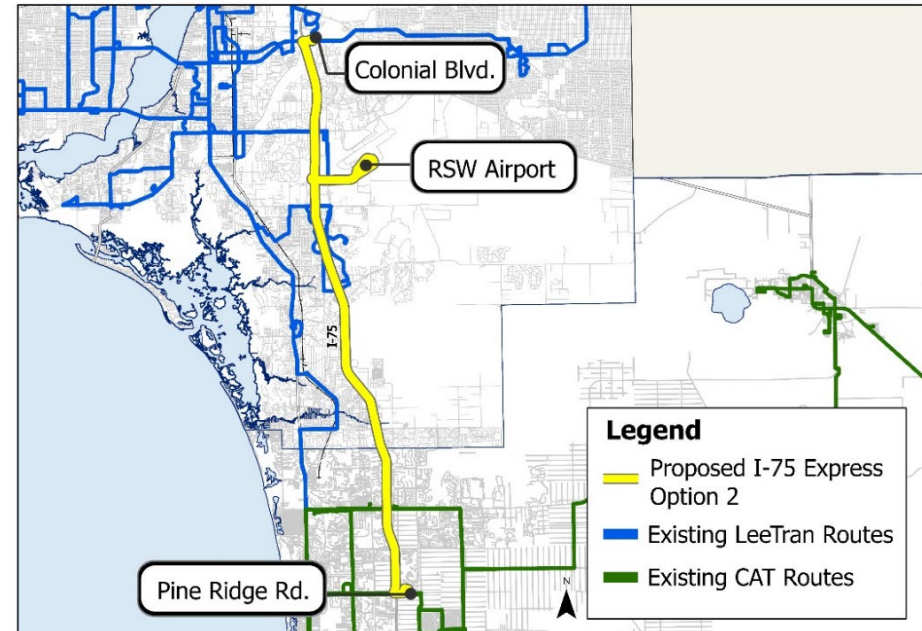


I-75 Premium Express

Option 1: Collier County Government Center to Gulf Coast Town Center



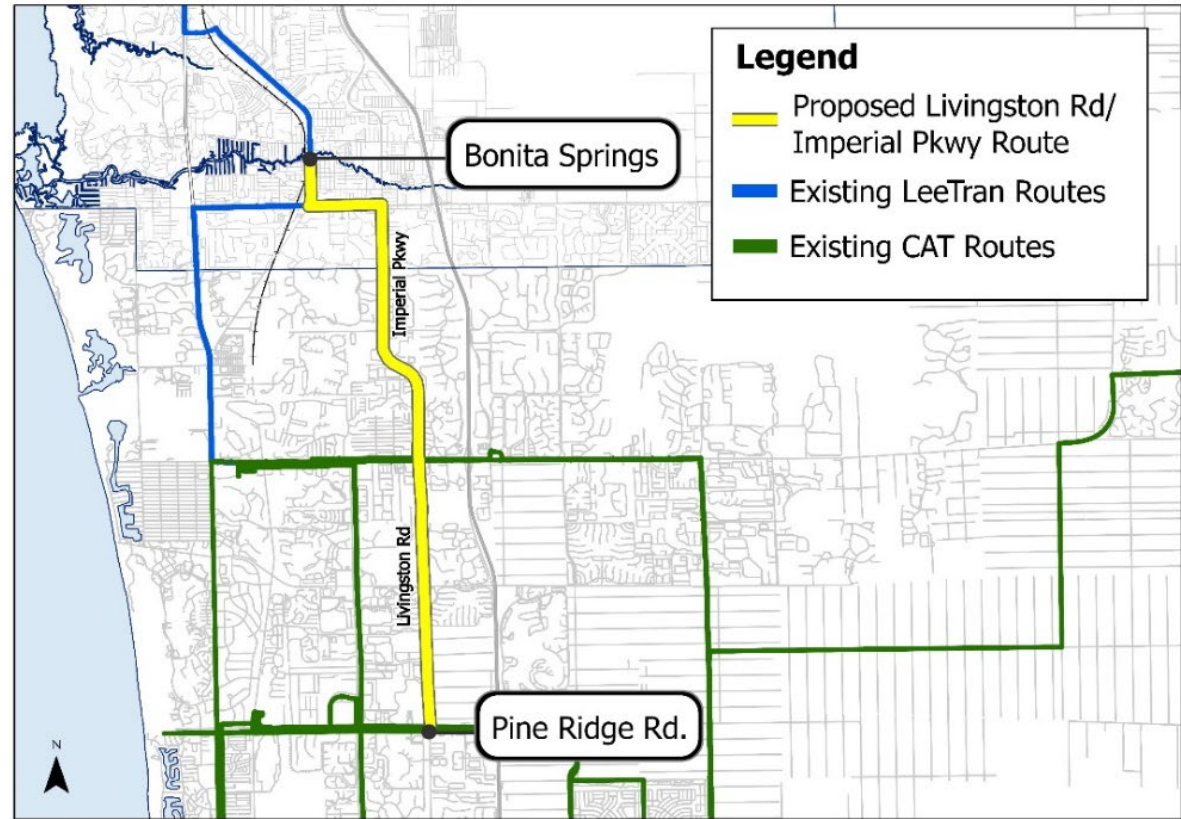
Option 2: Pine Ridge Road to RSW and the Forum/Colonial Blvd



Option 3: Collier County Government Center to RSW and the Forum/Colonial Blvd – developed as hybrid version of Options 1 and 2 following discussions with CAT and LeeTran.

Urban Estates and Bonita Springs Route

- Provides transit service between the Urban Estates and Bonita Springs subareas.



Candidate Corridor Rankings

Corridor Evaluation Form



Origin-Destination (O-D) Pair

Planning Communities:

Collier ZCTA(s):
Lee ZCTA(s):
33936, 33971, 33972,
33973, 33976, 33974

Immokalee and Lehigh Acres

34142

Proposed Regional Corridor (identify proposed main road and general endpoints):

UF/IFAS and Lehigh Acres Route - from Immokalee Health Department to new Lehigh Acres Transfer Center, along SR 29 and SR 82

Evaluation Criteria

Score Weight Total

Based off US Census Data:

1. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers whose means of transportation to work was public transportation?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021.

8 1 8

2. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work who are at or below the poverty level?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021.

8 3 24

3. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also work outside their county of residence?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is the top endpoint for Collier County in this category for 2019-2021. Lehigh Acres (33971) is within the top 3 endpoints in this category for 2020.

10 3 30

4. Are either of the corridor endpoints within the top ZCTA's within 2019, 2020, or 2021 for workers who take public transportation to work and also live in a household with no vehicles available?*

(both endpoints in top 3= 10 pts; one endpoint in top 3= 8 pts; both endpoints in top 5= 6 pts; one endpoint in top 5= 4 pts)

Immokalee (34142) is within the top 3 endpoints for Collier County in this category for 2019-2021.

8 3 24

5. Do either of the corridor endpoints fall within a Census-designated place?*

(both endpoints= 10 pts; one endpoint= 5 pts)

Immokalee and Lehigh Acres are both CDPs.

10 1 10

Based off O-D Report Data:

6. Does the Collier County subarea fall within the top 5 Collier County origins for trips from Collier to Lee County?

(Collier subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Immokalee produces the fourth most external trips to Lee County.

4 3 12

7. Does the Lee County subarea fall within the top 5 Lee County origins for trips from Lee to Collier County?

(Lee subarea ranked first= 10 pts; ranked second= 8 pts; ranked third= 6 pts; ranked fourth= 4 pts; ranked fifth= 2 pts)

Lehigh Acres produces the fourth most external trips to Collier County.

4 3 12

General Questions:

8. Is this corridor identified as regional transit need in a long range plan for CAT or LeeTran?

(Within 1 mi= 10 pts; Within 2 mi= 8 pts; Within 5 mi= 4 pts; > 5mi= 0 pts)

This route was identified as a future need in the CAT and LeeTran TDPs.

10 3 30

Corridor Evaluation Form



Score Weight Total

9. Do the proposed planning communities in the O-D pair have an existing or planned transfer station?

(both endpoints= 10 pts; one endpoint= 5 pts; a planned transfer station in 2040 LRTP= 2 pts)

Immokalee has an existing transfer station. There is a new transfer station for Lehigh Acres currently in construction (estimated completion in 2025).

10 2 20

10. Do either of the corridor endpoints fall within an area of high employment density according to the CAT or LeeTran TDPs?

(both endpoints= 10 pts; one endpoint= 5 pts)

Both Immokalee and Lehigh Acres are areas of high employment density.

10 3 30

11. Approximately how much longer does using the existing transit system take compared to driving a direct route on this corridor?

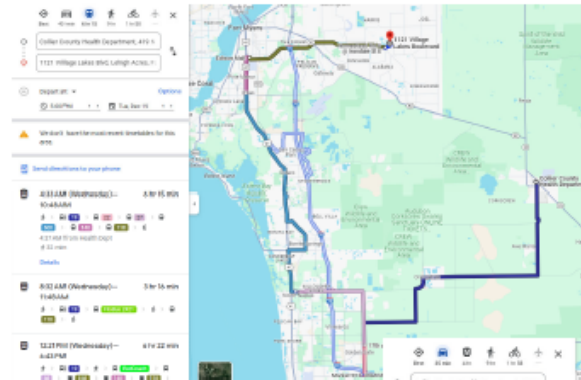
(>1 hour= 10 pts; between 30 minutes and 1 hour= 8 pts; between 10 and 30 minutes= 4 pts; <10 minutes= 0 pts)

According to Google Maps (see below), driving takes 30-45 mins at peak hour. Using CAT and LeeTran takes over 6 hours. These endpoints were chosen based on identified endpoints in the CAT and LeeTran TDPs. The Lehigh Acres endpoint is at the site of the new Lehigh Acres Park-and-Ride Transfer Station.

10 2 20

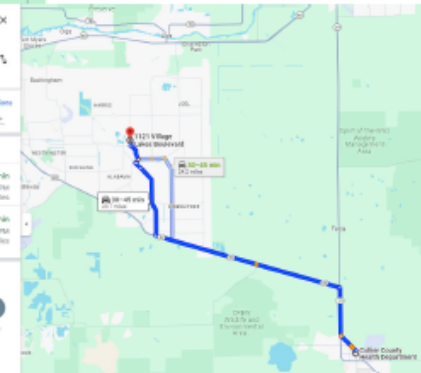
*Evaluated using US Census Data for years 2019-2021.

Comments:



Total Score:
220
of 270 pts
81.48%

It is important to note how inconvenient it is for people traveling from Immokalee to Lehigh Acres via public transit. The shortest option is still over 6 hours and not at a convenient time. Bus riders have to first travel into Naples, then to Fort Myers, before finally ending in Lehigh Acres.



Corridor Ranking

Ranking	Candidate Corridor	Score	Percentage
1	UF/IFAS and Lehigh Acres Route (Immokalee to Lehigh Acres)	220/270	81.48%
2	I-75 Premium Express – Option 2 (Pine Ridge Road to RSW and the Forum)	178/270	65.93%
3	I-75 Premium Express – Option 3 (Collier County Government Center to RSW and the Forum)	168/270	62.22%
4	Urban Estates and Bonita Springs Route (Livingston Road/Imperial Parkway Route)	133/270	49.26%
5	I-75 Premium Express – Option 1 (Collier County Government Center to Gulf Coast Town Center)	128/270	47.41%

Public Involvement


Public Outreach

Public outreach was collected through:


- Paper and online survey
- Bus stop interviews
- Bus operator interviews

Public involvement materials were available in:

- English
- Spanish
- Creole - contact




CAT Needs Your Input!




Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

For English Scan Me:




Let us know what new bus routes would best serve your connection needs between CAT and LeeTran.

Or visit the website: <https://forms.office.com/r/Ck6b9HUdGh>





Para Español Escanéame:




Díganos qué nuevas rutas de autobús serían las más adecuadas para sus necesidades de conexión entre CAT y LeeTran.

O visita el sitio web: <https://forms.office.com/r/TqUjMRmgt>




 Survey will be available until December 20, 2023.

Pou tradiksyon kreyòl, tanpri kontakte: sonal.dodia@jacobs.com **Jacobs**



CAT Needs Your Input!



Take the Regional Survey regarding a potential new transit connection between Collier County and Lee County.

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route to provide a new service connection between Collier and Lee Counties, and we need your help!

We have developed several potential cross-county routes and need your help to rank these routes and/or identify any additional cross-county routes you feel would be beneficial to the overall transit system.

Through this survey, you will be able to provide feedback about the proposed routes or provide your own suggestions. This survey will be available until December 20, 2023. Thank you for your participation!



To complete the survey in English, visit the website at:
<https://forms.office.com/r/Ck6b9HUdGh>



Para rellenar la encuesta en español, visite el sitio web:
<https://forms.office.com/r/TqUjMRmgt>

Pou tradiksyon kreyòl tanpri kontakte: sonal.dodia@jacobs.com

If you have any questions, please contact:

Alex Showalter Senior Planner PTNE Alexander.Showalter@colliercountyfl.gov	Anne McLaughlin Executive Director Collier MPO Anne.McLaughlin@colliercountyfl.gov
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Encuesta regional para una nueva conexión de tránsito entre los condados de Collier y Lee

Collier Area Transit (CAT) está evaluando la adición de una nueva ruta de autobús a través del condado para el sistema de tránsito CAT (Condado de Collier) para conectar con el sistema LeeTran (Condado de Lee).

Estamos solicitando su opinión sobre sus necesidades de tránsito a través del condado y cómo se puede mejorar el servicio.

1

¿Cuál es el código postal de su domicilio?

2

Si fueras a coger el autobús para viajar (trabajo, colegio, compras, etc.), ¿en qué código postal (o localidad general) se encuentra tu destino?

<https://forms.office.com/Pages/DesignPage12.aspx?rev=1&id=61e1d8e1-4e00-4e00-4e00-4e0000000000> 1/15

Public Input Survey

The Regional Survey was distributed to:

- Current Riders
 - Onboard CAT and LeeTran busses and at stops (flier and paper survey)
- CAT Stakeholders (email)
- CAT webpages and social media
- Lee MPO boards and committees
- FDOT Transit Office (app and social media)

In the survey, participants were asked to rank how often they would use each of the proposed regional transit routes.


Regional Survey for a New Transit Connection Between Collier County and Lee County

Collier Area Transit (CAT) is evaluating the addition of a new cross-county bus route for the CAT transit system (Collier County) to connect to the LeeTran system (Lee County). Please provide your input on your cross-county transit needs.

- What is your home zip code? _____
- If you were going to take the bus to travel (work, school, shopping, etc.), what zip code (or general location) is your destination in? _____
- Which CAT buses do you typically ride? **Select all that apply.**
 Route 11 Route 15 Route 20 Route 24 LinC (to Lee County)
 Route 12 Route 16 Route 21 Route 25 I don't typically ride the CAT bus
 Route 13 Route 17 Route 22 Route 27
 Route 14 Route 19 Route 23 Route 121 (Immokalee to Marco Island)
- Which LeeTran buses do you typically ride? **Select all that apply.**
 Route 5 Route 30 Route 70 Route 120 Route 410/490 (Lovers Key/Beach Park-and-Ride)
 Route 10 Route 40 Route 80 Route 130 Route 515 (Lehigh Circulator)
 Route 15 Route 50 Route 100 Route 140 Route 590 Route 600 (LinC - to Collier County)
 Route 20 Route 60 Route 110 Route 240 Route 595 I don't typically ride LeeTran
- When you use the bus transit system, what is the purpose of your trip? **Select all that apply.**
 Work School Shopping
 Medical Appointment Other: _____
- If you live in Collier County, how often do you travel **by bus** to Lee County for work or other activities?
 Daily Rarely
 Weekly I do not live in Collier County
 Monthly
- If you live in Lee County, how often do you travel **by bus** to Collier County for work or other activities?
 Daily Rarely
 Weekly I do not live in Lee County
 Monthly
- How often do you travel between Collier County and Lee County and transfer between the CAT and LeeTran bus systems?
 Daily Monthly Never
 Weekly Rarely
- The second proposed route is the I-75 Premium Express - Option 1. How often would you use the proposed I-75 Premium Express - Option 1 (see graphic)?
 Daily Monthly Never
 Weekly Rarely
- The fourth proposed route is the Livingston Road/Imperial Parkway route. How often would you use the proposed Livingston Road/Imperial Parkway route (see graphic)?
 Daily Monthly Never
 Weekly Rarely
- The first proposed route is a connection between Immokalee and Lehigh Acres. How often would you use the proposed UF/IFAS and Lehigh Acres Route (see graphic)?
 Daily Rarely
 Weekly Never
 Monthly
- Which one of the proposed regional connections would you like to be implemented? Please rank from 1-5 in order of most preferred (1) to least preferred (5).
 _____ UF/IFAS and Lehigh Acres Route
 _____ I-75 Premium Express - Option 1
 _____ I-75 Premium Express - Option 2
 _____ Livingston Road/Imperial Parkway Route
 _____ A different route - Please provide a starting point, endpoint, and main roadway(s) of travel to serve your needs. _____
- Would the option of a regional bus pass (a daily or monthly bus pass that can be used for both CAT and LeeTran routes) increase your ridership?
 No, a regional bus pass would not affect my ridership
 Yes, I would be encouraged to ride the bus more often

Additional comments or concerns. If more space is needed, please use an additional _____

Send survey forms (scan or photo) to Sonal Dodia at sonal.dodia@jacobs.com



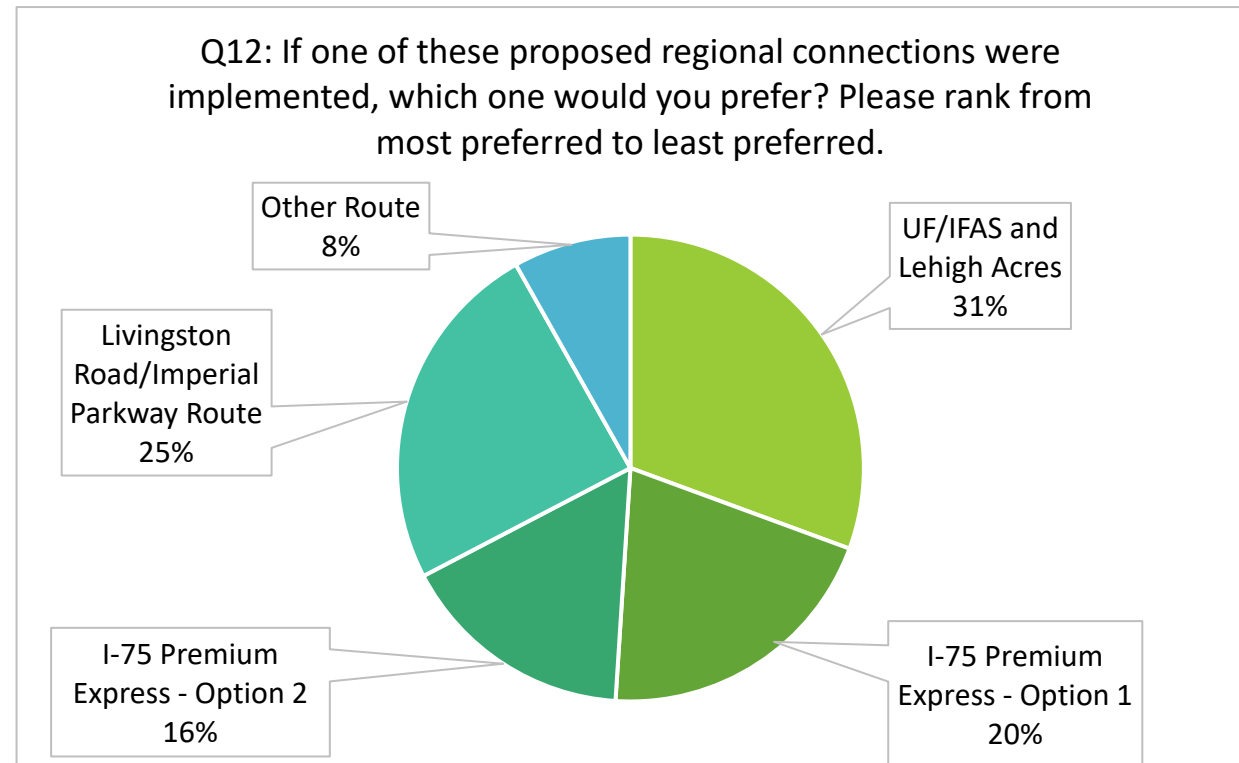
Public Survey - Candidate Corridor Ranking

All Participants: The **I-75 Premium Express – Option 2** received the most first place rankings.

- 140 out of 199 (70%) of these participants do not ride the bus.

Bus Riders only: The **UF/IFAS and Lehigh Acres** route received the most first place rankings.

- 59 participants indicated that they ride the bus.

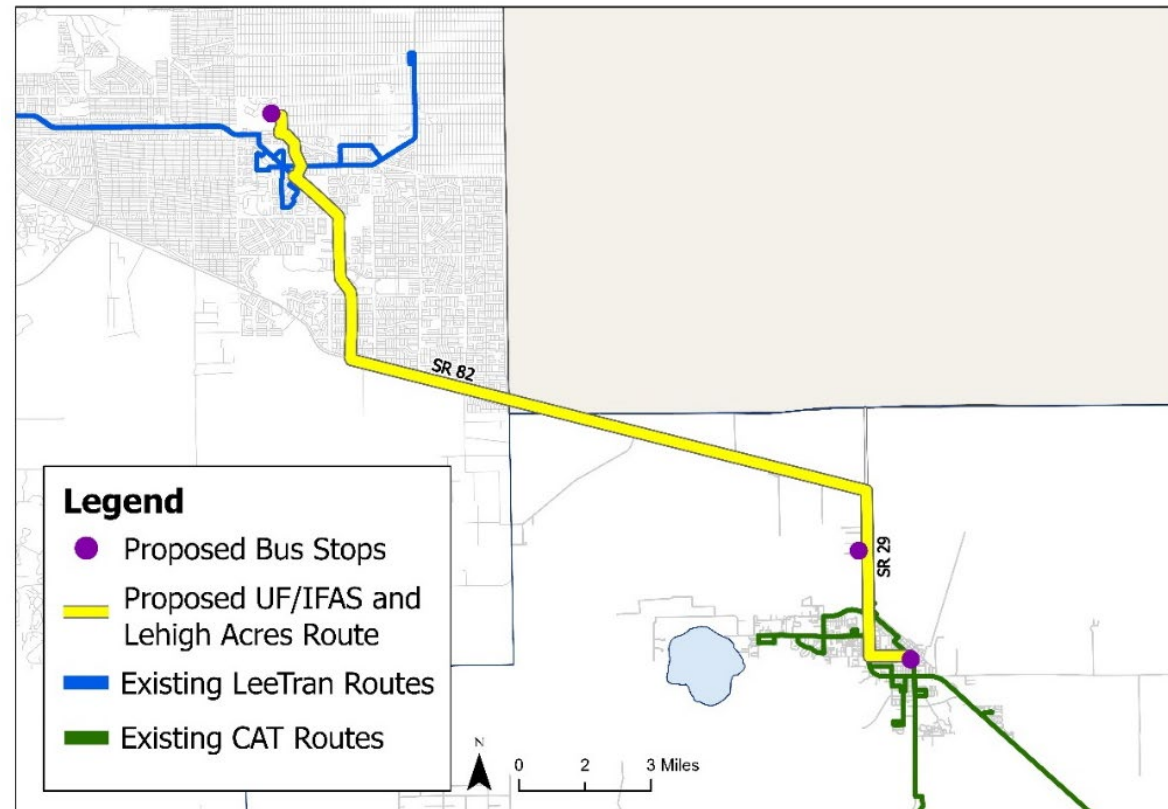


Recommended Regional Route

Recommended Regional Route

UF/IFAS and Lehigh Acres Route

Based O-D data, U.S. Census Data, identified transit needs, and public comments this recommended route was determined.



Route Development

Route Development

Collier County Bus Stops:

Immokalee Health Department Transfer Facility: This facility is under construction and expected to be completed by late 2024.

- Starting point for the proposed route.
- Turnaround point for the route's inbound and outbound service.

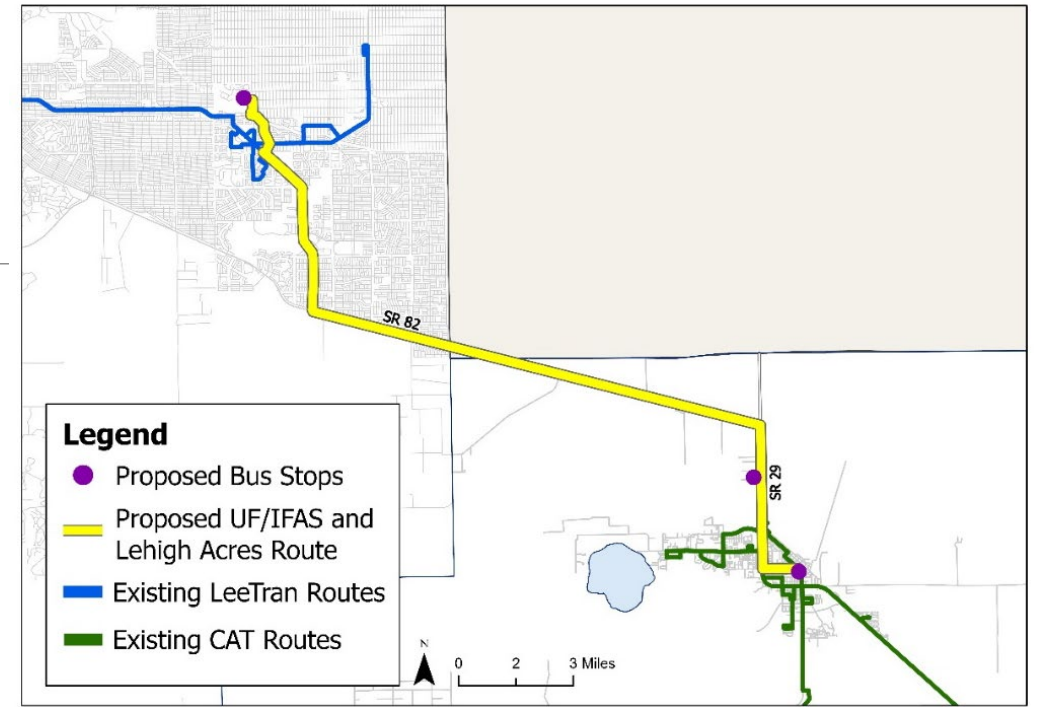
UF/IFAS Satellite Campus Bus Stop: This stop is proposed along the existing southbound right-turn lane to the campus.

- Proposed for inbound service only.

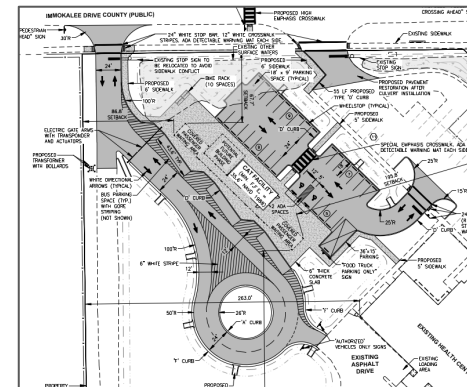
Lee County Bus Stop:

Lehigh Acres Park-and-Ride Transfer Facility: This facility is under construction and expected to be completed by early 2025 as a park-and-ride lot and a transfer station for the Lehigh Acres area

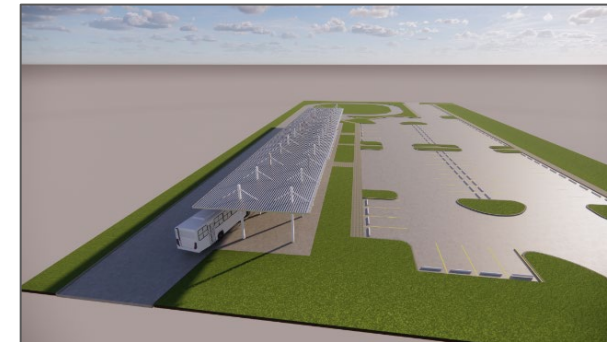
- Turnaround point for the route's inbound and outbound service.



SDPA Application



LeeTran – Current Projects



Cost Estimate

Capital Costs:

- Cost of bus and equipment
- Bus stop improvements
 - Immokalee and Lehigh Acres are in progress for upgraded transfer stations

Annual Operating Cost:

- Approx. \$605,000 per year
- Using CAT's current average operating cost of \$112/hour for a route.

Expense	Cost
30-foot Diesel Bus	\$571,000.00
Fare Collection Equipment	\$7,700.00
Bus Stop Improvements ^a (UF/IFAS satellite campus bus stop only)	\$50,000.00
Total Capital Cost (2024 Dollars)	\$628,700.00

^a Includes design and permitting

Proposed Route Schedule

Outbound			Inbound				
Immokalee Health Department	Anticipated Drive Time ^a	Lehigh Acres Park-and-Ride Transfer Facility	Anticipated Drive Time ^a	UF/IFAS Satellite Campus	Anticipated Drive Time ^a	Immokalee Health Department	Layover
6:00 a.m.	40 minutes	6:40 a.m.	40 minutes	7:20 a.m.	15 minutes	7:35 a.m.	10 minutes
7:45 a.m.	45 minutes	8:30 a.m.	35 minutes	9:05 a.m.	10 minutes	9:15 a.m.	10 minutes
9:25 a.m.	40 minutes	10:05 a.m.	35 minutes	10:40 a.m.	10 minutes	10:50 a.m.	130 minutes
Break							
1:00 p.m.	40 minutes	1:40 p.m.	35 minutes	2:15 p.m.	10 minutes	2:25 p.m.	10 minutes
2:35 p.m.	40 minutes	3:15 p.m.	35 minutes	3:50 p.m.	10 minutes	4:00 p.m.	10 minutes
4:10 p.m.	45 minutes	4:55 p.m.	35 minutes	5:30 p.m.	10 minutes	5:40 p.m.	10 minutes
5:50 p.m.	40 minutes	6:30 p.m.	30 minutes	7:00 p.m.	10 minutes	7:10 p.m.	

^a Anticipated drive time is estimated based on Google Maps drive time at each departure time period, using the longest duration from the range identified. An additional 5 minutes was added to the drive time for traffic delays.

Public Input Recommendations

Perform additional public survey to collect input on specific details for the new route including:

- Preferred times of service
- Service frequency
- Bus stops

Have a bilingual staff member available to perform the surveys at Immokalee and Lehigh Acres bus stops.

Fare Policy Analysis

Advantages and Disadvantages of Separate and Joint Fare Structures

Fare Policy Type	Advantages	Disadvantages
Separate Fare Structure	<ul style="list-style-type: none"> ▪ No additional fees caused by analyzing/distributing revenue shares. ▪ No need to develop an interlocal agreement for fare/revenue shares. ▪ No “lost fares” or disagreements over fares due to changes in costs and payment programs. ▪ Immediate revenue collection (no delay in money distribution). 	<ul style="list-style-type: none"> ▪ Requires riders to purchase multiple bus passes when traveling between jurisdictions. ▪ May cost riders more money if frequently traveling between jurisdictions (for example, must buy a monthly pass from each agency or the daily fare capping). ▪ If both agencies operate the same route, inconvenience to riders to determine the amount of funds to load on each bus pass. ▪ If both agencies operate the same route and fares vary, overcrowding may occur on the less-expensive bus.
Joint Fare Structure	<ul style="list-style-type: none"> ▪ Seamless payment options that may be used across jurisdictions. This is only applicable if the regional pass is valid on all routes in both counties, including local and regional. ▪ May encourage ridership. ▪ May provide cost savings for riders frequently traveling between jurisdictions. 	<ul style="list-style-type: none"> ▪ Potential for “lost fares” if one jurisdiction decides to adopt a fare-free policy (for example, the case with the Manatee-Sarasota agreement). ▪ Additional administrative fees (split proportionately based on responsibilities) due to analyzing/distributing revenue shares between transit agencies. ▪ Requires additional staff hours and responsibilities including: <ul style="list-style-type: none"> - Development and approval of an interlocal agreement - Assign personnel for host agency, project manager, and administrative staff - Meetings and coordination - Consistency with hardware and software systems and updates - Establishment of a shared bank account ▪ Delay in money distribution/revenue collection.

Fare Policy Recommendation

Maintain a Separate Fare Structure.



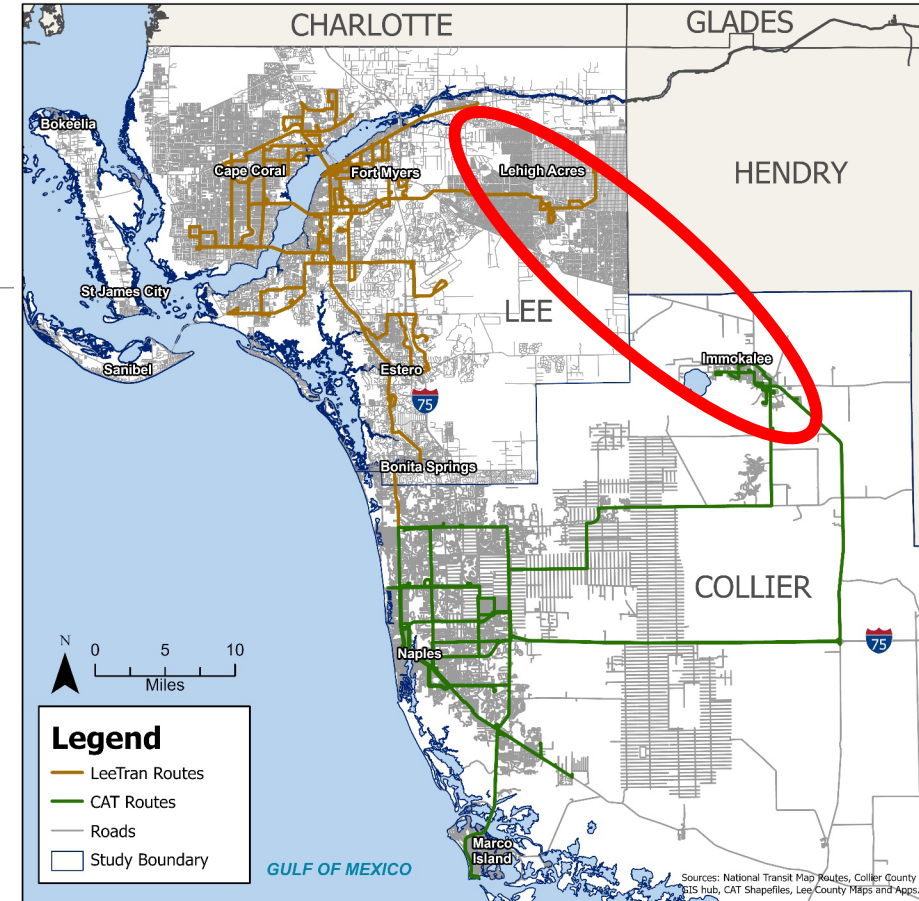
Since the proposed additional regional route would be operated by a CAT bus and there is only one existing regional route, which is operated by a LinC bus, ***it is recommended to maintain the existing separate fare structure***, where each agency charges their own fares and retains revenues collected on their own respective vehicles. This was reviewed and agreed to by both LeeTran and CAT.

Conclusion

Recommendation:

- Implement the UF/IFAS and Lehigh Acres Route.
- Maintain a Separate Fare Structure.

- ✓ Both Immokalee and Lehigh Acres demonstrate a **significant transit need**.
- ✓ Immokalee and Lehigh Acres are within the **top-four intercounty O-D pairs** for travel between Collier County and Lee County.
- ✓ There is **no existing transit route** that connects Immokalee and Lehigh Acres.
- ✓ The route has been previously **identified in the CAT and LeeTran TDPs** as a future need.
- ✓ The route was ranked **most preferred** by survey participants that typically ride the bus.
- ✓ The route provides a needed transit connection for workforce commutes that is anticipated to **support economic growth**.



Thank you!

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Discuss Joint Lee County/Collier MPO Congestion Management Plan (CMP) Scope

OBJECTIVE: For the Committee to discuss the potential scope of a Joint Lee County/Collier MPO CMP.

CONSIDERATIONS: The initial proposal to develop a Joint Regional CMP was made in response to HB 7409 which ultimately failed to pass in the Senate by the end of the 2024 Legislative session. Lee County and Collier MPO staff anticipate a similar bill will be introduced in the 2025 session.

Rather than develop a joint Regional CMP, it may be more expedient to develop a regional element that can be adopted by each MPO Board for incorporation in their CMP updates. Collier MPO's CMP was last updated in 2022. Collier's Unified Planning Work Program (UPWP) anticipates the next update will begin in FY2026. However, the UPWP could be amended to allow work to begin on the regional element in FY 2025 to align with Lee MPO's schedule to update its CMP.

The previous Scope developed for Collier MPO's CMP update did not include a regional element. (**Attachment 1**). Staff is seeking the Committee's input on what it should contain.

Although HB 7409 ultimately failed to pass last year, the language is reflected in the draft outline of regional CMP components provided for discussion in **Attachment 2**.

STAFF RECOMMENDATION: That the Committee discuss what a Joint Lee County/Collier MPO CMP scope should contain.

ATTACHMENT(S):

1. 2021 Collier MPO CMP Update Scope
2. Draft Outline of Regional CMP Elements

Prepared By: Anne McLaughlin, MPO Director

Collier Metropolitan Planning Organization (MPO)

Project Number: 33681.5.2.1

Contract # 18-7432 - MP

SCOPE OF SERVICES

Congestion Management Process Update

A. Background

The first Biennial Transportation System Performance (TSP) Report was approved by the MPO Board in September 2020 as called for in the MPO's Congestion Management Process (CMP). The TSP Report consists of two documents – the Baseline Conditions Report and the TSP Action Plan. Recommendations of the TSP Action Plan included updating the CMP to address new sources of data for evaluating travel speeds, reliability and congestion bottlenecks, and to establish a consistent methodology for identifying congested locations based on a performance driven approach. The TSP Action Plan also called for updates to the MPO's 2017 CMP Goals, Objectives, and Performance Measures to be consistent with the analysis included in the Baseline Conditions Report.

The addition of speed and travel time reliability based data will utilize two database applications, Replica and the Regional Integrated Transportation Information System (RITIS), for identifying congested travel speeds and peak hour bottleneck locations. Replica is a composite software-as-a-service provider that analyzes travel characteristics, jobs access, and economic activity to develop high-value tools that provide insights on the way people move. RITIS is a situational awareness, data archiving, and analytics platform that summarizes and reports real-time traffic conditions of speed and congestion, conducts reliability analysis and other traffic related factors. Data compiled by FDOT for reporting in the Collier 2019 (or more recent if available) MPO Mobility Profile will also be evaluated for reporting and listing delay and travel time conditions on the National Highway System Roads in Collier County.

Additional updates to the MPO's CMP will include a review of travel patterns and characteristics for the congestion corridors identified in the TSP. Understanding travel patterns (time of day, origin and destination, trip purpose and others) will support the MPO's ability to provide information to the public on causes of congestion and identify appropriate congestion reduction strategies.

B. Scope of Services

Task 1: Project Initiation and Project Management

The Consultant will provide over-all project management, QA/QC review of documents and provide support services as needed. Activities include a project kick-off meeting, management and oversight of the activities and products produced by the consultant. Coordination between the MPO Project Manager and the Consultant Project Manager will be conducted on a routine schedule for proper management of the schedule and review of project deliverables.

Task 1 Deliverables:

Collier MPO – Congestion Management Process Update
Project Number

- Kick-off Meeting and meeting summary.
- Project Schedule with updates as needed
- Monthly coordination calls with MPO Project Manager to review progress and schedule.

Task 2: Update 2017 CMP Report

Using the 2020 TSP Action Plan, the Consultant will revise the 2017 Congestion Management Process. In addition to incorporating the recommendations listed in Section 2 of the TSP Action Plan, the consultant will revise the format of the 2017 CMP document to match the TSP Report and incorporate the maps and graphics from the Baseline Conditions Report that illustrate the CMP network and performance measures, and the Evaluation Criteria and Scores Matrix and Performance Measures Checklist prepared by MPO staff in 2020 as part of the Call for Projects process.

One of the specific recommendations of the TSP Action Plan was to identify future performance measures for reporting and tracking reliability of the transportation system. Using available data from the FDOT RITIS database and Collier MPO Mobility Profile prepared by FDOT, the consultant will review the federally required performance measures for identifying system reliability. Through this identification of system reliability measures, the consultant will identify the sources of data, network coverage (NHS roadways, functionally classified arterial and collectors, or all roads), and the application of each to the MPO's CMP Network. Research into the state-of-the-practice for incorporating reliability into the CMP will be conducted. A summary of the findings of this research will be prepared for review by the MPO Project Manager in determining the desired reliability performance measures.

Task 2 Deliverables:

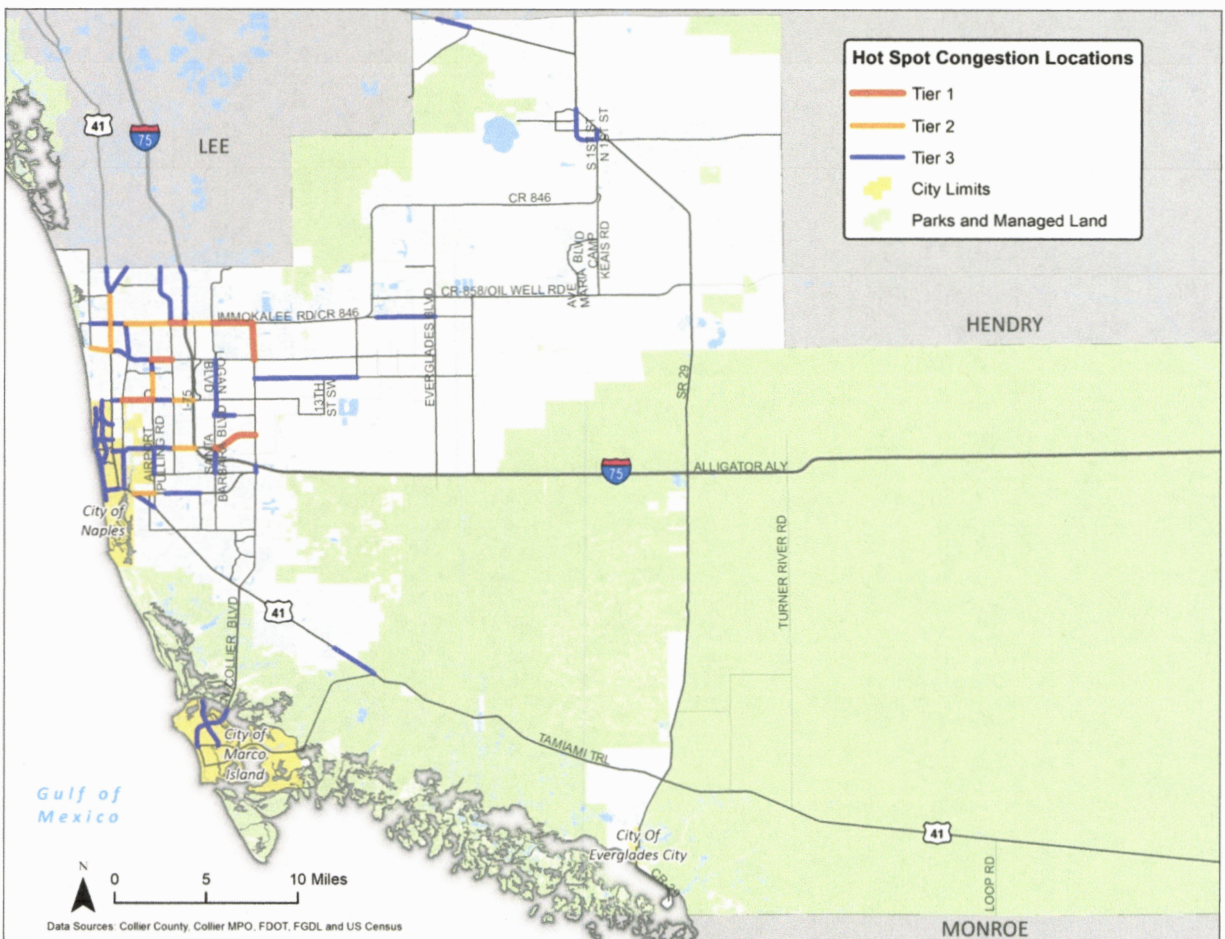
- Updated 2017 CMP Report
- Summary of best practices research
- Proposed reliability system performance measures

Task 3: Review Travel on Congested Corridors

Utilizing trip purposes, origin and destination information, and other travel related characteristics available through the Replica database, the consultant will develop corridor travel summaries. These summaries will also include information related to peak hour bottlenecks based on a review of data available through RITIS. The consultant will meet with the MPO staff to review the results and initial findings for each of the 15 Tier 1 and Tier 2 congested corridors listed in the MPO's 2020 TSP Baseline Conditions Report. These corridors are illustrated in Map 1 and listed in the following table.

Tier 1 Locations	Tier 2 Locations
Immokalee Rd from Livingston Rd to I-75	Immokalee Rd from I-75 to Logan Rd
Immokalee Rd from Logan Rd to CR 951	Immokalee Rd from Goodlette Frank Rd to Livingston Rd
CR 951 from Vanderbilt Beach Rd to Immokalee Rd	US 41 from Vanderbilt Beach Rd to Immokalee Rd
Vanderbilt Beach Rd from Airport-Pulling Rd to Livingston Rd	US 41 from Immokalee Rd to Old US 41
Pine Ridge from Goodlette Frank Rd to Airport-Pulling Rd	Vanderbilt Beach Rd from Vanderbilt Drive to US 41
Golden Gate Parkway from Santa Barbara Blvd to CR 951	Airport-Pulling Rd from Pine Ridge Rd to Orange Blossom Dr
	Pine Ridge Rd from Livingston Rd to I-75
	Golden Gate Pkwy from Livingston Rd to I-75
	Davis Blvd from US 41 to Airport-Pulling Rd

Map 1: Tier 1 and Tier 2 Congestion Hot Spot Locations



Working with the MPO Staff, adjacent Tier 1 and Tier 2 locations will be consolidated into logical travel segments in order to identify up to 10 corridors for developing corridor Fact Sheet summaries as described in Task 5.

Task 3 Deliverables:

- Prepare summaries of trip characteristics and travel patterns for 15 Tier 1 and Tier 2 corridors.
- Meeting with MPO Project Manager to review trip characteristics
- Draft and final list of strategies for addressing congestion on up to 10 Tier 1 and Tier 2 corridors.

Task 4: Countywide Origin and Destination Analysis

The Consultant will develop a complete, concise, and achievable work plan for the countywide analysis. The work plan will identify and explain the approach, sources of information, summary of the data used for developing O-D trip tables and anticipated applications for the MPO. Key parameters and assumptions such as Study Area, Month of Year, Day of Week, Resident Classes, Trip Purpose, etc., will be developed in coordination with MPO staff.

Through the use of GIS, shapefiles will be created for subareas identified in Collier County. Analysis within Replica will provide the O-D Trip Table information needed for conducting the traffic data analysis associated with trip purpose, time-of-day, and volumes. The RITIS database will be used for evaluating characteristics associated with travel speed and congestion. Impacts of vehicular traffic within Collier County, and at County lines where regional transportation corridors in Collier County connect directly with Lee, Broward, Miami-Dade and Hendry counties will be explored along with patterns and characteristics between sub-areas of Collier County.

Task 4 Deliverables:

- Work Plan with assumptions of the methodology to be included in an O-D Data Report as an appendix.
- Analysis regarding peak travel times
- Discussion of major trip generating facilities, areas, etc,
- Analysis of predominant origin and destination patterns

Task 5: Documentation and Presentations

The updated CMP report, listed as a Task 2 deliverable, will be presented to the CMC and MPO Board for review and approval. Additional documentation associated with the CMP update will come in the form of handout style flyers for 10 corridors listed in the 2020 TSP Baseline Conditions Report, and selected as results of the Task 3 analysis. These corridor summaries will include such elements as an overview map, summary of travel speeds, Major origins and destinations of travelers, notable bottleneck locations, and recommended congestion reduction strategies related to the causes of congestion.

Draft Fact Sheets will be reviewed with the MPO Project Manager and County/City staff as appropriate to identify any existing congestion reduction projects underway or planned. The draft Fact Sheets will then be presented to the Congestion Management Committee (CMC) before being finalized.

Presentation of study findings and project analysis will be made to the CMC. These presentations will occur as part of the CMC's bi-monthly agendas as approved by the MPO Board. The topics for those presentations are identified below.

- CMC Meeting #1: Present initial CMP document revisions described in Task 2.
- CMC Meeting #2: Present initial findings of travel times, trip purposes and bottlenecks on 15 Tier 1 and Tier 2 corridors described in Task 3. Present countywide O&D methodology.
- CMC Meeting #3: Present draft summaries for 10 corridors and receive input on potential strategies as described in Task 3. Present results of Countywide O&D analysis.
- CMC Meeting #4: Present final corridor summaries as described in Task 3.

Update presentations will also be made to the CAC, TAC, and MPO Board based on study progress and review by the CMC. Two presentations will be made to CAC, TAC and MPO Board which are anticipated to cover the material presented to the CMC in a more consolidated format. The first of these presentations will follow the CMC's 2nd Meeting and the second would follow the CMC's 4th Meeting.

Task 5 Deliverables:

- 10 Corridor Summary Fact Sheets
- Coordination and review of draft Fact Sheets
- Four presentations to the Congestion Management Committee
- Two presentations each to the Citizens Advisory Committee, Technical Advisory Committee and the MPO Board

C. Time of Completion

It is anticipated that the work provided for in this task will be completed in 10 months following Notice to Proceed. Using the list of meetings identified in Task 5, a detailed schedule of activities will be developed prior to the Kick-off Meeting for tracking progress and completion of project deliverables.



ATTACHMENT A

Collier MPO General Planning Services Contract #18-7432-MP

Congestion Management Process Update

Project Budget

September 29, 2021

Task No.	Task Description	Tindale Oliver
Task 1	Project Initiation and Project Management	\$11,506
Task 2	Update 2017 CMP Report	\$14,174
Task 3	Review Travel on Congested Corridors	\$22,990
Task 4	Countywide Origin and Destination Analysis	\$35,216
Task 5	Documentation and Presentations	\$20,992
	Labor Total	\$104,878
		100.0%



REGIONAL CONGESTION MANAGEMENT SYSTEM PLAN – DRAFT OUTLINE
(v1) HB 7049-01-C1 3/1/24

P26, line 639

“...each MPO shall: 1. Prepare a **congestion management system** 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.”

SHOULD CMP HAVE THE SAME HORIZON YEAR AS THE LRTP?

Applicable to:

- Regional (N/S) roadway network connections that cross Lee/Collier County Line
- East/West connecting roadways (within xx miles of County line, or that carry regional O&D traffic?)
- Regional transit routes that cross Lee/Collier County Line
- Regional bike/ped network that crosses Lee/Collier County Line (SUN Trail Network)

Steps

1. Report on Regional LRTP CFP system – road network, transit system, bike/ped facilities
2. Analysis
 - a. Deficiency plot 2050 regional roadway network
 - b. Projected AADTs 2050
 - c. Collier O&D Study (update to a regional O&D study?)
3. Evaluate Alternatives to Reduce Congestion
 - a. Transportation Demand Management – educational component, staggered work hours, school district boundaries and start/end times
 - b. Operational Improvements – signal timing, toll roads, managed lanes
 - c. Diversify modal share – enhance transit ridership, car and van-pooling, micromobility options
 - d. Land Use changes – (LRTP modal runs, if appropriate to consider)
 - e. Additional capacity enhancements and funding beyond what was considered in LRTP CFPs – need for additional funding
4. Recommendations
 - a. Regional CMS Priority Projects
5. Implementation
 - a. Responsible Party, Funding, Timeframe
 - b. Monitor and Report on Results

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Review FY25-29 SU Funded Projects for Viability and Prioritization Regarding Programming Construction Costs

OBJECTIVE: For the Committee to respond to a request from FDOT to review SU funded projects for their viability to proceed to construction under current budgetary constraints.

CONSIDERATIONS: FDOT met with Collier MPO and County Transportation Planning on August 13th to review project priorities in the FY 2025-2029 Work Program cycle. FDOT provided a spreadsheet of SU-funded projects with notes concerning their status. Collier County's notes from the meeting are included along with FDOT's and one from the MPO (in red) as shown in **Attachment 1**. Projects currently funded by SU for design are shown in **Attachment 2**.

FDOT noted that in the past, the Department was able to supplement the MPO's SU funding with other discretionary funding available to the state to cover cost over-runs, but that funding is no longer available due to the high cost of construction and other factors. FDOT asked the MPO to coordinate a review of each project for viability for moving forward from design to construction relying solely on the MPO's SU allocation. The review should consider whether:

1. The community may have lost interest in pursuing the project to construction.
2. The local government may have lost interest in pursuing the project to construction.
3. The project doesn't have a financial path forward to construction using the annual allotment of SU funding (roughly \$6 million.)

This analysis is being requested based on recent budget shortfalls and construction cost over-runs which may require reconsideration of project funding. It is possible that the MPO will have to postpone adding newly prioritized projects for SU funding for design until a path forward has been identified for projects already programmed in the TIP. The new Congestion Management Priorities approved by the MPO Board in June 2024 are identified in **Attachment 3**. FDOT's follow-up email communication with Collier County is shown in **Attachment 4**.

STAFF RECOMMENDATION: Provided for Committee members information and comments regarding the viability of projects identified in Attachments 1 and 2.

ATTACHMENT(S):

1. Projects with SU funds in FY 25-29 TIP with FDOT and Collier County comments
2. MPO projects in design in 2028 with SU funds
3. 2024 Congestion Management Project Priorities
4. Email correspondence with Collier County and FDOT

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

Item	Seg	Ph	Sq	Description	Co Name	St	Description	Wkms Description	Fund	2025	2026	2027	2028	2029	Sum of Total	FDOT Comments	Collier County Comments
405106-1	52	01	01	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC OPS IMPROVEMENT	SU	\$ 3,547,629	\$ 232,530	\$ 815,092	\$ -	\$ -	\$ -	\$ 4,595,251	7B Attachment 1 CMC 9/18/24	This is the BOX fund. FDOT has requested that approximately 10%-20% of the funding allocated for the year to project remains in the box so there is a contingency amount.
			02	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC OPS IMPROVEMENT	TALU	\$ 2,282,208	\$ -	\$ 22,173	\$ 1,032,488	\$ 702	\$ -	\$ 3,337,571		
			03	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC OPS IMPROVEMENT	CARU	\$ 1,389,133	\$ 582	\$ 141,195	\$ -	\$ -	\$ -	\$ 1,530,910		
			04	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC OPS IMPROVEMENT	GFSU	\$ 15,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,346		
405106-2	52	01	COLLIER MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC OPS IMPROVEMENT	CARU	SU	\$ -	\$ -	\$ -	\$ 487,931	\$ 856,085	\$ -	\$ 1,344,016	This is the BOX fund. FDOT has requested that approximately 10%-20% of the funding allocated for the year to project remains in the box so there is a contingency amount.	
									\$ -	\$ -	\$ -	\$ -	\$ 1,312,085	\$ 1,710,631	\$ -		\$ 3,022,716
									\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,031,786	\$ -		\$ 1,031,786
435110-2	3f	01	OLD US 41 FROM US 41 TO LEE/COLLIER COUNTY LINE	COLLIER	ADOPTED, NOT BEGUN	ADD LANES & RECONSTRUCT	SU	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000	Based on FDOT's Comment - Yes - PE should go forward - design must be funded. Understanding is that the next phase must be in WP for PDE to be approved. Design in FY28 is funded with SU Collier MPO = \$3M and Lee's SU is \$2.2M. Per FDOT - State will not do the design, ROW or CST and anticipates funding from either County or Federal funds. County and MPO applied for a Freight Grant for \$20M. Unknown if it will be awarded \$. Project in 2045 LRTP as cost feasible for design and ROW in 26-30 and CST in 31-35. Must be consistent with LRTP.	
								438091-1	32	01	COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)	COLLIER	PRE-CONST.UNDERWAY	BIKE PATH/TRAIL	SU		\$ 107
438091-2	58	01	COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)	COLLIER	ADOPTED, NOT BEGUN	BIKE PATH/TRAIL	SU	\$ 125,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,024	Rolled from FY2024. LAP to encumber and add to supplemental agreement.	This project is in CST - do not change schedule.
								439314-5	62	01	COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD)	COLLIER	PRE-CONST.UNDERWAY	BIKE PATH/TRAIL	CARU		
439314-6	14	02	COLLIER COUNTY MPO FY 2024/2025-2025/2026 UPWP	COLLIER	ADOPTED, NOT BEGUN	TRANSPORTATION PLANNING	FL	\$ 832,279	\$ 628,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,460,365		
								\$ 379,416	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
439314-7	14	02	COLLIER COUNTY MPO FY 2026/2027-2027/2028 UPWP	COLLIER	ADOPTED, NOT BEGUN	TRANSPORTATION PLANNING	FL	\$ -	\$ -	\$ 828,086	\$ 828,086	\$ -	\$ -	\$ -	\$ 1,656,172		
								\$ -	\$ -	\$ 350,000	\$ 350,000	\$ -	\$ -	\$ -	\$ -		
440437-2	58	01	SOUTH GOLF DR FROM GULF SHORE BLVD TO W US 41	COLLIER	ADOPTED, NOT BEGUN	BIKE LANE/SIDEWALK	SU	\$ -	\$ 2,855,749	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,855,749	Deferral to re-design. Is available funding for PE phase sufficient?	City of Naples Project. Per Alison - Defer? Or part of the development project.
								441975-1	52	01	SR 90 (US 41) AT OASIS VISITOR CENTER	COLLIER	CONST.COMPLETE	ADD TURN LANE(S)	DDR		
446251-1	98	01	TRAVEL TIME DATA COLLIER COUNTY ITS	COLLIER	ADOPTED, NOT BEGUN	ITS COMMUNICATION SYSTEM	SU	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000	Should be a phase 98. Aileen submitted PSEE 3/2024.	Tony?
								446254-1	98	01	VEHICLE COUNT STATION COLLIER COUNTY ITS	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC CONTROL DEVICES/SYSTEM	CARU		
446342-1	98	01	TRAFFIC CONTROL COLLIER COUNTY ITS	COLLIER	ADOPTED, NOT BEGUN	TRAFFIC CONTROL DEVICES/SYSTEM	SU	\$ 893,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 893,000	Letting in February 2025.	Tony?
								446451-1	43	01	SR 45 (US 41) AT CR 886 (GOLDEN GATE PKWY)	COLLIER	ROW ACQUISITION BEG.	INTERSECTION IMPROVEMENT	SU		
448069-1	38	01	WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ 319,409	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 319,409	Scheduled to let in June 2025.	Design current year - is that on schedule - can CST be delayed until 28?
								58	01	WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	CARU	\$ -		
448125-2	62	01	IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ 226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 226	Update limits in Item Segment Comments. Do we have sufficient funding to make project whole?	Phase 58 on Seg 1: scheduled to advertise for bids November 2024 Can CST be deferred 1 year?
								58	01	GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	TALU	\$ -		
448126-2	58	01	GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ -	\$ 69,216	\$ -	\$ -	\$ -	\$ -	\$ 69,216	Updated cost estimates = \$1.2M Discuss with MPO - should this project be deleted or deferred?	Can CST be deferred 1 year?	
								58	01	PINE ST SIDEWALKS FROM BECCA AVE TO US 41	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU			\$ -
448129-1	58	01	NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	CARB	\$ -	\$ 700,872	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,872	Significant cost increases for CST/CEI phases. Delete or defer? \$1.9M = short \$500. Should this be further deferred? Design for all 4 but cst for less - If there were 4 segments can some be done in a phase 1 and some segments into a phase 2? If LAP does this require an Amendment as there is construction \$ available?? Identify the segments and then a schedule....	Can this project be split into several phases? Efficiencies for MOT may be more costly if split.
								68	01	NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	CARU	\$ -		
448130-1	58	01	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ -	\$ 262,511	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 262,511	Cost estimate increases for all phases.	Can this project be split into several phases?
								58	01	GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	TALU	\$ -		
448131-1	68	01	NAPLES SIDEWALKS ON 26TH AVE	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	CARU	\$ -	\$ 140,613	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,613	Potential delete - TALT funding not for Collier County. Longboat Key sidewalk project takes priority.	Is this a priority - Defer it to later year = 29? City of Naples -High Priority...Higher than S. Golf..
								68	01	NAPLES SIDEWALKS ON 26TH AVE	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ -		
448131-2	32	01	NAPLES SIDEWALKS ON 26TH AVE	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	Additional funding needed for PE phase in FY2025 Sean Pugh/David Ag - Candidate for CST phase. If this gets pushed out to CA FY2099 this will need to be tracked and updated annually.	Delay the Study until 2028?
								448265-1	32	01	PHASE 3 EVERGLADES CITY BIKE/PED MASTERPLAN	COLLIER	ADOPTED, NOT BEGUN	BIKE LANE/SIDEWALK	SU		
449397-1	18	01	VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD	COLLIER	ADOPTED, NOT BEGUN	PRELIMINARY ENGINEERING	SU	\$ -	\$ 430,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,000	Needs updated cost estimate. Is this project still a priority. Should FY2026 funding be used for another project? Should this be a phase 32? Is this sufficient funding for PE phase? 4th quarter advertisement (June)	
								449514-1	38	01	91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU		
449526-1	5f	01	ITS FIBER OPTIC & FPL	COLLIER	ADOPTED, NOT BEGUN	ITS COMMUNICATION SYSTEM	SU	\$ -	\$ 830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 830,000	Should this be Local Programs? Check on project description & scope. Is this work eligible? Utilities? Check application. Check with Steven Davis. Programmed Aug 2021.	Tony?
								449580-1	98	01	ATMS RETIMING FOR ARTERIALS	COLLIER	ADOPTED, NOT BEGUN	ITS COMMUNICATION SYSTEM	SU		
451542-1	38	01	IMMOKALEE SIDEWALKS	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU	\$ -	\$ -	\$ -	\$ 181,000	\$ -	\$ -	\$ -	\$ 181,000	Locations found in location comments section. Should this be deleted/deferred?	This is the Design of project, anticipate CST to be in 30...can it be delayed?
								451543-1	58	01	BAYSHORE CRA SIDEWALK	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU		
452052-1	32	02	EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS	COLLIER	ADOPTED, NOT BEGUN	BIKE LANE/SIDEWALK	SU	\$ -	\$ -	\$ -	\$ 76,466	\$ -	\$ -	\$ -	\$ 76,466	Cost estimate updates needed for all phases. Can this be deleted/deferred for higher priority? Cost estimates needed for all phases. Can CST/CEI be programmed in FY2030? Should be this be a phase 38? No PM assigned.	Can the design and CST be delayed?
								452064-1	38	01	MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE	COLLIER	ADOPTED, NOT BEGUN	SIDEWALK	SU		
452208-1	38	01	106TH AVE N FROM VANDERBILT DR TO US 41	COLLIER	ADOPTED, NOT BEGUN	BIKE PATH/TRAIL	SU	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	Based on limited funds, DEFER design and construction.	
								452209-1	58	01	BALD EAGLE DR FROM SAN MARCO RD TO N COLLIER BLVD	COLLIER	ADOPTED, NOT BEGUN	BIKE LANE/SIDEWALK	SU		
453421-1	58	01	47TH AVE NE BRIDGE FROM EVERGLADES BLVD TO 20TH ST NE	COLLIER	ADOPTED, NOT BEGUN	NEW BRIDGE CONSTRUCTION	SU	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Plans for Design Phase. Get updated cost estimates. Collier County. Is this federal aid eligible?	Priority Project as timing is tied to several other sources (1 cent sales tax) and commitments. ROW in County budget for FY28 and CST for FY29
								Grand Total									

7B Attachment 1
CMC 9/18/24

Based on FDOT's Comment - Yes - PE should go forward - design must be funded. Understanding is that the next phase must be in WP for PDE to be approved. Design in FY28 is funded with SU Collier MPO = \$3M and Lee's SU is \$2.2M. Per FDOT - State will not do the design, ROW or CST and anticipates funding from either County or Federal funds. County and MPO applied for a Freight Grant for \$20M. Unknown if it will be awarded \$. Project in 2045 LRTP as cost feasible for design and ROW in 26-30 and CST in 31-35. Must be consistent with LRTP.

Updated cost estimates provided by City of Naples. Insure FY26 and 28 are updated and accurate. City of Naples Project. Still wanted by the City.

Deferral to re-design. Is available funding for PE phase sufficient? City of Naples Project. Per Alison - Defer? Or part of the development project.

Should be a phase 98. Aileen submitted PSEE 3/2024. Tony?

Letting in February 2025. Tony?

Significant cost increases for CST/CEI phases. Delete or defer? \$1.9M = short \$500. Should this be further deferred? Design for all 4 but cst for less - If there were 4 segments can some be done in a phase 1 and some segments into a phase 2? If LAP does this require an Amendment as there is construction \$ available?? Identify the segments and then a schedule....

Cost estimate increases for all phases. Can this project be split into several phases?

Update limits in Item Segment Comments. Do we have sufficient funding to make project whole? Phase 58 on Seg 1: scheduled to advertise for bids November 2024
Can CST be deferred 1 year?

Updated cost estimates = \$1.2M
Discuss with MPO - should this project be deleted or deferred?

Need updated cost estimate. Project was deferred to FY 2026 based on local request. Can CST be deferred 1 year?

Significant cost increases for CST/CEI phases. Delete or defer? \$1.9M = short \$500. Should this be further deferred? Design for all 4 but cst for less - If there were 4 segments can some be done in a phase 1 and some segments into a phase 2? If LAP does this require an Amendment as there is construction \$ available?? Identify the segments and then a schedule....

Cost estimate increases for all phases. Can this project be split into several phases?

Potential delete - TALT funding not for Collier County. Longboat Key sidewalk project takes priority.

Additional funding needed for PE phase in FY2025
Sean Pugh/David Ag - Candidate for CST phase. If this gets pushed out to CA FY2099 this will need to be tracked and updated annually.

Needs updated cost estimate. Is this project still a priority. Should FY2026 funding be used for another project?
Should this be a phase 32? Is this sufficient funding for PE phase? 4th quarter advertisement (June)

Should this be Local Programs? Check on project description & scope. Is this work eligible?
Utilities? Check application. Check with Steven Davis. Programmed Aug 2021.

Locations found in location comments section. Should this be deleted/deferred?
Can this be deleted/deferred for higher priority?
Cost estimates needed for all phases. Can CST/CEI be programmed in FY2030? Should be this be a phase 38? No PM assigned.

Cost estimate updates needed for all phases.
Can this be deleted/deferred for higher priority?
Cost estimates needed for all phases. Can CST/CEI be programmed in FY2030? Should be this be a phase 38?

Based on limited funds, DEFER design and construction.

Should this be Local Programs? Check on project description & scope. Is this work eligible?
Utilities? Check application. Check with Steven Davis. Programmed Aug 2021.

Cost estimate update needed. MPO FORWARDED TO FDOT ON 9/10/24,request for additional SU goes to Board 9/13/24
Cost estimates needed for all phases. Can CST/CEI be programmed in FY2030? Should be this be a phase 38?

Based on limited funds, DEFER design and construction.
City of Naples Project. Per Alison - issue with Stormwater. Want the PD&E to finish. No road diet...FY29 for cst. FDOT estimate for Cst was \$50M years ago. need sidewalk and bike opportunities - San Piper? Replace like with like if issue with funding - Infrastructure? Stormwater / Lighting / other issues not sidewalk?

Priority Project as timing is tied to several other sources (1 cent sales tax) and commitments. ROW in County budget for FY28 and CST for FY29

Project:	BOX	Subtotal = Funding - Box
452208-1	\$ (72,000)	
452210-1	\$ (72,000)	
452211-1	\$ (72,000)	
449397-1	\$ 430,000	
435110-2	\$ (3,000,000)	\$ 3,000,000
448126-2	\$ (530,656)	\$ 530,656
448128-2	\$ (265,511)	\$ 265,511
Subtotal	\$ 7,761,183	\$ 8,923,121

2025	2026	2027	2028	2029	Sum of Total
\$ 11,308,812	\$ 10,116,307	\$ 9,687,451	\$ 10,879,242	\$ 4,800,000	\$ 41,791,812
\$ 7,761,183	\$ 9,883,777	\$ 8,872,359	\$ 9,567,157	\$ 7,966,661	\$ 49,051,137

MPO Projects with Design (PE) in FY 28 using SU funds

FPN	Project Name	Comments	Funds needed		
			FY27	FY30	Agency
451542-1	IMMOKALEE SIDEWALKS	Need to bring CST in 30. Currently in CA		\$ 900,000	LAP - Collier Co
452052-1	EVERGLADES CITY PH4 BIKE/PED IMPROVEMENTS	Need to bring CST in 30. Currently in CA		\$ 1,500,000	FDOT
452064-1	MCCARTY ST FROM FLORIDIAN AVE TO CAROLINE AVE	Need to bring CST in 30. Currently in CA		\$ 1,000,000	LAP - Collier Co
452065-1	GOLDEN GATE CITY SIDEWALKS - 23RD PL SW & 45TH ST SW	Need to bring CST in 30. Currently in CA		\$ 275,000	LAP - Collier Co
452207-1	VANDERBILT BEACH ROAD FROM GULF SHORE DRIVE TO US 41	Need to bring CST in 30. Currently in CA		\$ 604,000	LAP - Collier Co
452208-1	106TH AVE N FROM VANDERBILT DR TO US41	Need to bring CST in 30. Currently in CA		\$ 550,000	LAP - Collier Co
452210-1	109TH AVE N FROM VANDERBILT DR TO US41	Need to bring CST in 30. Currently in CA		\$ 550,000	LAP - Collier Co
452211-1	108TH AVE N FROM VANDERBILT DR TO US 41	Need to bring CST in 30. Currently in CA		\$ 556,000	LAP - Collier Co
				\$ 5,935,000	

Outlier - using CIGP, TRIP, and LF funds for Design (PE) in FY 25

453785-1	OIL WELL RD FROM EVERGLADES BLVD TO OIL WELL GRADE RD	CST is not programmed. No estimates available. CST potentially in 27			Ext. Managed - non LAP (phase 34)
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Collier MPO 2024 List of Project Priorities

2024 Congestion Management Project Priorities				
Project Name	Submitting Agency	Description	Funding Request	CMC Ranking
ATMS and Controller Update	Collier County	ATMS and Controller Update	\$1,622,000	1
Fiber connections from US-41 to Mooring Line Drive & Crayton and Harbour & Crayton span-wire to mast arm intersection improvements	City of Naples	Fiber connections to intersections and upgrades from the existing span-wire assembly	\$1,998,153	2
ITS Retiming of Arterials	Collier County	ITS Retiming of Arterials	\$633,000	3
US41 from 3rd Ave to SR 84 Intersection / Mobility Improvements PD&E	City of Naples	Analyze cumulative effects of redevelopment projects on US41's functionality from a Complete Streets Perspective and address Bike - Ped Safety Concerns utilizing a Safe Systems approach.	\$1,118,220	4
Grand Total			\$5,371,373	

Sean Kingston

From: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>
Sent: Wednesday, August 14, 2024 11:09 AM
To: Lorraine Lantz; Kosheleva, Dasha; Anne McLaughlin
Cc: Smith, Kristi
Subject: RE: collier county mpo projects

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

Hey Lorraine,

Actually, we'd like your feedback on ALL projects shown from FY25 (current year) to FY29 (end of Work Program Cycle). If you have concerns about a projects viability that's what we are looking to talk about. The intent is figure out what to do with projects that:

- 1) The community may have lost interest in pursuing the project to construction.
- 2) The local government may have lost interest in pursuing the project to construction.
- 3) The project doesn't have a financial path forward to construction.

We would also be interested in establishing a Project-Time-Line for all projects through construction, even if that goes beyond the 5-Year Work Program Cycle. Obviously we can't program anything beyond our 5th year but if we can have a plan in place, we can better determine financial needs and budgetary needs.

As for the contingency, the District is planning on a 10% for MPO Priority Projects.

I hope this is helpful, don't hesitate to reach out if you have questions.

W

H. Wayne Gaither
Southwest Area Office Director
Florida Department of Transportation
Office: 239-225-1971
Cell: 863-280-0251
Wayne.Gaither@dot.state.fl.us



From: Lorraine Lantz <Lorraine.Lantz@colliercountyfl.gov>
Sent: Wednesday, August 14, 2024 10:10 AM
To: Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>; McLaughlin, Anne <Anne.McLaughlin@colliercountyfl.gov>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>
Subject: RE: collier county mpo projects

EXTERNAL SENDER: Use caution with links and attachments.

Dasha,

Thank you for sending. I was looking over my notes and just wanted to confirm that you were looking for priorities and scheduling of projects for outer years (FY27-FY29). I noted that you wanted the Box to have a 10-20% contingency of funding. Can you confirm what amount you anticipate that percentage equaling. Is that \$1.5 -\$2M. That will help as we look at the priority of what projects to shuffle and move /delay.

Respectfully,
 Lorraine

Lorraine Lantz
 Manager - Transportation Planning
 Capital Project Planning, Impact Fees and Program Management

Office: [239-252-5779](tel:239-252-5779)

Lorraine.Lantz@colliercountyfl.gov



From: Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>
Sent: Tuesday, August 13, 2024 3:10 PM

To: Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>; Lorraine Lantz <Lorraine.Lantz@colliercountyfl.gov>
Subject: collier county mpo projects

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

Kind regards,

Dasha

Dasha Kosheleva
Community Liaison
AtkinsRéalis on behalf of FDOT, District One

Phone: 850-273-7415

Cell: 850-825-8680

Email : Dasha.Kosheleva@dot.state.fl.us

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