

**METROPOLITAN PLANNING ORGANIZATION BOARD
EXECUTIVE COMMITTEE**

1:30 p.m., Wednesday, February 12, 2014
Cape Coral Public Works Building Room 200
815 Nicolas Parkway, Cape Coral, FL 33915



AGENDA

Call to Order

Roll Call

Approval of Minutes

1. *Approval of the Minutes of the January 8, 2014 Executive Committee (Don Scott)

New Business

2. Public Comments on New Business Items
3. Update on the Staff Review of the State and Federal 2040 LRTP Transportation Revenues
4. Review of the Scope of Services for Local Government Revenue Sources Research Support (Johnny Limbaugh)
5. Discussion on the Analysis of Projects for the 2040 LRTP (Don Scott)
6. Update and Discussion on the TIGER Grant (Don Scott)

Other Business

7. Public Comments on Items Not on the Agenda
8. Announcements
9. Information and Distribution Items

Adjournment

* Action Items + May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Mr. Johnny Limbaugh at the Lee MPO 48 hours prior to the meeting by calling (239) 330-2242; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail jlimbaugh@leempo.com.

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 he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

**MINUTES OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION
BOARD'S EXECUTIVE COMMITTEE**

Held on January 8, 2014

The following members were present for the meeting of the Lee County Metropolitan Planning Organization Board's Executive Committee on January 8, 2014 at Cape Coral City Hall, Conference Room 220A, 1015 Cultural Parkway Blvd, Cape Coral, Florida.

Councilman Rick Williams	City of Cape Coral
Mayor Kevin Ruane	City of Sanibel
Councilman Thomas Leonardo	City of Fort Myers
Commissioner Cecil Pendergrass	Lee County Commission
Mayor Alan Mandel	Town of Fort Myers Beach

Those also in attendance included: Don Scott and Johnny Limbaugh of Lee County MPO. David Owen Nabors Giblin & Nickerson, Derek Rooney Fowler White Boggs, Jed Schneck Nason Yeager Gerson White & Lioce, Darla Letourneau BikeWalk Lee

CALL TO ORDER

The meeting was called to order at 1:35 p.m.

APPROVAL OF MINUTES

Agenda Item #1 – *Approval of the Minutes of the July 31, 2013 Executive Committee

MOTION BY COUNCILMAN LEONARDO TO APPROVE THE MINUTES OF THE JULY 31, 2013 EXECUTIVE COMMITTEE MEETING. SECONDED BY COUNCILMAN WILLIAMS. MOTION CARRIED UNANIMOUSLY.

NEW BUSINESS

Mayor Mandel brought up for discussion options for dealing with Estero Blvd as part of the MPO's Trolley lane study. MPO staff advised that they are currently pursuing a stake holders meeting to identify the potential concepts and options to address that very issue.

Mayor Ruane asked that the Executive Committee discuss in detail the many items that will be facing the MPO in the coming year. The MEC discussed the need for monthly meetings to address and prioritize items going before the full Board. The item was added to the agenda for discussion.

Agenda Item #2 – Public Comments on New Business Items

None.

Agenda Item #3 – Review Submitted Request for Proposals for the 2013-0L1 General Legal Services and Select MPO Legal Firm to move forward with Negotiations

Mayor Ruane offered the firms in attendance the opportunity to introduce themselves and say a few words about their firm.

David Owen introduced himself and provided an overview of his firm’s ability to assist the MPO.

Derrick Rooney introduced himself and provided an overview of his firm’s experience

Jed Schneck introduced himself and announced that his firm had merged with another firm since the proposal had been submitted but it did not affect the proposal. He provided an overview of his firm’s experience.

The selection committee requested information on the rates. Mr. Scott provided each firm’s rates from what was included in their proposals. The committee discussed the rates and expected level of hourly need. The committee discussed the merits of hourly vs monthly rates. The committee discussed the merits and personal knowledge of the firm’s abilities.

The committee filled out their rating sheets and handed them to Mr. Limbaugh to tally.

The committee moved forward with the agenda while the results were being added.

Staff of CliftonLarsonAllen LLP began their presentation on the overview of the audit.

Mr. Limbaugh presented the final scores

Selection committee results:

1. Fowler White Boggs, 23pts
2. Nabors Giblin & Nickerson,21pts
3. Porterwright,14pts
4. Nason Yeager Gerson White & Lioce 13pts

MOTION BY COUNCILMAN LEONARDO TO MOVE FORWARD WITH NEGOTIATIONS WITH THE NUMBER ONE RANKED FIRM FOWLER WHITE AND BOGGS. SECONDED BY COUNCILMAN WILLIAMS. MOTION CARRIED UNANIMOUSLY.

Agenda Item #4 – Review of the FY 2012/2013 End of Year Audit

Staff of CliftonLarsonAllen LLP continued their presentation on the audit and the findings.

MOTION BY MAYOR RUANE MOVED TO EXCEPT THE AUDIT. AND DIRECTED STAFF TO WORK ON ADDRESSING THE RECOMMENDATIONS AND FINDINGS SECONDED BY COUNCILMAN LEONARDO. MOTION WAS APPROVED UNANIMOUSLY.

Other Business

Agenda Item #5 – Complete and Approve the Executive Director’s Evaluation

The committee reviewed and commented on the Executive Director’s performance. The committee as a whole felt that Mr. Scott has done an outstanding job addressing the Board and the Public needs. The committee recommended that Don and staff receive a 3% raise consistent with what has been occurring at each of their jurisdictions. It was also recommended that an evaluation be done to compare existing staff salaries to those of similar sized MPOs to be addressed at a future meeting.

MOTION MADE BY COUNCILMAN LEONARDO TO PROVIDE DON AND STAFF A 3% RAISE. SECONDED BY COMMISSIONER PENDERGRASS. MOTION APPROVED UNANIMOUSLY.

Agenda Item #6 – Review of the State and Federal 2040 LRTP Transportation Revenues and Provide Staff Direction

Mr. Limbaugh provided a quick overview of the FDOT revenue projections. The MPO staff is still expecting additional information on how the revenue estimates relates to the existing funding levels. The committee also requested additional information on overall maintenance cost. This item will come back to future meetings for further discussion.

The committee discussed the need to have monthly meetings to address the major items on the agenda such as the revenue forecast, the TIGER grant, and the development of the LRTP, as a result staff was directed to schedule regular meetings.

MOTION BY COUNCILMAN LEONARDO MOVED TO IDENTIFY DATES AND TIME FOR REGULAR EXECUTIVE BOARD MEETINGS. SECONDED BY COMMISSIONER PENDERGRASS. MOTION APPROVED UNANIMOUSLY.

The balance of the agenda was moved to the next meeting.

Agenda Item #7 Update and Discussion on the TIGER Grant

Don provided an overview of the scope of services for developing the Design Build RFP.

MOTION BY MAYOR MANDEL TO APPROVE THE TASK ORDER FOR DEVELOPING THE TIGER DESIGN/BUILD CRITIRA RFP SECONDED BY COUNCILMAN LEONARDO. MOTION CARRIED UNANIMOUSLY.

The balance of the item was moved to next meeting agenda based on the need for more time to discuss the items.

Agenda Item #8 Discussion on the Analysis of Projects for the 2040 LRTP

Moved to the next meeting agenda.

Agenda Item #9 – Public Comments on Items Not on the Agenda

There were no comments made under this item.

Agenda Item #10 – Announcements

There were no announcements made under this item.

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Agenda Item #11 – Information and Distribution Items

None

ADJOURNMENT

Meeting adjourned at 3:57 p.m.

UPDATE ON STAFF REVIEW OF STATE AND FEDERAL 2040 LRTP TRANSPORTATION REVENUES

RECOMMENDED ACTION: Board Discussion Item, provide staff direction as required.

At Last month's Executive Board Meeting staff presented the Florida Department of Transportation's (FDOT) new long range revenue forecast. The forecast is based upon recent federal and state legislation (e.g., MAP-21, changes to Florida's Documentary Stamps Tax legislation), changes in factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates), and current policies. This information will be used for the update of the long range transportation plan.

The MPO staff has reviewed the projections and has requested additional information on current department funding trends to determine if Lee County is receiving an equitable share of discretionary funds and if it roughly matches the FDOT projections. This request was made at the December 13th Work Program presentation as part of the MPO Boards conditional endorsement of the 5 year work program. The information will help us determine if we are getting what we have planned and projected to get consistent with our Long Range Plan and revenue projections. If the answer is no, not in some funding areas, what does the MPO need to change in the LRTP this time around to have a more accurate projection of project/funding constraints?

Staff will provide an update on the FDOT's responses to the MPO's questions that were a condition of the MPO's endorsement of the Draft Tentative Work Program. (Attached)



P.O. Box 150045, Cape Coral, Florida 33915-0045 • (239) 244-2220 • www.leempo.com

December 13, 2013

Mr. Russ Muller, Liaison
Florida Department of Transportation Southwest Area Office
Southwest Interagency Facility for Transportation (SWIFT)
10041 Daniels Parkway
Fort Myers, FL 33913

RE: Lee MPO Review of the FY 2015 through FY 2019 Tentative Work Program

Dear Mr. Muller:

The Lee MPO has reviewed the FDOT Tentative Work Program for Lee County and have the following comments and questions for your consideration:

1. Project number 4354221, on page 4, this should be named consistent with the other project - CR 765 (Burnt Store Road) project.
2. Project number 4349951, on page 6, the CST phase is funded over 2 fiscal years that may cause problems with the LAP Agreement later.
3. Project number 4353471, on page 6, is this funded with X01 or X12 (Collier Lee funds) as this is in the Bonita Urbanized area.
4. Project number 1957641, what happened to the new 5th year box? New projects programmed from the box priorities would not have consumed the box funds that were shown in the adopted work program plus the new 5th year box.
5. Project number 1957187, what happened to the Fowler Street design phase for Hanson Street to SR 82? I understood that no new phases were going to be added until the Fowler Evans segment opens south of there but I didn't realize that also meant removing the funding that was already programmed.
6. Project number 4354321, on page 8, can we use SU money as a match to these TRIP funds for Leetran?
7. Project number 4350231, on page 9, this should be named consistent with the other projects - SR 78 (Pine Island Road).
8. Project number 4353921 on page 10, what and where is this drainage project labeled as Six Mile Cypress Drainage improvements?
9. Project number 4350221 on page 11, FDOT is doing this project, but I am confused as to why the construction phase is being done over 2 years.
10. Project number 4349641 on page 12, is FDOT keeping this section? Won't it be turned over to the City now that other sections are under construction?

11. Project number 4258413 on page 14, we assume that the construction phase money was used for the first segment of SR 82 from Lee to Shawnee – please confirm?
12. Project number 4345101 on page 14, what is this and what are the limits of the project?
13. Project number 4308861 on page 15, why was construction phase deferred on this project?
14. Project number 4308871 on page 15, why was construction phase deferred on this project?
15. Project number 4332181 on page 16, what is now being built (concrete/asphalt and width) for this section as we have been informed that the maintenance of bicycle pedestrian facilities has now changed?
16. Project number 4308881 on page 17, why was the construction phase deferred?
17. Project number 4211162 & 4349441 on page 17 are the same project, one should be deleted.
18. Project number 4073291 on page 25, why was the US 41 corridor funding for transit reduced so much and how do we get it restored?
19. Project number 4101251 on page 25, why was the 5311 funding reduced so much?
20. Project number 4101401 on page 25, FDOT should remove the comments from this project number as the funds are State Block Grant, not 5307 funds.
21. On page 25, since map-21 changed 5310 funds to be allocated to urbanized areas, FDOT should consider adding a placeholder project number similar to what they did for 5339 to reduce the amount of TIP amendments in the future.
22. The City of Cape Coral requested project number 4282511 to be deferred to FY15/16 but the project is not in the Draft Tentative now.
23. The City of Cape Coral has requested a project description change to project number 4350121 (Bike Route Study) and we encourage FDOT to participate in the upcoming meeting where this will be discussed.
24. The CAC raised a concern with the cost of PE compared to CST on some of the bicycle pedestrian projects. For example, on page 4 the Bert Drive design phase cost \$125,000 for a project that costs \$186,658 to build.
25. Project number 4258411 on page 14, how much does the CFI cost out of the \$70 million construction cost estimate in the work program.

While the following questions are not project specific they are very important to the MPO's continued support of the FDOT Work Program. As the MPO staff, MPO board and Executive committee move forward with the development of our revenue estimates, with a goal of developing a truly multimodal LRTP, it is important that we understand the funding trends of the District and the Department. The items listed below will help (along with the fair share report we have previously requested) us determine if we are getting what we have planned and projected to get consistent with our Long Range Plan (and if not, what do we need to change in the LRTP this time around). It is our desire to create a plan that takes advantage of the available funds and any opportunity to flex funds to program needed projects.

District SIS allocations in Draft Tentative Work Program FY 2015 - 2019:

- What is the total amount of SIS funding in D1?
- What percentage is State wide managed and District managed?
- What is the breakdown by mode?
- What is the total amount of SU funds programmed on SIS projects?

District wide fund allocations in Draft Tentative Work Program FY 2015 – 2019:

Were all funds distributed according to statutory requirements?
What is the estimated amount of SU funds for Lee County?
What is the total amount of SU funds programmed in Lee County?
What is the estimated amount of TALU funds for Lee County?
What is the total amount of TALU funds programmed in Lee County?
Were the SECTS Tax proceeds programmed according to statutory requirements?
What is Lee County's estimated allocation?
How much SECTS tax funds were programmed in Lee County?
What is the total amount of funds programmed to District wide projects? Or Boxes?
What percentage of the District's Work Program is allocated to Production Support vs. Construction?
What percentage is allocated to Maintenance?
What is the level of Transit in D-1? Is that more or less than the adopted work program levels?
How did that affect Lee County?

District 1 policy on maintaining pathways with in the FDOT right-of-way.

It has come to our attention that the scope of several of the programmed pathway projects has been changed to reflect 8 ft concrete instead of the requested 10 ft asphalt facilities. Has this affected every project (not just pathway projects but major construction projects as well) that are programmed along the State roads in the work program? If this is the case, we will need to update our Plans to reflect this as well, as this is not consistent with the MPO's Bicycle Pedestrian Master Plan and other adopted planning documents. In addition, as this will affect our local jurisdiction plans as well, we need something in writing to provide the District's rationale for the change before I go to them to ask them to change their adopted plans.

If you have any questions, please do not hesitate to contact me at 239-330-2241 or at dscott@leempo.com.

Sincerely,



Donald Scott
MPO Executive Director

Enclosures



P.O. Box 150045, Cape Coral, Florida 33915-0045 • (239) 244-2220 • www.leempo.com

January 15, 2014

Mr. Russ Muller
Florida Department of Transportation Southwest Area Office
Southwest Interagency Facility for Transportation (SWIFT)
10041 Daniels Parkway
Fort Myers, FL 33913

RE: Endorsement of FDOT'S 2014/2015 – 2018/2019 Tentative Work Program

Dear Mr. Muller:

At the Joint Lee and Charlotte MPO meeting held on December 13, 2013, the Lee County MPO Board endorsed the FY 2014/2015 through FY 2018/2019 Draft Tentative Work Program with the provision that FDOT address the staff comments that were submitted by letter and discussed at the meeting. The MPO Board and staff continues to appreciate the hard work that FDOT staff puts forward in the development of the work program to deliver our priority projects.

If you have any questions, please do not hesitate to contact me at 239-330-2241.

Sincerely,

A handwritten signature in blue ink that reads "Donald L. Scott".

Donald L. Scott
MPO Executive Director



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

ANANTH PRASAD, P.E.
SECRETARY

January 21, 2014

Mr. Don Scott, Executive Director
Lee County MPO
PO Box 150045
Cape Coral, FL 33915-004

**Re: Florida Department of Transportation Tentative Five-Year Work Program for
Fiscal Years 2015 through 2019**

Dear Mr. Scott:

Thank you and the Lee Metropolitan Planning Organization (MPO) Board for the opportunity to present the Florida Department of Transportation (FDOT) Tentative Five-Year Work Program for Fiscal Years 2015 through 2019. We appreciate the MPO Board's endorsement of the program and look forward to working with you as we implement these vital transportation projects within the region.

Your endorsement letter included several remarks regarding programmatic changes to the work program. In order to best address these various questions regarding funding types and allocations, your Community Liaison will schedule a meeting to review these individually. This will allow MPO staff time to fully discuss these projects.

Thank you for your continued cooperation. For additional information please contact Russ Muller, Community Liaison, at (239) 461-4300.

Sincerely,

Billy L. Hattaway, P.E.
District One Secretary

BLH/rdm

- c: Chris Smith, Transportation Development Director, FDOT
- Carmen Monroy, Southwest Area Office Director, FDOT
- Jennifer Stults, Intermodal Systems Development Manager, FDOT
- Laura Lockwood, Community Liaison Administrator, FDOT
- Russ Muller, Community Liaison, FDOT

Review and Approve Scope of Services for Local Government Revenue Source Research Support

RECOMMENDED ACTION: To review and approve the UPWP task work order for Tindale Oliver and Associates to research existing revenue sources that will help outline the level of funding we use in the in the development of the 2040 LRTP and to provide input for how we may want to proceed with funding in the future.

MPO staff worked with Tindale Oliver and Associates (TOA) to develop scope of services to research existing revenue sources that may be available for the development of the 2040 LRTP. The task will look at historical trends as well as future forecasts, as available and will be used to document the current applications of these local tax revenues in Lee County. In addition, descriptive summary information about each tax will be documented, including any limitations of the taxes, what they can be used for, and relative importance for local use to support transit services, among other requested information. TOA will utilize the results to assess the “pros and cons” of each revenue source and provide summary responses to a number of questions of interest from the Lee MPO. Among the key questions that the Lee MPO would like to have addressed are the following:

1. What level of funding could be generated from each source each year?
2. What is the projected level of growth (or decline) in each of the sources for Lee County in the coming years? In this regard, is it logical to assume that gas tax is a declining source?
3. How would a possible “swap” of sources work related to a sales tax being used to replace either some portion of the gas or ad valorem tax?
4. What portion of current ad valorem tax in Lee County could be realistically rolled back if an additional 1-cent sales tax were implemented? What are the pros and cons of this scenario?
5. What portion of current local option gas tax in Lee County could be realistically rolled back if an additional 1-cent sales tax were implemented? What are the pros and cons of this scenario?
6. Would the revenue from a 1-cent sales tax be able to sustain assumed transportation improvement needs AND offset the current toll revenues being generated on county bridges? Would it be sufficient to offset bridge revenues if a tax swap were applied, as well?

TOA will also look at other counties in the State that have been having similar discussions about the potential pursuit of a transportation-related sales tax. Up to three Florida-specific case studies will be documented briefly to detail what others are currently doing with regard to the same issues being analyzed.



SCOPE OF SERVICES
Local Government Revenue Source Research Support
(Draft 10/7/13)

Tindale-Oliver & Associates, Inc. (TOA) is pleased to submit a proposal to the Lee County Metropolitan Planning Organization (MPO) to provide research support on local government revenue sources. Because of past involvement in numerous transit projects in Lee County involving the consideration of a governance shift to a transit authority and the potential pursuit of a transit funding referendum, as well as TOA's significant public finance expertise, TOA is uniquely positioned to review and assess various local government funding sources and provide preliminary guidance on their use, benefits, and comparative revenue generation potential in the future, among other information for the Lee MPO and its governing board.

SCOPE OF SERVICES

The following proposed Scope of Services describes the tasks and resulting deliverables that will be completed as part of this brief local government revenue source research support effort for the Lee County MPO. Consistent with the direction provided by MPO staff, the effort will ultimately result in a brief memorandum documenting the various findings of the research. The tasks that will be conducted to conduct and document the research support are described in detail in the remainder of this scope of services. The proposal also includes the effort's corresponding budget and timeline.

TASK 1: Conduct Kick-Off Meeting Conference Call

A project kick-off meeting with Lee County MPO staff will be scheduled and conducted via conference call within one week of the issuance of a Notice to Proceed by the MPO. The purpose of the meeting primarily will be to review the scope of the effort to ensure agreement on the research and any related analysis to be completed during the project. Also, specific contacts for local sources of updated County revenue information will be discussed to facilitate subsequent data collection and ensure research results concurrence with any existing County revenue forecasts.

TASK 2: Collect Data & Conduct Research

Based on County contact information provided during the kick-off conference call and any other identified local resources that may benefit the effort, data collection will be completed. The State of Florida Department of Revenue resources also will be used, as well as other finance information that

TOA has collected and maintains. Specifically, information will be sought on the following three tax revenues for Lee County:

- Sales tax
- Ad valorem (property) tax
- Local Option Gasoline tax

Both historical observations as well as future forecasts, as available, will be used to document the current applications of these local tax revenues to Lee County. In addition, descriptive summary information about each tax will be documented, including any limitations of the taxes, what they can be used for, and relative importance for local use to support transit services, among other information. Current information about how each source is currently being utilized in Lee County also will be included in the documentation, included any bond issues that may be in place that rely on one or more of these sources for repayment purposes.

TASK 3: Assess Comparative Benefits and Impacts of Revenue Sources

Based on the information and findings resulting from Task 2, TOA will utilize the results to assess the “pros and cons” of each revenue source and provide summary responses to a number of questions of interest from the Lee MPO. Among the key questions that the Lee MPO would like to have addressed are the following.

- What level of funding could be generated from each source each year?
- What is the projected level of growth (or decline) in each of the sources for Lee County in the coming years? In this regard, is it logical to assume that gas tax is a declining source?
- How would a possible “swap” of sources work related to a sales tax being used to replace either some portion of the gas or ad valorem tax?
- What portion of current ad valorem tax in Lee County could be realistically rolled back if an additional 1-cent sales tax were implemented? What are the pros and cons of this scenario?
- What portion of current local option gas tax in Lee County could be realistically rolled back if an additional 1-cent sales tax were implemented? What are the pros and cons of this scenario?
- Would the revenue from a 1-cent sales tax be able to sustain assumed transportation improvement needs AND offset the current toll revenues being generated on county bridges? Would it be sufficient to offset bridge revenues if a tax swap were applied, as well?

The final set of questions that will need to be addressed as part of the research will be finalized with Lee MPO staff during the kick-off conference call and based on availability of the data.

TASK 4: Provide Florida Case Study Information

Several other counties in the State have been having similar discussions about the potential pursuit of a transportation-related sales tax. In this task, up to three Florida-specific case studies will be documented briefly to detail what others are currently doing with regard to the same issues being analyzed in Tasks 2 and 3 to the extent the information is readily available.

TASK 5: Prepare Summary Memorandum

Results of the data collection, analysis, research, and case studies from the previous tasks will be summarized in a memorandum-report. The summary memorandum will be forwarded in electronic format (PDF) to Lee MPO staff for consideration and comment. The comments and modifications recommended will be incorporated into a final version of the memorandum. The final memorandum will be provided to Lee MPO staff as an electronic copy (PDF) for subsequent reproduction and distribution. Additionally, TOA staff will attend one (1) meeting of the MPO Board to assist with a presentation of the information contained therein.

PROJECT SCHEDULE

The project will be completed within two months of Notice to Proceed. A project timeline will be prepared and reviewed as part of the kickoff meeting.

PROJECT BUDGET

The project budget is estimated at \$9,980, with the detailed breakdown of hours by each staff position indicated in Table 1. The project will be billed as a lump-sum contract using the current rates outlined in the Consultant's existing General Planning Consultant agreement with the Lee MPO. Monthly invoices will be provided, both to communicate progress made in each of the previous months as well as the percent complete for each previous month for billing purposes.

**Table 1
Local Government Revenue Source Research Support
PROJECT BUDGET**

Task	Task Descriptions	Principal \$220	Project Manager \$180	Planner \$100	Clerical \$65	Total Hours N/A	Total Cost N/A
Task 1	Conduct Kick-Off Meeting Conference Call					4	\$600
1.01	Schedule and Conduct Project Kick-off Meeting	1	1	2		4	\$600
Task 2	Collect Data & Conduct Research					22	\$2,285
2.01	Collect Local Revenue Data			6		6	\$600
2.02	Review State Department of Revenue Data			6		6	\$600
2.03	Document Application of Revenue Sources in Lee County			6	1	7	\$665
2.04	Review Results with Local Finance Representatives as a Logic Check	1		2		3	\$420
Task 3	Assess Comparative Benefits & Impacts of Revenue Sources					25	\$2,865
3.01	Summarize Pros and Cons of the Revenue Sources	1	1	8		10	\$1,200
3.02	Develop Cursory Responses to Key Lee MPO Revenue Questions	1	1	12	1	15	\$1,665
Task 4	Provide Florida Case Study Information					7	\$780
4.01	Briefly Document up to 3 Florida Case Studies (swap issue)		1	6		7	\$780
Task 5	Prepare White Paper					24	\$3,450
5.01	Prepare Draft White Paper Based on Results	1	1	8	1	11	\$1,265
5.02	Finalize White Paper Based on Lee MPO Comments	1	1	2	1	5	\$665
5.03	Attend 1 Meeting of MPO Executive Committee	6		2		8	\$1,520
	Total Hours	12	6	60	4	82	\$9,980
	Percent Distribution of Hours	14.6%	7.3%	73.2%	4.9%	100.0%	
	TOTAL PROJECT BUDGET						\$9,980

DISCUSSION ON THE ANALYSIS OF PROJECTS FOR THE 2040 LONG RANGE TRANSPORTATION PLAN

RECOMMENDED ACTION: To provide input on the analysis of projects that may be used to help the MPO Board, Public, Committee's and Staff determine what projects get included in the 2040 Long Range Transportation Plan.

One of the best practices that came out of the MPO Board presentations last year was the process that Nashville uses to analyze projects that are being considered during the development of the Long Range Transportation Plan (LRTP). The Nashville MPO developed project sheets that included many different data items, consistent with their goals, which were used to help determine why the project should be included in the LRTP. One of the important factors in this process was not just the identification of the evaluation criteria to show the need for the project but going through the process of having to request the project (instead of assuming it is included because it was in the previously adopted plan) and showing how the proposed project solves the issue that is being identified. Some type of similar process should provide a good opportunity for the person/agency/staff asking for the project to describe why they want it. The project evaluation criteria items that were used in Nashville are **attached** for the Executive Committee's review and discussion (evaluation factors, scoring criteria and sample candidate project).

Nashville Area MPO
2035 Regional Plan - Project Evaluation Factors
ENDORSED BY EXECUTIVE BOARD, MARCH 17, 2010

Factors in Evaluating Projects for the 2035 Regional Transportation Plan

1. Congestion Management

- a. What are the root causes of congestion in the vicinity of the project location (e.g., traffic volume, physical design, crashes, regulations, behavioral, freight, etc.)?
- b. Given the land uses, urban design and community goals for the project vicinity, what level of congestion is appropriate for the project and vicinity (i.e. some commercial centers/Downtowns need greater congestion for visibility/economic development)?
- c. How well does the project address those causes?
- d. How could the project be scoped to include congestion management solutions to optimize its benefit?

2. Multi-Modal Choices

- a. How well does the project introduce, support, or reinforce multiple transportation choices for people to access residences, jobs, schools, food, entertainment, etc?
- b. How can the project be scoped to incorporate facilities for and/or connections to non-motorized modes and transit?

3. Freight & Goods Movement

- a. How well does the project support or harm the movement of freight and goods through the region?
- b. How can the project be scoped to incorporate facilities that aid in the safe and efficient movement of freight?
- c. How can the project be scoped to balance the movement of freight and goods with other community goals?

4. Safety & Security

- a. How well does the project address safety concerns for all users?
- b. Is the project in a high-crash corridor?
- c. How can the project be scoped to increase safety of all users?
- d. How well does the project address security concerns?
- e. Does the project aid/ harm important evacuation routes?
- f. How can the project be scoped to features that help secure citizens and regional resources?

5. System Preservation

- a. How well does the project make use of limited financial resources to ensure the continued productivity of the existing transportation system?
- b. How can the project be scoped to include features the make the facility more efficient (e.g., ITS, design, materials, etc.)

6. Quality Growth/ Sustainable Land Development

- a. How well does the project encourage infill/ redevelopment?
- b. Do area plans call for mixed-used, higher density development? If so, how does the project complement these plans?
- c. Is the project encouraging growth in areas where growth is planned or desired?
- d. Conversely, is the project encouraging growth in areas where additional growth is not planned or desired?
- e. Does the project enhance or contribute to the form and function quality of the surrounding community?

7. Economic Prosperity

- a. How well does the project support or stimulate the local/ regional economy?
- b. How well does the project support freight movements?
- c. To what degree does the implementation of the project create jobs?
- d. How well does the facility connect people with opportunities to engage in economic activity?
- e. To what degree does the project aid in the region's economic competitiveness with other metro areas of the nation?
- f. Is the project supported by business leaders?

8. Health & Environment

- a. Does the project aid/ harm in the preservation of the region's natural or socio-cultural resources (e.g., open space, animal habitat, historic structures, places of worship, community centers, etc.)?
- b. How can the project be scoped to mitigate the negative impacts to valuable resources?
- c. How well does the project support efforts to reduce dependency on fossil fuels, particularly foreign oil?
- d. How well does the project support efforts to improve air and water quality?
- e. Does the project include facilities that provide opportunities for active transportation/ physical activity?
- f. Does the project aid/ harm the advancement of social justice and equal opportunity to destinations throughout the region?
- g. How can the project be scoped to mitigate any negative impacts to predominately low-income or minority communities or persons with a disability?

9. Local Support/ Consistency with Plans

- a. Is the project consistent with local, state, or other regional plans for growth and preservation (economic development, land use, natural features preservation, etc.)?
- b. Has the project been endorsed locally through the adoption of official instruments such as, but not limited to, a local major thoroughfare plan, transportation element of a comprehensive plan, or by resolution of the local governing body?
- c. If on a state-route, is the project endorsed or supported by TDOT?

Nashville Area Metropolitan Planning Organization
 2035 Regional Transportation Plan | Project Evaluation Criteria
 Endorsed by MPO Executive Board on March 17, 2010

EVALUATION CRITERIA	SCORE
TOTAL POSSIBLE POINTS	100
SYSTEM PRESERVATION & ENHANCEMENT	15
Project Improves Existing Route	+
Project Upgrades Route to Context Sensitive/ Prescribed Design Standards	+
Project Addresses Major Maintenance (e.g., bridge repair, etc.)	+
Project Integrates ITS Technology	+
Project Has Sustainable Operations/ Ongoing Maintenance Support	+
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY	15
Project Supports Quality Growth Principles	
Project Improves Accessibility and/or Connectivity to Existing Development	+
Project Located in Preferred Growth Area	+
Project Supports Infill/ Redevelopment	+
Project Incorporates Streetscaping/ Enhancements	+
Project Located Near Mixed-Use, High Density Areas	+
Project is Consistent with Desired Urban Design/ Form-Based Codes	+
Project Corrects Poor Storm water Flow/ Drainage	+
Project Improves Utility Location	+
Project Contributes to Grid Development/ Roadway Network Connectivity	+
Project Supports Existing or Planned Economic Development	
Project Located Near Existing Jobs	+
Project Located In High Job Growth Areas	+
Project Improves Multi-Modal Access to Jobs and Retail	+
Project Provides Improved/ New Access to Planned Growth Area	+
Project Endorsed by Local Chamber of Commerce	+
MULTI-MODAL OPTIONS	15
Project is Located within a Strategic Multi-Modal Corridor	
Route Includes Existing Transit Service	+
Route Includes Planned Transit Service	+
Route Includes Existing Pedestrian/ Bicycle Facilities	+
Route Includes Planned Pedestrian/ Bicycle Facilities	+
Project Incorporates Multi-Modal Solutions	
Project Improves Modal Conflict (e.g., traffic signals, grade separation, dedicated lanes)	+
Project Includes Transit Accommodations (e.g., pullouts, shelters, dedicated lanes, signal priority)	+
Project Includes Pedestrian Amenities (e.g., benches, bulb outs, pedestrian refuges, etc)	+
Project Includes Sidewalk Improvements (bonus for b+p priority)	+
Project Includes Bicycle Facility Improvements (bonus for b+p priority)	+
Project Makes a Connection to another Modal Facility	+
Project Includes Carpool Lane	+
CONGESTION MANAGEMENT	10
Project Addresses Corridor Congestion	
Top Priority - Appropriately Addresses MPO Base Year Congestion	+
Second Priority - Appropriately Addresses MPO 2015 Congestion	+
Third Priority - Appropriately Addresses MPO 2025 Congestion	+
Fourth Priority - Appropriately Addresses MPO 2035 Congestion	+
Appropriately Addresses Congestion as Identified by Other Study or Observation	+
Project Incorporates Congestion Management Strategies	
Geometrical Improvement	+
Grade Separation or Dedicated Travel Lanes for Individual Modes	+
Improvements to Access Management	+
ITS/ Signalization Improvement	+
Improvements to Turning Movements	+
Improves Parallel Facility/ Contributes to Alternative Routing	+
Provides Additional Non-Motorized Mode Capacity	+
Transit Capacity	+
Signage/ Wayfinding	+
Other Improvement	+
SAFETY & SECURITY	10
Project Addresses a High Crash Location	
Local High Crash Intersection	+
Local High Crash Corridor	+

EVALUATION CRITERIA	SCORE
MPO High Crash Intersection	+
MPO High Crash Corridor	+
State High Crash Corridor	+
Project Incorporates Safety Improvement Strategies	
Geometrical Improvement for Vehicular Safety	+
Geometrical Improvement for Bicycle or Pedestrian Safety	+
ITS/ Signalization Improvement	+
Signage/ Wayfinding	+
Bicycle or Pedestrian Facility Accommodations	+
Bicycle or Pedestrian Signage or Markings	+
Traffic Calming Techniques Appropriate to Facility Function	+
Other Improvement with Rationale to How the Project Improves Safety	+
Additional Safety & Security Elements	
Project Increases Safe Travel to Nearby School (within 3 Miles)	+
Project Addresses Security/ Emergency Responsiveness	+
FREIGHT & GOODS MOVEMENT	10
Route has Significant Truck Movements	+
Route is Anticipated to have Significant Truck Movements	+
Route Serves Major Shipping/ Distribution Center	+
Route will Serve Planned Major Shipping/ Distribution Center	+
Route Serves Intermodal Center (e.g., rail yard, port, etc.)	+
Project Improves a Designated Truck Route	+
Project Addresses Existing Freight/ Passenger Conflict	+
Project Provides Separation in Freight/ Passenger Movements (e.g., grade separation)	+
Project Design Accommodates Anticipated Freight Flows	+
Project Strategically Restricts Freight Movement for Safety or Congestion Management	+
Project Impedes Efficient Delivery of Goods	-
HEALTH & ENVIRONMENT	10
Project Improves Health & Environment	
Project Provides Increased Accessibility for Low-Income & Minority Communities	+
Project Corrects ADA Non-Compliance	+
Project Provides Transportation Choices for the Disabled	+
Project Provides Transportation Choices for Aging Population	+
Project Provides Transportation Choices in Health Impact Areas	+
Project Promotes Physical Activity	+
Project Reduces VHT/ VMT	+
Project Reduces Vehicle Emissions	+
Project Has Potential Consequences for Health & Environment	
Project Located Close to Natural Resources/ Environmental Constraints	-
Project Located Close to Socio-Cultural Resources	-
PROJECT HISTORY	10
Project Has Documented Local Support	
Local Governing Body Resolution of Support	+
Identified as Top Local Priority	+
Project Has Detailed Planning & Engineering Efforts	
Detailed Planning Report Conducted (e.g., TPR, IJS, AA, etc.)	+
Preliminary Engineering & Design Conducted	+
Project Has Documented Funding Support	
Project is on the federal-aid system	+
High Level of Local Participation (20+ percent of funding)	+
Local Funds Programmed/ Budgeted	+
State Funds Programmed/ Budgeted	+
Previously Included in MPO TIP or LRTP	+
CONSISTENCY WITH PLANS	5
Local Comprehensive Plan Transportation Priority	+
Local/ Regional Transit Plan Priority	+
Local/ Regional Bicycle & Pedestrian Plan Priority	+
ITS Architecture/ Master Plan Priority	+
Strategic Highway Safety Plan Priority	+
Other Official Planning Instrument	+

2035ID# 8	SR-10/US-231 South	SPONSOR Lebanon	COUNTIES Wilson	Road Widening
				HORIZON 2025

ROAD NAME:	SR-10/US-231 South	LENGTH (MILES):	2.20
FROM:	I-40	EXISTING#LANES:	2/3
TO:	Walnut Grove Rd.	FUTURE#LANES:	5
DESCRIPTION:	Widening of existing state route and federal highway		EX FCLASS: Rural Minor Arterial

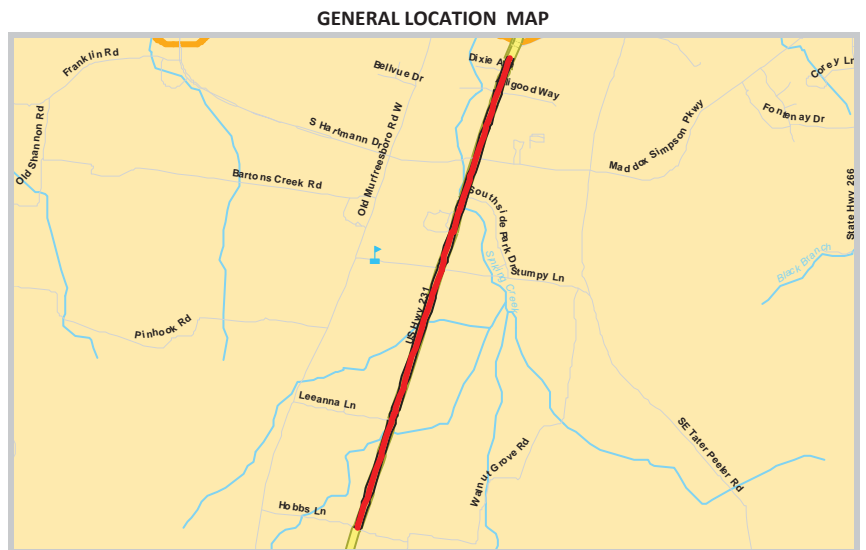
PURPOSE + NEED

PRIMARY: Mitigate Future Congestion
SECONDARY: Support Econ. Development, Improve Safety, Improve System Efficiency (Operations)
COMMENTS: Widen existing state route/federal highway to mitigate future congestion on this major connector between the cities of Lebanon and Murfreesboro. TDOT's Urban Functional Classification System designates US-231 as an Urban Principal Arterial. Based on US-231 South/SR-10 being a state and federal highway, we will be asking TDOT to be involved in the project, including assisting with funding. The city's adopted MTP designates US-231 as an arterial. The MTP recommends this project as a MEDIUM P RRIORITY and further states that the majority of this roadway currently operates at LOS C. Future land uses along this stretch no only include the existing residential development but also commercial, commercial/office, and residential mixed-use.

HISTORY	COST ESTIMATE	CONTACT
2030 LRTP: 7034	TOTAL COST (2010): \$12,100,000.00	NAME: Magi Tilton
PREVIOUS TIP:	YEAR OF EXPENDITURE: 2020	TITLE: Planning Director
STUDIES:	YOE COST ESTIMATE: \$17,910,955.85	AGENCY: City of Lebanon
FED AID ROUTE: YES	BASIS: Rough Planning Estimate	DEPT: Public Works - Engineering & Planning
SHOVEL READY:	FEDERAL SHARE: 100%	PHONE: (615) 444-3647
LOCAL SUPPORT:	FEDERAL COST (2010): \$12,100,000.00	EMAIL: tiltonm@lebanontrn.org
TDOT SUPPORT:	FEDERAL COST (YOE): \$17,910,955.85	
PRIOR WORK:	MATCH STATUS: No	

PROPOSED IMPROVEMENTS

PRIMARY WORK:	Road Widening	
OTHER WORK:		
LENGTH (MILES):	2.20	
PROPOSED F CLASS:		
PROPOSED X-SECT:	Continuous Center Turn Lane	
AREA TYPE (FAUB):	URBAN	
REALIGNMENT:	SIDEWALKS:	Y
WAYFINDING:	CROSS WALKS:	
ITS INTEGRATION:	BICYCLE LANE:	Y
SIGNALS:	SHARED LANE:	
CURB + GUTTER:	MULTI-USE TRAIL:	Y
STREETSCAPING:	TRANSIT LANES:	
BRIDGE REPAIR:	SIGNAL PRIORITY:	
HOV LANES:	BUS PULLOUT:	
ACCESS MNGT:	STOP AMENITIES:	



CONGESTION MANAGEMENT

CONGESTION YEAR (MODEL): 2035
 2008 PCT FREE FLOW 99%
 2035 PCT FREE FLOW 66%
 2008 V/C: 0.41
 2035 V/C: 0.90
 CRASHES per 1/10TH MI: 7.67
 2008 FREIGHT INDEX: 0.73
 2035 FREIGHT INDEX: 0.86
 CONSTRAINED CORRIDOR:

OTHER JUSTIFICATION:

CONTRIBUTORS:

SYSTEM PRESERVATION

EXISTING FUN CLASS: Rural Minor Arterial
 2008 VOL: 8,062
 2008 CLASS INDEX: 1.22
 2035 VOL: 15,627
 2035 CLASS INDEX: 1.46

IMPROVEMENTS ADDRESS:

GEOMETRIC DEFICIENCIES:
 DESIGN STANDARDS:
 AGE RELATED REPAIRS:
 ITS INTEGRATION:
 MULTI-MODAL UPGRADES:
 QoFL ENHANCEMENTS:

SAFETY + SECURITY

CRASHES per 1/10TH MI: 7.67
2006-08 annual average of crashes with known x/y for highest segment of project.
 TOTAL FATAL CRASHES: 1
 FATAL CRASHES INV B/P: 1
 FATAL CRASHES INV TRUCK: 0
2005-09 total count of those with known x/y along entire length of project.
 LOCAL HIGH CRASH AREA:
 STATE SAFETY CORRIDOR:
 BRIDGES + OVERPASSES: 2
 STRATEGIC HWY NETWORK: NO
 NATIONAL HIGHWAY SYS: NO
 EVACUATION CORRIDOR:

FREIGHT + GOODS MOVEMENT

2008 HEAVY TRUCK VOL: 130
 PERCENT OF FLOW: 2%
 2008 CLASS INDEX: 0.55
 2035 HEAVY TRUCK VOL: 219
 PERCENT OF FLOW: 1%
 2035 CLASS INDEX: 0.58
 2008 TOTAL TRUCK VOL: 618
 PERCENT OF TOTAL: 8%
 2008 CLASS INDEX: 0.73
 2035 TOTAL TRUCK VOL: 1,114
 PERCENT OF TOTAL: 7%
 2035 CLASS INDEX: 0.86
 DESIGNATED TRUCK ROUTE: State Route-TN

TRANSIT

EXISTING LOS:
 SERVICE AREA: RTA, MCHRA
 EXISTING FIXED-ROUTE: NO
 LATENT DEMAND:
 DESIRED LOS:
 PLAN:
 PLANNED IMPROVEMENTS:

PEDESTRIAN

PED LOS (LOWEST): E
 EXISTING FACILITY: N
 LATENT DEMAND: 23.78
 DEMAND PCTL: 25 to
 REGIONAL PLAN: Y
 LOCAL PLAN: Y
 BPAC SCORE: 35
 BPAC SCORE PCTL: 75 to 90

BICYCLE

BIKE LOS (LOWEST): C
 EXISTING FACILITY: N
 LATENT DEMAND: 3.02
 DEMAND PCTL: 25 to
 REGIONAL PLAN: Y
 LOCAL PLAN: Y
 BPAC SCORE: 31
 BPAC SCORE PCTL: 90 to 100

SUSTAINABLE DEVELOPMENT

FEDERAL AID URBAN AREA: PARTIALLY
 LOCAL URBAN GRTH BNDY: ENTIRELY
 ANALYSIS OF HHs and EMPLOYMENT WITHIN 1/2 MILE OF PROJECT:
 2008 HH DENSITY (SQMI): 151.01
 2035 HH DENSITY (SQMI): 226.85
 2008-35 HH GROWTH RATE: 50.22%
 2008 EMP DENSITY (SQMI): 521.48
 2035 EMP DENSITY (SQMI): 943.62
 2008-35 HH GROWTH RATE: 80.95%

ENVIRONMENT

ENV CONFLICT OVERLAP: YES
 ENV CHALLENGE OVERLAP: YES
 TITLE VI/ EJ AREA: 1/8
 HIGH RATE OF POVERTY: NO
 HIGH RATE OF MINORITY: NO
 SCHOOLS 1/4 MILE: 0
 RELIGIOUS CENTERS 1/4 MILE: 2

HEALTH

EMISSIONS REDUCTION:
 HEALTH IMPACT AREA:
 ACTIVE TRANSPORTATION: YES
 HIGH RATE OF ELDERLY: NO
 HIGH RATE OF DISABILITY: YES

2035ID# 8

SR-10/US-231 South

END OF LINE.

UPDATE AND DISCUSSION ON THE TIGER GRANT

DISCUSSION ITEM:

The Lee MPO was recently awarded a TIGER V grant of \$10.5 million by US DOT to implement the Lee County Complete Streets Initiative project. The project scope includes the construction of shared use paths, bike lanes, sidewalks, sidewalk connections, way-finding signs, bicycle parking, bus shelters and ADA compliant infrastructure. These improvements and enhancements are proposed along the Lee Tour De Parks Loop and the University Loop identified in the MPO Bicycle Pedestrian Master Plan, and along LeeTran's LINC and 60 bus routes.

The MPO staff has been holding weekly to bi-weekly meetings with the Federal Highway Administration to keep the project moving towards a successful implementation. The approval of funding for the up-front work has now been approved and staff is working with two of our General Planning Consultants to complete the environmental work and to develop the design-build criteria package.

