



## **JOINT CITIZEN ADVISORY COMMITTEE MEETING OF THE LEE COUNTY AND COLLIER METROPOLITAN PLANNING ORGANIZATIONS**

Estero Community Park & Recreation Center  
9200 Corkscrew Palms Boulevard, 103A  
Estero, Florida 33928

**March 7, 2013**  
**1:30 p.m.**

All meetings of the Joint Lee County and Collier County Technical Advisory Committees are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact **Ms. Meghan Marion at the Lee County MPO** at (239) 330-2242; or **Ms. Lorraine Lantz at the Collier MPO** at (239) 252-8192, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail [mmarion@leempo.com](mailto:mmarion@leempo.com) or [lrrainelantz@colliergov.net](mailto:lrrainelantz@colliergov.net).

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/she has been discriminated against because of race, color, religion, sex, age, national origin, disability of 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.

Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

- 1. Call to Order/Roll Call**
- 2. Election of a Chairperson**
- 3. Public Comments**
- 4. Approval of Agenda**
- 5. Action Items**
  - A. Prioritization and Approval of the Transportation Alternatives Program (TAP) Regional Pathways Priorities
- 6. Reports and Presentations**
  - A. Discussion on the Future Funding Opportunities for the Lee Collier (LinC) Transit Connection
  - B. Discussion on the Lee and Collier Reapportionment Letters and any Changes to Future Regional Activities
  - C. Update on the Long Range Transportation Plans for Old US 41 from US 41 in Collier County to Bonita Beach Road in Lee County
  - D. Presentation on the US41 / Bonita Beach Road Interchange ETDM Project
  - E. Update of Strategic Intermodal System (SIS) Projects and Plans
  - F. Discussion on the Development of Transportation Regional Incentive (TRIP) Priorities
  - G. Presentation on the River Of Grass Greenway Project
- 7. Florida Department of Transportation Report**
- 8. Transit Update**
- 9. Members' Comments**
- 10. Information Items**
- 11. Adjournment of Joint CAC meeting**

## **PRIORITIZATION AND APPROVAL OF THE TRANSPORTATION ALTERNATIVE PROGRAM (TAP) REGIONAL PATHWAYS PRIORITIES**

**RECOMMENDATION:** Consider the priority order and provide the Joint MPO Board a recommendation on the approval of the TAP Regional Lee and Collier Pathways projects (**attached**).

The Florida Department of Transportation (FDOT) did not fund any of the regional pathway projects that were prioritized in District 1 when it developed its Tentative Work Program last year. The FDOT has now indicated that it will consider programming these projects in the future using the State Portion of Transportation Alternative Program (TAP) funds allocated to District 1. For this year in Lee County, two of the three proposals from last year's joint regional pathway priorities are being re-submitted for possible District 1 TAP funds. In Collier County, the River of Grass Greenway proposal is being re-submitted as well.

All three projects are on the Lee-Collier Joint Regional Pathway Network. Regional projects, pursuant to the joint interlocal agreement between the Collier and Lee County MPOs, have to be jointly prioritized by both MPOs. The priority order from last year has been retained and is shown on the **attached** sheet. The Lee BPCC and Collier PAC are considering the priorities at their Joint meeting on February 26<sup>th</sup> and the results of that meeting will be reported at this meeting.

**ATTACHMENT:**

1. Proposed TAP Priority List

PROPOSED 2013 JOINT REGIONAL ENHANCEMENT PRIORITIES

Proposed 2013 Priority	2012 Priority	Project	From	To	Proposed Improvements	Next Unfunded Phase	Cost
1	1	US 41 River of Grass Greenway	CR 92	Marsh Trail Trailhead	12' Pathway (North Side)	Design	\$700,000
2	2	Abel Canal PD&E Study	Joel Blvd	Harnes Marsh	Pathway on Canal Right of Way	PD&E Study	\$300,000
3	4	Winkler Canal Feasibility Study	McGregor Avenue	Cleveland Avenue	Pathway on Canal Right of Way	Feasibility Study	\$250,000

## **DISCUSSION ON THE FUTURE FUNDING OPPORTUNITIES FOR THE LEE COLLIER (LINC) TRANSIT CONNECTION**

### **DISCUSSION ITEM:**

This item is to begin the discussions on identifying future funding opportunities for the Lee Collier transit connection (LinC). The LinC service runs from Immokalee Road east of US 41 in Collier County to the Coconut Point Mall in Lee County. Services from the two transit agencies, LeeTran and CAT, meet at a transfer point on the north side of Creekside Business Park. The transit route has now been operating for the last 16 months and is the second highest used route in Lee County.

The effort to get the two transit agencies connected along US 41 in north Collier County and south Lee County goes back several years. The two transit agencies were awarded a Service Development Grant (SDG) from FDOT to help get the service started but the transit agencies worked for over two years to get the necessary local match. The SDG included \$850,211 in FDOT funding and \$152,913 in Federal Transit Administration funding and required a 50% local match. The local match funding was worked out by realigning the Bonita Springs service and an Interlocal Agreement was drafted and the two transit agencies agreed on the final route. The agreement included the service connection being run by LeeTran and the purchase of a bus by Collier County.

The service began in October of 2011 and the SDG provided funding for the service for a period of two years. It is anticipated that the SDG funding will end in October 2013. Since the route is so popular, the two agencies would like to begin discussion as to how to continue the service.

## **DISCUSSION ON THE LEE AND COLLIER MPO REAPPORTIONMENT LETTERS AND ANY CHANGES TO FUTURE REGIONAL COORDINATION ACTIVITIES**

### **DISCUSSION ITEM:**

Both of the MPOs have received their letters (**attached** are both letters) from the FDOT Secretary outlining the apportionment process that the two MPO's need to comply with following the results of the 2010 census. The Cape Coral (Lee) and Bonita Springs (Collier) urbanized areas share a common boundary line along Williams Road in Estero. The letters discuss the sharing of urbanized boundaries and the possibility of combining MPOs or to substantiate that due to the size and complexity of the existing MPO areas, the designation of more than one MPO is more appropriate. In previous discussions, the Lee and Collier MPO Boards have indicated that they do not want to combine. Currently both MPO staffs are proceeding with responding to the letter consistent with that direction.

One of the tasks under this process is to identify whether there are any additional regional activities the two MPO's need to pursue to be consistent with federal and state laws in developing regionally significant priorities. As part of this process, the MPO's should identify how the current coordinated planning processes can be enhanced. The current Regional Lee and Collier MPO Transportation Planning and Coordination Agreement is **attached**, this agreement was first developed back in 2003 following the results of the 2000 census. The agreement describes how the two MPO's will coordinate regionally including conducting joint meetings, the development of the Long Range Transportation Plan and developing regional priorities such as the Transportation Regional Incentive Program (TRIP) and Strategic Intermodal System (SIS) priorities.

From our participation in the statewide workshops and discussions on this item, it has been evident that the Lee and Collier coordination agreement goes further than most other regional MPO agreements that are currently in place. Therefore, there may not need to be many major changes made to the agreement this time around. There are some other changes that are happening regarding the development of the Long Range Transportation Plan model, which may require some minor revision in that section of the Regional Agreement.

### **ATTACHMENT:**

1. Collier Apportionment Letter
2. Lee Apportionment Letter
3. Lee and Collier Joint Regional Transportation Planning and Coordination Agreement



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

January 11, 2012

The Honorable Jim Coletta  
Collier County Metropolitan  
Planning Organization  
2885 South Horseshoe Drive  
Naples, Florida 34104

Dear Commissioner Coletta:

Federal and state laws require that a metropolitan planning organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals, as defined by the U.S. Bureau of the Census. To the extent possible only one MPO shall be designated for each urbanized areas or group of contiguous urbanized areas. Where more than one MPO exists in an urbanized area, state law requires the MPOs to coordinate in developing regionally significant priorities.

The results of the 2010 Census illustrate the population growth in our urbanized areas have experienced over time and reveal the continued pattern of our urbanized areas growing together and, in many cases, sharing boundaries such as the Bonita Springs and Cape Coral urbanized areas. These patterns of regional growth require that we plan our transportation systems on a regional scale and effectively address regional transportation issues critical to supporting Florida's economic competitiveness and quality of life.

The designation or redesignation of a MPO requires agreement between the Governor and local governments representing 75 percent of the affected population including the largest incorporated city. The Governor and the MPO must also agree to the metropolitan planning area boundary and the voting membership of the MPO, which is reviewed in conjunction with the decennial census. Accordingly, based on the expected growth and development of the region, the department is requesting the Collier County MPO and Lee County MPO review and evaluate whether having multiple MPOs representing the shared urbanized areas is warranted. If it is determined that the existing MPOs should be consolidated, the local governments representing 75 percent of the affected population should adopt resolutions of support for a redesignation of the existing MPOs. Otherwise, if it can be substantiated that the size and complexity of the existing MPO planning areas make designation of more than one MPO appropriate, then the existing metropolitan planning area boundaries and Board membership apportionment plans should be reviewed to determine if any modifications are needed based on the 2010 Census.

The Honorable Jim Coletta  
January 11, 2013  
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In addition, the MPOs should identify how the current coordinated planning processes can be enhanced, including agreement on transportation priorities for regionally significant projects.

On behalf of the Governor, the department will consult with representatives of existing MPOs regarding these important issues. The input received as a result of this consultation process ensures that the views of all affected parties are given full consideration as the Department develops final recommendations to the Governor.

Enclosed are relevant excerpts of federal and state laws, federal regulations, and other information to assist in this effort. The Department of Transportation's district staff will be contacting your staff in the near future to initiate the consultative process requested by the Governor. Any needed modifications to MPO designations, boundary maps, membership apportionment plans, and coordinated planning activities should be forwarded no later than July 1, 2013, to Ms. Yvonne Arens, 605 Suwannee Street, M.S., 28, Tallahassee, Florida 32399-0450.

If you have any questions, please contact Ms. Yvonne Arens, MPO Administrator at (850) 414-4816, or by email at [yvonne.arenas@dot.state.fl.us](mailto:yvonne.arenas@dot.state.fl.us).

Sincerely,



Ananth Prasad, P.E.  
Secretary

AP:kn

Enclosures

cc: Billy Hattaway, District One Secretary  
Lucie Ayer, Director, Collier County MPO  
John F. Sorey III, Mayor, City of Naples  
Bill Moss, Administrator, City of Naples  
Yvonne Arens, MPO Administrator  
Howard Glassman, MPOAC



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

January 11, 2013

The Honorable John Sullivan, Mayor  
Lee County Metropolitan  
Planning Organization  
P.O. Box 150045  
Cape Coral, Florida 33915

Dear Mayor Sullivan:

Federal and state laws require that a metropolitan planning organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals, as defined by the U.S. Bureau of the Census. To the extent possible only one MPO shall be designated for each urbanized areas or group of contiguous urbanized areas. Where more than one MPO exists in an urbanized area, state law requires the MPOs to coordinate in developing regionally significant priorities.

The results of the 2010 Census illustrate the population growth in our urbanized areas have experienced over time and reveal the continued pattern of our urbanized areas growing together and, in many cases, sharing boundaries such as the Bonita Springs and Cape Coral urbanized areas. These patterns of regional growth require that we plan our transportation systems on a regional scale and effectively address regional transportation issues critical to supporting Florida's economic competitiveness and quality of life.

The designation or redesignation of a MPO requires agreement between the Governor and local governments representing 75 percent of the affected population including the largest incorporated city. The Governor and the MPO must also agree to the metropolitan planning area boundary and the voting membership of the MPO, which is reviewed in conjunction with the decennial census. Accordingly, based on the expected growth and development of the region, the department is requesting the Lee County MPO and Collier County MPO review and evaluate whether having multiple MPOs representing the shared urbanized areas is warranted. If it is determined that the existing MPOs should be consolidated, the local governments representing 75 percent of the affected population should adopt resolutions of support for a redesignation of the existing MPOs. Otherwise, if it can be substantiated that the size and complexity of the existing MPO planning areas make designation of more than one MPO appropriate, then the existing metropolitan planning area boundaries and Board membership apportionment plans should be reviewed to determine if any modifications are needed based on the 2010 Census.



The Honorable John Sullivan

January 11, 2013

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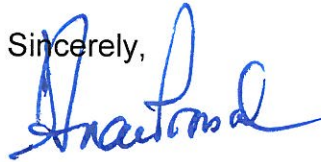
In addition, the MPOs should identify how the current coordinated planning processes can be enhanced, including agreement on transportation priorities for regionally significant projects.

On behalf of the Governor, the department will consult with representatives of existing MPOs regarding these important issues. The input received as a result of this consultation process ensures that the views of all affected parties are given full consideration as the Department develops final recommendations to the Governor.

Enclosed are relevant excerpts of federal and state laws, federal regulations, and other information to assist in this effort. The Department of Transportation's district staff will be contacting your staff in the near future to initiate the consultative process requested by the Governor. Any needed modifications to MPO designations, boundary maps, membership apportionment plans, and coordinated planning activities should be forwarded no later than July 1, 2013, to Ms. Yvonne Arens, 605 Suwannee Street, M.S., 28, Tallahassee, Florida 32399-0450.

If you have any questions, please contact Ms. Yvonne Arens, MPO Administrator at (850) 414-4816, or by email at [yvonne.aren@dot.state.fl.us](mailto:yvonne.aren@dot.state.fl.us).

Sincerely,



Ananth Prasad, P.E.  
Secretary

AP:kn

Enclosures

cc: Billy Hattaway, District One Secretary  
Donald Scott, Director, Lee County MPO  
John Sullivan, Mayor, City of Cape Coral  
John Szerlag, Administrator, City of Cape Coral  
Yvonne Arens, MPO Administrator  
Howard Glassman, MPOAC

**INTERLOCAL AGREEMENT FOR JOINT REGIONAL  
TRANSPORTATION PLANNING AND COORDINATION BETWEEN  
THE COLLIER AND LEE COUNTY MPOS**

**AMENDED March 20, 2009**

This INTERLOCAL AGREEMENT (hereinafter the Agreement) is made and entered into as of March 20, 2009 by and between the Collier Metropolitan Planning Organization (hereinafter the Collier MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

**Whereas**, the Lee County and Collier Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral and Bonita Springs-Naples Urbanized Areas; and

**Whereas**, the 2000 Census, while identifying distinct and separate Bonita Springs-Naples and Cape Coral Urbanized Areas, also determined that the Naples Urbanized Area had expanded into the metropolitan planning area of the Lee County MPO to become the Bonita Springs-Naples Urbanized Area; and

**Whereas**, the elected and appointed officials comprising the policy boards of the Collier MPO and the Lee County MPO recognize the benefits of regional cooperation; and

**Whereas**, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff not to pursue consolidation of the MPOs or alter their common metropolitan planning area boundary; and

**Whereas**, on October 17, 2002, at a joint meeting, the members of the Collier MPO and Lee County MPO voted unanimously for staff to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

**Whereas**, by Joint Resolution 2003-1 adopted on February 14, 2003 by the Collier MPO and on March 21, 2003 by the Lee County MPO the parties agreed that the MPOs would continue coordination efforts by having a member of each MPO's staff serve as a voting member of the other's technical advisory committee and by holding joint MPO policy board meetings at least annually, and when necessary to resolve otherwise irresolvable differences; and

**Whereas**, staff and policy board members from both the Collier and Lee County MPOs also already coordinate regional transportation issues through participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, and the Southwest Florida Regional Planning Council (SWFRPC); and

**Whereas**, the Collier and Lee County MPOs are currently cooperating with each other in the development of a single bi-county travel demand model for use in the 2035 updates of both their long range transportation plans; and

**Whereas**, the Collier MPO and Lee County MPO both received letters from the District One Secretary in October 2003 asking them to enter into a more formal interlocal agreement to develop a joint long range transportation plan, joint regional priorities, a joint regional public involvement process, and a joint regional model, and specifying time frames for their completion; and

**Whereas**, at their October 17, 2003 joint meeting, the Collier and Lee County MPOs directed their staffs to develop such an agreement; and

**Whereas**, the Collier and Lee County MPOs executed such an agreement on January 27, 2004 and amended it in January 2006; and

**Whereas**, certain provisions of the amended agreement now need updating;

**NOW, THEREFORE**, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Collier MPO and Lee County MPO hereby agree as follows:

**Section 1. Authority.** This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organization, and 163.01, Florida Statutes, relating to interlocal agreements.

**Section 2. Purpose.** The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Collier and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. 450.312, and the goals and requirements of the Transportation Equity Act for the 21<sup>st</sup> Century and its successor legislation. More specifically, this Agreement establishes the commitment by the parties to develop joint regional transportation planning products and processes for the bi-county region of Collier and Lee Counties and provides targeted timeframes for the accomplishment of these products and processes. This Agreement incorporates the provisions of and supersedes Joint Resolution 2003-1 of the Collier and Lee County MPOs.

**Section 3. Staff-level Coordination.** Each party will continue to maintain a representative of the other party's staff agency as a voting member of its Technical Advisory Committee.

**Section 4. Joint Meetings and Quorum Requirements.** Joint meetings of the governing boards, and advisory committees of the Collier and Lee County MPOs will be held at least annually. Quorum requirements for each MPO's Technical Advisory Committee at the joint

meetings will be ½ its membership after leaving out the FDOT, SWFRPC and MPO staff representatives from the quorum calculations. However, during voting on any items, while the FDOT and SWFRPC representatives will each have a single vote, MPO representatives will abstain from voting as they provide the administrative support at these meetings. Quorum requirements for each MPO's Citizens Advisory Committee at the joint meetings will be seven (7) for the Lee CAC and four (4) for the Collier CAC.

**Section 5. Planning Products and Timeframes.** The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning products by the target dates set out by each product described below:

**(a) Joint Regional Transportation Model**

The parties are working together to develop a coordinated update to the bi-county model to 2035 using the same consultant. The 2035 Long Range Transportation Plans are targeted to be completed by December 2010.. The standing joint Model Coordination Committee, comprising representatives of the Collier MPO, Lee County MPO, Collier County Department of Transportation, Lee County Department of Transportation, a City representative from each MPO, Southwest Florida Regional Planning Council, and FDOT, will oversee and coordinate the development, validation, use, maintenance, and future improvement of this model. The parties agree to continue to support and coordinate all travel demand modeling activities through this committee, which will continue to meet at least twice a year to maintain and update the joint model.

**(b) Joint Regional Long Range Transportation Plan (LRTP)**

The parties will continue to maintain and update as necessary the Joint Regional Multi-Modal Transportation System. The system will continue to remain a component of each MPO's LRTP and will continue to identify a two-tiered network of regionally significant transportation corridors, facilities, and services. The first order network comprises those corridors, facilities, and services that are of importance and concern to both parties. The second order network comprises the remaining corridors, facilities, and services deemed regionally significant. This system may subsequently be reconsidered and revised as necessary, at the request of either MPO.

During the development of each MPO's 2035 LRTP update, the parties agree to identify where improvements to the first order network may be needed, to propose and test appropriate alternative system improvements, and update the current joint regional long range transportation plan addressing those needs. The parties further agree to incorporate this regional plan in the updates of their own LRTPs, and to agree on any

refinements or modifications to the regional plan that either MPO may wish to include in its LRTP prior to or concurrent with the adoption of their LRTPs. The joint regional long range transportation plan shall be published in and adopted as part of each MPO's LRTP. The target date for adoption of the initial LRTPs thus coordinated is December 2010.

The parties agree that subsequent amendments to their LRTPs affecting the joint regional long range transportation plan must be approved by both MPOs' governing boards.

**(c) Joint Regional Project Priorities**

On the basis of the Joint Regional Multi-Modal Transportation System addressed in paragraph 5(b) above, the MPOs agree to continue adopting priorities for funding unprogrammed improvements on the identified first order network that will be competing for statewide discretionary funding within the next six fiscal years, and include said projects in the respective MPO's project priorities adopted in the summer. The MPOs also agree to continue adopting priorities jointly for improvements to transportation facilities and services on the identified first and second order networks that are competing for funding through the state's Transportation Regional Incentive Program (TRIP). Both sets of Joint Regional Project Priorities must be adopted by each MPO's governing board. Either MPO governing board may require that the Joint Regional Project Priorities be reconsidered at any time. This collaboration and the products developed will recur each subsequent year during the duration of this Agreement and will be a continuing obligation and commitment.

**(d) Joint Regional Public Involvement Process Component**

The parties will collaborate to maintain the Joint Regional Public Involvement Component which shall continue to be included in each MPO's existing Public Involvement Plan. This Joint Regional Component prescribes public notice and outreach actions and measures to assure public access and involvement for all joint regional activities including development of the Joint Regional Long Range Transportation Plan component and annual regional priority list within the bi-county area. Any amendments to this Joint Regional Public Involvement Process Component must be approved by both MPO's governing boards'.

**(e) Joint Regional Web Page**

The parties will collaborate to maintain the Collier and Lee County MPO Joint Regional Web Page. The Web Page is hosted in the Lee County MPO Web Site, and maintained and updated as necessary by Lee County MPO staff. A link to this web page will continue to be provided in the Collier MPO Web Site.

**Section 6. Staff Services and Costs.** The directors and staffs of each MPO will be responsible for development and maintenance of the joint regional products identified in this Agreement, subject to review and final approval by each MPO governing board. In this regard, each MPO will cooperate to assign and share equitably the needed staff resources to accomplish these regional efforts as specified in their respective Unified Planning Work Programs (UPWP). The cost of staff or consultant services provided by one party for the mutual benefit of both parties shall be split between the parties in proportion to their annual allocations of FHWA planning funds as shown in their latest adopted Unified Planning Work Programs. Similarly, direct costs for the joint regional efforts and products identified in this Agreement will be split between the parties in proportion to their annual allocations of FHWA planning funds.

Either party may also provide staff services to, or provide for the use of its consultants by, the other party, in which event the benefiting party shall reimburse the party providing the services for its full cost of the services rendered, including any associated direct expenses and any applicable share of personnel benefits and allocated indirect costs. The parties agree to invoice each other at the end of each monthly or quarterly accounting period for all expenses thus incurred on the other's behalf during that period. The parties further agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking federal, state and local funding for the joint regional products to be developed.

**Section 7. Conflict Resolution.** The parties to this Agreement concur that if an issue is otherwise irresolvable, their staffs will organize a joint meeting of the MPO governing boards to resolve said matter. If the parties are unable to resolve the issue at the joint meeting, they agree to submit the issue to the Southwest Florida Regional Planning Council for non-binding arbitration. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek declaratory judgment as provided in Chapter 86, Florida Statutes.

**Section 8. Duration of Agreement.** This Agreement shall have an initial term of five (5) years, commencing on the date first above written, and shall automatically renew at the end of five (5) years for an additional five (5)-year term and every five years thereafter unless terminated or rescinded as set out in Section 10, herein. Prior to the end of each five (5)-year term, the parties shall reexamine the terms hereof for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

**Section 9. Modification.** This Agreement may be modified at any time, but only by a new or addendum interlocal agreement duly signed by both parties.

**Section 10. Termination-Rescission.** This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

**Section 11. Liability.** The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between one or more of the parties by the actions or omissions of its individual employees or

agents acting pursuant to the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes each party agrees to indemnify, hold harmless and defend the other party against any claims or causes of action based upon the individual acts or omissions of its employees or agents.

**Section 12. Notice.** Any notice provided for herein, including the written notice referenced in Section 10 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:

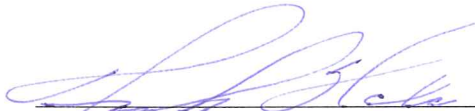
Director  
Collier MPO  
2885 South Horseshoe Drive  
Naples, Florida 34104

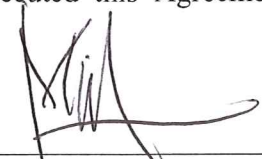
Director  
Lee County MPO  
1926 Victoria Avenue  
Fort Myers, Florida 33901-3414

Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.

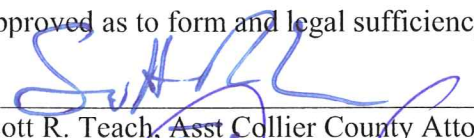
As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Collier and Lee Counties, Florida.

IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized officials as of the day and year written below.

  
\_\_\_\_\_  
Commissioner Halas, Chair  
Collier MPO  
March 20, 2009

  
\_\_\_\_\_  
Michael Flanders, Chair  
Lee County MPO  
March 20, 2009

Approved as to form and legal sufficiency:

  
\_\_\_\_\_  
Scott R. Teach, Asst Collier County Attorney

  
\_\_\_\_\_  
Jed Schneck, Lee County MPO Attorney

**UPDATE ON THE LONG RANGE TRANSPORTATION PLANS FOR OLD US 41  
FROM US 41 IN COLLIER COUNTY TO BONITA BEACH ROAD IN LEE COUNTY**

**DISCUSSION ITEM:**

In December 2010, the Collier MPO Board adopted the 2035 Long Range Transportation Plan (LRTP). The Collier MPO has been developing a Minor Update to the 2035 LRTP and is expected to adopt it on March 8<sup>th</sup>.

The Collier MPO has moved the Project Development and Environmental (PD&E) and Project Engineering (PE) phases of the Old US 41 project from US 41 to the Collier/Lee County Line into FY2016-2020 and the Right-of-Way (ROW) and Construction (CST) phases into FY 2021-2025.

The Old US 41 project in Lee County is currently unfunded in the Lee 2035 LRTP.

Staff from Lee and Collier MPOs will briefly discuss the future implications of these actions.



## **PRESENTATION ON THE US 41/BONITA BEACH ROAD INTERCHANGE ETDM PROJECT**

### **DISCUSSION ITEM:**

Florida's Efficient Transportation Decision Making Process (ETDM) was created in response to federal Environmental Streamlining and concerns from citizens and agencies regarding the amount of time it takes to implement transportation projects. Transportation projects often took over 10 years to implement from the identification of a transportation need to project construction. Furthermore, the Florida Department of Transportation (FDOT), resource agencies, citizens, and non-governmental organizations often recognized inefficiencies in the implementation of the federal environmental project review process.

The ETDM Process links transportation, land use, and environmental resource planning initiatives through early, interactive agency and community involvement. FDOT has implemented this process in an effort to improve decision making by reducing time, effort, and cost in delivering transportation projects. Efficiency is gained through a pre-screening field review as well as a two-step screening and permitting process that is built into the planning and project development of transportation projects.

FDOT is requesting agency and public input on the #6291 US 41 interchange at CR 765/Bonita Beach Road Project.

Residents, business owners, and other community stakeholders are often familiar with the conditions and dynamics of the area. Input in the early phases of project planning affords the community an opportunity to consider the project in its most conceptual form and help shape project features in later project phases or develop project alternatives.



# Florida Department of Transportation District One Efficient Transportation Decision Making Process

Collier Metropolitan Planning Organization  
&  
Lee County Metropolitan Planning Organization

*Joint Technical Advisory Committee Meeting/  
Joint Citizens Advisory Committee Meeting*

March 7, 2013



## Goals of ETDM Process

- ❖ Earlier identification & consideration of potential environmental effects
- ❖ More efficient planning & project development
  - Build on input at each stage
  - Stop investing time/money if fatally flawed
  - Don't continue to address if a non-issue
- ❖ Obtain permits earlier
- ❖ Meaningful Dispute Resolution



## How is this Accomplished?

- ❖ Early, continuous involvement of resource agencies, public, MPOs, & FDOT
  - Implement Planning & Programming Screens
- ❖ Use of Environmental Screening Tool to enhance analysis of impacts & record results of screening phases
  - Document project life



## LRTP Development

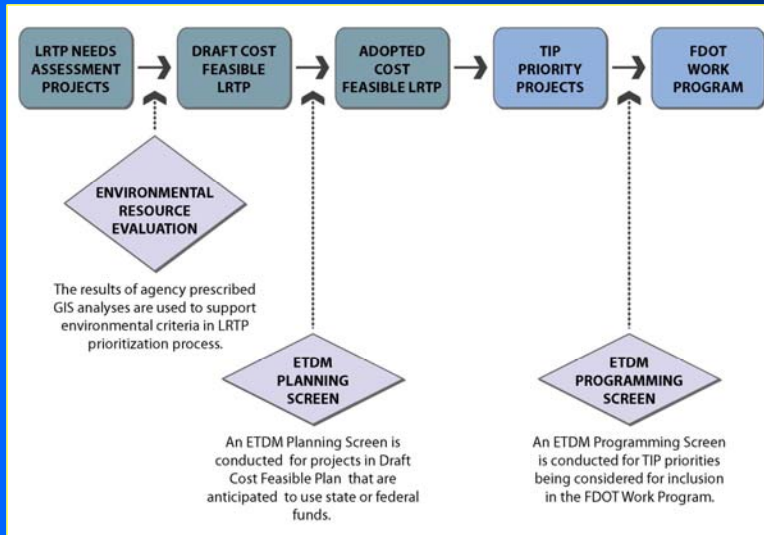
### SAFETEA-LU & MAP-21 Provisions

- ❖ Identify potential environmental mitigation strategies & potential areas to carry out these activities
- ❖ Consider conservation plans and natural & historic resources in strategy development
- ❖ Provide opportunities for public & agency participation in development of project Purpose & Need





## Florida's ETDM Process



## Planning Screen

- ❖ Identify fatal flaws
- ❖ Assess potential preliminary direct & indirect effects
- ❖ Assign initial Degree of Effect
- ❖ Provide avoidance/minimization/mitigation measures
- ❖ Document results in Planning Screen Summary Report



## Programming Screen

- ❖ Update direct & indirect effects evaluation
- ❖ Document Degree of Effect
- ❖ Refine avoidance/minimization/mitigation measures
- ❖ Identify technical studies & permits for project scope/Class of Action
- ❖ Participate in Dispute Resolution Process
- ❖ Document results in Programming Screen Summary Report



## Environmental Screening Tool (EST)

### Interactive Web-Based Application

- ❖ Integrates data from multiple sources
- ❖ Analyzes environmental effects
- ❖ Communicates information
- ❖ Stores & reports results
- ❖ Maintains project records & agency commitments





## Issues Agencies Comment On

- ❖ Aesthetic Effects
- ❖ Air Quality
- ❖ Coastal & Marine
- ❖ Contamination
- ❖ Economic
- ❖ Farmlands
- ❖ Floodplains
- ❖ Historic & Archaeological Sites
- ❖ Infrastructure
- ❖ Land Use Changes
- ❖ Mobility
- ❖ Navigation
- ❖ Noise
- ❖ Recreation Areas
- ❖ Relocation Potential
- ❖ Section 4(f) Potential
- ❖ Social
- ❖ Special Designations  
(Outstanding Florida Waters/  
Aquatic Preserves/ Scenic Highways/  
Wild & Scenic Rivers)
- ❖ Water Quality & Quantity
- ❖ Wetlands
- ❖ Wildlife & Habitat



## Degree of Effect

Not Applicable / No Involvement	Not applicable or no involvement by agency
None	No effect on resources
Enhanced	Positive effect on resources
Minimal	Little adverse effect on resources
Moderate	Resources are affected; avoidance, minimization options available
Substantial	Substantial adverse resource effects; avoidance, mitigation options available; agency interaction required
Potential Dispute (Planning Screen)	Does not conform to agency requirements
Dispute Resolution (Programming Screen)	



## MPO Role in ETDM Process

- ❖ Project identification
- ❖ Inventory community characteristics/  
Provide contextual information
- ❖ Identify sociocultural issues/effects
- ❖ Provide additional data sources
- ❖ Document community concerns
- ❖ Project feedback



## US 41 Interchange at CR 865/Bonita Beach Road

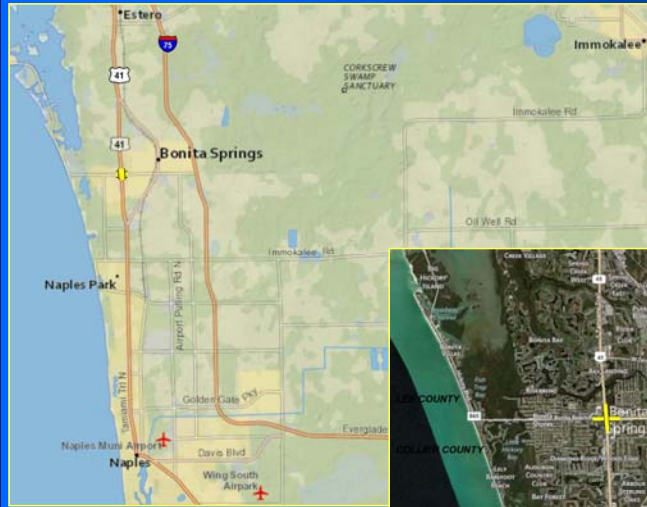
- ❖ ETDM #6291
- ❖ Lee County
- ❖ New 4-lane overpass
- ❖ Planning Screen conducted in 2005
- ❖ Conduct Programming Screen



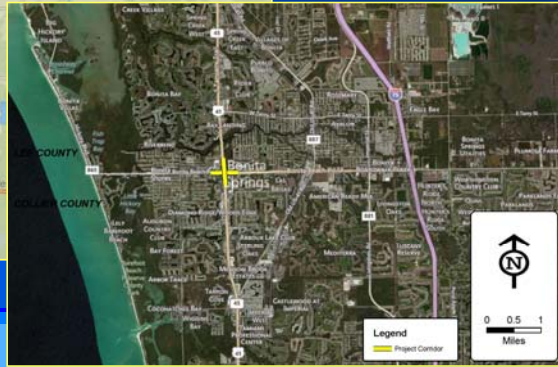
US 41 at Bonita Beach Road



# US 41 Interchange at CR 865/Bonita Beach Road



## Project Location



# US 41 Interchange at CR 865/Bonita Beach Road

## Purpose of the Project

- ❖ Alleviate traffic & accommodate projected travel demand
- ❖ Enhance regional mobility
- ❖ Enhance emergency evacuation & safety conditions
- ❖ Improve multi-modal access

Traffic on Bonita Beach Road approaching US 41



Evacuation route sign on US 41







## US 41 Interchange at CR 865/Bonita Beach Road

### Need of the Project

- ❖ **Capacity/Transportation Demand:**
  - *Increase operational capacity to meet future travel demand & relieve congestion on parallel facilities (I-75)*
- ❖ **System Linkage:**
  - *Improve north-south access between Collier, Lee, & Charlotte Counties*
  - *Improve direct access to beaches/tourist destinations (Fort Myers Beach)*



Traffic on US 41 at Bonita Beach Road



Bonita Beach Trolley transit sign on Bonita Beach Road



## US 41 Interchange at CR 865/Bonita Beach Road

### Need of the Project

- ❖ **Safety:**
  - *Increase the volume of residents & tourists that can be evacuated during an emergency event by providing improved capacity on designated evacuation routes (US 41 & Bonita Beach Road)*
  - *Reduce pedestrian, bicycle, & vehicle conflicts*
- ❖ **Modal Interrelationships:**
  - *Improve transit service operation on US 41 & Bonita Beach Road (LinC 600 & Route 150) by reducing delays at intersection*



Bicyclist crossing US 41 at Bonita Beach Road



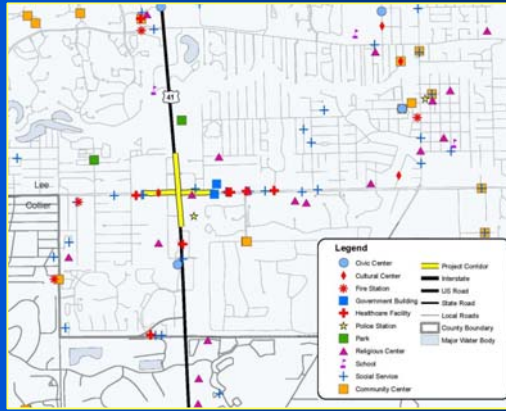
Transit stop on Bonita Beach Road



# US 41 Interchange at CR 865/Bonita Beach Road

## Community/Cultural Considerations

- Commercial uses primarily present along both roadways
- Community features:
  - Bonita Springs City Hall
  - Bonita Springs Public Works
- Few natural resources
- Heavy pedestrian/bicycle traffic
- Limited proximate cultural resources
- Potential access restrictions to businesses
- Potential need for right-of-way
- Drainage & signalization to be addressed



# US 41 Interchange at CR 865/Bonita Beach Road

## Environmental Considerations

- Within Consultation Areas for:
  - American Alligator
  - Florida Scrub Jay
- Within Core Foraging Area of two active nesting Wood Stork colonies
- Suitable Wood Stork habitat within drainage ditch along east side of US 41
- Bald eagle nest LEO50 (last known active in 2009) ~1000' west of project
- Outstanding Florida Water tributary to Estero Bay is 1/2-mile north of project intersection





# US 41 Interchange at CR 865/Bonita Beach Road

## Planning Screen Summary Degrees of Effect

	Project Segment
Air Quality	Minimal
Coastal & Marine	Minimal
Contaminated Sites	Minimal
Farmlands	None
Floodplains	Moderate
Infrastructure	None
Navigation	None
Special Designations	None
Water Quality & Quantity	Minimal
Wetlands	Minimal
Wildlife & Habitat	Minimal
Historic & Archaeological Sites	None
Recreation Areas	None
Section 4(f) Potential	None
Aesthetics/Noise	Minimal
Economic	Enhanced
Land Use	Minimal
Mobility	Enhanced
Relocation	Minimal
Social	Minimal
Secondary & Cumulative Effects	Minimal



# Discussion

## **UPDATE OF STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS AND PLANS**

**RECOMMENDATION:** Review and discuss the updated Strategic Intermodal System (SIS) priority list.

The Strategic Intermodal System (SIS) is a statewide network of high priority transportation facilities, including the State's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Currently, interstate 75 and State Road 80 are part of the Florida SIS network. State Road 29 and State Road 82 have both been identified as emerging SIS facilities.

FDOT is in the process of completing the development of the SIS cost feasible plan. A draft of the plan has been presented for discussion to the individual committees.

There are currently two projects in Collier County:

- I-75 from N of SR 951 to S of Golden Gate – the Right-of-Way and Environmental phases are scheduled for FY2020. The Construction phase is scheduled for FY2022.
- I-75 at SR 951 – the design phases are scheduled from FY2013 – 2015, the Right-of-Way phase is scheduled for FY2019 and the Construction phase is scheduled from FY2024-2030. ***Collier MPO suggests moving the construction phase of this project into FY2023.***
- ***Collier MPO also suggests adding the SR 82 PE and ROW phases in the funded first ten year periods.***

There are currently three projects in Lee County:

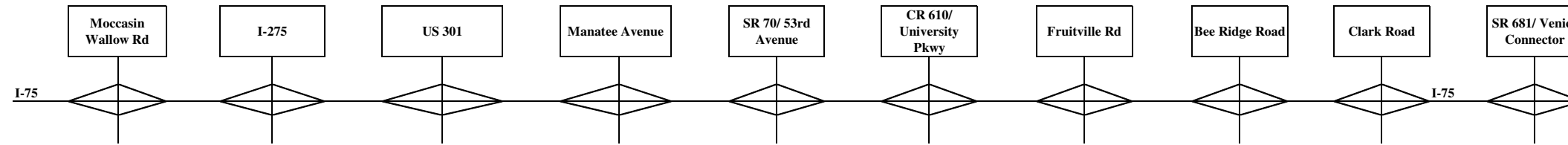
- I-75 at SR 884 Interchange – the Right-of-Way and Environmental phases are scheduled for FY2024-2030. The Construction phase is scheduled for FY2031-35.
- I-75 at Daniels Parkway Interchange - the Construction phase is scheduled for FY2024-30.
- I-75 at Corkscrew Interchange - the Construction phase is scheduled for FY2024-30.

**ATTACHMENT:**

1. FY2014 Tentative SIS Priority Plan



I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



Area Type	Rural	Urban								Rural	
LOS Standard	LOS C	LOS D								LOS C	
Existing No. of Lanes	6 Lanes	8 lanes	6 lanes								
Interchange Spacing (mile)	10.8	1.3	3.9	3.7	3.6	3.7	3.5	2.7	2.0	5.4	
2011 AADT (FTI DVD)	50,000	57,000	77,000	90,500	96,000	101,500	109,500	104,000	89,715	81,000	
6- Lane LOS Threshold	86,600	110,300	110,300	110,300	110,300	110,300	110,300	110,300	110,300	86,600	
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2039	NA	2030	2021	2019	2016	2012	2014	2022	2015
	Potential Phasing of Improvements (6 Lanes to 8 Lanes)	3	NA	3	2		1		2	1	
8- Lane LOS Threshold	115,600	146,500	146,500	146,500	146,500	146,500	146,500	146,500	146,500	115,600	
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2054	2059	2044	2036	2033	2030	2026	2029	2036	2029
	Potential Phasing of Improvements (8 Lanes to 10 Lanes)	3	4	3	2		1		2	1	

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

**METHODOLOGY:**

Historical AADT data gathered from the 2011 FTI DVD was used to develop linear growth rates for each segment. Recent studies were reviewed and the LC-SMC model was used to calculate model growth rates between existing 2011 AADTs and 2035 forecasts. Population growth rates were calculated using Census data from 2000 and 2010 and BEBR Medium Forecast data for projections from 2010 to 2035. The Recommended Growth Rate was developed with consideration for historical traffic growth (FTI DVD), and historical population growth and population projections (BEBR).

**CONCLUSIONS:**

The potential phasing of improvements was determined by grouping freeway segments by year of needed improvement, such that each segment on the phase typically needed improvement within the same 10-year period.

**8-Laning:**

- Phase 1:  
SR 70 to Bee Ridge Rd - Improvements for Phase 1 should occur between 2012 and 2016  
Clark Rd to SR 681 - Improvements for Phase 1 should occur in 2015
- Phase 2:  
US 301 to SR 70 - Improvements for Phase 2 should occur between 2019 and 2021  
Bee Ridge Rd to Clark Rd - Improvements for Phase 2 should occur in 2022  
SR 681 to Jacaranda Blvd - Improvements for Phase 2 should occur between 2023 and 2025
- Phase 3:  
North of Moccasin Wallow Rd - Improvements for Phase 3 should occur in 2039  
I-275 to US 301 - Improvements for Phase 3 should occur in 2030  
Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2031 and 2038  
Lockett Rd to CR 846 - Improvements for Phase 3 should occur between 2029 and 2040

Phase 4: Improvements needed beyond year 2040

- Sumter Blvd to SR 80
- CR 846 to SR 29

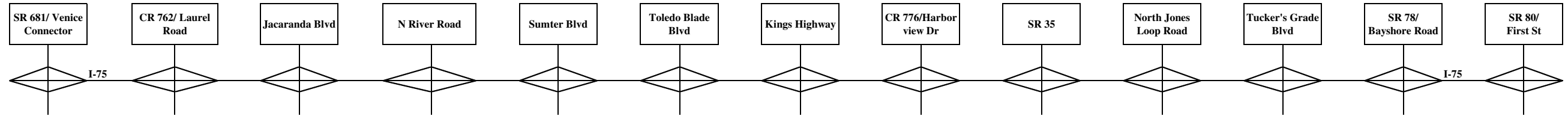
**10-Laning:**

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I-275 to US 301 - Improvements for Phase 3 should occur in 2044  
Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2046 and 2053  
SR 80 to CR 846 - Improvements for Phase 3 should occur between 2044 and 2053

Phase 4: Improvements needed beyond year 2055

- Moccasin Wallow Rd to I-275
- Sumter Blvd to SR 80
- CR 846 to SR 29

I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



Area Type		Rural						Urban		Rural		Urban	
LOS Standard		LOS C						LOS D		LOS C		LOS D	
Existing No. of Lanes		6 Lanes			4 lanes			6 lanes	4 lanes	under construction for 6 lanes	4 lanes		
Interchange Spacing (mile)		4.4	2.4	2.3	9.1	3.0	8.9	3.2	2.8	3.3	3.3	14.3	2.4
2011 AADT (FTI DVD)		68,500	66,000	58,500	51,220	47,000	41,000	45,000	51,000	46,665	41,500	38,500	54,000
6- Lane LOS Threshold		86,600	86,600	86,600	86,600	86,600	86,600	110,300	110,300	86,600	86,600	86,600	110,300
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2023	2025	2031	2038	2042	2049	2057	2050	2043	2049	2052	2048
	Potential Phasing of Improvements (6 Lanes to 8 Lanes)	2		3			4						
	8- Lane LOS Threshold	115,600	115,600	115,600	115,600	115,600	115,600	146,500	146,500	115,600	115,600	115,600	146,500
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2038	2040	2046	2053	2057	2064	2071	2065	2057	2063	2067	2062
	Potential Phasing of Improvements (8 Lanes to 10 Lanes)	2		3			4						

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

**METHODOLOGY:**

Historical AADT data gathered from the 2011 FTI DVD was used to develop linear growth rates for each segment. Recent studies were reviewed and the LC-SMC model was used to calculate model growth rates between existing 2011 AADTs and 2035 forecasts. Population growth rates were calculated using Census data from 2000 and 2010 and BEBR Medium Forecast data for projections from 2010 to 2035. The Recommended Growth Rate was developed with consideration for historical traffic growth (FTI DVD), and historical population growth and population projections (BEBR).

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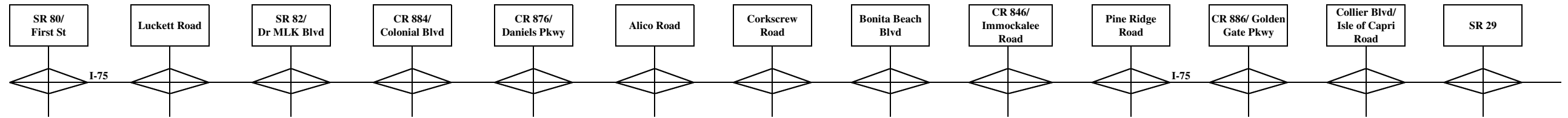
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 Luckett Rd to CR 846 - Improvements for Phase 3 should occur between 2029 and 2040
- Phase 4: Improvements needed beyond year 2040  
 Sumter Blvd to SR 80  
 CR 846 to SR 29

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I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



Area Type		Urban											Rural	
LOS Standard		LOS D											LOS C	
Existing No. of Lanes		under construction for 6 lanes		6 lanes									4 lanes	
Interchange Spacing (mile)		1.9	1.5	1.6	4.6	3.7	4.3	7.3	4.1	4.3	2.6	3.3	21.3	30.6
2011 AADT (FTI DVD)		68,000	74,500	70,500	64,500	70,160	70,000	71,500	77,500	61,224	55,000	31,500	19,204	17,200
6-Lane LOS Threshold		110,300	110,300	110,300	110,300	110,300	110,300	110,300	110,300	110,300	110,300	110,300	86,600	86,600
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2036	2031	2034	2039	2034	2034	2033	2029	2041	2047	2075	> than 2080	> than 2080
	Potential Phasing of Improvements (6 Lanes to 8 Lanes)	NA	3									4		
8-Lane LOS Threshold		146,500	146,500	146,500	146,500	146,500	146,500	146,500	146,500	146,500	146,500	146,500	115,600	115,600
Year Exceeding LOS Std.	Recommended Growth Rate (2.0%)	2050	2046	2048	2053	2049	2049	2048	2044	2056	2061	> than 2080	> than 2080	> than 2080
	Potential Phasing of Improvements (8 Lanes to 10 Lanes)	3									4			

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

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 CR 846 to SR 29



## **DISCUSSION ON THE DEVELOPMENT OF THE TRANSPORTATION REGIONAL INCENTIVE PRIORITIES**

### **DISCUSSION ITEM:**

The Lee County and Collier MPO's submitted their list of joint TRIP priorities to FDOT last May and June. Please see the **attached** list. Unfortunately, none of the TRIP projects in the District were funded due to a lack of available TRIP funds. Currently there are legislative recommendations that include proposals to re-instate and increase TRIP funds. Staff will be asking for project applications by mid-April for prioritization by the Lee and Collier MPO Board's in June.

Staff has included this item to start the discussion on what projects may be submitted.

### **ATTACHMENT:**

1. TRIP priority list from last year

**2012 TRIP Priorities for Lee County and Collier MPO**

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Priority Order
<b>2013/14</b>								
Collier County	Collier Blvd	Green Blvd	Golden Gate Blvd	4L to 6L	CST	\$32,700,000	\$7,000,000	Funded
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd	4L to 6L	ROW	\$24,985,000	\$2,400,000	Funded
Cape Coral	SR 78	Burnt Store Rd	Chiquita Blvd	2L to 4L	ROW/ CST	\$67,000,000	\$10,000,000	Funded
Collier County	US 41 and Collier Blvd	CR 951 intersections		Intersection improvements	CST	\$24,985,000	\$6,000,000	#1
LeeTran	Bus Shelters	Various locations		Capital Expenditures	CST	\$1,000,000	\$500,000	#2
<b>2014/15</b>								
Collier County	Logan Blvd	Immokalee Rd	Bonita Beach Rd	New 2L	CST	\$18,500,000	\$6,000,000	#1
Lee County	Burnt Store Rd	SR 78	Tropicana Pkwy	2L to 4L	CST	\$7,700,000	\$3,850,000	Funded
Lee Tran	Beach Park & Ride	Summerlin Square		Capital Expenditure	Design/ ROW/ CST	\$4,000,000	\$2,000,000	#2
<b>2015/16</b>								
Collier County	CAT Transfer Station/Operations Center on Radio Rd			Facility	CST	\$16,592,825	\$5,000,000	#1
LeeTran	LeeTran Maintenance, Administration & Operations			Facility	CST	\$30,000,000	\$6,000,000	#2
Lee County	Big Carlos Bridge	Bridge Replacement		2L	PE	\$3,600,000	\$1,800,000	#3
<b>2016/17</b>								
Lee County	Burnt Store Rd	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	\$5,000,000	\$2,500,000	#1
<b>2017/18</b>								
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd	4L to 6L	CST	\$26,998,738	\$7,000,000	#1
Cape Coral	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	\$30,000,000	\$4,000,000	#2
LeeTran	Regional Transfer Facility and Connector			Facility and New Service Route	CST	\$3,000,000	\$1,500,000	#3
LeeTran	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings			Facility	CST	\$1,000,000	\$500,000	#4

## **PRESENTATION ON THE RIVER OF GRASS GREENWAY PROJECT**

### **DISCUSSION ITEM:**

A representative of the Friends of the River of Grass Greenway (ROGG) will give an update on the River of Grass Greenway Project. The ROGG will be an approximately 75-mile multi-use pathway across Florida's Everglades running parallel with Tamiami Trail. The ROGG will be a hard-surfaced 12-14 foot wide corridor (separated from the highway) suitable for a range of non-motorized recreation and transportation activities such as bicycling, walking, bird-watching, photography, fishing, and general enjoyment of the greater Everglades natural area. This project was originally proposed by the Naples Pathways Coalition.

The Florida Office of Greenways and Trails has recognized the River of Grass Greenway as an important planned greenway that will link Naples with Miami. The ROGG is a greenway that will be located parallel to Tamiami Trail East (US 41) from 6L's Farm Road to the Collier/Miami Dade County Line in Collier County and then continue east to Krome Avenue, at the eastern edge of Everglades National Park (near Miami).

The ROGG will offer pedestrian and bicycle access to two National Parks (Everglades National Park and Big Cypress National Preserve), a National Wildlife Refuge (Ten Thousand Islands), as well as two State parks (Fakahatchee Strand Preserve and Collier-Seminole), a State Forest (Picayune Strand) and two Collier County parks (Copeland Panther Neighborhood Park and Port of the Islands Marina).

Further information about the project is available at [www.evergladesROGG.org](http://www.evergladesROGG.org).

### **ATTACHMENT:**

1. State of River of Grass Greenway

## State of the ROGG

Feb 12, 2013

Two major projects are underway:

### A. ROGG-west PDE study

- Project area = between CR92 and SR29; 16 miles
- Funded by FDOT regional Transportation Enhancement grant
- Consultant is American Consulting Engineers. Project manager is FDOT.
- Currently gathering technical data on wetlands, wildlife, ROW, cultural assessment, etc.
- Public participation “Alternatives” meeting will be in April or May.

### B. Feasibility & Master Plan Study

- Project area = 75 miles between Krome Ave (Dade Co.) and 6-L Rd (east edge of Collier-Seminole State Park)
- Funded by Sarbanes Transit-in-Parks (Federal Transit Administration)
- Consultant is AECOM. Project manager is Miami-Dade Parks & Rec.  
More details at [www.evergladesROGG.org](http://www.evergladesROGG.org) (Master Plan web-page)
- Steering Committee has been formed, and they have had 3 meetings
- Regional “Community Workshops” are in progress.  
Western segment (west of Everglades City) was Jan 29-Feb 2.  
ROGG-Central workshop will be Feb 26-Mar 2 in Everglades City  
ROGG-East workshop will be Mar 12-16 at FIU in Dade County
- Interactive website: [www.riverofgrassgreenway.org](http://www.riverofgrassgreenway.org)
- Promotional video:  
[http://www.youtube.com/watch?v=V\\_HJ399uI9k&feature=youtu.be](http://www.youtube.com/watch?v=V_HJ399uI9k&feature=youtu.be)

### 5-year FDOT work program

- Design phase of 2.3-mile segment immediately west of CR92 (San Marco Blvd) was advanced to 2013/14.
- Design phase of 2.9-mile segment east of CR92 was not included (this project was Joint PACs top priority project for regional transportation grants).

### Everglades Ride/Day April 7 in Everglades City

## **INFORMATION AND DISTRIBUTION**

1. Summary of the FDOT 2013 Legislative Package

## **Department of Transportation-2013 Legislative Package**

### **Transportation Corporations (Sections 1 and 21; Pages 9 and 49)**

Repeals the Florida Transportation Corporation Act and related auditing authority. This has never been used.

### **Review of Mid-Bay Bridge Authority (Section 2; Page 9-11)**

Gives the Florida Transportation Commission oversight over the Mid-Bay Bridge Authority.

The Florida Transportation Commission may incur additional costs with this review.

### **Florida Statewide Passenger Rail Commission (Section 2; Page 12)**

Provides that the Florida Transportation Commission staffs the Florida Statewide Passenger Rail Commission.

There is a negative, but insignificant, fiscal impact to the Florida Transportation Commission.

### **Position Title Change (Section 3; Pages 12-13)**

Changes the position of State Public Transportation and Modal Administrator to State Freight and Logistics Administrator.

### **Noise Mitigation (Section 4; Pages 13-15)**

Sets forth Legislative findings regarding incompatible residential development of land adjacent to rights-of-way of limited access facilities.

Requires local governments to ensure that noise compatible land-use planning is employed in their jurisdictions in the development of land for residential use adjacent to the right-of-way acquired for a limited access facility (with specified standards and guidelines).

Requires the local government to share equally with DOT in all costs associated with noise mitigation of a local government fails to develop noise compatible land use plans or to comply with standards and guidelines and such failure results in DOT being required to provide noise mitigation.

Requires local governments to consult with the Department of Economic Opportunity and Department of Transportation (DOT), as needed, in the formulation and establishment of adequate noise mitigation requirements in their respective land development regulations.

Requires local governments to adopt noise compatible land use planning regulations as soon as practical, but no later than July 1, 2014.

Local governments will incur costs associated with revising their land use planning regulations. DOT could see some cost savings from properly planned land development.

**Aviation Fuel Tax Refund (Section 5; Pages 15-18)**

Changes from a static date to a rolling five-year period the timeframe currently used to calculate aviation fuel tax refunds.

The fiscal impact is unknown at this time.

**Small County Dredging Program (Section 6; Page 18)**

Repeals the Small County Dredging Program. The program was only funded in FY 2008-2009.

**Wreckers (Section 7; Page 18)**

Repeals obsolete language regarding permits for wreckers towing disabled vehicles.

Keeps Florida in alignment with federal law and avoids any potential loss of federal funds.

**Auxiliary Power Units (Section 8; Pages 18-19)**

Increases the maximum weight limit for auxiliary power units from 400 to 550 pounds to conform to federal law.

Has an insignificant but indeterminate negative fiscal impact on the State Transportation Trust Fund (STTF).

**Spaceports (Sections 9 and 22; Pages 19-24; 49-51)**

Implements Space Florida's request to further integrate space transportation programs with DOT's programs and processes.

Annually sets aside at least \$20 million for spaceport projects. Currently, there is no dedicated recurring funding for spaceports.

**Strategic Airport Investment Initiative (Section 10; Page 25)**

Creates the Strategic Airport Investment Initiative within DOT.

Authorizes DOT to provide up to 100 percent of funding for strategic airport projects.

**Lease Purchase Agreements (Section 11; Pages 25-26)**

Prohibits DOT from entering into any new lease-purchase agreements with expressway authorities, regional transportation authorities, or any other entity.

Does not impact existing lease-purchase agreements.

**Maintenance Contracts/Community Development Districts (Section 12; Page 26)**

Authorizes DOT to enter into contracts with community development districts for routine maintenance work on the State Highway System within their geographic boundaries.

**Access to State Parks (Section 13; Pages 26-27)**

Authorizes DOT to improve and maintain roads that are part of the county road system or city street system if they provide access to a state park.

May have an indeterminate by positive impact on state park revenue.

**Bid Qualification (Section 14; Pages 27-29)**

Clarifies the threshold to bid on construction contracts in excess of \$250,000 is determined by DOT's proposed budget estimate.

**Surplus Property (Section 15; Pages 29-38)**

Modifies the terms and conditions under which DOT may sell and lease property acquired for rights-of-way.

Positive impact on local governments as surplus DOT property makes it back onto the tax rolls.

**Unsolicited Lease Proposals (Section 16; Pages 38-39)**

Clarifies DOT's authority and responsibilities when DOT receives an unsolicited proposal to enter into a lease of DOT property for joint public-private development by aligning the process for unsolicited proposals for such uses with the process for unsolicited proposals for public-private transportation projects.

**Parking Meters (Section 17; Pages 39-40)**

Allows DOT to share in the revenue generated from parking meters and other time limit devices on state roads under the jurisdiction of DOT.

Will have an indeterminate, but positive, impact on the State Transportation Trust Fund, but a negative impact to local governments.

**Toll Interoperability (Section 18; Pages 40-41)**

Clarifies language passed by the 2012 Legislature relating to DOT authority to enter into agreements with public or private transportation facility owners for the use of DOT systems to collect and enforce for the owner of tolls, fares, administrative fees, and other applicable charges due in connection with the use of the owner's facility.

**Beeline East/Navarre Bridge (Section 19; Pages 41-42)**

Removes the Beeline-East Expressway and the Navarre Bridge from the list of facilities where DOT may request the Division of Bond Finance to issue bonds secured by toll revenue.

**Metropolitan Planning Organizations (Section 20; Pages 42-49)**

Revises certain membership requirements for Metropolitan Planning Organizations (MPOs). Conforms Florida law with federal requirements and allows for an exception to the current cap on 19 members where the boundary of an existing MPO is expanded and to encompass a new urbanized area or where two or more MPOs consolidate within a single urbanized area.



**Definition of Intercity Bus Service (Section 23; Pages 51-52)**

Broadens the eligibility for intercity bus companies to compete for federal and state program funds.

**Intermodal Development Program (Section 24; Pages 52-54)**

Deletes obsolete language which requires DOT to develop an intermodal development plan, and modifies allowable use of funds to provide clarification and consistency between DOT districts.

Authorizes the expenditure of funds for spaceport projects.

**Rail Ancillary Development (Section 25; Page 55-56)**

Clarifies DOT's authority to undertake ancillary development within rail corridors owned by the state.

**Florida Regional Tollway Authority Act (Section 26; Pages 56-78)**

Creates the Florida Regional Tollway Authority Act.

Provides for legislative creation of regional tollway authorities with the ability to plan and finance transportation facilities of regional significance.

**Environmental Mitigation (Section 27; Page 78-92)**

Clarifies information to be included in the environmental impact inventory and base amount of mitigation needed for transportation projects on the Uniform Mitigation Assessment Method (UMAM) rather than impact acres.

Removes the requirement for DOT to establish an escrow account and replaces it with the identification of mitigation funds in the work program.

Clarifies continuing responsibility of entity performing mitigation.

Provides transition provisions for the March 1, 2013, water management district (WMD) mitigation plans and clarifies requirements for WMD mitigation plans.

Replaces the statutorily prescribed mitigation cost with actual costs for WMD/Department of Environmental Protection (DEP) implemented mitigation.

Deletes duplicate provisions.

**Effective Date (Section 28; Page 92)**

Has an effective date of July 1, 2013.