



## JOINT MEETING OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD AND THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION BOARD

City of Bonita Springs City Hall  
Council Chambers  
9101 Bonita Beach Road  
Bonita Springs, Florida  
**March 22, 2013**  
**9:00 a.m.**

All meetings of the Joint Lee County and Collier County Metropolitan Planning Organizations 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 County 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. **Pledge of Allegiance**
4. **Joint CAC Report**
5. **Joint TAC Report**
6. **Joint PAC Report**
7. **Approval of the Agenda**
8. **Public Comments on Items not on the Agenda (*Public Comment on Agenda Items will be Taken at each Item*)**
9. **Action Items**
  - A. Approval of the Transportation Alternatives Program (TAP) Regional Pathways Priorities.
  - B. Review and Approval of a Joint Resolution Stating that the Lee and Collier MPO's are Pursuing Re-Designation as Individual MPO's.
  - C. Presentation on the I-75 Transportation Alternatives Study and Draft SIS Plans
  - D. Review and Approval of a Joint CAC Recommended Joint MPO Letter Requesting FGCU to Continue Providing Funding for the Transit Service Route to the Campus.
10. **Reports and Presentations**
  - A. Presentation on the River of Grass Greenway.
  - B. Update on the Long Range Transportation Plans for Old US 41 in Collier County to Bonita Beach Road in Lee County.
  - C. Discussion on the Development of Transportation Regional Incentive (TRIP) Priorities
11. **Florida Department of Transportation Report**
12. **Transit Update**
13. **Members' Comments**
14. **Information Items**
15. **Adjournment of Joint MPO meeting**

## **APPROVAL OF THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP) REGIONAL PATHWAYS PRIORITIES**

**RECOMMENDATION:** 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 as the number one priority 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 BPC and Collier PAC Committee met jointly on February 26th, the Joint TAC Committee on March 7<sup>th</sup> and the Joint CAC Committee on March 7<sup>th</sup>. All joint committees unanimously approved this item.

**ATTACHMENT:**

1. Proposed TAP Priority List

PROPOSED 2013 JOINT REGIONAL PATHWAYS PRIORITIES FOR TAP

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	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

**REVIEW AND APPROVAL OF A JOINT RESOLUTION STATING  
THAT THE LEE COUNTY AND COLLIER MPO'S ARE PURSUING  
RE-DESIGNATION AS INDIVIDUAL MPO'S**

**RECOMMENDATION:** Review and approval of a Joint Resolution stating that the Lee County and Collier MPO's are pursuing re-designation as individual MPO's (**attached**).

Both Lee County and Collier MPOs have received 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 County and Collier MPO Boards have indicated that they do not want to combine and both staffs are proceeding with responses to the letter consistent with that direction. Staff is asking for approval of the resolution stating that we are both proceeding with re-apportionment as separate MPO's.

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. Based on staff participation in the statewide workshops and discussions on this item, it is evident that the Lee and Collier coordination agreement goes beyond most other regional MPO agreements currently in place. Therefore, there should not need to be major changes made to the agreement.

The Joint CAC voted unanimously to send a resolution indicating that both MPO's are proceeding with re-apportionment of the MPO's as separate entities. The Joint TAC

discussed this issue and recommended that the Joint MPOs continue to coordinate and remain separate.

**ATTACHMENT:**

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

**JOINT RESOLUTION 2013 - 01**

**JOINT RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION AND COLLIER METROPOLITAN PLANNING ORGANIZATION IN SUPPORT OF THE REDESIGNATION OF THEIR RESPECTIVE CURRENT PLANNING ORGANIZATIONS, BASED UPON THE SIZE AND COMPLEXITY OF THEIR EXISTING MPO PLANNING AREAS.**

**WHEREAS**, on January 11, 2013, the Lee County and Collier Metropolitan Planning Organizations (collectively, the “MPOs”) each received a letter from Florida Department of Transportation (FDOT) Secretary Ananth Prasad, P.E., requesting the MPOs to review and evaluate whether having multiple MPOs representing Lee and Collier’s shared urbanized areas is still warranted upon consideration of the 2010 Census data; and

**WHEREAS**, the Collier and Lee County MPOs met on March 22, 2013 at a regularly scheduled Joint Lee County / Collier MPO meeting; and

**WHEREAS**, that joint meeting was held in part to discuss, among other regional items, whether having multiple MPOs representing the shared urbanized area[s] is warranted or if the existing MPOs should be consolidated; and

**WHEREAS**, after thoughtful consideration and discussion, the MPOs determined that their respective Planning Areas comprise distinct and complex urbanized areas that are better addressed through their respective Planning Organizations, with continued regional coordination between the MPOs as necessary.

**NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION AND THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION THAT:**

1. While the metropolitan areas of the two MPOs are contiguous, they are distinct and complex urbanized areas.
2. It is appropriate and in the public’s best interest for the urbanized areas to retain two separate MPOs.
3. It is desirable and strongly urged that the Collier Metropolitan Planning Organization and the Lee County Metropolitan Planning Organization continue to coordinate regional transportation planning and policy activities as separate MPOs.

This Resolution was PASSED and DULY ADOPTED JOINTLY by the Collier Metropolitan Planning Organization and the Lee County Metropolitan Planning Organization on March 22, 2013.

Joint Resolution 2013-01  
Duly Adopted Jointly on March 22, 2013

Attest:

COLLIER METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_  
Lucilla Ayer, AICP  
Collier MPO Executive Director

By: \_\_\_\_\_  
Councilman Sam Saad  
Collier MPO Chairman

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Scott R. Teach, Deputy County Attorney  
Deputy County Attorney

Attest:

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION

By: \_\_\_\_\_  
Donald Scott, AICP  
Lee County MPO Executive Director

By: \_\_\_\_\_  
Mayor Kevin Ruane  
Lee County MPO Chairman

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Lee County Attorney



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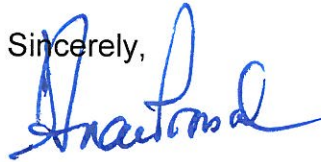
In addition, the MPOs should identify how the current coordinated planning processes can be enhanced, including agreement on transportation priorities for regionally significant projects.

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.

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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:

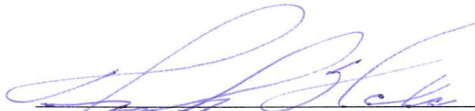
Director  
Collier MPO  
2885 South Horseshoe Drive  
Naples, Florida 34104

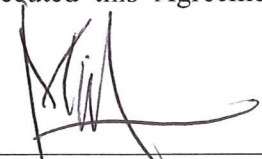
Director  
Lee County MPO  
1926 Victoria Avenue  
Fort Myers, Florida 33901-3414

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.

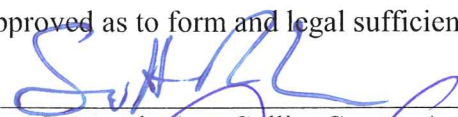
As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Collier and Lee Counties, Florida.

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

  
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Jed Schneck, Lee County MPO Attorney

## **PRESENTATION ON THE I-75 TRANSPORTATION ALTERNATIVES STUDY AND DRAFT SIS PLANS**

**RECOMMENDATION:** Presentation and discussion on the I-75 Alternatives Study and Draft SIS Plans including SR82.

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.

In particular, it is noted in the attached FY2014 Tentative SIS Plan, SR82 in Collier County has a total of \$950,569 programmed for the Preliminary Engineering (PE) phase in FY 2014 and FY 2016 but no subsequent phases during the next ten years. Staff is recommending that the Joint MPOs pass a motion to request that FDOT advance the Right-of-Way (ROW) and Construction (CST) phases of SR82 from the candidate column (unfunded) to the Cost Feasible Columns (funded) in the first ten years of the plan.

For SR 82 in Hendry County, only PE is funded in the next ten years and is currently underway. In Lee County, right of way is funded for the Lee to Alabama section in FY 16/17 and 17/18, construction is funded for the Alabama to Homestead section in FY 17/18 and design is underway for the Homestead to Hendry County line section.

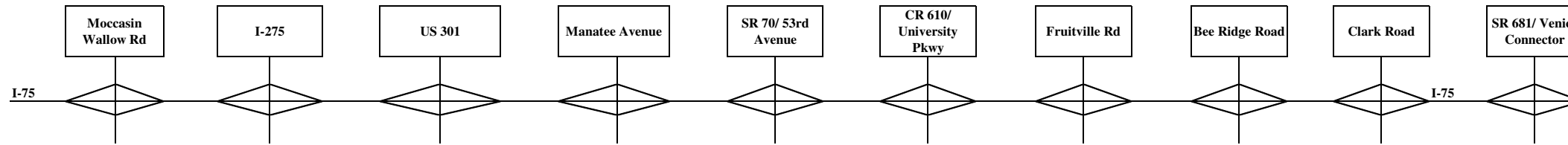
The Joint TAC and Joint CAC have also requested to form a subcommittee to review the SIS projects, criteria and ranking in the future. The subcommittee consists of 2 members each from Lee County and Collier MPO TAC and CAC and 1 member from the SWFRPC for a total of 9 members.

FDOT will present the results of the I-75 Transportation Alternatives Study and a Draft of the SIS plan (**attached**) is included for the Board's review and discussion.

### **ATTACHMENT:**

1. I-75 Future mainline Capacity Assessment
2. Draft SIS Interstate Plan
3. Draft SIS Non-Interstate 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

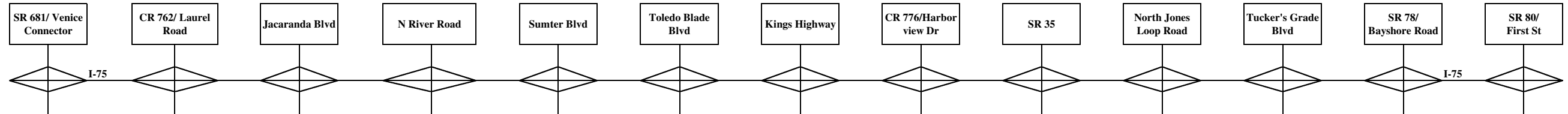
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SR 80 to CR 846 - Improvements for Phase 3 should occur between 2044 and 2053

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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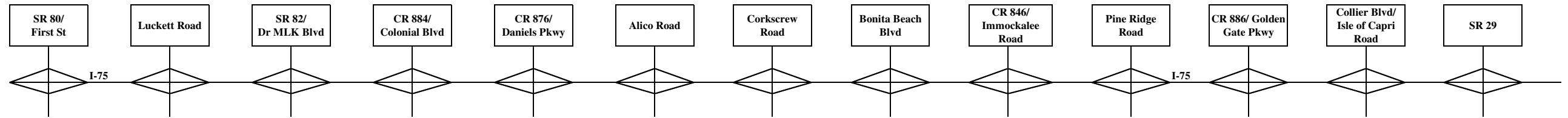
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I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



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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FY2014 Tentative SIS Plan - D1 Candidate Project List

County	ITEM Segment	Project Description	Improve	Project Status	PH	Current FY 2013	1st FIVE YEARS								2nd FIVE YEARS						Candidate Cost Feasible Plan (\$ PDC )											
							PH	FY 2014	PH	FY 2015	PH	FY 2016	PH	FY 2017	PH	FY 2018	PH	FY 2019	PH	FY 2020	PH	FY 2021	PH	FY 2022	PH	FY 2023	PH	FY 2024 - 2028	PH	FY 2029 - 2032	PH	FY 2033 - 2036
<b>NON-INTERSTATE</b>																																
LEE	425841-1	SR 82 FROM CR 884 (LEE BLVD) TO SHAWNEE ROAD	A2-4	PE UNDERWAY			RW	\$ 10,451,925	RW	\$ 626,755								ENV	\$ 200,000				CST	\$ 38,484,496								
LEE	425841-2	SR 82 FROM SHAWNEE ROAD TO ALABAMA ROAD S	A2-4	PE UNDERWAY			ENV	\$ 710,000					RW	\$ 2,644,946									CST	\$ 19,630,256								
HARDEE	420633-3	US 17 FROM S OF WEST 9TH STREET TO N OF WEST 3RD STREET (ZOLFO SPRINGS)	A2-4	PE UNDERWAY			RW	\$ 3,125,623	RW	\$ 487,366														CST	\$ 8,185,869							
OKEECHOBEE	419344-3	SR 710 FROM US 441 TO L-63 CANAL	A2-4	PD&E WAITING FHWA					ENV	\$ 700,000	RW	\$ 4,230,787												CST	\$ 28,368,951							
HENDRY	417878-3	SR 29 FROM SPENCER TO N OF COWBOY WAY	A2-4	PE UNDERWAY					ENV	\$ 90,000														RW	\$ 11,630,000	CST	\$ 25,848,979					
HENDRY	417878-8	SR 29 FROM COWBOY WAY (CR 80-A) TO WHIDDEN RD (CR 731)	A2-4	PDE UNDERWAY																				PE	\$ 7,500,000	RW	\$ 6,000,000	CST	\$ 98,300,000			
HENDRY	417878-7	SR 29 FROM CR 832 (KERI RD) TO SPENCER	A2-4	PD&E WAITING FHWA																				PE	\$ 7,125,000	RW	\$ 3,790,000	CST	\$ 16,947,349			
LEE	425841-4	SR 82 FROM HOMESTEAD RD S TO HENDRY C/L	A2-4	PE UNDERWAY			ENV	\$ 387,000																RW	\$ 8,215,000	CST	\$ 19,998,389					
HENDRY	417878-5	SR 29 FROM COLLIER C/L TO CR 832 (KERI RD)	A2-4	PD&E WAITING FHWA																				PE	\$ 7,335,000	RW	\$ 11,715,592	CST	\$ 12,763,545			
COLLIER	417878-4	SR 29 FROM SR 82 TO HENDRY C/L	A2-4	PD&E WAITING FHWA																				PE	\$ 3,000,000	CST	\$ 6,736,038					
																								RW	\$ 750,000							
																								ENV	\$ 320,000							
POLK	419243-2	US 27 FROM HIGHLANDS COUNTY LINE TO CR 630A	A2-6	PDE UNDERWAY																				PE	\$ 8,100,000	CST	\$ 49,209,596					
																								RW	\$ 677,000							
																								ENV	\$ 50,000							
POLK	419243-3	US 27 FROM CR 630A TO PRESIDENTS DRIVE	A2-6	PDE UNDERWAY																				PE	\$ 5,600,000	CST	\$ 33,871,699					
																								RW	\$ 2,470,230							
																								ENV	\$ 20,000							
POLK	419243-4	US 27 FROM PRESIDENTS DRIVE TO SR 60	A2-6	PDE UNDERWAY																				PE	\$ 6,050,000	CST	\$ 28,435,585					
																								RW	\$ 2,347,656							
																								ENV	\$ 75,000							
GLADES	417878-6	SR 29 FROM BERMONT RD (CR 74) TO US 27	A2-4	PDE UNDERWAY																			PE	\$ 3,500,000	RW	\$ 1,900,000	CST	\$ 8,400,000				
GLADES	417878-9	SR 29 FROM WHIDDEN RD (CR 731) TO BERMONT RD (CR 74)	A2-4	PDE UNDERWAY																				PE	\$ 750,000	RW	\$ 2,000,000	CST	\$ 61,800,000			
HENDRY	425841-5	SR 82 FROM LEE C/L TO COLLIER C/L	A2-4	PE UNDERWAY			ENV	\$ 300,000																RW	\$ 275,000	CST	\$ 11,855,925					
COLLIER	430848-1	SR 82 FROM HENDRY C/L TO GATOR SLOUGH LANE	A2-4	PD&E COMPLETE	PE	\$ 900,569																		RW	\$ 2,155,000	CST	\$ 42,062,949					
COLLIER	430849-1	SR 82 FROM GATOR SLOUGH LANE TO SR 29	A2-4	PD&E COMPLETE																				RW	\$ 1,739,000	CST	\$ 22,141,596					
POLK	431641-1	CENTRAL POLK PWKY FROM POLK PWKY (SR 540) TO SR 35 (US 17)	NEW	SEIR COMPLETE	PE	\$4,493,000																		RW	\$ 16,500,000	CST	\$ 163,371,317					
POLK	431641-2	CENTRAL POLK PWKY FROM SR 35 (US 17) TO POLLARD RD	NEW	SEIR COMPLETE	PE	\$5,029,000																		RW	\$ 33,000,000	CST	\$ 178,280,057					
POLK	431641-3	CENTRAL POLK PWKY FROM POLLARD RD TO SR 60	NEW	SEIR COMPLETE	PE	\$5,074,500																		RW	\$ 30,000,000	CST	\$ 121,377,905					
POLK	431641-4	CENTRAL POLK PWKY FROM CENTRAL POLK PKWY TO US 27	NEW	SEIR COMPLETE			PE	\$ 2,445,500																RW	\$ 13,629,000	CST	\$ 46,436,034					
POLK	431641-5	CENTRAL POLK PWKY FROM US 27 TO CR 544	NEW	SEIR COMPLETE			PE	\$ 5,420,000																RW	\$ 39,387,000	CST	\$ 139,331,657					
POLK	431641-6	CENTRAL POLK PWKY FROM CR 544 TO CR 580	NEW	SEIR COMPLETE			PE	\$ 2,045,000																RW	\$ 7,684,000	CST	\$ 42,471,110					
POLK	431641-7	CENTRAL POLK PWKY FROM CR 580 TO US 17/US 92	NEW	SEIR COMPLETE			PE	\$ 3,390,500																RW	\$ 25,717,000	CST	\$ 129,347,045					
POLK	431641-8	CENTRAL POLK PWKY FROM US 17/US 92 TO I-4	NEW	PDE UNDERWAY			PE	\$ 50,000	PE	\$ 3,512,000														RW	\$ 34,885,381	CST	\$ 79,266,158					
OKEECHOBEE	419344-4	SR 710 FROM W OF L-63 CANAL TO SHERMAN WOOD RANCHES	A2-4	PD&E WAITING FHWA																				PE	\$ 3,500,000	RW	\$ 6,970,000	CST	\$ 17,093,230			
OKEECHOBEE	419344-5	SR 710 FROM SHERMAN WOOD RANCHES TO CR 714 (MARTIN C/L)	A2-4	PD&E WAITING FHWA																				PE	\$ 6,500,000	RW	\$ 10,158,041	CST	\$ 26,232,643			

Note: 1. PDC - Present Day Costs 2. All cost estimates subject to revision. 3. Cost Feasible Plan is draft and subject to change.

**FY2014 Tentative SIS Plan - D1 Candidate Project List**

County	ITEM Segment	Project Description	Improve	Project Status	PH	Current FY 2013	1st FIVE YEARS								2nd FIVE YEARS								Candidate Cost Feasible Plan (\$ PDC)										
							PH	FY 2014	PH	FY 2015	PH	FY 2016	PH	FY 2017	PH	FY 2018	PH	FY 2019	PH	FY 2020	PH	FY 2021	PH	FY 2022	PH	FY 2023	PH	FY 2024 - 2028	PH	FY 2029 - 2032	PH	FY 2033 - 2036	PH
HIGHLANDS	414506-1	SR 70 FROM JEFFERSON AVENUE TO CR 29	A2-4						PDE	\$ 1,700,000															PE	\$ 4,000,000	RW	\$ 7,834,000	CST	\$ 25,404,187			
MANATEE	414506-2	SR 70 FROM LORRAINE RD TO SINGLETARY RD (MYAKKA CITY)	A2-4	UNFUNDED																					PDE	\$ 3,000,000	PE	\$ 8,500,000	RW	\$ 15,179,000	CST	\$ 67,708,131	
MANATEE/DESOTO	414506-3	SR 70 FROM SINGLETARY RD (MYAKKA CITY) TO AMERICAN LEGION DR (ARCADIA)	A2-4	UNFUNDED																					PDE	\$ 3,000,000	PE	\$ 10,500,000	RW	\$ 12,322,000	CST	\$ 107,737,798	
DESOTO/HIGHLANDS	414506-4	SR 70 FROM AMERICAN LEGION DR (ARCADIA) TO JEFFERSON AVE	A2-4	UNFUNDED																					PDE	\$ 5,000,000	PE	\$ 17,900,000	RW	\$ 15,908,000	CST	\$ 139,410,059	
HIGHLANDS/OKEECHOBEE	414506-5	SR 70 FROM CR 29 TO US 98 (EAGLE BAY DR)	A2-4	UNFUNDED																					PDE	\$ 5,000,000	PE	\$ 18,000,000	RW	\$ 13,009,000	CST	\$ 126,399,271	
POLK	431294-2	SR 60 FROM CR 630 TO KISSIMMEE RIVER BR	A2-4	UNFUNDED																					PDE	\$ 750,000	PE	\$ 4,500,000	RW	\$ 13,896,023	CST	\$ 23,245,289	
COLLIER	417540-4	SR 29 FROM OIL WELL ROAD TO SR 82	A2-4	PDE UNDERWAY																					PE	\$ 10,500,000	RW	\$ 14,906,600	CST	\$ 64,868,738			
COLLIER	417540-2	SR 29 FROM I-75 TO OIL WELL ROAD	A2-4	UNFUNDED																					PDE	\$ 2,015,000	PE	\$ 6,000,000	RW	\$ 3,630,000	CST	\$ 53,215,225	
CHARLOTTE	425207-2	US 17 FROM COPLEY DRIVE TO N OF CR 74 (BERMONT RD)	A2-6	UNFUNDED																					PDE	\$ 1,045,000	RW	\$ 1,136,000	CST	\$ 5,172,827			
FY TOTALS						\$ 29,097,877	\$ 41,725,548	\$ 14,431,241	\$ 4,280,787	\$ 9,071,602	\$ -	\$ 3,112,895	\$ 200,000	\$ 43,336,137	\$ 58,114,752	\$ 95,464,930	\$ 2,406,598,548	\$ 1,796,432,822	\$ 410,926,542	\$ 517,715,774													
TOTAL						\$ 98,607,055						TOTAL						\$ 200,228,714					TOTAL					\$ 4,203,031,371					
PD&E		ENV - ENVIRONMENTAL PHASE			PE - DESIGN PHASE		RW - RIGHT OF WAY PHASE		CST - CONSTRUCTION PHASE		PROJECT PENDING FHWA APPROVAL																						

Note: 1. PDC - Present Day Costs 2. All cost estimates subject to revision. 3. Cost Feasible Plan is draft and subject to change.



**REVIEW AND APPROVAL OF A JOINT CAC RECOMMENDED JOINT  
MPO LETTER REQUESTING FGCU TO CONTINUE  
PROVIDING FUNDING FOR TRANSIT SERVICE TO THE CAMPUS**

**RECOMMENDATION:** Review and approval of a Joint MPO letter to FGCU requesting that the University continue to contribute funding for the public transit route that accesses the campus (**attached**).

At the Joint CAC meeting on March 7<sup>th</sup>, there was a discussion about the expiration of an agreement between FGCU and Lee County. One consequence of the expiration is that FGCU can discontinue its share of the funding for LeeTran Route 60 (**attached** is a map of the route). LeeTran Route 60 runs from US 41 through San Carlos Park over to the University and back. LeeTran has indicated that FGCU's 50% share of the funding for this year is \$250,000. The Joint CAC expressed concerns that this service may be ending and discussed other ways to keep this route running, such as increasing student fees. The Joint CAC voted 14 to 1 to request the Joint MPO Board send a letter to FGCU requesting that they continue to work with Lee County and LeeTran to identify the funding to keep this service operating.

**ATTACHMENT:**

1. Joint Letter to FGCU
2. Map of LeeTran Route 60



P.O. Box 150045  
Cape Coral, Florida 33915  
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March 22, 2013

Mr. Wilson G Bradshaw, President  
Florida Gulf Coast University  
10501 FGCU Boulevard South  
Fort Myers, FL 33965

**RE: Funding Transit Service to FGCU**

Dear President Bradshaw:

The Joint Lee and Collier MPO Board is sending this letter to encourage the University to continue funding FGCU's share of funding for the LeeTran Route 60 which provides public transit service to the Campus. Having transit services to the University is an important alternative transportation option for the students, faculty and staff reaching the campus as well as providing access to off campus attractions, work and housing. The inclusion of public transit service to the University is identified in many of the Objectives and Policies of the recently completed Campus Master Plan and is an important Transportation Demand Management strategy to help mitigate the traffic impact as the University continues to grow.

The current and projected student enrollment places significant demands on Lee and Collier county transportation systems: both the road and transit networks. If, as has been identified in the Master Plan, most of the student housing for the University will be off-campus, this will require more transportation options for students. Close to fifty percent of the students that attend the University come from Lee or Collier County making transit a viable option. The use of the transit system to access the University is not just for the large student population but also for the faculty and staff that make the University the 19<sup>th</sup> largest employer in the five county region.

The Joint MPO Board recommends that FGCU continue to work with LeeTran and the Lee County Government to identify the funding needed to keep this important transit service operating.

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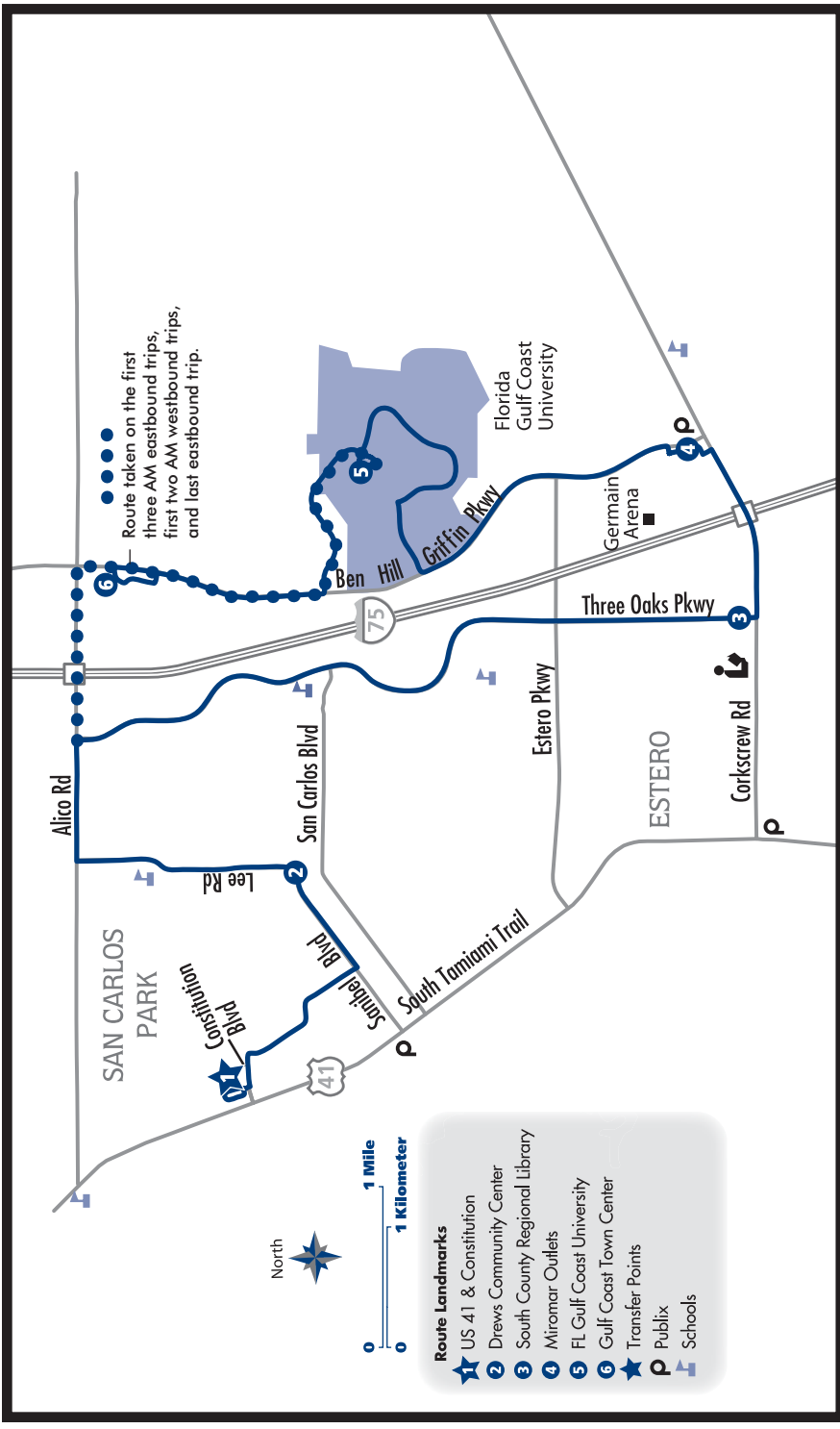
Mayor Kevin Ruane  
Lee County MPO Chairman

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Councilman Sam Saad  
Collier MPO Chairman

cc: Steve Magiera, FGCU VP Administrative Services and Finance

# ROUTE 60



## MONDAY - SATURDAY SERVICE

### EASTBOUND

1	2	3	4	5	6
US 41 & Constitution	Drows Comm. Center	S. County Library	Miromar Outlets	FGCU	Gulf Coast Town Center
6:20	6:25	-	-	6:45	-
7:05	7:12	-	-	7:27	-
7:54	8:01	-	-	8:16	-
9:12	9:19	9:34	9:42	9:57	10:05
11:12	11:19	11:34	11:42	11:57	<b>12:05</b>
<b>1:12</b>	<b>1:19</b>	<b>1:34</b>	<b>1:42</b>	<b>1:57</b>	<b>2:05</b>
<b>3:12</b>	<b>3:19</b>	<b>3:34</b>	<b>3:42</b>	<b>3:57</b>	<b>4:05</b>
<b>5:12</b>	<b>5:19</b>	<b>5:34</b>	<b>5:42</b>	<b>5:57</b>	<b>6:05</b>
<b>7:12</b>	<b>7:19</b>	<b>7:34</b>	<b>7:42</b>	<b>7:57</b>	<b>8:05</b>
<b>9:00</b>	<b>9:05</b>	-	-	<b>9:20</b>	<b>9:28</b>

### WESTBOUND

6	5	4	3	2	1
Gulf Coast Town Center	FGCU	Miromar Outlets	S. County Library	Drows Comm. Center	US 41 & Constitution
-	6:45	-	-	7:00	7:05
-	7:27	-	-	7:42	7:47
-	8:18	8:28	8:33	8:50	8:57
10:05	10:18	10:28	10:33	10:50	10:57
<b>12:05</b>	<b>12:18</b>	<b>12:28</b>	<b>12:33</b>	<b>12:50</b>	<b>12:57</b>
<b>2:05</b>	<b>2:18</b>	<b>2:28</b>	<b>2:33</b>	<b>2:50</b>	<b>2:57</b>
<b>4:05</b>	<b>4:18</b>	<b>4:28</b>	<b>4:33</b>	<b>4:50</b>	<b>4:57</b>
<b>6:05</b>	<b>6:18</b>	<b>6:28</b>	<b>6:33</b>	<b>6:50</b>	<b>6:57</b>
<b>8:05</b>	<b>8:18</b>	<b>8:28</b>	<b>8:33</b>	<b>8:50</b>	<b>8:57</b>

PM Times are in **Bold** - All times are approximate. **Shaded Times do not run on Saturday.**

## **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. 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

**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 developed a Minor Update to the 2035 LRTP and it was adopted on March 8<sup>th</sup>. As part of that update, the Collier MPO moved the Project Development and Environment (PD&E) and Preliminary Engineering (PE) phases of the Old US 41 project from US 41 to the Collier/Lee County Line into FY 2016-2020 and the Right-of-Way (ROW) and Construction (CST) phases into FY 2021-2025. The plan is to widen Old US 41 from 2 to 4 lanes. Currently, the Old US 41 project in Lee County is included in the Needs Plan but not in the Cost Feasible Plan.

When the original 2035 Long Range Transportation Plans for both MPO's were being developed, the widening of Old US 41 was planned to be included in the Cost Feasible Plans but the timing and funding did not work out. About five years ago both MPO's and the City of Bonita Springs took part in an ETDM review in anticipation of the project and no major issues came up as part of that review. The Lee MPO staff is currently working on an LRTP amendment that will match up the phasing of this project consistent with Collier's LRTP.

## **DISCUSSION ON THE DEVELOPMENT OF THE TRANSPORTATION REGIONAL INCENTIVE PRIORITIES (TRIP)**

### **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. 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 County 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



## **INFORMATION AND DISTRIBUTION**

1. Minutes from the October 19, 2012 Joint Lee Collier MPO Meeting
2. 2013 MPOAC - Funding Florida's Future Transportation System: MPOAC Transportation Revenue Study

**MINUTES OF THE JOINT COLLIER METROPOLITAN PLANNING ORGANIZATION AND  
LEE COUNTY METROPOLITAN PLANNING ORGANIZATION**

**Held on October 19, 2012**

The following members were present for the joint board meeting of the Lee County Metropolitan Planning Organization (MPO) and the Collier MPO on October 19, 2012 at the Collier County Public Schools Administration Building, School Board Room, 5775 Osceola Trail, Naples, Florida 34109

**Lee County MPO Board Members Present:**

Commissioner Frank Mann	Lee County District 5
Commissioner Tammy Hall	Lee County District 4
Commissioner John Manning	Lee County District 1
Councilman Kevin McGrail	City of Cape Coral
Councilman John Carioscia	City of Cape Coral
Councilman Thomas Leonardo	City of Fort Myers
Councilman Mike Flanders	City of Fort Myers
Vice-Mayor Stephen McIntosh	City of Bonita Springs
Councilman Chris Chulakes-Leetz	City of Cape Coral
Councilwoman Rana Erbrick	City of Cape Coral
Councilman Peter Simmons	City of Bonita Springs
Mayor John Sullivan	City of Cape Coral

**Collier MPO Board Members Present:**

Commissioner Donna Fiala	Collier County District 1
Commissioner Thomas Henning	Collier County District 3
Commissioner James Coletta	Collier County District 5
Commissioner Georgia Hiller	Collier County District 2
Councilwoman Dee Sulick	City of Naples

**Non-Voting Members Present:**

Johnny Limbaugh, FDOT, District One

Those also in attendance included: Mr. Howard Glassman with the Florida Metropolitan Planning Organization Advisory Council; Ms. Trinity Scott, Mr. Russ Muller, Ms. Julia Davis and Mr. Zac Burch, with FDOT; Mr. David Loveland with Lee County Department of Transportation (DOT); Ms. Lucilla Ayer, Ms. Sarah Layman, Ms. Sue Faulkner and Ms. Lorraine Lantz, with the Collier MPO; Ms. Kristin Campos, Collier County Growth Management Division; Mr. Scott Teach with the Collier County Attorney's Office; Mr. Don Scott, Mr. Ron Gogoi and Ms. Meghan Marion with the Lee County MPO; Mr. Daniel Rudge with LeeTran; Ms. Persides Zambrano with the City of Cape Coral; Ms. Heather Mazurkiewicz with Lee County Citizens Advisory Committee (CAC); Ms. Anna Bielawski with Lee MPO; Ms. Michelle Reese with the Naples Pathways Coalition (NPC); Ann Pierce with BikeWalkLee, Mr. George Archibald with the City of Naples; Mr. Peter Gaddy with the Golden Gate Estates Civic Association; Mr. Jeff Perry with Stantec Consulting; Mr. Scott Covert with the Lee County Attorney's Office; Mr. Ron Talone with David Plummer & Associates; Ms. Cristela Guerra with News-Press; Mr. Jon Alschwede with Stanley Consultants; Mr. Reed Jarvi with Collier County Growth Management Division, Transportation Planning Department; Mr. Bob Herrington Charlotte County Punta-Gorda MPO, Mr. Wayne Sherman with the Collier CAC; Cecil Pendergrass, private citizen; Mr. Doug Fee, private citizen; John Lundin, private citizen

**Agenda Item 1– Call to Order/Roll Call**

The meeting was called to order at approximately 9:10.

Ms. Campos of the Collier County Growth Management Division called the roll for the Collier MPO Board and announced that a quorum was attained.

Councilwoman Sulick- present  
Councilman Saad-absent  
Commissioner Fiala-present  
Commissioner Henning-present  
Commissioner Coyle-absent  
Commissioner Hiller-present  
Commissioner Coletta-present  
Councilman Trotter-absent  
Mayor Hamilton-absent

Ms. Marion of the Lee County MPO called the roll for the Lee County MPO Board and announced that a quorum was attained.

Commissioner Mann- present  
Commissioner Hall- present  
Commissioner Judah- absent  
Commissioner Bigelow- absent  
Commissioner Manning- present  
Mayor Nelson- absent  
Councilman Simmons- present  
Councilman McGrail- present  
Councilman Carioscia - present  
Councilman Leonardo- present  
Councilman Simms- absent  
Councilman Flanders- present  
Councilwoman Erbrick - present  
Mayor Ruane- absent  
Vice-Mayor Raymond- absent  
Councilman Chulakes-Leetz- present  
Mayor Sullivan- present  
Vice-Mayor McIntosh- present  
Councilperson Watkins-Brown- absent  
Councilperson List- absent  
Vice-Mayor Denham- absent  
Councilman Congress- absent

**Agenda Item 2– Election of a Chairperson**

**MOTION BY COMMISSIONER HALL TO ELECT COMMISSIONER COLETTA AS CHAIR. SECONDED BY COUNCILMAN LEONARDO. MOTION CARRIED UNANIMOUSLY.**

**Agenda Item 3 - Pledge of Allegiance**

Chairman Coletta led the Pledge of Allegiance.

#### **Agenda Item 4 – Joint CAC Report**

Lee County MPO CAC Vice-Chairwoman Ms. Heather Mazurkiewicz reported on the following:

- The joint committee met on October 4<sup>th</sup> and a quorum was attained

Ms. Mazurkiewicz announced that she will be addressing Agenda Item 9A (Discussion of the MPOAC Transportation Revenue Study). Ms. Mazurkiewicz stated that the CAC of Lee and Collier County offer full support to replenish the monies diverted from the State Transportation Trust Fund to general revenue. Ms. Mazurkiewicz stated that each dollar invested in the FDOT 5 Year Work Program results in five dollars which benefit to the state's economy.

Ms. Mazurkiewicz stated that the CAC's second comment would be the Committee's disappointment of the 14 recommendations made regarding transportation revenue, there was no mention of federal dollars. Ms. Mazurkiewicz reported that Florida's historic rate of return from the Highway Trust Fund since 1956 has been 87 cents on a dollar invested which has equated to Florida contributing more than \$5.3 billion in highway funds to other states. Ms. Mazurkiewicz suggested that the CAC should be working together with the congressional delegation to rectify an economically feasible solution.

#### **Agenda Item 5 – Joint TAC Report**

Don Scott with the Lee MPO reported on the following:

- The joint Lee/Collier TAC meeting was held on October 4<sup>th</sup> in Estero and a quorum was attained.
- The joint committee endorsed:
  - The updated strategic intermodal system priorities.
    - The committee also discussed meeting again to discuss adding transit priorities to the list. The committee decided that any additional meetings should be after the SIS Cost Feasible Plan is completed and available from FDOT.
  - The Office of Greenways and Trails Trail Opportunity Map.
- The joint committee discussed:
  - The MPOAC Transportation Revenue Study;
  - The MPOAC Regional Governance Workshop;
  - The LeeTran Livability Initiatives Grant to Assist Veterans;
  - The status of the Long Range Transportation Plan Amendments for both Lee and Collier MPO's

#### **Agenda Item 6 – Public Comments on items not on the agenda.**

There were no public comments.

#### **Agenda Item 7 – Approval of Agenda**

**MOTION BY COMMISSIONER HENNING TO APPROVE THE AGENDA. SECONDED BY COMMISSIONER MANNING. MOTION CARRIED UNANIMOUSLY.**

#### **ACTION ITEMS**

**Agenda Item 8A – Approval of Updated Strategic Intermodal System (SIS) Priorities**

**MOTION BY COMMISSIONER HENNING TO APPROVE THE UPDATED SIS PRIORITIES. SECONDED BY COMMISSIONER MANNING. MOTION CARRIED UNANIMOUSLY.**

**REPORTS AND PRESENTATIONS**

**Agenda Item 9A – Discussion of the MPOAC Transportation Revenue Study**

Ms. Ayer introduced Mr. Glassman, Executive Director of the MPOAC. Mr. Glassman presented an overview of the MPOAC Transportation Revenue Study in a Power Point presentation.

Mr. Glassman stated that the purpose of the Revenue Study is to develop legislative approaches to address transportation funding needs in Florida.

Mr. Glassman discussed vehicle miles traveled. He reported that transportation revenue is based on taxes per gallon and that the revenue produced is related to how many vehicle miles are traveled. Mr. Glassman reported that revenues from the tax on highway fuels represent 90 percent of the receipts that accrue to the Federal Highway Trust Fund.

Mr. Glassman reported that the Highway Trust Fund balance has been at a steady decline and requires General Fund infusions to ensure its solvency.

Mr. Glassman discussed fuel efficiency. He stated that by the year 2016 the corporate average fuel efficiency standard will be 35.5 miles per gallon which is a significant increase to the 27.5 miles per gallon which is the current rate. Mr. Glassman reported that by the year 2025, passenger cars should develop a 54.5 mile per gallon fuel efficiency standard.

Mr. Glassman reported on the State Trust Fund Purchasing Power. Mr. Glassman stated that there will be a 49% increase in vehicle miles traveled in the next eight years. Mr. Glassman reported that there will be a 44% increase in fuel efficiency in the next eight years. Mr. Glassman reported that there is not a corresponding match between vehicle miles traveled and fuel consumption.

Mr. Glassman discussed State Transportation Taxes & Fees and Lost Purchasing Power. Mr. Glassman stated that there were many variables which affect the purchasing power of transportation revenues including vehicle miles traveled (VMT), fuel efficiency, inflation and fuel usage. Mr. Glassman explained that the state transportation taxes have lost approximately \$12.1 Billion dollars in purchasing power as depicted in the chart on slide number 14 of his presentation. Mr. Glassman discussed Power Point slide number 15, emphasizing the revenue needed to maintain the FY 1999/2000 purchasing power per VMT adjusted for inflation. He also noted that the documentary stamps and local option distributions and take backs were high between FY2005/2006 and FY 2007/2008 as real estate transfer fees occurred due to the housing boom. Mr. Glassman stated that the MPOAC is asking the State Legislature to see if there are any fiscal enhancements that can be proposed to restore the Purchasing Power to what it was during FY1999/2000.

Mr. Glassman reported on Purchasing Power Value due to Inflation. Mr. Glassman discussed the Municipal Fuel, Constitutional Fuel and County Fuel. Mr. Glassman stated that the last time any of these rates were increased was over 40 years ago.

Mr. Glassman reported that on April 26, 2012 the MPOAC transmitted to the Legislature/Governor information on the State's unfunded transportation needs and 14 options to reduce the funding shortfall.

Mr. Glassman discussed the top 6 revenue options to reduce the funding shortfall.

- Index All Fuel Taxes not Currently Indexed
- One Cent Municipal Optional Sales Tax
- Two Cent Fuel Tax Increase per Year – 5 years (10 cents) indexed for inflation
- Vehicle Miles Traveled Study
- Five Cent Local Diesel Tax
- Return Motor Vehicle License, Registration and Titling Fee Increases to the State Transportation Trust Fund

Ms. Ayer announced that there is a registered speaker and introduced Ms. Pierce. Ms. Pierce stated that she was present on behalf of BikeWalkLee. Ms. Pierce explained that BikeWalkLee is an organization supporting safe access to roadways. Ms. Pierce stated that she is supporting the proposed transportation revenue study with the full exploration of all possible new funding sources. Ms. Pierce stated that there was concern regarding significantly reduced capital and long term expenses for all roadway projects. Ms. Pierce stated that BikeWalkLee has five recommendations. The recommendations are as follows:

- Develop a model utilizing unified transportation and land use scenario with rigorous broad measures of performance capturing the full range of community needs and objectives. Including increased safety for all road users, a supportive platform for economic business growth, enhanced community character and quality of life, improvements in public and environmental health, job creation, and capital and long term maintenance costs reductions.
- Re-evaluation or elimination of current LOS and a move from impact fees to a mobility fee.
- Detailed auditing of all existing work projects and possibly eliminate projects. Leverage all possible multi-modal opportunities for mode shifting connections, and conduct a cost analysis using a metrics that would address the cost for each existing trip, cost of each new trip, cost of mode shift and long term maintenance costs.
- Approach all projects with a series of questions such as, what is the role of the roadway in the area, who does this roadway serve, what are the benefits and deficiencies, and what impacts will be made on the community, infrastructure grid, network enhancements of existing infrastructure, and how much traffic can be shifted into other modes.
- Plan and design projects utilizing multi-disciplinary team and find contact sensitive solutions.

Councilman Leonardo stated that he opposed the vehicle mileage tax due to privacy. Councilman Leonardo noted that at the last MPOAC, the issue of privacy was addressed and stated he would like to know how privacy issues are being addressed now. Mr. Glassman stated that the MPOAC did not recommend using GPS Technology.

Chairman Coletta stated that he served on the MPOAC during six of his twelve years with the MPO. He stated that none of the subjects that the Joint Boards are hearing today are new. Chairman Coletta stated that twelve years ago, everyone on the Board of Collier County

Commissioners was looking for the same solutions as the MPOAC is now. Mr. Glassman stated that fuel efficiency has been a concern for a good period of time and noted that in the future the fleet will be more efficient.

Councilman Simmons asked how the state of Florida is compensated regarding rental car mileage. Mr. Glassman stated that there is a Rental Car Surcharge that goes back to the Transportation Trust Fund.

Commissioner Hall stated that the tourism industry and the hospitality industry are strong opponents to the additional Rental Car Surcharge.

Commissioner Mann stated that the MPOAC Transportation Revenue Study was a great presentation but he believed that the numbers and percentages have not changed in quite some time. Commissioner Mann reported that in recent history, no one on the Transportation Committee, State Senate or the State House have suggested entertaining the revenue options being presented. Commissioner Mann suggested that Transportation dollars be used in the proper way and not build super highways.

#### **Agenda Item 9B – Update On the Florida Transportation Commission Discussion on the MPO Designation and the MPOAC Regional Governance Workshop**

Mr. Glassman introduced the item. Mr. Glassman stated that the Florida Transportation Commission is looking at some initiatives regarding Regional Governance including consolidation or regional alliances of MPOs, Regional Planning Councils (RPC), and FDOT District Offices. Mr. Glassman stated that there will be a workshop on Wednesday, October 24, in Orlando regarding Regional Governance.

#### **Agenda Item 9C – Presentation on the LeeTran Livability Initiatives Grant to Assist Veterans**

Mr. Rudge presented an overview on the LeeTran Livability Initiatives Grant to Assist Veterans in a Power Point presentation. Mr. Rudge reported on the Grant Program Background including that the grant is funded by the Federal Transit Administration, the intent of the grant is to improve veterans' mobility and the grant must incorporate the One Call/One Click System (211).

Mr. Rudge announced that the Lee County Transit Veterans Grant's three main components are:

- Deployment of information kiosks (hardware and software)
- Development of Regional Coordinated Human Services Transportation Plan
- Installation of Automated Vehicle Location (AVL) equipment (hardware and software)

Mr. Rudge stated that there would be a deployment of informational kiosks across Lee County. He also stated that the kiosks would be tied into Lee County's 211 Network which provides one call/one click information targeted at veterans.

Mr. Rudge stated that the informational kiosks will be completed by what comes out of the Regional Coordinated Human Services Transportation Plan being developed by the SW Florida RPC. Mr. Rudge noted that the additional focus of coordinating veterans' services is to allow for more access to transportation options. Mr. Rudge stated that the counties in the regional scope are Charlotte, Collier, Glades, Hendry, Lee and Sarasota. Mr. Rudge reported that the informational kiosks would provide enhanced services to an estimated 68,000 veteran population.

Mr. Rudge discussed Automated Vehicle Location. Mr. Rudge stated that all automated vehicle location devices would go on all LeeTran buses. Mr. Rudge noted that the signage at selected locations (transfer centers and a new VA Clinic) will provide real-time transit vehicle arrival times.

Mr. Rudge discussed the grant funding. He stated the following:

- FTA Grant Capital Funds totaled \$1,309,200,
- Local Match for Capital Funds totaled \$327,000 – Local Match provided by the FDOT through Toll Revenue Credits, and
- FTA Research Grant (Regional Plan) totaled \$50,000

Mr. Rudge stated that the grant was awarded on October 1, 2012 and project completion should be by September 30, 2014.

Chairman Coletta commended Mr. Rudge on the work being done in Lee County.

Chairman Coletta asked if Collier County was looking into a grant similar to the Transit Veterans Grant. Ms. Ayer stated that she was not aware of the Transit Department or CAT pursuing a grant similar to the Veterans Grant. Ms. Ayer stated that she will work with the Transit Department to be able to participate in this grant. Chairman Coletta requested information on the Transit Veteran Grant for Collier County by the next MPO Board meeting on November 9, 2012.

#### **Agenda Item 9D – Status Report on the Long Range Transportation Plan Amendments by both Lee and Collier MPO's**

Mr. Scott reported that the Lee County MPO has amended the 2035 LRTP three times since it was adopted on December 8, 2010.

Mr. Scott discussed the most recent amendments to the 2035 LRTP on September 21, 2012.

- Amended the Existing plus Committed project list to add \$5,000,000 in Federal Transit Administration (FTA 5309 funding) grant funding for the LeeTran Bus Facility Replacement Project.
- Amended the Existing plus Committed project list to add \$1,359,200 in Federal Transit Administration (FTA 5312 funding) grant funding for the Veterans Transportation and Community Living Initiative Bus Arrival Notification System.
- Amended the Existing plus Committed project list to update the current status of projects that are funded in the next five years.
- Amended the State funded project list of the Cost Feasible Plan to match the latest cost estimates for those recently funded projects.

Mr. Scott stated that the Lee County MPO is working on a land use scenario planning scope to look at land use alternatives that would help reduce vehicle trips, trip lengths and increase the viability of transit options. Mr. Scott noted that the intent of the study is to come up with a preferred land use alternative for 2040 conditions that will be used in the development of the 2040 Long Range Transportation Plan that will be adopted in December of 2015.

Ms. Ayer presented the item and reported that in December 2010, the Collier MPO Board adopted the 2035 Long Range Transportation Plan (LRTP). Ms. Ayer stated that the LRTP was amended in March 2012. Ms. Ayer noted that the Collier MPO Board adopted a LRTP Amendment which included:



- Deleting two (2) right-of-way (ROW) phases on US 41 from CR 951 to Greenway Road and from Greenway Road to 6 L's Farm Road. Both ROW phases were originally planned for the 2021-2025 time period in the adopted Cost Feasible Plan of the 2035 LRTP but are no longer needed,
- Advancing the US 41 from CR 951 to Henderson Creek construction (CST) phase from 2026-2030 to the 2016-2020 time period,
- Adjusting the project construction phase limits for remaining limit in 2026-2030 on US 41 from Henderson Creek to Greenway Road and
- Reducing the cost of the PD&E phase for Everglades Boulevard from I-75 to Golden Gate Boulevard to \$2.63M to \$1.6M.

Ms. Ayer stated that a comprehensive approach was used to update the LRTP. Ms. Ayer stated that the Collier MPO came up with a financial assessment and now it is in the process of updating the 2035 Cost Feasible Plan.

Ms. Ayer stated that as part of the Needs Plan list of improvements, the first step was to remove projects that were identified as Major Intersection Improvements, which will be considered for future funding thru a CMS/ITS set aside.

Ms. Ayer reported that the remaining projects were then reviewed by a working group which was open to the public and consisting of representatives from the Collier MPO, County Transportation Department, the Alternative Transportation Department, City of Naples and the City of Marco Island. Ms. Ayer explained that prior to the working groups review, the Collier MPO staff and the Consultant developed an evaluation matrix consisting of eight criteria, each with three measures, generally high, medium and low/none. Ms. Ayer reported that some of the criteria included the following categories: Existing Plans & Programs, Congestion Relief & System Connectivity/Continuity, Safety, Regional Connectivity and Cost vs. Benefit. These criteria were reviewed and evaluated based upon published documentation such as adopted plans and programs, adopted regional transportation networks, crash data and project cost.

Ms. Ayer stated that the remaining three criteria are Environmental or Neighborhood Impacts, Economic Development or Community Benefits and Multi-Modal/Transit Benefits.

Ms. Ayer announced that there was a registered speaker and introduced Mr. Fee.

Mr. Fee reported he would like to speak about the LRTP. Mr. Fee stated that in Collier County, there is the Needs Plan and the Cost Feasible Plan. Mr. Fee stated that Veterans Memorial Boulevard between U.S. 41 and Livingston Road was #64 on the Cost Feasible Plan. Mr. Fee stated that through discussion with the Consultant, it has been raised to #46. Mr. Fee asked what data goes into prioritizing the projects on the Cost Feasible Plan. Mr. Fee stated that Veterans Memorial Boulevard is an urban area and is near the Lee County Line. Mr. Fee stated that he believed the project would make a huge difference in infrastructure.

### **Agenda Item 10 – Florida Department of Transportation Report**

Mr. Limbaugh reported that the Metro Parkway Extension is being changed to Michael G. Rippe Parkway. Mr. Limbaugh reported that the name change will take place on November 8, 2012 and the ceremony will be held at 1:30 p.m.

### **Agenda Item 11 – Transit Update**

Mr. Rudge reported that in FY11, LeeTran carried over 3.2 million passengers. Mr. Rudge stated that in FY12, there was a 16.9% increase in ridership. Mr. Rudge stated that in October 2011, LinC, Route 600, was implemented. Mr. Rudge reported that LinC carried 95,985

passengers in FY12 which was greatly exceeding any expectations. Mr. Rudge explained the LinC process. Mr. Rudge explained that part of the service agreement was that Collier Area Transit would provide the bus to use on the LinC Route and that should arrive early next year.

Mr. Rudge reported that there will be a groundbreaking ceremony in December for the LeeTran Administration and Maintenance Facility.

Mr. Rudge stated that every year LeeTran puts on a program called "Stuff the Bus". Mr. Rudge explained that volunteers go out and collect food for the Harry Chapin Food Bank. Mr. Rudge reported that in 2011, LeeTran collected over 60,000 pounds of food. Mr. Rudge stated that in 2012, LeeTran collected over 76,000 pounds of food and it was all donated to the Harry Chapin Food Bank.

### **Agenda Item 12 – Members Comments**

Commissioner Hiller stated that she would like to commend Lee County on diligently updating the LRTP. Commissioner Hiller noted that it was interesting to see that Lee County had made three updates to the LRTP since 2010.

Mayor Sullivan thanked Collier MPO for hosting the meeting.

Chairman Coletta stated he would like to thank the Collier County School System for lending the auditorium. Chairman Coletta announced that this meeting would be his last MPO meeting and last Joint MPO Board meeting. Chairman Coletta stated he would like to thank everyone for their professionalism and that he has enjoyed working with everyone on the Board. Chairman Coletta stated that there have been a lot of improvements made, but there is a lot left to do.

Councilwoman Sulick stated that she would like to thank Chairman Coletta for his dedication to the MPO Board.

Chairwoman Sulick thanked Chairman Coletta for all of his hard work.

Vice-Mayor McIntosh stated he would like to thank Chairman Coletta for his leadership in Collier County.

Commissioner Fiala stated that the numbers of LinC riders between Lee County and Collier County are very exciting. Commissioner Fiala stated that Route 600 is a wonderful route. Commissioner Fiala stated that she will miss Chairman Coletta.

Commissioner Henning asked why the Collier County ATM Department did not present today. Ms. Ayer stated that the Collier MPO was informed that the ATM Director would not be in attendance.

Councilman McGrail discussed Item 9C. Councilman McGrail stated that there are a lot of veterans in Lee County that would use the LinC Route for Veteran's services. Councilman McGrail stated that it is critical that the grant move forward and have reports on ridership.

Commissioner Hall stated that Chairman Coletta was a great mentor. Commissioner Hall thanked Chairman Coletta for his leadership in Collier County.

### **Agenda Item 13 – Information Items**

There were no information items.

**Agenda Item 14 – Adjournment of Joint MPO Meeting**

Having no further business, the Joint Lee County-Collier MPO Board meeting adjourned at approximately 10:53 a.m.



**2013**

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# **Funding Florida's Future Transportation System:**

## **MPOAC Transportation Revenue Study**

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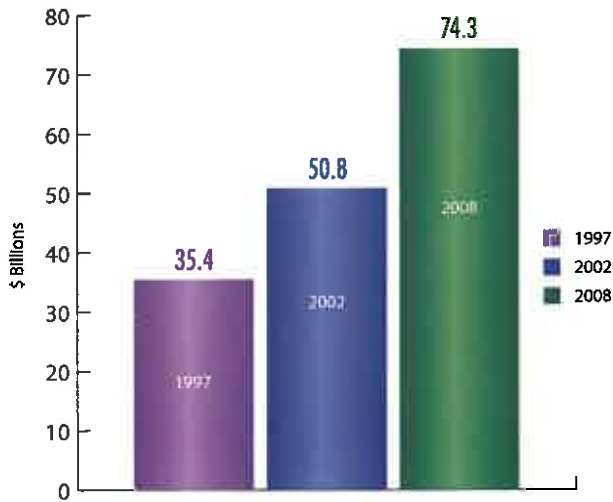


# THE ISSUE: The Gas Tax is a Declining Source of Funding for Meeting our Transportation Needs

- Good transportation systems are closely linked with economic health. When transportation systems are efficient, they provide accessibility to markets, employment and additional investments. When they are deficient, they can have economic costs, such as reduced or missed opportunities.
- Most of the money to pay for transportation projects in Florida comes from the gas tax. But the gas tax is a declining and unsustainable source of transportation funding and we are falling behind in meeting our transportation needs.
- In 2008, the MPOAC estimated that the shortfall between the cost of needed transportation projects and reasonably expected revenues in Florida's metropolitan areas to be more than \$74 billion, more than doubling the estimated statewide shortfall in under a decade.

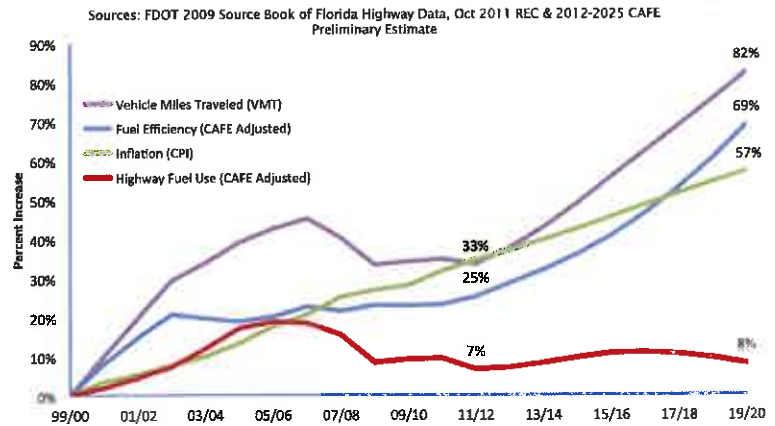
- In fact, our transportation needs are continuing to grow in absolute terms as vehicle miles of travel (VMT) on our roads is expected to grow substantially between now and the year 2020. Meanwhile, vehicles continue to get better gas mileage with the fleet becoming 69% more efficient by the year 2020 as compared to 2000 due to new Corporate Average Fuel Efficiency standards. These factors, combined with inflation eroding other transportation revenue sources, will result in a flattening of fuel use and a stagnation in transportation purchasing power.

## Florida Metro Area Funding Shortfall Estimates



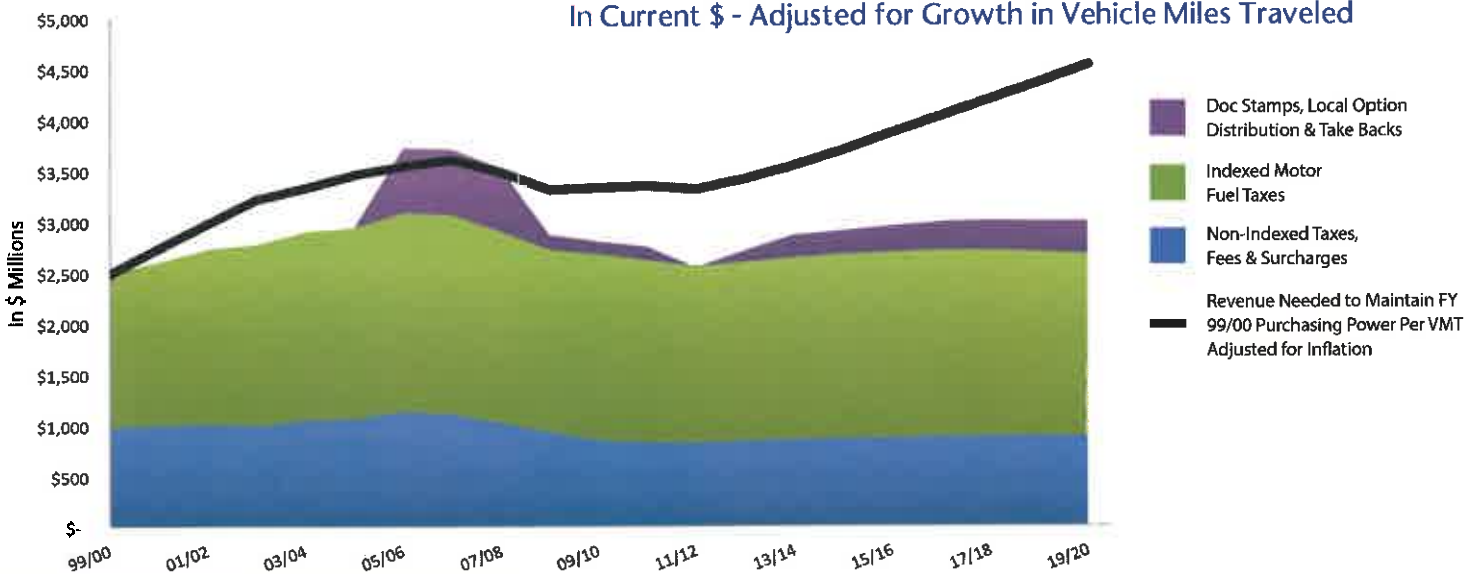
## State Transportation Trust Fund Purchasing Power

### Variables Affecting Fuel Consumption and Transportation Revenues



## State Transportation Revenues

**\$12.1 Billion in Lost Purchasing Power**  
In Current \$ - Adjusted for Growth in Vehicle Miles Traveled



The bottom line is Florida needs a sustainable transportation funding source for the future.

## THE GOAL

The Florida MPO Advisory Council (MPOAC), in cooperation with the Center for Urban Transportation Research (CUTR) at the University of South Florida, completed a 2 year study on the level of funding for transportation investments in Florida. Recognizing that current funding sources are declining and unsustainable over the long term, the MPOAC developed recommendations to deal with the future transportation funding needs of our metropolitan areas and state.

The transportation revenue study was guided by an advisory committee made up of diverse transportation interests representing business organizations, local governments, environmental groups and freight shippers. The MPOAC set a goal of ensuring that the purchasing power of today's transportation dollar is equivalent to what it could purchase in the year 2000.

## THE RECOMMENDATION: Identifying Strategies to Meet our Transportation Needs

The MPOAC developed a set of options that are sustainable, innovative and that deal with the on-going transportation funding needs of our state.

### Top six options that were considered most feasible...

	Revenue Option	8 year Total (\$millions)	Annual Average (\$millions)
1	1 Cent Municipal Optional Sales Tax - <i>Local</i>	6,637	830
2	Index All Fuel Taxes not Currently Indexed - <i>Local</i>	918	115
3	Return Motor Vehicle License, Initial Vehicle Registration and Titling Fee Increases to the State Transportation Trust Fund - <i>State</i>	3,301	413
4	2 Cent Fuel Tax Increase per Year for 5 Years (10 cents) Indexed - <i>State</i>	6,424	803
5	5 Cent Diesel Tax - <i>Local</i>	576	72
6	Mileage Based User Fee Study		

## INTERIM RECOMMENDATIONS: Filling the Revenue Gap

The MPOAC identified 5 solutions the legislature could enact to raise \$12.1 billion and restore the purchasing power of our transportation dollar to what it could purchase in 2000

- Expand charter county surtax to allow all counties in MPO areas (adds 12 counties) and municipalities over 150,000 in population to go to local referendum for up to a 1% sales tax
- Index local option fuel taxes in a manner similar to how state fuel taxes are indexed
- Return tag and title fee increase to STTF that were enacted by the State in 2009
- Increase the state gas tax by 2 cents per year for the next 5 years
- Increase diesel fuel tax by 5 cents with proceeds directed to commercial freight and trucking related projects

## LONG TERM RECOMMENDATION: Making the Revenue Source Sustainable

Develop a plan to implement a Mileage Based User Fee in Florida that does not rely on GPS technology as a tracking device.

# THE MPOAC

The Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida's 26 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process.

## MPOAC Transportation Revenue Study Options

	Revenue Option	8 year Total (\$millions)	Annual Average (\$millions)
1	1 Cent Municipal Optional Sales Tax - Local	6,637	830
2	Index All Fuel Taxes not Currently Indexed - Local	916	115
3	Return Motor Vehicle License, Initial Vehicle Registration and Titling Fee Increases to the State Transportation Trust Fund - State	3,301	413
4	2 Cent Fuel Tax Increase per Year for 5 Years (10 cents) Indexed - State	6,424	803
5	5 Cent Diesel Tax - Local	576	72
6	Mileage Based User Fee Study	-	-
7	State Sales Tax @ 6% in Lieu of Fuel Taxes, with a floor - State	1,087	136
8	Create an Independent Toll Rate Setting Commission - State	-	-
9	Regional Trans Financing Authority @ \$100 million per year	3,200	400
10	Sales Tax on Motor Vehicle Parts & Services	5,331	666
11	Redirect Sales Tax on Battery Electric Vehicles to State Transportation Trust Fund	73	9
12	County \$10 Registration Fee - Local	1,242	155
13	Alternative Fuel Decal Expansion - State	204	26
14	\$100 million in New Toll Projects	2,450	306

Top Options

For more information, please go to <http://www.mpoac.org/revenuestudy/>