METROPOLITAN PLANNING ORGANIZATION BOARD

9:00 a.m., Friday, April 19, 2013
City of Cape Coral Council Chambers
1015 Cultural Park Boulevard
Cape Coral, Florida 33990
239-244-2220

LEE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

AGENDA

Call to Order

Pledge of Allegiance

Roll Call

Approval of Minutes

1. *Approval of the Minutes from the February 22, 2013 MPO Meeting
2. *Approval of the Minutes from the March 22, 2013 Joint Lee Collier MPO Meeting
3. Bicycle Pedestrian Coordinating Committee Report

New Business

4. Public Comments on New Business Items
5. *Approval of the Local Coordinating Board's Selection for the Community Transportation Coordinator (CTC) (Don Scott)
6. *Approval of the Local Coordinating Board Certification (Don Scott)
7. *Endorsement of the Good Wheels 5310 Grant Application (Don Scott)
8. *Approval of the Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (Don Scott)
9. *Review and Approval of the MAP-21 Bicycle Pedestrian Project Funding and Prioritization Scope (Don Scott)
10. +Presentation and Provide Input on the Proposed US 41 Pedestrian Refuge Islands (FDOT)
11. +Presentation on the Bicycle Pedestrian Safety Action Plan (Tindale-Oliver)
12. +Review of the Proposed Amendments to the Long Range Transportation Plan (LRTP) (Don Scott)
13. Review and Comment of the Public Involvement Evaluation Report for 2012 (Meghan Marion)
14. Current Citizen's Advisory Committee Vacancies (Meghan Marion)

Other Business

15. Public Comments on Items not on the Agenda
16. LeeTran Report
17. FDOT Report
18. MPO Member Comments
19. Announcements

20. Topics for April MPO meeting

21. Information and Distribution Items

Adjournment

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*Action Items $^+$May Require Action

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Ms. Meghan Marion at the Lee MPO at 239-330-2242 or by email at mmarion@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

MINUTES OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION BOARD

Held on February 22, 2013

The following members were present for the regular meeting of the Lee County Metropolitan Planning Organization Board on February 22, 2013 at the City of Cape Coral Council Chambers, 1015 Cultural Park Boulevard, Cape Coral, Florida.

Commissioner Frank Mann	Lee County Commission, District 5
Commissioner Larry Kiker	Lee County Commission, District 3
Commissioner John E. Manning	Lee County Commission, District 1
Councilman Thomas Leonardo	City of Fort Myers
Councilman Levon Simms	City of Fort Myers
Councilman Mike Flanders	City of Fort Myers
Mayor John Sullivan	City of Cape Coral
Councilman John Carioscia	City of Cape Coral
Councilman Kevin McGrail	City of Cape Coral
Councilman Chris Chulakes-Leetz	City of Cape Coral
Mayor Kevin Ruane	City of Sanibel
Vice-Mayor Stephen McIntosh	City of Bonita Springs

Those also in attendance included: Councilman Joe Kosinski with the Town of Fort Myers Beach; Councilman Doug Congress with the City of Sanibel; Russ Muller, Zac Burch, and Jennifer Stultz with FDOT; John Fredyma with the Lee County Attorney's Office; Rosalie Berlin as citizen; Jane Antolini as citizen; Darla Letourneau with BikeWalkLee; Carmen Monroy with LeeTran; David Loveland with Lee County DOT; Rick Williams with the Citizen's Advisory Committee; and Don Scott, Ron Gogoi, Meghan Marion and Anna Bielawska of Lee County MPO.

CALL TO ORDER

The meeting was called to order at 9:00 a.m. by Chairman Ruane.

Chairman Ruane led the Board in the Pledge of Allegiance.

Ms. Marion called the roll and announced that a quorum was present.

APPROVAL OF MINUTES

Agenda Item #1 – Approval of Minutes from the January 18, 2013 MPO Meeting

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE MINUTES FROM THE JANUARY 18, 2013 MPO BOARD MEETING. SECONDED BY COUNCILMAN MCGRAIL. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #2 – Bicycle Pedestrian Coordinating Committee Report

None.

Agenda Item #3 – Citizen's Advisory Committee Report

Mr. Rick Williams of the Citizen's Advisory Committee (CAC) provided the report. The CAC had a discussion concerning impact fees. The CAC passed a resolution in support of keeping the impact fees.

Mr. Rick Williams read the entire resolution into the record in front of the MPO Board. The CAC recommends that the Lee Board of County Commissioners vote no to the temporary suspension of impact fees; they are an important funding source unit infrastructure throughout the county.

Councilman Leonardo commented on the impact fees issue. He asked MPO staff to look into empirical evidence concerning impact fees in the City of Miami and City of Miami Beach; and whether removal or keeping impact fees gave rise to new residential units. About 31 new condo towers will be added in those two cities. Councilman Leonardo went on record to say that suspending impact fees will not be good for the City of Fort Myers.

Mayor Sullivan mentioned that the two studies that he has looked at showed that the towns who removed impact fees actually had a bigger rate of decline in the amount of permits issued.

Councilman Leonardo said he supports not removing impact fees. Impact fees are user fees. Builders charge impact fees which are factored into the price of the home, and the home buyer (the user) pays the fee. The removal of an impact fee will not dissuade people, especially baby boomers, who are already planning on moving down to Southwest Florida.

Commissioner Mann said he is in concurrence with the request made by the CAC. He said that the Board of County Commissioners is reconsidering the temporary suspension of impact fees and is looking at some sort of reduction of fees instead.

Councilman Chulakes-Leetz added that he hopes the Board of County Commissioners will not make the same error as the federal government did when they reduced social security taxes by 2 %. This was a false security imposed upon U.S. citizens. Ultimately, this temporary suspension has created a shortfall in the social security trust fund and has made things more difficult.

NEW BUSINESS

Agenda Item #4 – Public Comments on New Business Items

Ms. Letourneau of BikeWalkLee had some comments on **Agenda Item #10** and **Agenda Item #12**. She thanked the MPO Board for initiating the letter to the state legislature requesting legislation this session banning texting while driving (Agenda Item #10). She hopes the MPO Board will continue speaking with the state legislature concerning this issue. Ms. Letourneau also thanked Mr. Scott and Mr. Gogoi for their hard work on the Year End Bicycle Pedestrian Report (Agenda Item #12).

Agenda Item #5 – Review and Approval of the Lee MPO/LeeTran Transit Planning Interlocal Agreement

Mr. Scott presented this item. He said that on pg. 4 the term was changed from 5 years to 3 years.

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE LEE MPO/LEETRAN TRANSIT PLANNING INTERLOCAL AGREEMENT. SECONDED BY COUNCILMAN MCGRAIL. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #6 – Approval of the Local Coordinating Board Membership Certificate

Mr. Scott presented this item.

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATE. SECONDED BY COUNCILMAN MCGRAIL. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #7 – Endorsement of a Resolution Approving FDOT as the Designated Recipient of FTA Section 5310 Funds

Mr. Scott presented this item.

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE ENDORSEMENT OF A RESOLUTION APPROVING FDOT AS THE DESIGNATED RECIPIENT OF FTA SECTION 5310 FUNDS. SECONDED BY COUNCILMAN MCGRAIL. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #8 – Endorsement of the Lighthouse of Southwest Florida 5310 Application

Mr. Scott presented this item.

Commissioner Mann said that the **Lighthouse of Southwest Florida** was formerly known as **Visually Impaired Persons**, and it is a very fine organization.

> **MOTION BY COMMISSIONER MANN TO APPROVE THE ENDORSEMENT OF THE LIGHTHOUSE OF SOUTHWEST FLORIDA 5310 APPLICATION. SECONDED BY COMMISSIONER MANNING. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #9 – Approval of the JARC and New Freedom Selection Committee Members

Mr. Scott presented this item.

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE JARC AND NEW FREEDOM SELECTION COMMITTEE MEMEBERS. SECONDED BY COUNCILMAN FLANDERS. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #10 – Review and Approval of the Letter to the Legislative Delegation Requesting Legislation this Session Banning Texting While Driving

Mr. Scott presented this item.

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE LETTER TO THE LEGISLATIVE DELEGATION REQUESTING LEGISLATION THIS SESSION BANNING TEXTING WHILE DRIVING. SECONDED BY VICE-MAYOR MCINTOSH.**

Mayor Sullivan stated that this letter is not powerful enough and should include anyone with a cellphone in their hand.

Councilman Flanders agreed with Mayor Sullivan but said it is important that the first step should be against texting. Mayor Sullivan concurred.

Chairman Ruane also agreed with Councilman Flanders' statement and said that a step by step approach is appropriate.

MOTION CARRIED UNANIMOUSLY.

Agenda Item #11 – Overview of the January MPOAC Meeting

Councilman Leonardo presented this item. There are two handouts in the agenda packet: the **2013 Florida MPOAC Legislative Priorities** and the **2040 Long Range Transportation Plan Financial Guidelines**. He said that he hopes the County Commissioners will study the recommendations in the handouts and will use it as a guide to increase revenue for the county.

Councilman Leonardo highlighted the interim recommendations and long-term recommendations from the 2013 Florida MPOAC Draft Legislative Policy Positions. He is also concerned about the $74 billion shortfall for all Florida MPOs through the year 2030.

Councilman Leonardo also addressed the **Mortgage Electronic Registration System** (MERS). He promised Councilman Chulakes-Leetz to bring this to attention at the January MPOAC meeting, because Councilman Chulakes-Leetz was concerned about the possible loss of transportation dollars due to this system. The chairman of the January MPOAC, Mayor Kaplan, responded that MERS has been studied in at least 15 states, and it is not going anywhere.

Councilman Leonardo discussed the need for a Lee County Freight Plan in order to compete with other counties who are moving aggressively to establish freight centers. If anyone is interested in this issue, they should contact Juan Florez with FDOT.

Councilman Leonardo also stressed the need for purchasing only natural gas buses and county vehicles in Lee County. It is important to start planning now for the proper infrastructure.

Agenda Item #12 – Review of the Year End Bicycle Pedestrian Report

Mr. Gogoi presented provided a PowerPoint on this item.

Councilman Leonardo asked Mr. Gogoi to go back to the slide that showed the number of dedicated bike lane miles.

Vice-Mayor McIntosh said he was impressed with the level of accomplishment that has gone into planning this report.

Agenda Item #13 – Discuss Potential Agenda Items for the Upcoming Joint Lee and Collier MPO meeting

Mr. Scott presented this item. The items listed were discussed at both the Technical Advisory Committee and the Citizen's Advisory Committee meetings. SR 82 in Collier and the back entrance to their airport will also be discussed.

Other Business

Agenda Item #14 – Public Comments on Items not on the Agenda

Ms. Jane Antolini personally thanked Commissioner Manning, Commissioner Hall, and Ron Gogoi for responding to her email requesting to look at a sidewalk between Prairie Pines and the new Publix/Walgreens complex on the corner of Pine Island Rd and Del Prado Blvd. Adding a stretch of sidewalk would be beneficial for the residents.

Agenda Item #15 – LeeTran Report

None.

Agenda Item #16 – FDOT Report

Mr. Muller of FDOT gave the report. He stated that the director of the Southwest Florida Office, Johnny Limbaugh, resigned two weeks ago. He also said that Governor Scott was in their SWIFT center a week ago. Governor Scott emphasized the Florida Families First budget and projects in this area that will support the local economy.

Agenda Item #17 – MPO Member Comments

Councilman Leonardo asked Mr. Scott about the status of the northbound right turn lanes from Six Mile Cypress Rd onto Colonial Blvd. Mr. Loveland of the Lee County Department of Transportation (Lee County DOT) responded that FDOT has a project there now. The right turn lanes are under design. Lee County DOT is waiting until FDOT is finished before moving in and working on their part. Councilman Leonardo said that he was under the impression that it is starting soon. Mr. Loveland answered that it will start as soon as FDOT is finished on their component. Councilman Leonardo asked Mr. Loveland what is involved when you have two lanes turning right onto Colonial Blvd from Six Mile Cypress. Mr. Loveland said that this is correct; they are making a dual right turn lane there. Councilman Leonardo also asked about the time frame for this project. Mr. Loveland that he would have to check with the project manager for specific dates.

Councilman Leonardo also asked about a future roundabout study at that intersection. Mr. Scott responded that doing a roundabout study that looks at more intersections than were previously identified was discussed. The funding could come from the congestion management projects funding, or it could be made a priority on this year's priorities list. Councilman Leonardo said that he is concerned that the study could be so diffused that the need to look at this intersection quickly would not be prioritized. Mr. Scott answered that the study would start with the identified intersections and would go from there.

Chairman Ruane asked Councilman Leonardo what the shortfall was for the MPOs funding. Councilman Leonardo responded that it was $74 billion for all Florida MPOs through the year 2030. Chairman Ruane said that it is obvious that transportation funds are declining. He asked to look at numbers for the 2040 Long Range Transportation Plan, including how much money is there, how much money is being spent on projects and their maintenance. Councilman Leonardo gave an example using the Lee County Plan for the elevated expressway on Colonial Blvd. It was presented as costing $938 million. The correct total including future maintenance costs plus interest on the bonds came out to be $ 1.438 billion. Councilman Leonardo said it is crucial to look at maintenance costs.

Chairman Ruane stated that he would like to work with Lee MPO staff on project infrastructure costs.

> **MOTION BY VICE-MAYOR MCINTOSH TO HAVE CHAIRMAN RUANE WORK ON INFRASTRUCTURE COSTS WITH LEE MPO STAFF. SECONDED BY MAYOR SULLIVAN. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #18 - Announcements

Mayor Sullivan invited everybody to attend a Salute to the Marines in Cape Coral on Saturday March 16th.

Agenda Item #19 – Topics for April MPO meeting

None.

Agenda Item #20 – Information and Distribution Items

The MPOAC Weekend Institute for elected officials will be held April 12th – April 14th in Orlando and May 17th – May 19th in Tampa.

On Thursday February 28th, there is an Estero Blvd Project meeting from 4:30 p.m. to 6:30 p.m. at St. Peter Lutheran Church.

ADJOURNMENT

Meeting adjourned at 10:09 a.m.

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

Held on March 22, 2013

The following members were present for the Joint Board Meeting of the Lee County Metropolitan Planning Organization (MPO) and the Collier MPO on March 22, 2013 at the Bonita Springs City Hall, Council Chambers, 9101 Bonita Beach Road, Bonita Springs, Florida.

Lee County MPO Board Members Present:

Commissioner John Manning	Lee County District 1
Commissioner Cecil Pendergrass	Lee County District 2
Commissioner Larry Kiker	Lee County District 3
Councilman Kevin McGrail	City of Cape Coral
Councilman Thomas Leonardo	City of Fort Myers
Councilman Mike Flanders	City of Fort Myers
Mayor Ben Nelson	City of Bonita Springs
Vice-Mayor Stephen McIntosh	City of Bonita Springs
Councilman Chris Chulakes-Leetz	City of Cape Coral
Mayor John Sullivan	City of Cape Coral
Mayor Kevin Ruane	City of Sanibel

Collier MPO Board Members Present:

Commissioner Donna Fiala	Collier County District 1
Commissioner Thomas Henning	Collier County District 3
Commissioner Tim Nance	Collier County District 5
Councilwoman Dee Sulick	City of Naples
Councilman Sam Saad, III	City of Naples

Non-Voting Members Present:

Secretary Billy Hattaway, FDOT
Russ Muller, FDOT

Those also in attendance included: Mr. Zac Burch, Chris Smith, Ms. Jennifer Stults, Ms. Sarah Baker, Mr. Richard Shine and Mr. Lawrence Massey with FDOT; Mr. David Loveland with Lee County Department of Transportation (DOT); Ms. Pamela Keyes with Lee County Utilities; Ms. Lucilla Ayer, Ms. Sarah Layman, Ms. Sue Faulkner, Ms. Lorraine Lantz and Ms. Kristin Campos with the Collier MPO; 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. Steve Myers and Mr. Wayne Gaither with LeeTran; Ms. Casey McKinney with CDM Smith; Ms. Darla Letourneau and Ms. Ann Pierce with BikeWalkLee; Mr. Reed Jarvi with Collier County Growth Management Division, Transportation Planning Department; Mr. Wayne Sherman with the Collier CAC; Ms. Trinity Scott with the Collier County Alternative Transportation Modes (ATM) Department; Mr. Michael Griffin and Mr. James Mclevy with SFWL Transportation; Ms. Julia Davis with Omnibus Innovations Group, Inc; Ms. Persides Zambrano with the City of Cape Coral; Mr. Michael Jacob with the Lee County Attorney's Office; Mr. Mike Curly with Seminole Gulf Railway; Ms. Nicole Johnson with the Southwest Florida Conservancy; Mr. Dan Moser with the Lee County Bicycle Pedestrian Coordinating Committee (BPCC); Mr. Alexander Grantt, private citizen; Ms. Margaret Banyan, private citizen; Mr. Roger Strelow, private citizen; Ms. Maryann Battle with the Naples Daily News;

Agenda Item 1– Call to Order/Roll Call

The meeting was called to order at approximately 9:04 a.m.

Ms. Campos of the Collier MPO called the roll for the Collier MPO Board and announced that a quorum was not present but had been attained at approximately 9:10 a.m.

Councilwoman Sulick - present
Councilman Saad - present
Commissioner Fiala - present
Commissioner Henning - present
Commissioner Coyle - absent
Commissioner Hiller - absent
Commissioner Nance - present
Councilman Kiester - 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 - absent
Commissioner Hall- absent
Commissioner Kiker- present
Commissioner Pendergrass- present
Commissioner Manning- present
Mayor Nelson- present
Councilman Simmons- absent
Councilman McGrail- present
Councilman Carioscia - absent
Councilman Leonardo- present
Councilman Simms- absent
Councilman Flanders- present
Councilwoman Erbrick - absent
Mayor Ruane - present
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
Councilperson Kosinki - absent

Agenda Item 2– Election of a Chairperson

> **MOTION BY COUNCIMAN LEONARDO TO ELECT MAYOR RUANE AS CHAIR. SECONDED BY COUNCILMAN MCGRAIL. MOTION CARRIED UNANIMOUSLY.**

Agenda Item 3 - Pledge of Allegiance

Chairman Ruane led the Pledge of Allegiance.

Agenda Item 4 – Joint CAC Report

Collier MPO Principal Planner, Ms. Lorraine Lantz reported on the following:

- The joint committee met on March 7th in Estero and a quorum was attained and elected Mr. Gary Shirk from the Collier CAC to act as Chairman.

The Joint Committee endorsed the Joint Regional Pathways Priorities.

The Joint Committee also discussed the following:

- Funding of the Lee in Collier (LinC) transit connection. The Service Development Grant will expire in 2014 and the CAC began discussing continuing the service. Although not related to the LinC funding issue, the committee recommended that the Lee BCC and the MPO continue working with Florida Gulf Coast University (FGCU) regarding funding the LeeTran Route 60 – which currently services FGCU and San Carlos Park.
- Lee and Collier reapportionment letters and future regional activity suggestions. The committee recommends to the Joint MPO Board that the MPOs remain separate but continue to coordinate with each other and update the Interlocal Agreement as necessary.
- Update on the Long Range Transportation Plan, especially regarding Old US 41;
- The US41 / Bonita Beach Road Interchange ETDM Project;
- The Strategic Intermodal System (SIS) Projects and plans. The Joint CAC elected to add 4 members to the joint subcommittee to discuss the FDOT SIS Plan. The subcommittee would consist of Fred Thomas and Wayne Sherman from Collier and Bill Williams and Al O'Donnell from Lee MPO. The Joint CAC also recommended that FDOT fund SR82 through as many phases as possible in the FDOT SIS Cost Feasible Plan.
- The Development of the Transportation Regional Incentive Priorities (TRIP).
- The status of the River of Grass Greenway Project.

The Joint Committee also received updates from FDOT and LeeTran and CAT.

Agenda Item 5 – Joint TAC Report

Ms. Trinity Scott, Public Transit Manager, reported on the following:

- The joint committee met on March 7th in Estero and elected Ms. Michelle Arnold to act as Chairwoman.

The Joint Committee endorsed the Joint Regional Pathways Priorities and received a presentation of the River Of Grass Greenway Project.

The Joint Committee discussed the following:

- Funding of the Lee in Collier (LinC) transit connection because the grant currently funding the service will expire in 2014;
- Lee and Collier reapportionment letters and future regional activity suggestions. The committee recommends to the Joint MPO Board that the MPOs remain separate but continue to coordinate with each other and update the Interlocal Agreement as necessary;
- Update on the Long Range Transportation Plan, especially regarding Old US 41;
- The US41 / Bonita Beach Road Interchange ETDM Project;

- The Strategic Intermodal System (SIS) Projects and plans. The Joint TAC requested to form a joint subcommittee to discuss the FDOT SIS Plan. The subcommittee would consist of – Michelle Arnold and Reed Jarvi from Collier, Andy Getch and Wayne Gaither from Lee County and Margaret Wuerstale from the RPC. Volunteers from the CAC would also be part of the subcommittee;
- The Development of the Transportation Regional Incentive Priorities (TRIP).

The Joint Committee also received updates from FDOT and LeeTran and CAT.

Agenda Item 6 – Joint PAC Report

Mr. Dan Moser, Lee BPCC Chairman, reported that the joint committee met on February 26th in Estero and a quorum was attained.

The joint committee elected Mr. Dan Moser of the Lee BPCC to act as Chairman.

The Committee endorsed the Joint Regional Pathways Priorities with the Design phase of the US 41 River of Grass Greenway Project from CR 92 to the Marsh Trail Trailhead as the number one project. This project was number one last year as well, but remained unfunded.

The Committee also received three presentations including:
- Update on the status of the Naples Rookery Bay Greenway presented by Deborah McCormick of the Naples Pathways Coalition;
- Update on the River of Grass Greenway project presented by Maureen Bonness; and
- Status of the Lee County Bicycle Pedestrian Safety Action Plan presented by Don Scott.

Agenda Item 7 – Approval of the Agenda

MOTION BY COMMISSIONER MANNING TO APPROVE THE AGENDA. SECONDED BY COUNCILMAN LEONDARDO. MOTION CARRIED UNANIMOUSLY.

Agenda Item 8 – Public Comments on Items not on the Agenda

Ms. Campos announced that there were registered speakers.

The first registered speaker was Mr. Alexander Grantt. Mr. Grantt read aloud a letter discussing AMTRAK passenger rail services. Mr. Grantt stated that during the last year of the late Governor Lawton Chiles' administration, the state legislature established that a small portion of a state-wide gas tax approximating some $70,000,000 per year be placed in a special trust fund solely for improving passenger rail service in Florida. Mr. Grantt stated that this tax is for 25 years expiring in 2023. Mr. Grantt further stated that Southwest Florida makes up 10% of the population of Florida and is a donor area to all other sections of Florida as far as passenger rail improvement is concerned.

Mr. Grantt noted that CSX owned right-of-way train tracks in Southwest Florida which includes 20 miles of track from Oneco to Clark Road in Sarasota and 104 miles of railroad tracks from Fort Green in Hardee County to just south of the Bonita Springs City limits. Mr. Grantt stated that the cost to transform the present railroad tracks in Southwest Florida to AMTRAK compatible tracks would be $150,000 per mile for newly installed railroad ties, $325,000 per mile for new 111 pound per yard welded rail plus $20,000 per mile for Positive Train Control for a total of $495,000 per mile. He stated that this could transform the present railroad tracks in Southwest Florida to an AMTRAK 80 mph railroad track and extend the AMTRAK passenger service from the Sanford Florida AMTRAK station to south of Bonita Springs.

Mr. Grantt discussed the history of the AMTRAK passenger rail services. Mr. Grantt stated that when AMTRAK was established by Congress the requirements were to provide service to "a population of one million or more using the Standard Metropolitan Statistical Area, with route options between the points touching a large number of intermediate population centers." Mr. Grantt stated that Southwest Florida meets both the population requirement since the combined population of Lee County and Collier County is presently 980,000 with a growth rate of approximately 1% a year. He further stated that Southwest Florida is the railroad end point.

Mr. Grantt stated that government funds and subsidies in Southwest Florida have totaled hundreds of millions of dollars for road and airline infrastructure, but no money has been allocated towards passenger railway improvements. Mr. Grantt recommended applying $60,000,000 in the state transportation funds for restoring passenger rail service. Mr. Grantt explained that passenger rail service is a cheap and quick way to provide a safe and energy efficient transportation system in Southwest Florida.

Councilman Leonardo thanked Mr. Grantt for reading his letter aloud. Councilman Leonardo stated that based on the 2010 Census, the population for Lee County and Collier County would be 980,000 for full-time residents. Councilman Leonardo stated that the population for Southwest Florida in-season is approximately 1.4 million.

Councilman Leonardo stated that he supports the idea of an AMTRAK railroad system in Southwest Florida.

Councilman Leonardo questioned what the cost would be for a station or terminal at the end of the railway line. Councilman Leonardo stated that the cost of maintenance and terminals needs to be reviewed.

Mr. Grantt stated that he estimated approximately $1 million for a passenger train station. Mr. Grantt suggested building the AMTRAK railroad system on the present railroad system.

Councilman Leonardo stated that Mr. Grantt's presentation regarding the AMTRAK railroad service warrants further review.

Mr. Scott stated that Lee MPO is currently conducting a Rail Feasibility Study which covers the CSX/Seminole Gulf rail line from the Charlotte County line through Lee County to northern Collier County. Mr. Scott explained that the Rail Feasibility Study will examine existing and projected freight service on the rail line, the width and condition of the right-of-way, track and equipment, and the feasibility of using the rail line for commuter rail, light rail and dedicated Bus Rapid Transit (BRT) passenger service within the 35-mile corridor.

Mayor Sullivan stated that freight needed to be considered because he felt that freight will make money and help subsidize the cost to the passengers.

The second registered speaker was Ms. Julia Davis. Ms. Davis stated that she was concerned with the Transportation Disadvantaged program in Florida which is funded with federal, state and local funds. Ms. Davis stated that coordinators provide cost effective trips to disabled and elderly riders. She stated that coordinators make use of 5311 funds for the purchase of vehicles which are used to provide transportation services to residents in rural communities.

Ms. Davis explained that she was concerned because next July, Medicaid funds will be removed from the coordinated system as the funding goes to HMO's. Ms. Davis explained that when Medicaid is removed from the coordinated system, coordinators will lose 30% of their budget.

Ms. Davis stated that a study was authorized over 2 years ago to review the fiscal impact of taking Medicaid out of the coordinated system. Ms. Davis noted that as of today that study has not been done.

The third registered speaker was Mr. Dan Moser. Mr. Moser presented the Florida Bicycle Association (FBA) Annual Award to the Lee County MPO Director, Mr. Scott. Mr. Moser stated that the FBA presents its annual award to worthy recipients for their contributions to bicycling. He stated that the purpose of the award is to bring attention to efforts and achievements of groups, organizations and individuals that help deliver FBS's mission to inspire people and communities to enjoy greater freedom and well being through bicycling. Mr. Moser stated that Mr. Scott has managed to make bike/ped access a priority. He further stated that the completion of a bike/ped master plan and getting 2 of the 3 pilot projects off the ground is a huge accomplishment. Mr. Moser noted that the Lee MPO was among the first MPOs in the country to approve a resolution to develop a "complete streets" policy. He stated that the resolution has been taken to the next level by 2 of the Lee MPO jurisdictions and 1 jurisdiction has implemented the resolution . Mr. Moser thanked Mr. Scott for his accomplishments in the community and complimented the Lee MPO staff for their dedication and hard work.

Mr. Scott accepted his award and thanked the FBA.

Mr. Moser stated that Secretary Hattaway was presented an award for Professional of the Year by the FBA. Secretary Hattaway accepted his award in Tallahassee, Florida.

Ms. Campos stated that there were no additional registered speakers.

ACTION ITEMS

Agenda Item 9A – Approval of the Transportation Alternatives Program (TAP) Regional Pathways Priorities

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE TAP REGIONAL PRIORITIES. SECONDED BY VICE-MAYOR MCINTOSH. MOTION CARRIED UNANIMOUSLY.**

Ms. Letourneau spoke in support of the proposed 2013 Joint Regional Pathways Priorities for TAP. Ms. Letourneau stated hopefully FDOT will fund the 3 Joint Regional Pathways Priorities in July.

Ms. Letourneau stated that the River of Grass Greenway (ROGG) was initiated under the leadership of Ms. Maureen Bonness and the Naples Pathway Coalition (NPC). Ms. Letourneau stated that Southwest Florida is fortunate to have the dedication and leadership of citizens to put forth a project that will have a major economic impact for Southwest Florida.

Ms. Letourneau stated that the Abel Canal PD&E and the Winkler Canal Feasibility Study were initiated by Lee County and are excellent projects. She stated that the Abel Canal PD&E Corridor could potentially connect residents who live within a quarter mile to multiple parks, schools, churches and medical offices.

Ms. Letourneau stated that the Winkler Canal Feasibility Study would connect major pathways and sidewalks which is important to the Lee County's citizens.

Agenda Item 9B – Review and Approval of a Joint Resolution Stating that the Lee County and Collier MPO's are Pursuing Re-Designation as Individual MPO's

MOTION BY COMMISSIONER MANNING TO APPROVE THE JOINT RESOLUTION STATING THAT LEE COUNTY AND COLLIER MPO'S ARE PURSUING RE-DESIGNATION AS INDIVIDUAL MPO'S. SECONDED BY VICE-MAYOR MCINTOSH. MOTION CARRIED UNANIMOUSLY

Councilman Leonardo stated that he supported the Joint Resolution. Councilman Leonardo stated he was apprehensive that Lee County MPO and Collier MPO might be postponing the redesignation process. Councilman Leonardo questioned if Lee MPO and Collier MPO should consider combining before FDOT compels both MPO's to combine. Councilman Leonardo clarified that if Lee County MPO and Collier MPO are to remain individual MPO's, then the coordinated planning processes need to be enhanced.

Agenda Item 9C – Presentation on the I-75 Transportation Alternatives Study and Draft SIS Plans

Mr. Scott stated that FDOT is working on the FY2014 Tentative SIS Plan which contains candidate projects that will be presented in the Cost Feasible Plan. Mr. Scott explained that additional documentation regarding the I-75 Status was placed at Board Members' seats. Mr. Scott introduced Mr. Massey.

Mr. Massey discussed future Strategic Intermodal System (SIS) plans. Mr. Massey stated that currently, I-75 and SR 80 are part of the Florida SIS network. Mr. Massey noted that SR 29 and SR 82 have been identified as emerging SIS facilities.

Mr. Massey stated that FDOT was able to fund 5 projects on I-75. Mr. Massey explained that the projects on the FY2014 SIS Plan are in the 2040 Needs Plan along with additional capacity issues.

Mr. Massey stated that candidate projects may or may not be included when the list is finalized in June. Mr. Massey stated that a Draft SIS Plan with candidate projects would be available for review in April before the Draft SIS Plan goes out for public comment. Mr. Massey noted that the Joint TAC and Joint CAC have also requested to form a subcommittee to review the SIS projects, criteria and ranking.

Mr. Massey stated that based on a FDOT recommended growth rate of 2%; there are no foreseen issues with the Levels of Service (LOS) on I-75 in Lee County and Collier County until the 2029-2030 timeframe. Mr. Massey stated that 2% is a fairly conservative growth projection.

Mayor Nelson questioned if the FY2014 SIS Plan used the 2011 traffic counts. Mr. Massey stated that is correct and that the 2012 traffic counts would be coming out in the next month.

Mayor Nelson stated that when the 2012 traffic counts come out, the FY2014 SIS Plan may change. Mayor Nelson noted that as for now, 2% is a fair projection.

Mr. Scott stated that he had reviewed the traffic counts on I-75 and that they do fluctuate. Mr. Scott stated that the 2011 traffic counts were much like the 2004 traffic counts.

Ms. Ayer stated that in the attached FY2014 SIS Plan, SR 82 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 10 years. Ms. Ayer stated that staff is recommending that the Joint MPO's pass a Motion to request that FDOT advance the right-of-way and construction phases of SR 82 from the candidate column (unfunded) to the Cost Feasible Columns (funded) in the first 10 years of the plan.

Mr. Massey introduced Ms. McKinney, CDM Smith. Ms. McKinney presented an overview on the I-75 Transportation Alternatives Study in a PowerPoint presentation.

Ms. McKinney stated that the I-75 Transportation Alternatives Study was done in conjunction with CDM Smith.

Ms. McKinney stated that the overall Corridor Transportation Alternatives Study analyzed 15 counties that connect with I-75. She stated that 24% of the population of Florida is within that area. Ms. McKinney stated that the study purpose was to make an assessment of the travel demand and freight movement over four measures which were:

- Transportation
- Emergency management
- Homeland security
- Economic development

Ms. McKinney discussed the demographics of the 15 counties that were analyzed along I-75. Ms. McKinney stated that 2 of the 10 most populated counties in Florida are located along I-75 which are Lee County and Hillsborough County. Ms. McKinney further stated that Sumter County, Lee County and Pasco County are among the fastest growing counties along I-75 over the past 10 years.

Ms. McKinney discussed Existing Conditions that were analyzed along I-75 which were:

- Existing number of lanes
- Traffic volumes
- Future traffic
- Trip patterns
- SIS Intermodal facilities
- Freight Mobility
- Need for improvements

Ms. McKinney stated that every county in Florida must have an Emergency Management Plan since Florida is susceptible to natural disasters. Ms. McKinney stated that I-75 is heavily used by passenger and commercial traffic and alternate routes need to be evaluated. Ms. McKinney stated that freight and goods need be able to be moved across the I-75 corridor during natural disasters.

Ms. McKinney discussed Adding Capacity to Parallel Corridors and Developing New Corridors. Ms. McKinney explained the existing parallel corridors which were:

- US 17
- US 19
- US 41
- US 301

Ms. McKinney explained the new potential corridors which were:

- Tampa Bay to Northeast Florida
- Central Florida – Tampa Bay (I-4)
- US 27 Multimodal Corridor
- Orange County to Duval County

Ms. McKinney stated that managed lanes is an operational practice utilized to address congestion by controlling traffic movement on the highway. Ms. McKinney stated that express lanes are used for vehicle eligibility requirement which can be based on occupancy or vehicle type. Ms. McKinney noted that High Occupancy Vehicle Lanes (HOV) is a traffic management strategy to promote and encourage carpooling; thereby alleviating congestion and maximizing the people-carrying capacity. Ms. McKinney further discussed High Occupancy Toll (HOT) lanes, Value Priced Lanes, Dedicated Bus Lanes and Truck Only Lanes. Ms. McKinney noted that Truck Only Lanes are used to separate trucks from other mixed-flow traffic to enhance safety and/or stabilize traffic flow.

Ms. McKinney explained that an Intermodal Logistics Center (ILC), also known as an Inland Port, is a physical site located away from traditional land, air and coastal borders with the vision to facilitate and process international trade through strategic investment in multi-modal transportation assets and by promoting value-added services as goods move through the supply chain.

Ms. McKinney discussed Marine Highways and stated that are navigable waterways that have been designated by the Secretary of Transportation and have demonstrated the ability to provide additional capacity to relieve congested landside routes serving freight and passenger movement. She stated that Jacksonville and Port of Everglades are currently the only cities that have Marine Highways.

Ms. McKinney discussed the Existing Parallel Railroads which were:

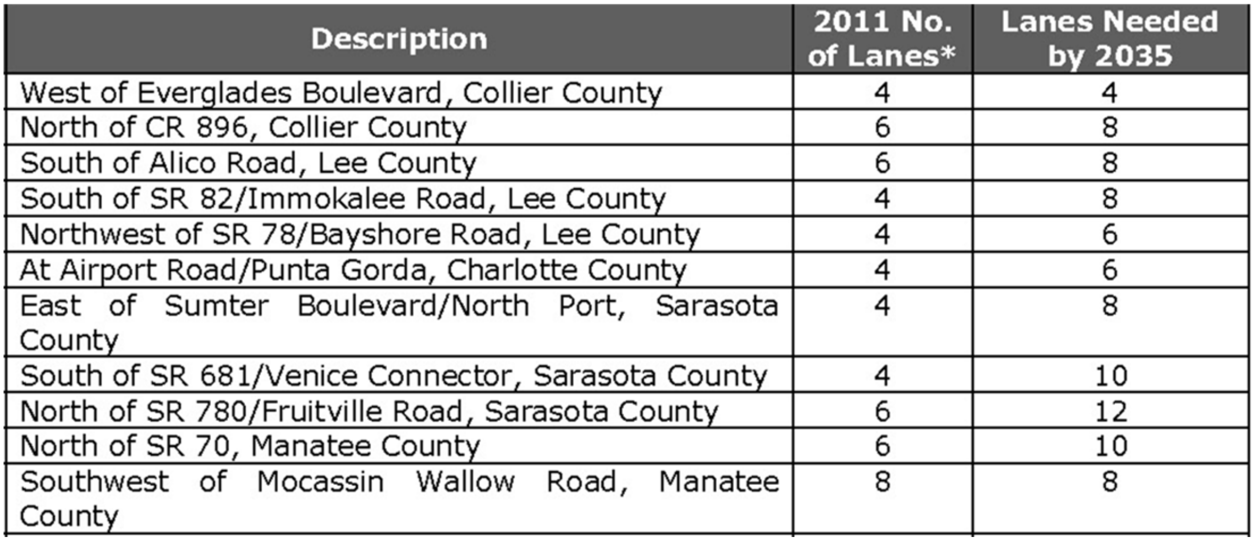
- CSX
- Norfolk Southern
- Florida Northern
- Seminole Gulf Railway

Ms. McKinney discussed the Passenger Rail Service and stated that currently there is a service between Jacksonville, Orlando and Tampa. Ms. McKinney stated that Tampa, Orlando and Miami has a federally designated high speed corridor that is being funded as well as a commuter rail service.

Ms. McKinney discussed Intra-Regional Transit Services which were:

- Collier Area Transit (CAT)
- LeeTran
- Sarasota County Area Transit (SCAT)
- Manatee County Area Transit (MCAT)
- Hillsborough Area Regional Transit (HART)
- Pasco County Public Transportation (PCPT)
- TransHernando Express (THE) Bus
- SunTran
- Regional Transit System (RTS)
- Paratransit Service Only
    - Charlotte County
    - Sumter County
    - Colombia County
    - Suwannee County
    - Hamilton County

Ms. McKinney discussed adding capacity to I-75 and presented a description of the number of lanes needed on I-75 by 2035. Ms. McKinney noted that Collier County and Lee County are listed as the top priorities for widening the lanes on I-75.



Description	2011 No. of Lanes*	Lanes Needed by 2035
West of Everglades Boulevard, Collier County	4	4
North of CR 896, Collier County	6	8
South of Alico Road, Lee County	6	8
South of SR 82/Immokalee Road, Lee County	4	8
Northwest of SR 78/Bayshore Road, Lee County	4	6
At Airport Road/Punta Gorda, Charlotte County	4	6
East of Sumter Boulevard/North Port, Sarasota County	4	8
South of SR 681/Venice Connector, Sarasota County	4	10
North of SR 780/Fruitville Road, Sarasota County	6	12
North of SR 70, Manatee County	6	10
Southwest of Mocassin Wallow Road, Manatee County	8	8

Ms. McKinney stated that anytime a roadway is changed there is going to be policy implications such as:

- Land use decisions
- Modal options
- Safety and security considerations
- Implementation and coordination
- Funding

Councilman Leonardo recommended that FDOT begin testing on segments of I-75 to review automated guided vehicles (AGVs). Councilman Leonardo stated that (AGVs) increase efficiency and reduce costs by helping to automate a manufacturing facility or warehouse. Councilman Leonardo suggested using greater technology to improve the highway system.

Commissioner Henning questioned if the HARTline (Hillsborough Area Regional Transit) was included in the presentation. Mr. Scott stated that it was a new facility from Orlando to Northern Collier County. Mr. Scott explained that CDM Smith focused their study on the central corridor of I-75.

Agenda Item 9D – Review and Approval of a Joint CAC Recommended Joint MPO Letter Requesting FGCU to Continue Providing Funding for Transit Service to the Campus

> **MOTION BY COMMISSIONER MANNING TO APPROVE THE CAC RECOMMENDED JOINT MPO LETTER REQUESTING FGCU TO CONTINUE TO PROVIDE FUNDING FOR TRANSIT SERVICES TO THE CAMPUS. MAYOR NELSON SECONDED THE MOTION.**

Councilman Leonardo asked the following questions regarding LeeTran Route 60. How many riders are there total? How many of the riders are students? How does the use vary by time of year during season? What is the current subsidy per ride on LeeTran? What is the cost per subsidy on LeeTran Route 60?

Mr. Myers stated that FDOT provided a Service Development Agreement that helps fund the LinC connection, which has a three year time frame. He further stated that the LinC issue is a separate issue from the FGCU and Route 60 funding issue.

Mr. Myers explained that LeeTran has indicated that FGCU's 50% share of the funding for Route 60 this year was $250,000. Mr. Myers stated that FGCU notified LeeTran that the University would no longer be funding Route 60 which provides access to the FGCU campus. LeeTran has no funds to continue a Monday-Sunday service on the route and is looking for alternative funding sources.

Mr. Myers provided statistics concerning LeeTran Route 60. He stated that there were 40,000 trips throughout Route 60 and provided approximately 40 trips per day to and from FGCU on the fixed-route system. He explained that there were 273 ADA trips to FGCU. He noted that there is a low service frequency within the route due to a 2 hour headway between buses. He stated that there are approximately 8.73 riders per hour on Route 60.

Mr. Myers explained that LeeTran Route 60 runs from US 41 through San Carlos Park over to FGCU and back which is approximately 10 square miles. He stated that Route 60 provides service to a exceedingly wide area.

Councilman Leonardo questioned if Route 60 carried approximately 2/3 less than the average route on LeeTran. Mr. Myers stated that was correct.

Mr. Myers stated that the Lee County Board of County Commissioners will be discussing this at an upcoming meeting.

Discussion ensued. Councilman Leonardo recommended that the Lee County Board of Commissioners review this issue at their upcoming meeting.

Councilman Flanders stated that he had worked with FGCU and the University has monetary issues. Councilman Flanders stated that the University is on a tight budget. Councilman Flanders explained that FGCU would prefer that LeeTran fund Route 60. Councilman Flanders recommended that the Joint Lee/Collier MPO Board uphold the recommendation letter and request FGCU to participate.

Mr. Myers stated that in the Transit Development Plan, there is an approach to provide better service to the University by increasing the frequency of the buses on Route 60. Mr. Myers explained that LeeTran did not envision that this component of the plan would take place.

Commissioner Nance stated that he supports Councilman Leonardo's comments.

Chairman Ruane announced that there were several registered speakers.

Ms. Pierce, BikeWalkLee, stated that in her opinion, FGCU has been absent from the dialogue regarding the Lee County Comprehensive Plan Update. Ms. Pierce stated that FGCU plays a vital role in Lee County and Collier County and could affect the quality of life and growth in both counties if FGCU decided to take a proactive approach in long term transportation planning and comprehensive planning.

Mr. Strelow stated that most students attending FGCU drive a car and park in the many parking garages designated for students. Mr. Strelow stated that he supports reviewing options to increase LeeTran's Route 60 frequency. He stated that in his opinion, more students at the University would utilize the service if the service was more frequent. Mr. Strelow noted that FGCU and LeeTran should discuss alternative funding opportunities.

Councilman Saad departed at 10:30 a.m.

Collier MPO lost a quorum.

Mr. Mclevy, SWFL Transportation, discussed mass transit and stated that at Indiana University, 100% of the shuttle service on the campus is deducted out of student fees and therefore students have the ability to ride the shuttle service and public transit at no cost.

Ms. Banyan stated that there have been meetings between faculty and students to restore the funding with LeeTran. Ms. Banyan stated the faculty at FGCU is concerned that all options have not been vetted.

Chairman Ruane stated that since Collier MPO Board no longer has a quorum the motion on the floor should be withdrawn. Commissioner Manning revised his motion.

> **MOTION BY COMMISSIONER MANNING TO REVISE THE LETTER REQUESTING FGCU CONTINUE TO PROVIDE FUNDING FOR TRANSIT SERVICES TO THE CAMPUS BE SENT FROM THE LEE COUNTY MPO TO LEE COUNTY BCC. SECONDED BY MAYOR NELSON. MOTION CARRIED UNANIMOUSLY.**

Councilman Leonardo recommended reconstructing the letterhead since Collier MPO Board does not have a quorum.

REPORTS AND PRESENTATIONS

Agenda Item 10A – Presentation on the River of Grass Greenway

Ms. Ayer presented this item and stated that this project was envisioned as a multiuse pathway along the Everglades between Naples and Miami. Ms. Ayer noted that the speaker had a family emergency and was not able to provide the PowerPoint presentation at this time. She stated that Collier MPO would invite the speaker back to the next Joint Lee/Collier MPO Board meeting. Ms. Ayer further stated that this pathway will be roughly parallel to US 41. Ms. Ayer stated that Collier is fully supportive of the US 41 River of Grass Greenway Project.

Agenda Item 10B – Update on the Long Range Transportation Plans for Old US 41 in Collier County to Bonita Beach Road in Lee County

Ms. Ayer presented this item and stated that the Collier MPO has been working on a Minor Update to the 2035 Long Range Transportation Plan which was adopted on March 8th by the Collier MPO Board. Collier has added the Old US 41 project (from Collier County to the Lee County line) into the Cost Feasible Plan. She said that the future implications of this action need to be discussed.

Mr. Scott added that there are some State/other arterial funds available to Lee County to fund this project so it has similar time frames as the Collier project. Mr. Scott stated that there will be draft changes to the PD&E and ROW which is based on the amount of revenue that is available. Mr. Scott explained that there is not enough revenue to fund the construction phase of the project.

Agenda Item 10C – Discussion on the Development of Transportation Regional Incentive (TRIP) Priorities

Mr. Scott presented this item. The entire list of previous joint TRIP priorities is attached in the agenda packet. None of TRIP projects in the District were funded last year due to a lack of available TRIP funds. Mr. Scott said the list will be re-submitted. The Lee and the Collier MPO staffs asked the jurisdictions for project applications by mid-April. The Collier and Lee MPO Boards will prioritize them in June.

Agenda Item 11 – Florida Department of Transportation Report

Secretary Hattaway reported on the progress on the statewide campaign "Alert Today, Alive Tomorrow". Secretary Hattaway explained that the campaign's specific tips for reducing pedestrian fatalities include:

- Always use the crosswalk
- Stop before turning right on red
- Look before crossing
- Yield to pedestrians
- Pay attention to the road, every time, every trip

Secretary Hattaway reported that pedestrian and fatality rates are twice the national average in Florida. Secretary Hattaway reported that since November 2012, FDOT has made a great deal of progress in the campaign. Secretary Hattaway explained that the bike/ped program had been redefined at the District and State level. Secretary Hattaway noted that the website for "Alert Today, Alive Tomorrow" is **www.AlertTodayFlorida.com**

Secretary Hattaway reported that FDOT is training over 75 people to perform Road Safety Audits (RSA). Secretary Hattaway noted that when the training is complete, troubled corridors will be identified for a bike/ped accessibility standpoint.

Commissioner Fiala suggested that it would be safer for bicyclists if there were a dedicated pathway or a separation between traffic and the bike paths. Commissioner Fiala recommended designating a specific corridor for bike paths. Secretary Hattaway explained that FDOT is reviewing all issues concerning bike/ped and FDOT is going to evaluate all options to advance bike/ped safety. Secretary Hattaway explained that education and enforcement is part of the evaluation.

Agenda Item 12 – Transit Update

Mr. Myers of LeeTran invited Board Members to groundbreaking for the LeeTran Headquarters on March 25th at 3251 Evans Avenue, Fort Myers.

Mr. Myers provided the report for Lee County Transit. He said that LeeTran also has increased ridership. The October-December quarter had over 1 million riders which was a milestone for LeeTran. Mr. Myers stated that LeeTran has experienced 28 consecutive months of record-breaking ridership, with the most recent fiscal year up 17%. Mr. Myers noted that ridership is on track to exceed 4 million passengers this year.

Ms. Trinity Scott of CAT provided a PowerPoint presentation giving an overview of the Collier County Transit System. She said that there has been a continuous increase in ridership over the last three years on Collier's fixed route. There were over 1.2 million riders last year.

Commissioner Fiala suggested taking a virtual bus tour on the CAT bus and publish the virtual tour on Collier County Government Channel 97.

Agenda Item 13 – Members Comments

None.

Agenda Item 14 – Information Items

Ms. Ayer stated that Collier MPO has provided Collier County Bicycle & Pedestrian Facilities Map on the information table.

Agenda Item 15 – Adjournment of Meeting

Having no further business, the Joint Lee County-Collier MPO Board meeting adjourned at approximately 11:03 a.m.

Agenda Item 5
MPO 4/19/13

APPROVAL OF THE LOCAL COORDINATING BOARD'S SELECTION FOR THE COMMUNITY TRANSPORTATION COORDINATOR (CTC)

RECOMMENDED ACTION: MPO Board approval of the Local Coordinating Board's recommendation of ranking for the Community Transportation Coordinator with Good Wheels ranked number 1 and TMS Management Group ranked number 2.

The Lee County CTC is selected every five years by the Request for Proposal (RFP) process. The RFP went out on January 18th and proposals were due back to the MPO on March 8th at 3pm. Proposals were received from Good Wheels, Inc. and TMS Management Group, Inc. A Selection Committee was held on March 20th to rank the two submittals and make their recommendation to the LCB and the MPO Board. The Selection Committee members included Jill Brown, Linda Carter (Alternate but did not attend meeting), Kim Hustad, Kitty Sayers and Don Scott.

The selection committee ranked Good Wheels number 1 and TMS Management Group number 2. On April, 5, 2013, the LCB reviewed the selection committee rankings and asked questions from the two proposers who were in attendance. The LCB voted unanimously to recommend to the MPO Board the selection committee rankings of Good Wheels number 1 and TMS Management Group number 2. The MPO Board is being asked to approve these rankings for submittal to the Commission for the Transportation Disadvantaged for their approval on May 21, 2013 and then they will negotiate the contract of service for the next five years. The Selection Committee's scoring sheets are **attached**.

LEE COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

Lee County Metropolitan Planning Organization's Community Transportation Coordinator Selection Committee Meeting

SIGN-IN SHEET

March 20, 2013

Name (PLEASE PRINT)	Organization
Kim Hustad	Lee County Human Services
KaRyn Sayer	City of Cape Coral Mun. Bus
Jill Brown	Lee County Transit
DONALD SCOTT	Lee MPO
Meghan Marion	Lee MPO

Consulting Firm	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
TMS Management Group	4 (20)	4 (12)	3 (9)	3 (12)	3 (12)	2 (6)	2 (4)	1	76
GoodWheels	5 (25)	4 (12)	3 (9)	4 (16)	3 (12)	3 (9)	2 (4)	1	88

3/20/13

Selection Committee Member Signature Date

MPO Staff will be collecting these criteria evaluation forms at the end of the Selection Committee meeting.

Consulting Firm	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
TMS Management Group	4 (20)	4 (12)	4 (12)	3 (12)	3 (12)	4 (12)	4 (8)	1 (1)	89
GoodWheels	4 (20)	3 (9)	4 (12)	4 (16)	4 (16)	4 (12)	4 (8)	1 (1)	94

Selection Committee Member Signature Date 3/20/13

**MPO Staff will be collecting these criteria evaluation forms at the end of the Selection Committee meeting.*

Broker

27,000 additional trips.

1 - No capability to meet criteria

2 - Marginal or poor capability to meet criteria

3 - Average capability to meet criteria

4 - Above average capability to meet the criteria

5 - Excellent capability to meet the criteria

Consulting Firm	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
TMS Management Group	15	6	15	16	20	15	8	4	99
GoodWheels	25	9	15	20	20	12	10	4	115

Kim Hustad 3/20/13
Selection Committee Member Signature Date

***MPO Staff will be collecting** *these criteria evaluation* **forms at the end of the Selection Committee meeting.**

GoodWheels - local
history
partnership
relationship with riders
rates?

TMS - large but not local
technology is great
what is transition plan w/ rider
proposal was glossy but vague in areas

Consulting Firm	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
TMS Management Group	23	13	15	18	20	15	9	5	118
GoodWheels	25	15	15	20	18	14	10	5	122

Kathy Sayer 3/21/2013

Selection Committee Member Signature Date

*MPO Staff will be collecting these criteria evaluation forms at the end of the Selection Committee meeting.

Good Wheels, Inc.	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
Kitty Sayers	25	15	15	20	18	14	10	5	122
Jill Brown	25	12	9	16	12	9	4	1	88
Kim Hustad	25	9	15	20	20	12	10	4	115
Don Scott	(20)4	(9)3	(12)4	(16)4	(16)4	(12)4	(8)4	(1)1	94
Linda Carter									
Grand Total									419

TMS Management Group	Experience and Ability to Coordinate Transportation Services (5)	Quality Assurance (3)	Management Resources (3)	Transportation Operations (4)	Financial Capacity to Undertake Project (4)	Finance Plan and Rates (3)	Understanding of Proposal to the RFP (2)	Disadvantaged Business Enterprise Participation (1)	Total Points (125)
Kitty Sayers	23	13	15	18.	20	15	9	5	118.
Jill Brown	20	12	9	12	12	6	4	1	76
Kim Hustad	15	6	15	16	20	15	8	4	99
Don Scott	(20) 4	(12) 4	(12) 4	(12) 3	(12) 3	(12) 4	(8) 4	(1) 1	89
Linda Carter									
Grand Total									382

LOCAL COORDINATING BOARD APPOINTMENTS

RECOMMENDED ACTIONS:

1. Approve the appointment of Commissioner Hall as the elected official to serve as the Chair for the Local Coordinating Board meetings.

2. Approve the appointment of Roger Lloyd and an Alternate representing the School District.

3. Approve the appointment of an Alternate Member for the local Veterans Service Office.

4. Approve a Main Member or Alternate Member representing the designation of a person over age 60 representing the Elderly in the county; if someone is nominated who meets the membership requirements.

5. Approve an Alternate Member representing a person with a disability representing the disabled in the county; if someone is nominated who meets the membership requirements.

6. Approve an Alternate Member representing the designation of a citizen advocate who uses the transportation service(s) of the system as their primary means of transportation; if someone is nominated who meets the membership requirements.

Upcoming Vacancies
The following positions will be opening up as a result of the end of current terms:

- ***June 2013*** – Member representing the local Veterans Service Office, representing the Veterans of Lee County;

- ***May 2013*** – Member representing one of two citizen advocates who uses the transportation service(s) of the system as their primary means of transportation.

If you are interested in filling one of the upcoming vacancies please contact Mr. Brian Raimondo at 239-330-2240 or by email at braimondo@leempo.com for more information.

Pursuant to Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code, the Lee County Metropolitan Planning Organization is the designated official planning agency for the Lee County Transportation Disadvantaged program. The MPO is, therefore, responsible for appointing the Local Coordinating Board (LCB).

Nominations and Applications

Staff recommends that people be appointed to the LCB to serve as indicated above. There are no other nominations to fill the remaining vacancies at this time. Staff will continue its efforts to locate people who are interested in serving on the LCB. MPO members are encouraged to seek and nominate volunteers to fill the remaining vacancies on the LCB.

Certification of LCB membership

Whenever there are changes in LCB membership, the MPO must certify the LCB membership form in Attachment A.

About the Local Coordinating Board

The Local Coordinating Board is established to assist the Community Transportation Coordinator (CTC) in its role of coordinating the provision of transportation service for the transportation disadvantaged. Some of the basic duties of the Board include:

1) Reviewing and approving the annual Transportation Disadvantaged Service Plan, including the Memorandum of Agreement, prior to its submittal to the Commission for the Transportation Disadvantaged;
2) In cooperation with the CTC, reviewing and providing recommendations to the Commission for the Transportation Disadvantaged on funding applications affecting the transportation disadvantaged;
3) Reviewing strategies for coordinating service to the transportation disadvantaged in the designated service area;
4) Conducting an annual evaluation of the Community Transportation Coordinator.

The Lee County Local Coordinating Board typically meets quarterly to guide the functioning of the CTC, Good Wheels, Inc.

LEE COUNTY LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATION

MPO Name: Lee County Metropolitan Planning Organization; 815 Nicholas Parkway East, Cape Coral, Florida 33990

The Lee County Metropolitan Planning Organization named above hereby certifies to the following:

1. The membership of the Lee County Local Coordinating Board, established pursuant to Rule 41-2.012(3), *FAC*, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature:____________________________________ Date: April 19, 2013

Mayor Kevin Ruane, MPO Chairperson

	The Lee LCB has a Representative of:	**Voting Member**	**Term Expires**	**Alternate's Name**	**Term Expires**
1	The MPO or DOPA shall appoint one elected official to serve as the official Chairperson for all Coordinating Board meetings.	Tammy Hall	Appointed in December	No alternate by law	
2	A. A local representative of the Florida Department of Transportation (FDOT)	Vacant	Agency	Richard Shine	Agency
3	B. A local representative of the Florida Department of Children and Families (DCF)	Vacant	Agency	Stacey Lowe	Agency
4	C. A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible	Roger Lloyd	Agency	Vacant	
5	D. In areas where they exist, a local representative of the Division of Vocational Rehabilitation Services or the Division of Blind Services, representing the Department of Education	Mary Watford	Agency	Flora Gonzalez	Agency
6	E. A person recommended by the local Veterans Service Office, representing Veterans of the county	Linda Carter	June 2013	Vacant	
7	F. A person recognized by the Florida Association for Community Action representing the economically disadvantaged	Kim Hustad	Agency	Robin Jewett	Agency
8	G. A person over age 60 representing the Elderly in the county	Vacant		Vacant	

	The Lee LCB has a Representative of:	**Voting Member**	**Term Expires**	**Alternate's Name**	**Term Expires**
9	H. A person with a disability representing the disabled in the county	Brian Powers	December 2015	Vacant	
10	I--1.[One of Two] Citizen Advocates in the County	Michael Pierce	June 2014	Joe Belardinelli	May 2015
11	I--2. [One of two] Citizen Advocates this one must be a person who uses the transportation service(s) of the system as their primary means of transportation.	David Lane Vice-Chairman	May 2013	Vacant	
12	J. A local representative for children at risk	Selena Hinsdale	Agency	Lacey Binkley	Agency
13	K. In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator.	Steve Myers	Agency	Peter Gajdjis	Agency
14	L. A local representative of the Florida Department of Elder Affairs	Angela Wood	Agency	Sue Clarke	Agency
15	M. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator.	Michael Griffin	December 2015	Priscilla Hardaway	December 2015
16	N. A local representative of the Florida Agency for Health Care Administration	Joe Martinez	Agency	Karen Brooks	Agency
17	O. A representative of the Regional Workforce Development Board established in Chapter 445, *Florida Statutes*	Jim Wall	Agency	Deborah Reardon	Agency
18	P. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, hospitals, local health department or other home and community based services, etc.	Sue Maxwell	Agency	Teresa Frank-Farhrner	Agency

Agenda Item 7
MPO 4/19/13

ENDORSEMENT OF GOOD WHEELS USC 5310 GRANT APPLICATION

RECOMMENDED ACTION: Endorsement of the Good Wheels USC 5310 grant application (**attached**) for the Enhanced Mobility of Seniors and Individuals with Disabilities.

In the transportation bill adopted by Congress known as Moving Ahead for Progress in the 21st Century (MAP-21) significant changes were made to programs, including USC Section 5310 Formula Grant for the Enhanced Mobility of Seniors and Individuals with Disabilities. Under the new bill, the Florida Department of Transportation (FDOT) continues to administer the USC Section 5310 Formula Grant program and had previously issued a call for proposals. The goal of these grant funds is to provide assistance in meeting the needs of seniors and individuals with disabilities where public transit services are unavailable, insufficient or inappropriate. Eligible projects under the 5310 program include capital and/or operating expenses for transportation services provided to elderly persons and/or persons with disabilities.

Under MAP-21, Good Wheels is an eligible recipient of USC 5310 grant funds and may apply for funding under this program. This application was previously sent to FDOT by the application deadline but is now going through the Committee's and the MPO Board for endorsement following the endorsement by the LCB (Local Coordinating Board) in March.

At their respective meetings on April 4, 2013, the TAC and CAC unanimously approved this item and MPO staff also recommends approval.

Good Wheels
Transportation for the Disabled and Disadvantaged
10075 Bavaria Road, S. E. • Fort Myers, Florida 33913

December 31, 2013

Brian Raimondo
PO Box 150045
Cape Coral, Fl 33915-0045

Dear Mr. Raimondo,

Enclosed is one copy of Good Wheels application for the 2013 U.S.C. Section 5310 Grant through the Florida Department of Transportation. We are requesting that you review grants for coordination purposes with the Lee and Hendy/Glades Local Coordinating Boards (LCB's).

We are requesting that you provide a letter of approval of the application to the appropriate FDOT District Office.

Please contact me at 768-6184, or gbryant1@aol.com if you have any questions regarding this request.

Sincerely yours,

Gary L Bryant

Gary Bryant
President/CEO
Good Wheels, Inc.

Enclosure

Main Phone 239.768.2900 Dispatch 239.768.6185 Fax 239.768.6187 Glades & Hendry 800-741-1570
Don't forget to donate $1.00 to the Transportation Disadvantaged Trust Fund the next time you renew your car tag!

Checklist for Application Doneness, FTA 5310-FY 2013

Name of Applicant: Good Wheels, Inc.

Check one: First time applicant Previous Applicant ✓

The following must be included in the Section 5310 grant application in the following order:

☒ This Checklist
☒ Applicant's cover letter
☒ 2 originally signed Resolutions by the agency's governing board.
☒ Application for Federal Assistance (Form 424, Code 20.513)
☒ Projected Operating and Administrative Expense and Revenue Form
☒ Current Vehicle and Transportation Equipment Inventory Form
☒ Capital Request Form
☒ Vehicle Order form(s) each type requested
☒ Exhibit A: Current System Description
☒ Exhibit A-1: Fact Sheet
☒ Exhibit B: Proposed Project Description
___ Exhibit C: Public Hearing Notice and Publisher's Affidavit (for public agencies only.)
☒ Exhibit D: Coordination,
___ If a CTC or a DOPA, copy of Memorandum of Agreement letter from CTD
___ If not a CTC, copy of Coordination Agreement or Coordination Contract with applicable CTC
☒ Exhibit F: Federal Certifications and Assurances
___ Exhibit G: Certification of Equivalent Service (if grant is for non-accessible vehicles)
☒ Exhibit H: Applicant Certification and Assurance to FDOT.
☒ Copy of letter transmitting your grant to Local Clearing for IC & R (Regional Planning Council Intergvernmental Coodination and Review, "IC&R".
___ Send a copy of the IC&R response letter to FDOT/D!/MDO
☒ Exhibit K: Applicant Certifcation of Transportation Disadvantaged Service Plan (TDSP) from DOPA
Copy of letter transmitting grant to DOPA for LCB's review for Coordination Purposes.
___ Send a copy of DOPA's response letter regarding the LCB's coordination review
☒ Cash Match and Leasing memo

Additional Documents required for first time applicant (if a private-non-profit agency)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
GRANT APPLICATION

Good Wheels, Inc. submits this Application for the Section 5310 Program Grant and agrees to comply with all assurances and exhibits attached hereto and by this reference made a part thereof, as itemized in the Checklist for Application Completeness.

Good Wheels, Inc. further agrees, to the extent provided by law (in case of a government agency in accordance with Sections 129.07 and 768.28, Florida Statutes) to indemnify, defend and hold harmless the Department and all of its officers, agents and employees from any claim, loss, damage, cost, charge, or expense arising out of the non-compliance by the Agency, its officers, agents or employees, with any of the assurances stated in this Application.

This Application is submitted on this 31st day of December 2012 with two (2) original resolutions authorizing Gary L. Bryant, President and CEO to sign this Application

Good Wheels, Inc.

By Gary L. Bryant Date: December 31, 2012

Title President and CEO

A RESOLUTION of the Board of Directors of Good Wheels, Inc. authorizing the signing and submission of a grant application and supporting documents and assurances to the Florida Department of Transportation, the acceptance of a grant award from the Florida Department of Transportation, and the purchase of vehicles and/or equipment and/or expenditure of grant funds pursuant to a grant award.

WHEREAS, Gary L. Bryant has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Directors of Good Wheels, Inc., Fort Myers, Florida:

1. This resolution applies to Federal Programs under U.S.C. Section(s) 5310.
2. The submission of grant applications, supporting documents, and assurances to the Florida Department of Transportation is approved.
3. Gary L. Bryant, President and CEO is authorized to sign the application, accept a grant award, purchase vehicles/equipment and/or expend grant funds pursuant to a grant award, unless specifically rescinded.

DULY PASSED AND ADOPTED THIS November 27, 2012

By: ______________________
(Signature, Chairman of the Board)

Joni Logan , Chairman of the Board

Attest: Debi Stephens (seal)

A RESOLUTION of the Board of Directors of Good Wheels, Inc. authorizing the signing and submission of a grant application and supporting documents and assurances to the Florida Department of Transportation, the acceptance of a grant award from the Florida Department of Transportation, and the purchase of vehicles and/or equipment and/or expenditure of grant funds pursuant to a grant award.

WHEREAS, Gary L. Bryant has the authority to apply for and accept grants and make purchases and/or expend funds pursuant to grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Directors of Good Wheels, Inc., Fort Myers, Florida:

1. This resolution applies to Federal Programs under U.S.C. Section(s) 5310.
2. The submission of grant applications, supporting documents, and assurances to the Florida Department of Transportation is approved.
3. Gary L. Bryant, President and CEO is authorized to sign the application, accept a grant award, purchase vehicles/equipment and/or expend grant funds pursuant to a grant award, unless specifically rescinded.

DULY PASSED AND ADOPTED THIS November 27, 2012

By: ____________________
(Signature, Chairman of the Board)
Joni Logan , Chairman of the Board

Attest: Debi Stephens (seal)

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

2. DATE SUBMITTED
December 31, 2012

Applicant Identifier

3. DATE RECEIVED BY STATE

State Application Identifier

4. DATE RECEIVED BY FEDERAL AGENCY

Federal Identifier

1. TYPE OF SUBMISSION:

Application
☐ **Construction**
☑ **Non-Construction**

Pre-application
☐ **Construction**
☐ **Non-Construction**

5. APPLICANT INFORMATION

Legal Name:
Good Wheels, Inc.

Organizational Unit:
Department:

Division:

Organizational DUNS:
616481073

Address:
Street:
10075 Bavaria Rd

City:
Fort Myers

County:
Lee

State:
Fl

Zip Code
33913

Country:
United States

Name and telephone number of person to be contacted on matters involving this application (give area code)

Prefix:
239 768-6184

First Name:
Gary

Middle Name
L

Last Name
Bryant

Suffix:

Email:

Phone Number (give area code)
239 768-6184

Fax Number (give area code)
239 768-0334

6. EMPLOYER IDENTIFICATION NUMBER ***(EIN):***
65-0192741

8. TYPE OF APPLICATION:
☑ **New** ☐ **Continuation** ☐ **Revision**
If Revision, enter appropriate letter(s) in box(es)
(See back of form for description of letters.) ☐ ☐

Other (specify)

7. TYPE OF APPLICANT: (See back of form for Application Types)
O- not for profit organization

Other (specify)

9. NAME OF FEDERAL AGENCY:
Federal Transit Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:
20-513

TITLE (Name of Program):

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
Purchase of four replacement vehicles for high level service to the elderly and persons with disabilities.

12. AREAS AFFECTED BY PROJECT ***(Cities, Counties, States, etc.):***
Lee, Hendry, and Glades

13. PROPOSED PROJECT
Start Date:
July 1, 2013

Ending Date:
June 30, 2014

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant
b. Project

15. ESTIMATED FUNDING:

a. Federal	$ 337,661 .00
b. Applicant	$ .00
c. State	$ 42,208 .00
d. Local	$ 42,208 .00
e. Other	$ .00
f. Program Income	$ .00
g. TOTAL	$ 422,077 .00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. ☑ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON

DATE:

b. No. ☐ PROGRAM IS NOT COVERED BY E. O. 12372

☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
☐ Yes If "Yes" attach an explanation. ☑ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix
Mr

First Name
Gary

Middle Name
L

Last Name
Bryant

Suffix

b. Title
President/CEO

c. Telephone Number (give area code)
239 768-6184

d. Signature of Authorized Representative
Gary L. Bryant

e. Date Signed
27 Dec 12

Previous Edition Usable
Authorized for Local Reproduction

Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

Name of Applicant: Good Wheels, Inc.

Fiscal period from 7/1/13 to 6/30/14

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

EXPENSE CATEGORY	EXPENSE $
Labor (501)	$2,318,570
Fringe and Benefits (502)	$608,930
Services (503)	$176,870
Materials and Supplies (504)	$492,320
Vehicle Maintenance (504.01)	$235,000
Utilities (505)	$64,660
Insurance (506)	$239,695
Licenses and Taxes (507)	$4,570
Purchased Transit Service (508)	$221,525
Miscellaneous (509)	$25,180
Leases and Rentals (512)	$30,015
Depreciation (513)	$595,145
TOTAL EXPENSE	$5,012,480

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

OPERATING REVENUE	REVENUE $
Passenger Fares for Transit Service (401)	$69,500
Special Transit Fares (402)	
Other (403-407) 407	
TOTAL OPERATING REVENUE	$69,500
OTHER REVENUE SOURCES	
Taxes Levied Directly by the Transit System (408)	
Local Cash Grants and Reimbursements (409)	$30,000
Local Special Fare Assistance (410)	
State Cash Grants and Reimbursements (411)	$4,191,110
State Special Fare Assistance (412)	
Federal Cash Grants & Reimbursements (413)	$50,000
Interest Income (414)	
Contributed Services (430)	
Contributed Cash (431)	$130,000
Subsidy from Other Sectors of Operations (440)	
TOTAL OF OTHER REVENUE	$4,401,110
GRAND TOTAL ALL REVENUES	$4,470,610

Unit #	Model Year	Vehicle Make and Type	Body Make and Model	Manufacturer Vehicle Identification Number	Tag Number	Transponder Number	EXP. Date	GVWR	Current Odometer	Fuel Type	FDOT Control No. / GWI	Passengers Amb. - W/C
5	1995	Ford Van	Aerostar	1FMCA11U8SZA40502	F974GG		06/30/12		275,874.0	Gas	GWI	Maint.
12	2006	Ford Taurus	4Dr. sedan LS	1FAFP53U56A135081	688LWU	202405	06/30/12	3,170	134,309.0	Gas	GWI	Admin
14	2008	Chevy Eldorado	Uplander Van	1GBDV13W38D210447	X0376B	199430	06/30/12	5,842	154,118.0	Gas	S. Conroy	3 & 1 WC
15	2008	Chevy Eldorado	Uplander Van	1GBDV13W68D211138	X0377B	199451	06/30/12	5,842	169,691.0	Gas	S. Conroy	3 & 1 WC
16	2009	Ford E-250	Van	1FTNE24L89DA92603	X2873B	199464	06/30/12	9,000	66,211.0	Gas	96113	4 & Stretcher
17	2009	ElDorado-Dodge	Van	2D4RN4DE6AR155376	X7134B	199429	06/30/12	6,050	104,944.0	Gas	96115	3 & 1 WC
18	2009	ElDorado-Dodge	Van	2D4RN4DEXAR155378	X7135B	199461	06/30/12	6,050	132,134.0	Gas	96114	3 & 1 WC
19	2009	ElDorado-Dodge	Van	2D4RN4DE1AR155379	X7139B	199457	06/30/12	6,050	144,232.0	Gas	80120	3 & 1 WC
20	2009	ElDorado-Dodge	Van	2D4RN4DE8AR155380	X7138B	199455	06/30/12	6,050	162,904.0	Gas	80121	3 & 1 WC
21	2011	ElDorado-Dodge	Van	2D4RN4DG3BR778957	X7990B		06/30/12	6,050	39,707.0	Gas	96175	3 & 1 WC
420	2006	Chevy 4500	Glaval Bus	1GBE4V1286F408277	X81772	199436	06/30/12	17,500	253,667.0	Diesel	GWI	14 or 10&2
422	2006	Chevy 4500	Glaval Bus	1GBE4V1276F408495	X81773	199438	06/30/12	17,500	241,227.0	Diesel	GWI	14 or 10&2
424	2006	Chevy 4500	Glaval Bus	1GBE4V1246F408650	X81771	199440	06/30/12	17,500	241,449.0	Diesel	GWI	14 or 10&2
426	2007	Chevy 4500	Glaval Bus	1GBE4V1277F410684	X0210A	204201	06/30/12	17,500	206,409.0	Diesel	GWI	10&2 or 8&3
427	2007	Chevy 4500	Glaval Bus	1GBE4V1237F411198	X0209A	204202	06/30/12	17,500	252,464.0	Diesel	GWI	10&2 or 8&3
428	2007	Chevy 4500	Glaval Bus	1GBE4V1257F410991	X0208A	204203	06/30/12	17,500	218,037.0	Diesel	GWI	10&2 or 8&3
429	2007	Chevy 4500	Glaval Bus	1GBE4V1297F411562	X0211A	202401	06/30/12	17,500	224,906.0	Diesel	GWI	10&2 or 8&3
430	2007	Chevy 4500	Glaval Bus	1GBE4V1227F411497	X0214A	204593	06/30/12	17,500	264,872.0	Diesel	GWI	10&2or8&3
431	2007	Chevy 4500	Glaval Bus	1GBE4V1207F411871	X1373A	230411	06/30/12	17,500	207,805.0	Diesel	GWI	10&2or8&3
432	2007	Chevy 4500	Glaval Bus	1GBE4V1287F414646	X1376A	205223	06/30/12	17,500	218,480.0	Diesel	GWI	10&2or8&3
433	2007	Chevy 4500	Glaval Bus	1GBE4V1217F411698	X1377A	199443	06/30/12	17,500	219,844.0	Diesel	GWI	10&2or8&3
434	2007	Chevy 4500	Glaval Bus	1GBE4V1297F414882	X1378A	91520	06/30/12	17,500	250,284.0	Diesel	GWI	10&2or8&3
435	2007	Chevy 4500	Glaval Bus	1GBE4V1277F415027	X1380A	199449	06/30/12	17,500	213,133.0	Diesel	GWI	10&2or8&3
436	2007	Chevy 4500	Glaval Bus	1GBE4V1207F416410	X1379A	199445	06/30/12	17,500	248,520.0	Diesel	GWI	10&2or8&3
437	2007	Chevy 4500	Glaval Bus	1GBE4V1207F416424	X1381A	91562	06/30/12	17,500	233,933.0	Diesel	GWI	10&2or8&3
438	2008	Chevy 4500	Glaval Bus	1GBE4V1907F424567	X7619A	199425	06/30/12	17,500	180,778.0	Diesel	S. Conroy	10&2or8&3

Unit #	Model Year	Vehicle Make and Type	Body Make and Model	Manufacturer Vehicle Identification Number	Tag Number	Transponder Number	EXP. Date	GVWR	Current Odometer	Fuel Type	FDOT Control No. / GWI	Passengers Amb. - W/C
439	2008	Chevy 4500	Glaval Bus	1GBE4V19X7F424673	X7617A	202409	06/30/12	17,500	203,700.0	Diesel	95167	10&2or8&3
440	2008	Chevy 4500	Glaval Bus	1GBE4V1987F424896	X6908A	202410	06/30/12	17,500	169,579.0	Diesel	95168	10&2or8&3
441	2008	Chevy 4500	Glaval Bus	1GBE4V1907F424343	X7620A	199969	06/30/12	17,500	198,623.0	Diesel	95165	10&2or8&3
442	2008	Chevy 4500	Glaval Bus	1GBE4V1917F424402	X7618A	199452	06/30/12	17,500	30,181.0	Diesel	95166	10&2or8&3
444	2008	Chevy 4500	Glaval Bus	1GBE4V1937F424871	X0364B	200559	06/30/12	17,500	182,318.0	Diesel	95182	10&2or8&3
445	2008	Chevy 4500	Glaval Bus	1GBE4V1987F426065	X0367B	199435	06/30/12	17,500	183,383.0	Diesel	95188	10&2or8&3
446	2008	Chevy 4500	Glaval Bus	1GBE4V1967F426095	X0366B	199432	06/30/12	17,500	161,798.0	Diesel	95189	10&2or8&3
447	2008	Chevy 4500	Glaval Bus	1GBE4V1917F426263	X0369B	202412	06/30/12	17,500	173,337.0	Diesel	95190	12&2 or 10&3
448	2009	Chevy 4500	Glaval Bus	1GBE4V1939F402355	X6473B	199454	06/30/12	17,500	121,362.0	Diesel	80109	12&2 or 10&4
449	2009	Chevy 4500	Glaval Bus	1GBE4V19X9F403647	X6475B	202411	06/30/12	17,500	115,569.0	Diesel	80113	12&2 or 10&5
450	2009	Chevy 4500	Glaval Bus	1GBE4V1939F403716	X6474B	202406	06/30/12	17,500	132,274.0	Diesel	80110	14 or 10&2
451	2009	Chevy 4500	Glaval Bus	1GBE4V1979F403802	X6477B	199450	06/30/12	17,500	137,975.0	Diesel	80112	14 or 10&2
452	2009	Chevy 4500	Glaval Bus	1GBE4V1959F403653	X6476B	202404	06/30/12	17,500	123,774.0	Diesel	80111	14 or 10&2
453	2009	Chevy 4500	Glaval Bus	1GBE4V1949F403983	X6478B	91529	06/30/12	17,500	119,056.0	Diesel	80119	14 or 10&2
454	2009	Chevy 4500	Glaval Bus	1GBE4V1939F403960	X6479B	202400	06/30/12	17,500	98,655.0	Diesel	80118	14 or 10&2
455	2009	Chevy 4500	Glaval Bus	1GBE4V1939F403991	X7140B	202408	06/30/12	17,500	95,096.0	Diesel	96116	14 or 10&2
456	2009	Chevy 4500	Glaval Bus	1GBE4V1959F404513	X7141B	199424	06/30/12	17,500	116,590.0	Diesel	96117	14 or 10&2
457	2009	Chevy 4500	Glaval Bus	1GBE4V1919F407814	X2880B	199423	06/30/12	17,500	100,710.0	Diesel	96118	14 or 10&2
458	2009	Chevy 4500	Glaval Bus	1GBE4V19X9F407696	X2881B	231353	06/30/12	17,500	109,422.0	Diesel	96119	14 or 10&2
459	2009	Chevy 4500	Glaval Bus	1GBE4V1999F407737	X2882B	199462	06/30/12	17,500	141,623.0	Diesel	96120	14 or 10&2
460	2009	Chevy 4500	Glaval Bus	1GBE4V19X9F407620	X2883B	199463	06/30/12	17,500	105,939.0	Diesel	96121	14 or 10&2
461	2009	Chevy 4500	Glaval Bus	1GBE4V1969F408005	X2884B	199460	06/30/12	17,500	118,045.0	Diesel	96122	14 or 10&2
462	2009	Chevy 4500	Glaval Bus	1GBE4V1999F413294	X2885B		06/30/12	17,500	102,721.0	Diesel	96123	14 or 10&2
463	2009	Chevy 4500	Glaval Bus	1GB6G5BL0C1160960	X7979B		06/30/12	17,500	11,593.0	Diesel	97105	12 &2
464	2009	Chevy 4500	Glaval Bus	1GB6G5BL6C1159604	X7978B		06/30/12	17,500	9,162.0	Diesel	97106	12 &2
495	2011	23' GM 4500	Titan II Gaval Bus	1GB9G5BL9A1173037	X2926B	2334360310	06/30/12	14200	50,045.0	Diesel		12 &2

Unit #	Model Year	Vehicle Make and Type	Body Make and Model	Manufacturer Vehicle Identification Number	Tag Number	Transponder Number	EXP. Date	GVWR	Current Odometer	Fuel Type	FDOT Control No. / GWI	Passengers Amb. - W/C
497	2011	23' GM 4500	Titan II Gaval Bus	1GB9G5BL5A1173620	X2927B	2334350310	06/30/12	14200	57,665.0	Diesel		12 &2
498	2011	23' GM 4500	Titan II Gaval Bus	1GB6G5BL8B1144259	X9893B		06/30/12	14200	44,904.0	Diesel	96172	12 &2
701	2006	GMC Titan	Glaval	1GBJ5V1937F418838	X1388A	202403	06/30/12	26,500	39,166.0	Diesel	GWI	33
702	2008	Blue Bird	Vision	1BAKFCPA08F254107	310IAK	199970	06/30/12	26,500	46,181.0	Diesel	GWI	65
703	2008	Blue Bird	Vision	1BAKFCPA28F254108	311IAK	202413	06/30/12	26,500	59,711.0	Diesel	GWI	65
704	2008	Blue Bird	Vision	1BAKFCPA18F254116	589JQW	199431	06/30/12	26,500	44,183.0	Diesel	GWI	65

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c)	Estimated Cost
11.__.__	R	2	23' Wide body, diesel fuel bus with Ricon lift, 12 amb.Seats, 3 w/ wheel chair positions.	$163,330.00
11.__.__	R	2	30' ISB Freightliner diesel fuel bus with Ricon lift, 22 smb/ seats, 2 wheel chair positions	$258,747.00
11.__.__				
11.__.__				
11.__.__				
Sub-total				$422,077.00

EQUIPMENT REQUEST (c)

11.__.__				
11.__.__				
11.__.__				
11.__.__				
Sub-total				$0.00

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' diesel bus with lift, 12 amb. Seats, 2 w/c positions.

(c) Show mobile radios, computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL $ + EQUIPMENT SUBTOTAL= $

(422,077) X 80% = $ [Show this amount on Form 424 in block 15(a)] = $337,661.60

ORDER FORM – PAGE ONE

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

AGENCY NAME: Good Wheels, Inc. **DATE:** 12-13-12

PURCHASE ORDER NUMBER: ______________

CONTACT PERSON: Gordon Deadmond (239) 768-2900 x 229
(Name, Telephone Number and Email Address)

December 2012

Item					Unit Cost	Quantity	Total Cost
Base Vehicle Type							
Ford	11500 GVWR	21'	5.4 Gas		$56,298		
Ford	11500 GVWR	21'	6.8 V10 Gas		$56,878		
Chevrolet SPT	12300 GVWR	21'	6.0 Gas		$58,023		
			22' Option	*add*	$300		
Chevrolet TTN	12300 GVWR	22'	6.0 Gas		$58,321		
			23' Option	*add*	$425		
Ford	12500 GVWR	22'	5.4 Gas		$57,702		
			23' Option	*add*	$525		
Chevrolet	14200 GVWR	22'	6.0 Gas		$59,778	2	119556
			23' Option	*add*	$425		
			24 Option	*add*	$850		
Ford	14500 GVWR	22'	6.8 V10 Gas		$59,232		
			23' Option	*add*	$525		
			24' Option	*add*	$1,050		
Ford	16500 GVWR	25'	6.8 V10 Gas		$72,380		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
Ford	18000 GVWR	25'	6.8 V10 Gas		$73,338		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
			28' Option	*add*	$5,667		
			29' Option	*add*	$5,817		
Ford	19500 GVWR	25'	6.8 V10 Gas		$74,845		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
			28' Option	*add*	$5,667		
			29' Option	*add*	$5,817		
Freightliner	26000 GVWR	30'	6.7 ISB Diesel		$115,861		
			31' Option	*add*	$250		
			32' Option	*add*	$500		
			33' Option	*add*	$750		
			34' Option	*add*	$2,035		
			35' Option	*add*	$2,285		
			36' Option	*add*	$2,535		
			37' Option	*add*	$2,785		
			38' Option	*add*	$3,035		
			40' Option	*add*	$3,285		
PAGE ONE SUB-TOTAL					----	----	119556

ORDER FORM – PAGE TWO

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Item	Unit Cost	Qty	Total Cost
Paint Scheme Choices			
Scheme #1 11,500 to 14,500 = [✓ ($700)]; 16,500 to 26,000 = ($800)	See Item	2	1400
Scheme #2 11,500 to 14,500 = ($465); 16,500 to 26,000 = ($565)	See Item		
Scheme #3 11,500 to 14,500 = ($400); 16,500 to 26,000 = ($500)	See Item		
Base Seating (Freedman)			
Standard Seat *(per person)*	$225	20	4500
Foldaway Seat *(per person)*	$384	4	1536
Children's Seat *(per person)*	$450		
Securement Systems			
Q'Straint QRTMAX securement *(per position)*	$510	6	3060
Sure-Lok Titan securement *(per position)*	$575		
Seat belt extensions *(2-sets standard)*	$18	2	36
Side Wheelchair Lift Choices			
Braun Model NCL919IB-2 (or latest) Century	$3,455		
Braun Millennium	$3,655		
Braun 1000 lb	$3,755		
~~Maxon Model WL-6A3353 (or latest)~~	~~$3,455~~		
Ricon Model S5510 (or latest)	$3,455		
Ricon 1000 lb	$3,730	2	7460
Rear Wheelchair Lift Choices			
Ricon Klear-View lift **(prior approval from FDOT required)**	$3,455		
Braun model NVL917IB lift **(prior approval from FDOT required)**	$3,455		
Optional Engines			
Diesel engine meeting current EPA requirements			
12300, 14200 Chevy diesel option 6.6 Duramax	$11,360	2	22720
F450-550 Ford diesel option 6.7 PS Diesel	$5,966		
Compressed Natural Gas (CNG) Engine meeting current EPA requirements Size:____ Make:________ Manufacturer: GAS	$25,500		
Aluminum wheels (Excluding Chevrolet) E350/450 = ($1,540); (F450/550=$1,936); Freightliner = ($2,024)	See Item		
Stainless steel wheel liners / inserts, front and rear wheels E350/450 and Chevy 3500/4500 = ($132); (F450/550=$176); Freightliner = ($352)	See Item		
PAGE TWO SUB-TOTAL	—	—	40712

ORDER FORM – PAGE THREE

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Item	Unit Cost	Qty	Total Cost
Fire Suppression			
Amerex Small Vehicle System automatic fire suppression system: 14,500 and lower = (Add $494), 16,500-19,500 = (Add $230), 26,000 = (Add $98)	See Item		
Kidde Automatic Fire Detection and Suppression System: 14,500 and lower = [✓ (Deduct $22)], 16,500-19,500 = (Add $264), 26,000 = (Add $418)	See Item	2	<44>
Route/Head Signs			
Transign manually operated roller curtain type sign	$900		
TwinVision *"Elyse"* software electronic destination system	$4,900		
TwinVision *"Mobi-Lite"* electronic destination sign	$2,700		
Transign "Vista Star" electronic destination sign	$1,850		
Transign LLC 2-digit Block / Run Number box unit	$ 285		
Transign LLC3-digit Block / Run Number box unit	$ 300		
Transign LLC passenger ***"STOP REQUESTED"*** sign	$175		
Camera Systems			
SEON 2 camera security system	$ 1,725		
REI 2 camera security system	$ 1,310		
Gatekeeper 2 camera security system	$1595		
AngelTrax 2 camera security system	$1965		
Apollo 2 camera security system	$3,696		
247 2 camera security system	$1,440		
Price for single replacement camera	$ 278		
Other Options Available			
Altro Transflor slip resistant vinyl flooring E350/450 and Chevy 3500/4500 = [✓ ($235)]; F450/550 and Freightliner = ($365)	See Item	2	470
Driver Safety Partition	$ 145		
Bentec Powder-Coated handrails and stanchions *(yellow)*	$132		
Exterior remote controlled mirrors E350/450 and Chevy 3500/4500 = ($205); F450/550 = ($278)	See Item		
Romeo Rim HELP rear bumper E350/450 and Chevy 3500/4500 = [✓ ($568)]; F550 and Freightliner = ($1,170)	See Item	2	1136
HawKEye Reverse Assistance System	$400		
PAGE THREE SUB-TOTAL	----	----	1562

ORDER FORM – PAGE FOUR

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Reverse camera and monitor backing system: *Manufacturer*_____ Systems One	$308		
Air purification system	$3080		
"Mentor Ranger" in vehicle computer	$3,916		
REI Public Address System	$ 352		
Upgrade the standard vehicle AM/FM Radio	Standard		
Optional Seating			
Freedman Featherweight High Back standard seats (per seat)	$ 255		
Dimensions vinyl line of coated transit bus seating fabric with antimicrobial Nanocide	$10		
Upgrade interior side wall panels with Nanocide E350/450 and Chevy 3500/4500 = ($924); F450/F550 and Freightliner = ($1,540)	See Item		
USSC Evolution G2E with pedestal	$980		
Freedman Sport Driver seat with Relaxor	$540		
Stretcher Securement System	$895		
Replacement Stretcher bed (only)	$12,375		
PARA transit Flat Floor	750	2	1500
~~**Low-Floor Option**~~			
~~Base 14200 GVWR Chevrolet Chassis to Low Floor model 26'~~	~~$42,247~~	Not	Available
~~Base 14200 GVWR Chevrolet Chassis to Low Floor model 28'~~	~~$43,047~~	Not	Available
PAGE FOUR SUB-TOTAL	----	----	1500
PAGE FOUR SUB-TOTAL *(sub-total of fourth page)*			1500
PAGE THREE SUB-TOTAL *(sub-total of third page)*			1562
PAGE TWO SUB-TOTAL *(sub-total of second page)*			40712
PAGE ONE SUB-TOTAL *(sub-total of first page)*			119556
GRAND TOTAL *(sum of pages 1, 2, 3, and 4 sub-totals)*			163330

CHOICES FORM

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

SEATING AND FLOORING CHOICES

Seating Colors: (circle one) Blue [✓ Gray] Beige

Flooring Colors: (circle one) Blue [✓ Gray] Beige Black

Paint Scheme: (circle one) [✓ #1] #2 #3 Other

Paint Schemes Note: If an agency requires a paint and lettering scheme that is NOT GENERALLY covered by one of those listed above, they may make separate arrangements either with the manufacturer or a local vendor to provide these services. Agencies will select colors (2) for background and stripes when orders are placed. All paint scheme pricing shall reflect white base coat.

Upholstery Information-Vinyl Colors Available:

BLUE CMI VINYL - Center insert of seat to be MEDALLION KEOPS AZUL BLUE INSERT, style VP-MEDLI-KEAZU; outside wrap and back of seat to be solid MEDALLION MORRENO TROPICAN AZUL, style VP-MEDMO-TRAZU.

BEIGE CMI VINYL - Center insert of seat to be MEDALLION KEOPS VERDE TAN INSERT, style VP-MEDLI-KEVER; outside wrap and back of seat to be solid, MEDALLION DOCCA SAND BEIGE, style VP-MEDLI-DOSNB.

[✓ **GREY CMI VINYL**] - Center insert of seat to be MEDALLION KEOPS VERDE TAN INSERT, style VP-MEDLI-KEVER; outside wrap and back of seat to be solid, MEDALLION MORRENO TROPICAN GREY, style VP-MEDMO-TRGRY.

WHEELCHAIR LIFT CHOICE

Wheelchair Lift: (circle one) Braun [✓ Ricon] Maxon

SECUREMENT RETRACTOR CHOICE

W/C Securement: (circle one) Sure-Lok Titan [✓ Q'Straint QRTMAX]

EVENT DATA RECORDER CHANNEL SYSTEMS SELECTION

As detailed in Section 2.45 of the Technical Specifications, an event data recorder (EDR), Circuitlink International "Tacholink", (or approved equal) will be mounted on each vehicle.

The EDR will provide a continuous log of vehicle activity. Speed history, odometer, excessive RPM, heavy braking, fast acceleration, and idling exceptions will automatically be recorded by exception. In the event of an accident, all data shall be permanently captured in "tamperproof" flash memory (4MB minimum) for a minimum of (30) seconds prior to the incident and (15) seconds after the incident at a minimum interval of 25 milliseconds.

The EDR will provide an automatic trigger function with different user definable thresholds for moving and stationary conditions. A manual driver alert button will be provided to allow driver "tagging" of either an accident or vehicle fault condition shall be located behind upper bulkhead and must be accessible through a latching door.

All software for user configuration, data logging, and downloading and report generation will be included. All software will be Windows-based. Trip data will be stored in Microsoft Access database. All data will be the property of Florida DOT and will be immediately available to Florida DOT. There will be no additional charges, for hardware and/or software services or annual fees will be incurred by Florida DOT or any operator.

Additional digital input channels will be provided to allow for status monitoring of a maximum of eight (8) vehicle sub-systems. Standard systems that will be monitored shall be: brakes, lights, signals, flashers, driver's seat belt, wheelchair lift, engine temperature and front door. Each agency may substitute any of the standard systems detailed above with any of the following optional systems: oil pressure, low air pressure, low voltage, or emergency exit door. The limit of the total systems to be monitored is eight (8).

__Below, please indicate the eight (8) vehicle sub-systems to be monitored on this vehicle.__
If no selection made, the standard systems will be programmed. For each of the optional systems you select, you must not include one of the standard system selections. A limit of eight (8) total systems per bus can be monitored.

Select Eight Systems To Be Monitored (Maximum of Eight (8))			
STANDARD SYSTEMS		**OPTIONAL SYSTEMS**	
X	**1. Brakes**	X	**9. Oil Pressure**
	2. Lights		**10. Low Air Pressure**
	3. Signals	X	**11. Low Voltage**
	4. Flashers	X	**12. Emergency Door Exit**
X	**5. Driver's Seat Belt**		
X	**6. Wheelchair Lift**		
X	**7. Engine Temperature**		
X	**8. Front Door**		

SET TO F.D.O.T. DEFAULTS

2 Fixed route
2 Para transit

ORDER FORM – PAGE ONE

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

AGENCY NAME: Good Wheels, Inc **DATE:** 12-13-12

PURCHASE ORDER NUMBER: ____________

CONTACT PERSON: Gordon Deadmond (239) 768-2900 x229
(Name, Telephone Number and Email Address)

December 2012

Item					Unit Cost	Quantity	Total Cost
Base Vehicle Type							
Ford	11500 GVWR	21'	5.4 Gas		$56,298		
Ford	11500 GVWR	21'	6.8 V10 Gas		$56,878		
Chevrolet SPT	12300 GVWR	21'	6.0 Gas		$58,023		
			22' Option	*add*	$300		
Chevrolet TTN	12300 GVWR	22'	6.0 Gas		$58,321		
			23' Option	*add*	$425		
Ford	12500 GVWR	22'	5.4 Gas		$57,702		
			23' Option	*add*	$525		
Chevrolet	14200 GVWR	22'	6.0 Gas		$59,778		
			23' Option	*add*	$425		
			24 Option	*add*	$850		
Ford	14500 GVWR	22'	6.8 V10 Gas		$59,232		
			23' Option	*add*	$525		
			24' Option	*add*	$1,050		
Ford	16500 GVWR	25'	6.8 V10 Gas		$72,380		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
Ford	18000 GVWR	25'	6.8 V10 Gas		$73,338		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
			28' Option	*add*	$5,667		
			29' Option	*add*	$5,817		
Ford	19500 GVWR	25'	6.8 V10 Gas		$74,845		
			26' Option	*add*	$150		
			27' Option	*add*	$5,517		
			28' Option	*add*	$5,667		
			29' Option	*add*	$5,817		
Freightliner	26000 GVWR	30'	6.7 ISB Diesel		$115,861	2	231,712
			31' Option	*add*	$250		
			32' Option	*add*	$500		
			33' Option	*add*	$750		
			34' Option	*add*	$2,035		
			35' Option	*add*	$2,285		
			36' Option	*add*	$2,535		
			37' Option	*add*	$2,785		
			38' Option	*add*	$3,035		
			40' Option	*add*	$3,285		
PAGE ONE SUB-TOTAL					----	----	231,712

ORDER FORM – PAGE TWO

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Item	Unit Cost	Qty	Total Cost
Paint Scheme Choices			
Scheme #1 11,500 to 14,500 = ($700); 16,500 to 26,000 = [✓ ($800)]	See Item	2	1600
Scheme #2 11,500 to 14,500 = ($465); 16,500 to 26,000 = ($565)	See Item		
Scheme #3 11,500 to 14,500 = ($400); 16,500 to 26,000 = ($500)	See Item		
Base Seating (Freedman)			
Standard Seat *(per person)*	$225	40	9000
Foldaway Seat *(per person)*	$384	8	3072
Children's Seat *(per person)*	$450		
Securement Systems			
Q'Straint QRTMAX securement *(per position)*	$510	4	2040
Sure-Lok Titan securement *(per position)*	$575		
Seat belt extensions *(2-sets standard)*	$18	2	36
Side Wheelchair Lift Choices			
Braun Model NCL919IB-2 (or latest) Century	$3,455		
Braun Millennium	$3,655		
Braun 1000 lb	$3,755		
~~Maxon Model WL-6A3353 (or latest)~~	~~$3,455~~		
Ricon Model S5510 (or latest)	$3,455		
Ricon 1000 lb	$3,730	2	7460
Rear Wheelchair Lift Choices			
Ricon Klear-View lift **(prior approval from FDOT required)**	$3,455		
Braun model NVL917IB lift **(prior approval from FDOT required)**	$3,455		
Optional Engines			
Diesel engine meeting current EPA requirements			
12300, 14200 Chevy diesel option 6.6 Duramax	$11,360		
F450-550 Ford diesel option 6.7 PS Diesel	$5,966		
Compressed Natural Gas (CNG) Engine meeting current EPA requirements Size: Make: Manufacturer: GAS	$25,500		
Aluminum wheels (Excluding Chevrolet) E350/450 = ($1,540); (F450/550=$1,936); Freightliner = ($2,024)	See Item		
Stainless steel wheel liners / inserts, front and rear wheels E350/450 and Chevy 3500/4500 = ($132); (F450/550=$176); Freightliner = ($352)	See Item		
PAGE TWO SUB-TOTAL	----	----	21,168

ORDER FORM – PAGE THREE

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Item	Unit Cost	Qty	Total Cost
Fire Suppression			
Amerex Small Vehicle System automatic fire suppression system: 14,500 and lower = (Add $494), 16,500-19,500 = (Add $230), 26,000 = (Add $98)	See Item	2	196
Kidde Automatic Fire Detection and Suppression System: 14,500 and lower = (Deduct $22), 16,500-19,500 = (Add $264), 26,000 = (Add $418)	See Item		
Route/Head Signs			
Transign manually operated roller curtain type sign	$900	2	1800
TwinVision *"Elyse"* software electronic destination system	$4,900		
TwinVision *"Mobi-Lite"* electronic destination sign	$2,700		
Transign "Vista Star" electronic destination sign	$1,850		
Transign LLC 2-digit Block / Run Number box unit	$ 285		
Transign LLC3-digit Block / Run Number box unit	$ 300		
Transign LLC passenger ***"STOP REQUESTED"*** sign	$175	2	350
Camera Systems			
SEON 2 camera security system	$ 1,725		
REI 2 camera security system	$ 1,310		
Gatekeeper 2 camera security system	$1595		
AngelTrax 2 camera security system	$1965		
Apollo 2 camera security system	$3,696		
247 2 camera security system	$1,440		
Price for single replacement camera	$ 278		
Other Options Available			
Altro Transflor slip resistant vinyl flooring E350/450 and Chevy 3500/4500 = ($235); F450/550 and Freightliner = ($365)	See Item	2	730
Driver Safety Partition	$ 145	2	290
Bentec Powder-Coated handrails and stanchions *(yellow)*	$132	2	264
Exterior remote controlled mirrors E350/450 and Chevy 3500/4500 = ($205); F450/550 = ($278)	See Item		
Romeo Rim HELP rear bumper E350/450 and Chevy 3500/4500 = ~~($588)~~; F550 and Freightliner = ($1,170)	See Item	2	2340
HawKEye Reverse Assistance System	$400		
PAGE THREE SUB-TOTAL	----	----	5706

ORDER FORM – PAGE FOUR

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

December 2012

Reverse camera and monitor backing system: *Manufacturer*____ Systems One	$308	2	616
Air purification system	$3080		
"Mentor Ranger" in vehicle computer	$3,916		
REI Public Address System	$ 352		
Upgrade the standard vehicle AM/FM Radio	Standard		
Optional Seating			
Freedman Featherweight High Back standard seats (per seat)	$ 255		
Dimensions vinyl line of coated transit bus seating fabric with antimicrobial Nanocide	$10		
Upgrade interior side wall panels with Nanocide E350/450 and Chevy 3500/4500 = ($924); F450/F550 and Freightliner = ($1,540)	See Item		
USSC Evolution G2E with pedestal	$980		
Freedman Sport Driver seat with Relaxor	$540		
Stretcher Securement System	$895		
Replacement Stretcher bed (only)	$12,375		
~~**Low Floor Option**~~			
~~Base 14200 GVWR Chevrolet Chassis to Low Floor model 26'~~	~~$42,247~~	Not	Available
~~Base 14200 GVWR Chevrolet Chassis to Low Floor model 28'~~	~~$43,047~~	Not	Available
PAGE FOUR SUB-TOTAL	----	----	
PAGE FOUR SUB-TOTAL *(sub-total of fourth page)*			616
PAGE THREE SUB-TOTAL *(sub-total of third page)*			5706
PAGE TWO SUB-TOTAL *(sub-total of second page)*			21168
PAGE ONE SUB-TOTAL *(sub-total of first page)*			231712
GRAND TOTAL *(sum of pages 1, 2, 3, and 4 sub-totals)*			258,747

CHOICES FORM

CONTRACT #TRIPS-11-CA-GB

GLAVAL CUTAWAY TRANSIT VEHICLES

GETAWAY BUS, INC.

SEATING AND FLOORING CHOICES

Seating Colors:	(circle one)	Blue	[✓ Gray]	Beige	
Flooring Colors:	(circle one)	Blue	[✓ Gray]	Beige	Black
Paint Scheme:	(circle one)	[✓ #1]	#2	#3	Other

Paint Schemes Note: If an agency requires a paint and lettering scheme that is NOT GENERALLY covered by one of those listed above, they may make separate arrangements either with the manufacturer or a local vendor to provide these services. Agencies will select colors (2) for background and stripes when orders are placed. All paint scheme pricing shall reflect white base coat.

Upholstery Information-Vinyl Colors Available:

BLUE CMI VINYL - Center insert of seat to be MEDALLION KEOPS AZUL BLUE INSERT, style VP-MEDLI-KEAZU; outside wrap and back of seat to be solid MEDALLION MORRENO TROPICAN AZUL, style VP-MEDMO-TRAZU.

BEIGE CMI VINYL - Center insert of seat to be MEDALLION KEOPS VERDE TAN INSERT, style VP-MEDLI-KEVER; outside wrap and back of seat to be solid, MEDALLION DOCCA SAND BEIGE, style VP-MEDLI-DOSNB.

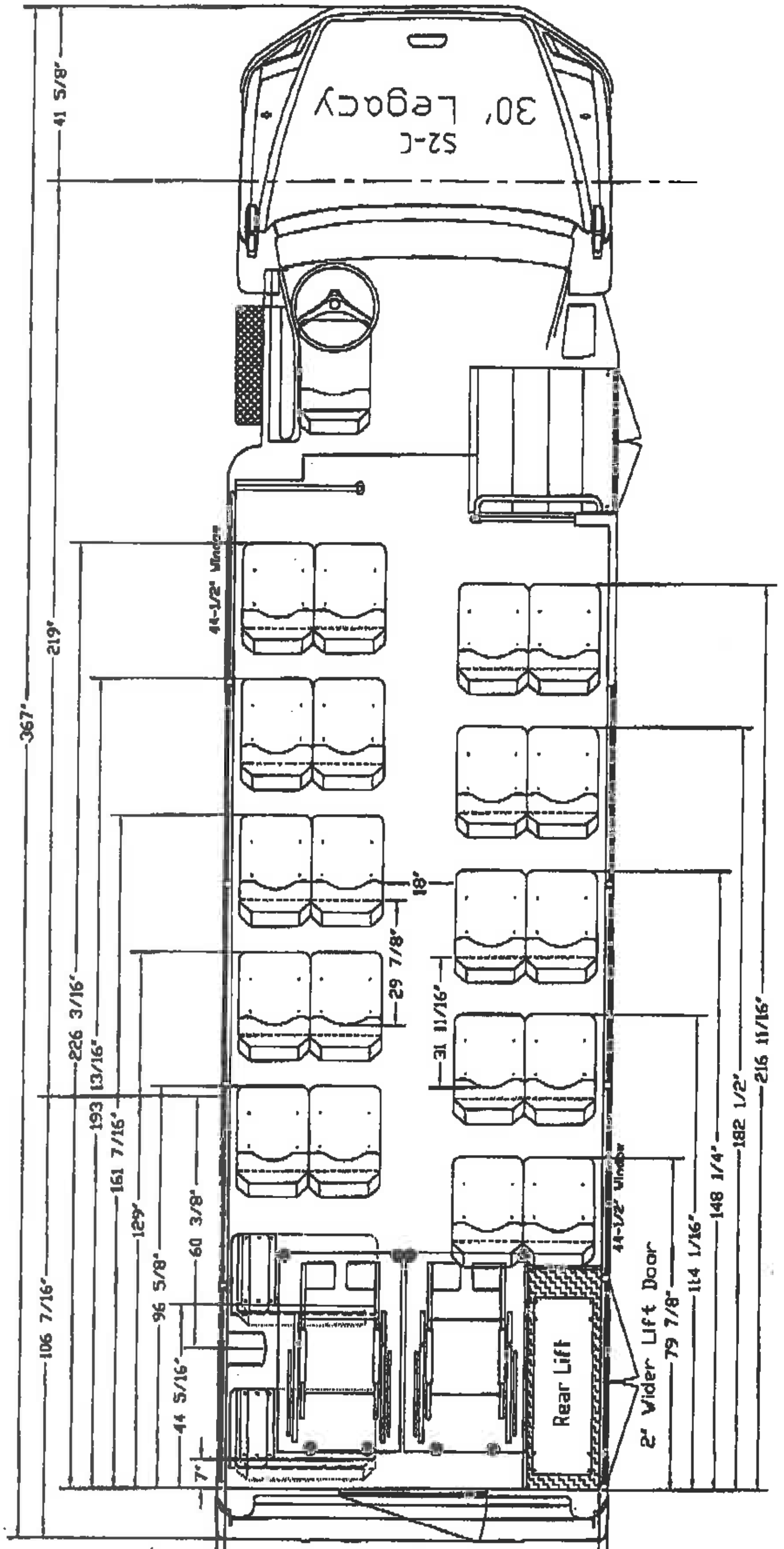
[✓ **GREY CMI VINYL**] - Center insert of seat to be MEDALLION KEOPS VERDE TAN INSERT, style VP-MEDLI-KEVER; outside wrap and back of seat to be solid, MEDALLION MORRENO TROPICAN GREY, style VP-MEDMO-TRGRY.

WHEELCHAIR LIFT CHOICE

Wheelchair Lift: (circle one) Braun [✓ Ricon] Maxon

SECUREMENT RETRACTOR CHOICE

W/C Securement: (circle one) Sure-Lok Titan [✓ Q'Straint QRTMAX]



Drawn By:
Date
Scale

Options: Rear Door

Seating:
Style: Mid-Hi Back

W/C Lift	W/C Pos	Ent Door	Foldaway	Hand-Flip	S-Place	DBL	Single	Ambulatory
Rear	2	30"	2	0	0	10	0	20

GLAVAL BUS
Division of Forest River Inc.

28' Legacy

Wheel Base 199"

DIN # L30RLWL20W01

Dealer Approval:

THE DRAWING AND INFORMATION DEPICTED THEREON ARE THE PROPERTY OF GLAVAL BUS. THE USE, DUPLICATION OR TRANSMISSION WITHOUT PRIOR WRITTEN CONSENT OF GLAVAL BUS IS PROHIBITED. ALL DIMENSIONS CONTAINED ON THIS DOCUMENT ARE SUBJECT TO ENGINEERING/ MANUFACTURING TOLERANCES

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EXHIBIT E

FLOOR PLAN LAYOUTS

Most agencies already have an idea on the type and number of seats and wheelchair positions needed to meet their floor plan requirements. A wide variety of alternative floor plans are available.

Agencies should work closely with Getaway Bus, Inc. to develop and finalize their passenger seating floor layout plans. Based upon this consultation, Getaway Bus, Inc. will develop a proposed floor plan based on the Agency's needs and fax a copy of the plan to the Agency for verification and approval.

EXHIBIT A
Current System Description

Overview of Organization: Good Wheels, Inc. is a not-for-profit transportation services coordinator and provider for Southwest Florida. Good Wheels, Inc. was founded in June of 1990 and is currently the Community Transportation Coordinator and the major transportation provider for the Transportation Disadvantaged in Lee, Hendry and Glades County. Good Wheels is also currently serving as the Medicaid Non-Emergency provider in those counties. As a coordinator and system manager, our focus is to utilize both organizational vehicles and private-for-profit operators.

Our Mission: To coordinate and provide cost effective, compassionate, and reliable transportation to the disadvantaged, disabled, those working to gain economic self-sufficiency, and the general public.

Our Vision: Continue to grow while remaining to be the most outstanding coordinator and provider of transportation services to the disadvantaged, disabled, and the general public exceeding customer expectations while improving their quality of life.

Organizational Structure: Good Wheels is competently managed under the professional leadership of President and CEO, Gary Bryant. A Board of Directors, consisting of nine members, oversees the office of the President and the organization as a whole. Good Wheels is organized into four departments: Operations, Maintenance, Finance, and Administration. Operations oversee the reservations and scheduling staff, as well as the drivers. Maintenance oversees both vehicle and facilities maintenance. Finance is in charge of billing, receiving and accounts payable. Administration is responsible for human resources, contracts, grants, and complaints, as well as many other administrative tasks.

Employee Information: The agency currently has a diverse group of 78 employees in its service. Our diversity of staff allows us to accommodate the needs of all individuals in the community, especially those for which English is a second language. Mandatory drug screening and background checks are required of all vehicle operators, in compliance with State and Federal law.

Description of Ridership: Good Wheels provides trips to the Transportation Disadvantaged and Non-Emergency Medicaid passengers. In addition, Good Wheels offers services to various senior citizen programs, congregate meal sites, shopping facilities and day care organizations. In addition to the elderly, other groups served are those with mental disabilities, including those with Alzheimer's and other forms of dementia, those who are economically disadvantaged, those who are developmentally disabled, and those who are physically disabled or disadvantaged. Additionally, Good Wheels also operates as a public entity, meaning the general public can access the system as well as sponsored passengers, a fixed route service between Clewiston and Belle Glades, and Good Wheels manages a portion of operations as a private pay business endeavor. The management team and operational staff also participate in Emergency Management Programs in Lee, Hendry and Glades County.

Description of Vehicle Capability: All Good Wheels vehicles are equipped to transport persons with disabilities. Vehicles can transport persons in wheelchairs, persons who use assistive walking devices, and those who are able bodied. Additionally, one vehicle can transport persons in stretchers, and those with other specialized medical needs. Our drivers are trained to operate the vehicles and assist the passengers with door to door service.

Description of Routes: Good Wheels vehicles' hours of operation are from 5:00 a.m. to 8:00 p.m., Monday through Friday, with daytime hours on Saturday. On average Good Wheels operates over 40 routes daily, 12 in Hendry and Glades County (all rural routes) and approximately 38 in Lee (a mixture of rural and urban routes). Routes are not fixed, with the exception of the Clew-Belle Shuttle, and often change from day to day in order to provide door to door service to over 500 passengers each day.

Need: Good Wheels utilizes and maintains a large fleet of vehicles. Each vehicle is used to its maximum capacity for the life of the vehicle. Generally, Good Wheels keeps vehicles on the road for a life span of six years. We utilize regularly scheduled preventative maintenance and service, as well as daily vehicle inspections. Each year, a number of vehicles are retired and replaced with a comparable new vehicle. By following a vehicle retirement program, Good Wheels can ensure that all vehicles are in top condition for the safety and security of our passengers.

EXHIBIT A - Not to exceed two pages
Current System Description

Applicants must submit Exhibit A as part of their application. Exhibit A should provide a short description of who the applicant is and what they do. At a minimum, the following information should be included in the narrative:

- An overview of the organization including its mission, organizational structure, type of operation, number of employees, etc.
- A description of ridership, routes, etc.
- Exhibit A-1 (below)

If the applicant is a Community Transportation Coordinator (CTC), **relevant** pages of a Transportation Disadvantaged Service Plan (TDSP) and Annual Operating Report (AOR) containing the above information may be provided. If the applicant received a Section 5310 award last year, Exhibit A from last year's application may be referenced by application date in the new application along with any necessary changes in the narrative.

Evaluators will rely heavily on an applicant's narrative in determining the amount of funds/vehicles/equipment awarded.

GRANT WRITING TIP: Refer to the Evaluation Criteria in the General Program Information Section of this manual. An applicant's narrative should cover the points that will be evaluated.

EXHIBIT A-1 -- FACT SHEET

	CURRENTLY	**IF GRANT IS AWARDED** (Estimates are acceptable.)
1. Number of one-way trips provided to elderly and persons with disabilities (E&D) **PER YEAR**	132,381	132,381
2. Number of individual E&D served (unduplicated) **PER YEAR**	2,813*	2,813*
3. Percentage of E&D needing wheelchair positions **AVERAGE**	35%	35%
4. Number of vehicles used to provide service **AVERAGE**	53	53
5. Number of ambulatory seats **AVG.**	532	532
6. Number of wheelchair positions **AVERAGE**	86	86
7.Vehicle miles traveled **PER YEAR**	1,915,125	1,915,125
8. Avg.vehicle miles **PER DAY**	6,138	6,138
9. Normal number of days in operation **PER WEEK**	6	6
10.Normal hours of vehicle operation **PER DAY**	4:00 am – 8:00 pm	4:00 – 8:00 pm
11. Trip length **AVERAGE**	8	8

* This number represents total unduplicated passengers.

EXHIBIT B

Proposed Project Description

Applicants must submit Exhibit B as part of their application. The project description should be thorough because evaluators will rely heavily on the narrative in determining a grant award. The project description should not repeat the system description shown in Exhibit A. Exhibit B should include, but not be limited to:

1. Is the project to continue the existing level of services, to expand present service, or to provide new service? How will a grant award be used?

   The vehicle project is to continue the present hours of service provided and to significantly expand passenger capacity for the Clew-Belle Shuttle. If awarded, this grant will provide four (4) new vehicles to replace four (4) aging vehicles. Aging vehicles must be replaced in order to maintain the current level of service. The need to expand passenger capacity for the fixed route Clew-Belle shuttle between the cities of Clewiston and Belle Glade is necessary because passenger load is exceeding seating capacity of current vehicles and a significant number of passengers are standing in the aisles of current vehicles. This is a safety issue for passengers and drivers of this fixed route system.

2. If a grant award will be used to maintain services as described in Exhibit A, specifically explain how it will be used in the context of total service.

   Replacement vehicles are badly needed for use in Lee, Hendry and Glades County. As CTC, Good Wheels, Inc. is the major provider of transportation in these three counties. These vehicles would be used to continue to provide transportation services for the general public through our Dial-A-Ride Program to access work, school, shopping, and medical appointments. Some of our older year model vehicles are in desperate need of replacement.

   The Clew-Belle shuttle needs a seating capacity expansion because this fixed route provides service between the cities of Clewiston and Belle Glade providing access to job training, work locations, and educations opportunities in the region is overloaded and many passengers are standing in the aisles. This is a safety hazard for those passengers and we are requesting larger vehicles so that all passengers can be seated.

3. If a grant award will be used to expand services or to provide new service, discuss how this will be done: More hours? Larger geographic area? Shorter head ways? More trips?

   This grant is to maintain our current hours of service and expand seating capacity and therefore sever more passengers in our fixed route bus routes.

4. Will a grant award be used to replac
vehicles/equipment? Provide detail

This grant will be used to replace ex
vehicle inventory identifies those ve

5. Identify vehicles/equipment being re
Transportation Equipment invent

Vehicles being replaced are vehicles
current vehicle and transportation ec

6. Describe how vehicles will be maint
where, and when).

Vehicles will be maintained by the (
preventative maintenance program c
and services conducted every 5,000 r
before, during, and after daily operat
Bavaria Road, S.E., Fort Myers, Flo

If vehicles and/or equipment is prop
contract to the applicant, identify the

Not applicable.

a. Include an equitable plan for distri
private operators.

Not applicable.

8. Each applicant shall indicate whether
profit agency, provide a brief descript
whether the applicant employees r
and local number of the union.

Good Wheels, Inc. is a private non-pr
vehicles, which are badly needed for u
Good Wheels, Inc. is the major provid
vehicles would be used to continue to
public in rural areas through our Dial-
is not minority owned.

Introduction

In 2010, 4,280* pedestrians were killed and an estimated 70,000* were injured in traffic crashes in the United States. The same year, 618* cyclists were killed and an estimated 52,000* were injured. The State of Florida has both the highest pedestrian fatality rate and bicycle in the nation (fatalities per resident population). Several Florida communities, including the Lee County metropolitan area, have been ranked among the most hazardous places in the Nation for pedestrians in the "Dangerous by Design" report released in 2011 by Transportation for America. The reality is that Lee County is well above the national average when it comes to pedestrian and bicycle fatalities and injuries relative to the amount of people who live here. Our mission is to reverse this trend and dramatically improve safety for cyclists and pedestrians in Lee County.

In support of the Florida Strategic Highway Safety Plan and to further address pedestrian and bicycle safety issues in Lee County, the LEE COUNTY METROPOLITAN PLANNING ORAGNIZATION (MPO) in conjunction with the Florida Department of Transportation District 1, and other local stakeholders, is developing and implementing the Lee Countywide Bicycle & Pedestrian Safety Action Plan (BPSAP).

*Sources: National Highway Transportation Safety Administration, Fatality Analysis Reporting System, United States Census Bureau

The purpose of the BPSAP is to reduce bicycle and pedestrian crashes with an emphasis on reducing fatal and incapacitating injury crashes (severe injury crashes) through the following means:

- **Define the characteristics of the pedestrian and bicycle crash problems in Lee County;**
- **Identify short term actions to improve pedestrian and bicycle safety;**
- **Identify longer term policy initiatives and actions to sustain pedestrian and bicycle safety improvements;**
- **Identify opportunities for interagency and intra-agency coordination;**
- **Provide an opportunity for elected leaders to support agency staff in implementing short and long term strategies; and**
- **Where appropriate, the Lee Countywide BPSAP will apply a multidiscipline "4E" approach to improve pedestrian and bicycle safety. The term "4E" refers to engineering, enforcement, education, and emergency medical services (EMS).**

Table of Contents

LEE COUNTYWIDE

BICYCLE &
PEDESTRIAN
SAFETY
ACTION
PLAN

SAFETY ACTION PLAN PROCESS

Step 1: Build a consensus among local and statewide stakeholders about the pedestrian and bicycle safety problem in the county.

Step 2: Use the Vision & Goal to formulate clear objectives that will best address the pedestrian and bicycle safety issues in the county.

Step 3: Identify a list of strategies based on objectives, while considering current and future planned efforts by stakeholder agencies.

Step 4: Use stakeholder feedback to consolidate strategies into detailed Action Items to be implemented today and within 1 to 5 years.

Bicycle & Pedestrian Safety Action Plan Vision:

A zero-fatality transportation system for pedestrians and cyclists throughout Lee County.

Action Plan

The purpose of the Lee Countywide Bicycle & Pedestrian Safety Action Plan is simple—to identify the actions needed to reduce pedestrian and bicycle fatalities and serious injuries in Lee County. This section outlines the most important parts of the Plan:

- Goal—What we plan to accomplish and the specific milestones we plan to reach along the way.
- Objectives—Focus areas where we agree that the improvements should be made.
- Action Items—Specific, time-sensitive actions that will be undertaken as a result of this plan. Time frames, responsible parties, and potential funding source(s) should be considered when implementing these items.

This Action Plan does not claim to include all of the possible solutions to our pedestrian and bicycle safety problems or mobility concerns, but it does identify the key opportunities specific to Lee County and proposes possible solutions that agencies can use to make a difference.

Goal

Goal of the Lee Countywide Bicycle & Pedestrian Safety Action Plan

This goal of this plan is consistent with the **Florida Strategic Highway Safety Plan's** crash reduction goal of a *minimum* of 5% per year.

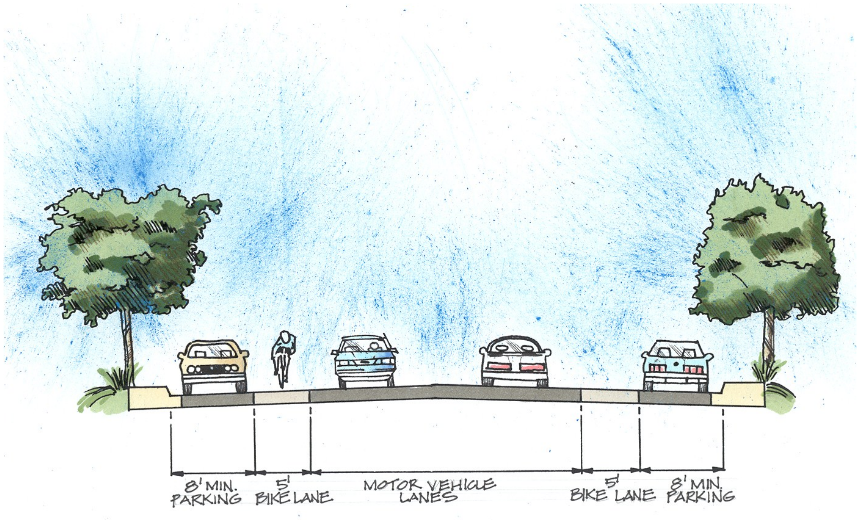
Crash type	2013	By 2018
Pedestrian	**12 fatalities** **33 serious injuries**	**Reduce the combined Fatality/serious injury rate* by 5% the first year.** (Incrementally increasing by an additional 1% each year thereafter)
Bicycle	**0 fatalities** **14 serious injuries**	**Reduce the combined Fatality/serious injury rate* by 5% the first year.** (Incrementally increasing by an additional 1% each year thereafter)

** Rates denote fatalities per 100,000 population. Existing and future population projections were obtained from the U.S. Census Bureau and the University of Florida's Bureau of Economic Business Research, 2010 Florida Statistical Abstract, Table 1.41, medium level projections.*

Objectives

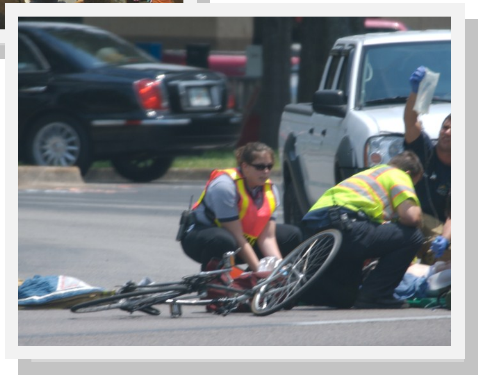
Objective #1: Infrastructure

Reduce the frequency and severity of bicycle and pedestrian crashes by <u>improving the transportation system infrastructure</u> through the implementation of strategic countermeasures and the construction of new facilities.



Objective #2: Education/Enforcement

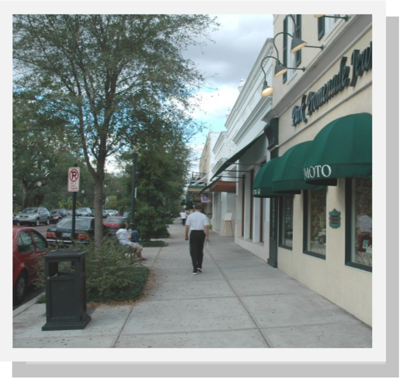
Reduce the frequency and severity of bicycle and pedestrian crashes by <u>correcting unsafe behaviors of all road users</u> to increase compliance with existing laws through coordinated education and law enforcement efforts.

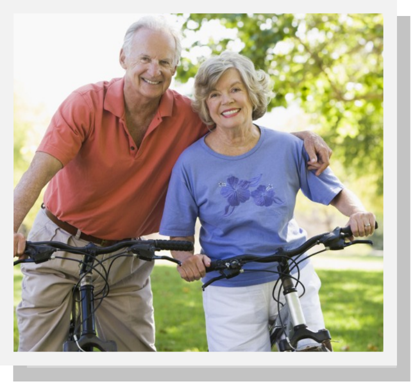


Objectives

Objective #3: Livability

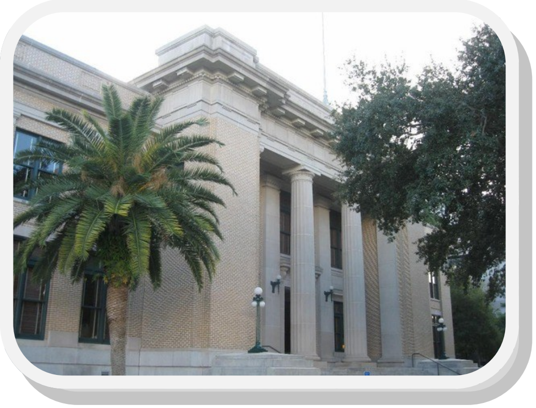
Supports sustainability and livability in our communities by <u>addressing bicycle and pedestrian mobility</u> through long-term improvements and land use strategies.





Objective #4: Accountability

<u>Monitor the progress</u> in reducing the frequency and severity of bicycle and pedestrian crashes annually using the vision and goal to guide policy and program decisions.



Action Items

The following Action Items were obtained directly from stakeholder feedback and input. All stakeholders were offered the opportunity to comment on these items. The Responsible Agencies listed here assign oversight responsibility and many items require partnerships across multiple agencies.

SHORT-TERM (Within One Year)

Action Item #1: Develop a Press Kit to support law enforcement and other agencies in responding to media inquiries associated with bicycle and pedestrian crashes that attract media attention. Incorporate key safety messages identifying **targeted populations and risky behaviors** specific to the crash problems in Lee County. This purpose of this press kit is to leverage moments of high-visibility when media attention is focused on a recent crash. Use these moments as an opportunity to spread the bicycle and pedestrian safety message. Revise and update the press kit as new data becomes available and as new issues arise.
Lead Agency: Lee County MPO and law enforcement agencies with support from other stakeholders.
Time Frame: Within One Year

Action Item #2: Develop a Bicycle and Pedestrian Safety Education Outreach Campaign within the Lee County area including the municipalities. Structure this leadership program/organization similar to other successful programs implemented in Florida (i.e. WalkWise/BikeSmart Tampa Bay). Strengthen existing advocacy groups by creating a consistent safety message. Tap into social media as a resource to spread the message. Utilize existing community groups, neighborhood associations, etc. as audiences for safety presentations. Target areas with high amounts of bicycle/pedestrian traffic (i.e. tourist areas, hotels, bicycle rental locations, grocery stores).
Lead Agencies/Partners: FDOT, Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition.
Time Frame: Within One Year

Action Item #3: Leverage use of Community Traffic Safety Teams (CTST) to affect a multidisciplinary approach to reduce the frequency and severity of bicycle and pedestrian crashes. Formalize process to identify CTST action items with an emphasis on responsible agency. Present status reports to MPO board and local government boards to ensure follow-through on action items identified.
Lead Agencies/Partners: FDOT, CTST with support and participation from all stakeholder agencies and groups
Time Frame: Within One Year & Ongoing

Action Item #4: Undertake Bicycle/Pedestrian Road Safety Audits (RSA) consistent with the FHWA RSA program. RSAs and similar on-site safety studies are extremely effective at generating recommendations for potential safety improvements at specific locations where safety concerns have been reported (high-crash corridors or locations). They involve coordination with agency staff and one or more field visits to the site. RSAs engage all stakeholders, but are specifically designed for engineering and law enforcement stakeholders.
Lead Agencies/Partners: FDOT, CTST, Lee County MPO with participation and support from all stakeholder agencies.
Time Frame: Within One Year & Ongoing

TARGET POPULATIONS *for Lee County*

White, middle-aged males are over-represented in Lee County's bicycle/pedestrian crash statistics:
80% of the crashes but only 71% of the population

TARGET RISKY BEHAVIORS *for Lee County*

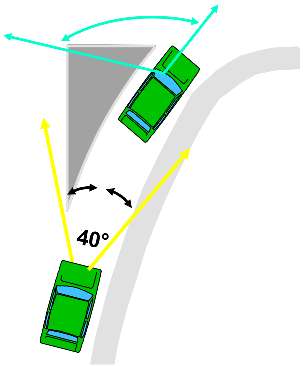
Pedestrians: ALWAYS cross at a marked crosswalk
Bicycles: always ride WITH TRAFFIC
Motorists : Right on red - STOP FIRST. Right on green - YIELD to peds.

Action Items

SHORT-TERM (Within one to two years)

Action Item #5: Pursue grant funds for overtime enforcement activities via FDOT District 1. Partner with law enforcement agencies, especially those in high bicycle/pedestrian crash areas.
Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing

Action Item #6: Provide free bicycle lights for stakeholders to distribute. For example: officers could carry a box of lights in patrol cars and distribute to cyclists riding without lights at night. Lights should be packaged with additional safety materials including retro-reflective vests and educational material tailored to the unique crash trends and common risky behaviors in Lee County.
Lead Agencies/Partners: Lee County MPO, FDOT, Law Enforcement Agencies
Time Frame: Within One Year & Ongoing



Action Item #7: Adopt pedestrian design standards for the design and use of right-turn channelization. The length of a crosswalk has a large impact on the safety of a pedestrian crossing. Reducing the distances pedestrians and cyclists must travel to reach the opposite side of the roadway can prevent many crashes before they occur. Installing raised islands to facilitate right-turn lane channelization can provide the pedestrian with a place to stop and wait before proceeding across the rest of the travel lanes. Pedestrians often avoid crossing at signalized intersections due to the high volume of right-turning vehicles. By breaking the conflict with right-turn movements into two separated crossings, the pedestrian only has to evaluate and judge crossing over one lane of traffic at one time, rather than multiple.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years

LONG-TERM (Within two to five years)

Action Item #8: Revise design standards for urban and suburban arterial intersection design focusing on what works for pedestrians and cyclists at intersections. Improve pedestrian visibility on curb ramps and within crosswalks. Strongly encourage crosswalks on all intersection legs. Utilize shortest crossing distance as a measure for determining the placement and need for marked crosswalks. Identify issues in cycle lengths that negatively impact bicycle and/or pedestrian mobility. Maintain standards for accommodating cyclists at intersections—often referred to as a “keyhole” bicycle lane for “through” traffic.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years

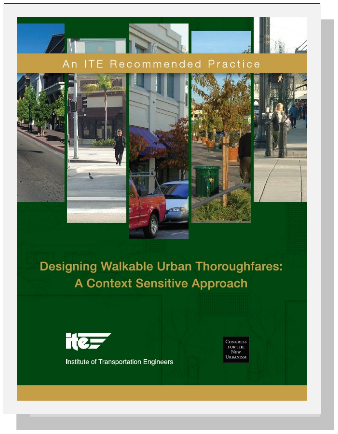
Action Item #9: Develop and utilize a project design review checklist for all projects to be used by local agencies to determine if proposed roadway designs (both resurfacing and reconstruction) include appropriate bicycle and pedestrian treatments and accommodations. The checklist should include graphical examples to assist the reviewer and will include elements such as bicycle lane design, intersection pavement markings, bicycle detection at signals, etc.
Lead Agencies/Partners: Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Two Years

Action Item #10: Adopt design treatments for pedestrian crossings at transit stops. Transit riders always begin and end their trip as pedestrians. Thus, every transit stop is a potential pedestrian crossing location. The placement of transit stops (especially stops not located at signalized intersections) can result in pedestrians crossing the roadway often without a crosswalk or even minimal supporting design treatments (raised median, etc.).
Lead Agencies/Partners: Lee County MPO, LeeTran
Time Frame: Within Five Years

Action Items

LONG-TERM (Within five years and ongoing)

Action Item #11: Implement enhanced pedestrian/bicycle design techniques on identified high-crash corridors (identified in the Appendix of this document) and corridors with existing bicycle and/or pedestrian safety concerns. Encourage the use of engineering countermeasures to lower travel speeds on roadways where excessive speeding occurs or on roadways that carry a significant level of pedestrian traffic or crashes. For example, utilize resources such as the guide *Walkable Urban Thoroughfares: A Context Sensitive Approach* published by the Institute of Transportation Engineers.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Five Years



An ITE Recommended Practice

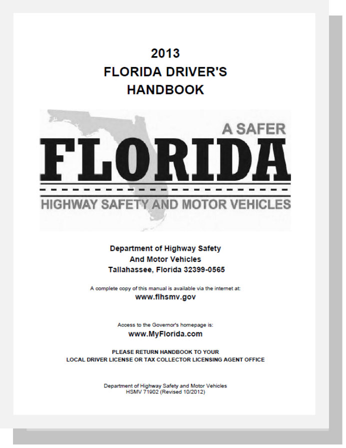
Designing Walkable Urban Thoroughfares:
A Context Sensitive Approach

Institute of Transportation Engineers

Congress for the New Urbanism

Action Item #12: Identify potential corridors for "Road Diets." Target multi-lane arterial corridors with bicycle/pedestrian crash problems that are underutilized and have excess capacity. Focus on "right sizing" of roadways balancing priorities for a safer cross-section for all users rather than simply creating excess capacity for automobile traffic. Refer to the Best Practices section beginning on page 11 of this document for examples of successful corridor re-design projects in Florida.
Lead Agencies/Partners: FDOT, Lee County, City of Fort Myers
Time Frame: Within 5 Years & Ongoing

Action Item #13: Pursue changes/addendum to state Driver's Handbook that focus on key behaviors on the part of drivers, cyclists and pedestrians that are both illegal and risky. Ensure that the key illegal behaviors playing out in the crash data are being addressed and elevated in the handbook.
Lead Agencies/Partners: Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition
Time Frame: Within 5 Years & Ongoing



2013
FLORIDA DRIVER'S
HANDBOOK

A SAFER
FLORIDA
HIGHWAY SAFETY AND MOTOR VEHICLES

Department of Highway Safety
And Motor Vehicles
Tallahassee, Florida 32399-0565

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Department of Highway Safety and Motor Vehicles
HSMV 71902 (Revised 10/2012)

Action Item #14: Establish a process for incorporating pedestrian/bicycle design improvements concurrent with the reconstruction, rehabilitation and resurfacing (3R) of roadways. Most urban roadways and many suburban roadways are physically constrained and will likely never undergo reconstruction due to additional capacity expansion. Typically, the most cost-effective strategy for addressing pedestrian and bicycle safety on these corridors is to do so concurrent with resurfacing (3R) projects. Create an ongoing systemic process and funding for identifying potential improvements on corridors planned for 3R in the short-term.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral
Time Frame: Within Five Years & Ongoing

Action Item #15: Engage judiciary in the pedestrian and bicycle safety discussion. The courts are a key partner and should be actively involved and engaged in the pedestrian and bicycle safety discussion. Enforcing and ensuring pedestrian and bicycle safety laws are upheld in an appropriate and reasonable manner is of utmost importance. An effective approach would be to partner with legal/judiciary continuing education programs to provide information and education opportunities and communicate the safety problems to judicial partners.
Lead Agencies/Partners: Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition
Time Frame: Within 5 Years & Ongoing

Action Item #16: Develop a policy for determining the level of pedestrian signal accommodation at signalized intersections. This policy should provide clear guidance as to the minimum length of a pedestrian cycle based on the distance a pedestrian must travel to traverse all vehicular travel lanes at a particular location. This policy should also provide guidance relative to the criteria for requiring push-button activation at a pedestrian signal.
Lead Agencies/Partners: Lee County, City of Fort Myers, City of Cape Coral,
Time Frame: Within 5 Years & Ongoing

Action Items

The following table below presents Action Items with expanded key details including the **lead agency/partner** expected to champion each action, the estimated **amount of time** required to complete or significantly address the action, a potential suggested **funding source**, and an **estimated cost** if applicable. Full descriptions of

	Short Description	Lead Agencies/Partners	Estimated Time Frame	Funding Source	Estimated Cost
1	Develop a Press Kit.	Lee County MPO and law enforcement agencies with support from other stakeholders	Within One Year	In-house and grant funded	$5,000 initially + Minor maintenance
2	Develop an education outreach campaign.	FDOT, Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within One Year	FDOT/CTST support	$300,000
3	Leverage use of Community Traffic Safety Teams (CTST).	FDOT, CTST with support and participation from all stakeholder agencies and groups	Within One Year & Ongoing	In-house	N/A
4	Undertake Road Safety Audits (RSA).	FDOT, CTST, Lee County MPO with participation and support from all stakeholder agencies	Within One Year & Ongoing	Requires board approval	Up to $15,000 per corridor
5	Pursue grant funds for overtime enforcement activities.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	FDOT	Varies
6	Provide free bicycle lights for stakeholders to distribute.	Lee County MPO, FDOT, Law Enforcement Agencies	Within One Year & Ongoing	CTST & local agencies	Minimal cost per light
7	Adopt design standards for right-turn channelization.	Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	In-house	Minimal
8	Revise design standards for arterial intersection design.	Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	In-house	Minimal
9	Develop and utilize project design review checklist.	Lee County MPO, Lee County, City of Fort Myers, City of Cape Coral	Within Two Years	MPO	$15,000
10	Adopt design standards for pedestrian crossings at transit stops.	Lee County MPO, LeeTran	Within Five Years	In-house task	N/A
11	Implement enhanced design techniques on high-crash corridors.	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years	In-house	Minimal
12	Identify potential corridors for "road diets."	FDOT, Lee County, City of Fort Myers	Within Five Years & Ongoing	In-house	Minimal
13	Pursue changes to state driver's handbook.	Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within Five Years & Ongoing	Local activist groups	Minimal
14	Incorporate pedestrian and bicycle design improvements into 3R.	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years & Ongoing	Requires board approval	Minimum of $200,000 annually
15	Engage judiciary in the safety duscussion.	Lee County MPO, Arrive Alive-Just Drive, Cape Coral BikePed, BikeWalkLee, and Injury Prevention Coalition	Within Five Years & Ongoing	Local activist groups	Mimimal
16	Develop a policy for determining the level of pedestrian signal accomodation at signalized intersections	Lee County, City of Fort Myers, City of Cape Coral	Within Five Years & Ongoing	In-house task	Minimal

Agenda Item 12
MPO 4/19/13

REVIEW OF THE PROPOSED AMENDMENTS TO THE 2035 LONG RANGE TRANSPORTATION PLAN

RECOMMENDED ACTION: Review and comment on the proposed amendments to the 2035 Long Range Transportation Plan (LRTP).

The MPO staff is proposing several amendments to the 2035 LRTP based on recent project funding changes identified in FDOT's Tentative Work Program and to match recent amendments made by the Collier MPO on Old US 41 (to widen from two to four lanes in the Cost Feasible Plan). **Attached** are the underline and strike through changes to the Existing plus Committed table, the State/Other Arterial Cost Feasible table and the SIS table from the LRTP.

Lee County MPO 2035 LRTP

Table 6-1: E+C Network

Proj #	Roadway	Limit From	Limit To	# Lanes Currently	# Lanes Programmed	Phase Funded (Year Funded)
1	US 41 (Tamiami Trail)	Corkscrew Road	San Carlos Blvd.	4	6	CST (under CST)
2	SR 739 (Metro Parkway Ext.)	US 41/Alico Road	Six Mile Cypress Pkwy	N/A	6	CST ~~(under CST)~~ (Completed)
3	Santa Barbara Blvd	Gleason Pkwy.	SR 78	4	6	Completed
4	Summerlin Road	Cypress Lake Drive	Boy Scout Drive	4	6	Completed
5	Summerlin Road	Overpass at College Parkway		N/A	Overpass	Completed
6	SR 82 (Dr. Martin Luther King Blv	Ortiz Avenue	E. of SR 884 (Colonial Blvd.)	2	6	CST (under CST)
7	SR 884 (Colonial Blvd.)	I-75	SR 82	4	6	Completed
8	Six Mile Cypress Pkwy	N. of Daniels Pkwy	S. of Colonial Blvd.	2	4	CST (under CST)
9	Daniels Parkway	Chamberlain Pkwy	Gateway Blvd.	4	6	Completed
10	I-75	SR 884 (Colonial Blvd.)	Luckett Road	4	6	Completed
11	I-75	Luckett Road	SR 80 (Palm Beach Blvd.)	4	6	CST (under CST)
12	I-75	Interchange at SR 80			Interchange	CST (under CST)
13	I-75	SR 80	SR 78	4	6	CST ~~(FY 13/14)~~ (Under CST)
14	I-75 Airport Direct Connect	I-75 to Airport Entrance Road				CST ~~(to Start Fall 2012)~~ (Under CST)
15	SR 739 (Metro Parkway)	Winkler Avenue	Fowler Avenue	N/A	6	CST (to Start Fall 2012) (Under CST)
16	Burnt Store Road	SR 78 (Pine Island Rd)	Tropicana	2	4	CST (FY 14/15)
17	SR 78 (Pine Island Road)	Burnt Store Road	Chiquita Blvd.	2	4	ROW (underway), CST (FY 12/13)
18	I-75	Interchange at SR 884 (Colonial Blvd.)			Interchange	PE (underway)
19	SR 82 (Immokalee Road)	Shawnee Road	Alabama	2	6	PE (underway), ROW (FY 16/17)
20	Business US 41	Littleton Road	US 41	2	4	CST (FY 12/13)
21	SR 82 (Immokalee Road)	Colonial/Lee Blvd.	Shawnee Road	2	6	PE (PE underway), ROW (FY 16/17 & 17/18)
22	SR 82 (Immokalee Road)	Alabama Road	Homestead Road	2	4	PE (underway), CST (FY 17/18)
23	SR 82 (Immokalee Road)	Homestead Road	Hendry County line	2	4	PE (underway)
24	Alico Road	Ben Hill Griffin Pkwy.	Airport Haul Road	2	4	PE (underway), CST (FY 14/15)
25	Bonita Beach Road	Old US 41	Lime Street	4	6	CST (under CST)
26	Homestead Road	Sunrise	Alabama	2	4	ROW (underway), CST (FY 15/16)
27	North Airport Rd Ext.	Current Terminus P.O.	Metro Parkway	N/A	2	CST (FY 13/14)
28	Ortiz Avenue	Luckett Road	SR 80 (Palm Beach Blvd.)	2	4	ROW (underway)
29	Hanson Street Ext.	Ortiz Avenue	SR 82 (Immokalee Rd)	N/A	4	PE (underway)
30	SR 31	SR 80 (Palm Beach Blvd.)	CR 78 (N. River Road)	2	4	PDE (underway), PE (FY 12/13)
31	Signal Interconnection Project Phase I					CST (underway)
32	Signal Interconnection Project Phase II					PE (15/16), CST (FY 16/17)
33	Ortiz Avenue	SR 82 (Dr. Martin Luther King Blvd.)	Luckett Road	2	4	ROW (underway)
34	Luckett Road	Ortiz Avenue	I-75	2	4	ROW (underway)
35	I-75	S. of SR 78 (Bayshore Rd)	Lee/Charlotte Co.L	4	6	CST (underway)
36	Bus Replacements - 13.9 M.					CAPITAL (FY 11/12 purchase underway)
37	US 41 (Tamiami Trail) at CR 865 (Bonita Beach Road)			Overpass/Intersection		PD&E (FY ~~16/17~~ 13/14)
38	SR 739 (Metro Parkway)	Daniels Parkway	Winkler Avenue	4	6	PE (FY 12/13)
39	LeeTran Bus Facility Funding - 5.0 M FTA 5309					CAPITAL (FY 12/13)
40	LeeTran Bus Arrival Notification System - 1.3592 M FTA 5312					CAPITAL (FY 12/13)
41	San Carlos Trolley Lane Study			5	5	PD&E (FY 14/15)
42	Fowler Street	Hanson Street	SR 82 (Dr. Martin Luther King Blvd.	4	?	PE (14/15)

Acronyms:

PD&E - Project Development & Environment Study	ROW - Right-of-Way Phase
PE - Preliminary Engineering/Design Phase	CST - Construction Phase

2035 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2016-2020	2021-2025	2026-2030	2031-2035	Total Project Cost	Comments
State/Other Arterial										
Business 41	Littleton Road	US 41	Widen 2L to 4L	CST	$11,308	$0	$0	$0	$11,308	
Countywide Signal System Updates			ITS		$16,440	$0	$0	$0	$16,440	
Del Prado Ext.	US 41	I-75	Study New Interchange	IJR				$2,650	$2,650	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	PLN	$610				$610	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	PE	$2,930	$0	$0	$0	$2,930	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	ROW	$0	$14,000	$0	$0	$14,000	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	CST	$0	$24,430	$0	$0	$24,430	
Incident Management System Bridges			ITS		$8,220	$0	$0	$0	$8,220	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	PE	$4,088	$0	$0	$0	$4,088	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	ROW	$31,000	$0	$0	$0	$31,000	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	$0	$0	$62,540	$0	$62,540	
SR 78 Payback			Widen 2L to 4L		$9,800	$0	$0	$0	$9,800	
SR 78 Payback			Widen 2L to 4L		$0	$0	$0	$0	$0	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	PD&E	$0	$630	$0	$0	$630	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	PE	$0	$1,880	$0	$0	$1,880	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	ROW	$0	$0	$13,230	$0	$13,230	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	CST	$0	$0	$13,630	$0	$13,630	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	PD&E	$1,710	$0	$0	$0	$1,710	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	PE	$0	$10,270	$0	$0	$10,270	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	ROW	$0	$20,940	$0	$0	$20,940	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	CST	$0	$0	$0	$104,880	$104,880	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	PD&E	$0	$1,310	$0	$0	$1,310	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	PE	$0	$3,920	$0	$0	$3,920	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	ROW	$0	$4,910	$0	$0	$4,910	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	CST	$0	$0	$34,060	$0	$34,060	
US 41/Bonita Beach Rd. Interchange/Intersection			Interchange/intersectio	PD&E	$1,100	$0	$0	$0	$1,100	
US 41/Bonita Beach Rd. Interchange/Intersection			Interchange/intersectio	PE	$0	$8,860	$0	$0	$8,860	
US 41/Daniels Pkwy. Interchange/Intersection			Interchange/intersectio	PD&E	$0	$0	$0	$3,780	$3,780	
San Carlos Trolley Ln.	Summerlin Road	Mantanzas Pass Br.	Exclusive Trolley Ln.	PLN	$610				$610	
San Carlos Trolley Ln.	Summerlin Road	Mantanzas Pass Br.	Exclusive Trolley Ln.	PE/CST	$1,200				$1,200	PE/CST assuming design/build project
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PD&E	$700				$700	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	$2,100				$2,100	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW		$4,580			$4,580	CST Phase est. at $17,520 in 2021-2025
		Total Cost			**$91,816**	**$95,730**	**$123,460**	**$111,310**	**$422,316**	
		Grand Total								

2035 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2016-2020	2021-2025	2026-2030	2031-2035	Total Project Cost	Comments
SIS Highways/FIHS										
SR 82	Shawnee	Alabama	Widen 2L to 6L	ROW	$2,645	$0	~~$14,249~~	$0	$2,645	
SR 82	Shawnee	Alabama	Widen 2L to 6L	CST	$0	$19,630	~~$132,584~~	$0	$19,630	
SR 82 (4199503)	Colonial Blvd./Lee	~~Daniels Pkwy~~. Shawnee	Widen 2L to 6L	ROW	~~40272.1~~ 11,079	$0	$0	$0	$11,079	
SR 82 (4199503)	Colonial Blvd./Lee	~~Daniels Pkwy.~~ Shawnee	Widen 2L to 6L	CST	$0	~~113545.25~~ 38,484	$0	$0	$38,484	
SR 82	Alabama	Homestead	Widen 2L to 6L	CST	$9,407				$9,407	
I-75	South of SR 78	Charlotte Co/Line	Widen 4L to 6L	CST	$30,960	$0	$0	$0	$30,960	
		Total Cost			**$54,091**	**$58,114**	**~~$146,832~~**	**$0**	**$112,205**	
		Grand Total								

Agenda Item 13
MPO 4/19/2013

REVIEW OF THE PUBLIC INVOLVEMENT PLAN EVALUATION REPORT

RECOMMENDED ACTIONS: Review the Public Involvement Plan Evaluation report (**attached**).

During the September 2008 update of the Public Involvement Plan, MPO Staff added an evaluation section that is to be completed annually. The evaluation will help to determine what public involvement techniques are successful, which ones are failing and what needs to be changed to improve these activities.

The MPO Staff did not complete an Evaluation Report for 2011 since the Public Involvement Plan went through a thorough re-vamp. MPO Staff has completed the evaluation for 2012 and has made the following recommendations on what tasks can be done in the future to improve the MPO's public outreach and involvement:

- Set up a Committee of Volunteers who are actively involved in the Community to update the Transportation Advisory Network mailing list.
- Set up a process for the Public to contact MPO Staff when events/functions are happening in Lee County, so that Staff may be involved and assist in any way.
- Setup a Facebook "Fan Page", to send out information blasts to the public.
- Establish a better relationship with FGCU and Edison State College to reach the students of Lee County and keep them informed on any upcoming events

Staff is asking for any additional recommendations on how to improve the public involvement process.

At the CAC meeting it was suggested that using "Mind Mixer" will also help to make the connection with the students at the University and College, as some Professors make it a requirement to utilize this tool.

PUBLIC INVOLVEMENT PLAN
MEASURES OF EFFECTIVENESS

EVALUATION for 2012

April 2013

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

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Cape Coral, Florida 33915
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Historical Perspective

On April 14, 1998, the Lee County Metropolitan Planning Organization (MPO) adopted a Public Involvement Plan (PIP). This plan identified a proactive public participation process for the transportation planning products of the MPO. This process included timely public notices, complete access to information, full access and input to key decisions and supporting early and continuing involvement of the community. In 1999, the Federal Highway Administration, through its certification process, suggested the MPO develop a mechanism for evaluating the effectiveness of the PIP. So, in August of 1999, several evaluation measures were approved by the MPO.

The PIP was slightly modified in an update approved on October 3, 2002. On October 2003, a new Public Involvement Plan was adopted by the MPO. For the first time, the PIP included principles on which to build the MPO public outreach efforts, as well as modified goals and objectives, an updated toolkit and a revised ‘Effectiveness and Evaluation’ section.

In September 2008, the Lee County Metropolitan Planning Organization adopted an updated version of the PIP which included an annual evaluation report to be completed in December of each year. This evaluation report will determine what public involvement techniques are working and what changes need to be made for the upcoming year. This report will also reflect whether or not all document deadlines were met throughout the year and what changes if any need to be made for the next year in order to meet those deadlines.

On November 16, 2012, the Lee County Metropolitan Planning Organization adopted an updated version of the PIP. This version included updates to advertising deadlines and new location information.

Guiding Principles

The Public Involvement Plan describes the MPO’s public participation strategies and techniques to inform and involve the public in transportation planning issues with the purpose of maximizing effectiveness. The following principles, developed in conjunction with best practice standards for public involvement, guide the PIP:

Provide Opportunities for Involvement. Avenues for involvement will be open, meaningful and organized so as to provide an environment that encourages convenient and comfortable participation. Consideration of needs for accessibility, scheduling, location, format and language of informational materials will be structured to allow informed, constructive exchanges with clear definition of the information being presented. Participants will be provided information so

Table 2 – Summary of Crashes by Type

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CRASH TYPE	**BEFORE**				**AFTER**			
	2004	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
Rear End	39	40	31	36.7	12	21	9	14.0
Angle	32	37	32	33.7	18	10	10	12.7
Left Turn	13	17	17	15.7	6	4	3	4.3
Sideswipe	17	18	20	18.3	5	6	0	5.5
Collision W/Pedestrian	10	13	11	11.3	3	4	1	2.7
Collision W/Bike	3	3	10	5.3	3	4	3	3.3
Head-On	6	5	5	5.3	1	2	1	1.3
Right Turn	0	3	0	1.0	3	4	0	2.3
Backed Into	3	2	2	2.3	0	0	0	0.0
Parked Car	1	2	4	2.3	2	0	0	0.7
Overturned	0	0	0	0.0	0	0	1	0.3
Median Crossover	0	0	0	0.0	0	0	2	0.7
Hit Fixed Object	3	1	2	2.0	1	1	2	1.3
Hit Tree/Shrub	3	6	6	5.0	4	3	3	3.3
Hit Fence	2	0	0	0.7	0	0	0	0.0
Ran Into Ditch	0	0	1	0.3	0	0	0	0.0
Hit Sign/Sign Post	1	1	1	1.0	2	2	0	1.3
Hit Utility Pole	2	1	2	1.7	1	0	1	0.7
Hit Crash Attenuators	0	0	0	0.0	0	0	4	1.3
Separation of Units	0	0	0	0.0	0	0	4	1.3
Cargo Loss	0	0	1	0.3	1	0	0	0.3
Unknown	28	20	30	26.0	15	14	8	12.3
TOTAL	**163**	**169**	**175**	**169.0**	**77**	**75**	**52**	**68.0**

Table 3 – Summary of Crashes by Type
Mid-block and Unsignalized Intersections

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CRASH TYPE	**BEFORE**				**AFTER**			
	2004	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
Rear End	17	22	25	21.3	9	12	6	9.0
Angle	26	29	27	27.3	12	8	9	9.7
Left Turn	7	14	14	11.7	4	2	2	2.7
Sideswipe	14	13	15	14.0	2	4	0	2.0
Collision W/Pedestrian	8	10	8	8.7	3	3	0	2.0
Collision W/Bike	1	3	8	4.0	2	4	2	2.7
Head-On	5	4	4	4.3	1	1	1	1.0
Right Turn	0	3	0	1.0	2	4	0	2.0
Backed Into	2	2	1	1.7	0	0	0	0.0
Parked Car	0	2	1	1.0	2	0	0	0.7
Overturned	0	0	0	0.0	0	0	1	0.3
Median Crossover	0	0	0	0.0	0	0	2	0.7
Hit Fixed Object	3	0	0	1.0	1	1	2	1.3
Hit Tree/Shrub	3	6	6	5.0	3	3	1	2.3
Hit Fence	2	0	0	0.7	0	0	0	0.0
Ran Into Ditch	0	0	1	0.3	0	0	0	0.0
Hit Sign/Sign Post	1	1	1	1.0	2	0	0	0.7
Hit Utility Pole	2	0	1	1.0	1	0	1	0.7
Hit Crash Attenuators	0	0	0	0.0	0	0	3	1.0
Separation of Units	0	0	0	0.0	0	0	3	1.0
Cargo Loss	0	0	1	0.3	0	0	0	0.0
Unknown	18	18	22	19.3	6	12	6	8.0
TOTAL	**109**	**127**	**135**	**123.7**	**50**	**54**	**39**	**47.7**

Table 4 – Summary of Crashes by Type
Signalized Intersections

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CRASH TYPE	**BEFORE**				**AFTER**			
	2004	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
Rear End	22	18	6	15.3	3	9	3	5.0
Angle	6	8	5	6.3	6	2	1	3.0
Left Turn	6	3	3	4.0	2	2	1	1.7
Sideswipe	3	5	5	4.3	3	2	0	1.7
Collision W/Pedestrian	2	3	3	2.7	0	1	1	0.7
Collision W/Bike	2	0	2	1.3	1	0	1	0.7
Head-On	1	1	1	1.0	0	1	0	0.3
Right Turn	0	0	0	0.0	1	0	0	0.3
Backed Into	1	0	1	0.7	0	0	0	0.0
Parked Car	1	0	3	1.3	0	0	0	0.0
Overturned	0	0	0	0.0	0	0	0	0.0
Median Crossover	0	0	0	0.0	0	0	0	0.0
Hit Fixed Object	0	1	2	1.0	0	0	0	0.0
Hit Tree/Shrub	0	0	0	0.0	1	0	2	1.0
Hit Fence	0	0	0	0.0	0	0	0	0.0
Ran Into Ditch	0	0	0	0.0	0	0	0	0.0
Hit Sign/Sign Post	0	0	0	0.0	0	2	0	0.7
Hit Utility Pole	0	1	1	0.7	0	0	0	0.0
Hit Crash Attenuators	0	0	0	0.0	0	0	1	0.3
Separation of Units	0	0	0	0.0	0	0	1	0.3
Cargo Loss	0	0	0	0.0	1	0	0	0.3
Unknown	10	2	8	6.7	9	2	2	4.3
TOTAL	**54**	**42**	**40**	**45.3**	**27**	**21**	**13**	**20.3**

Table 5 – Summary of Crashes by Contributing Cause

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CONTRIBUTING CAUSE	BEFORE				AFTER			
	2004	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
No Improper Driving	27	39	30	32.0	6	11	10	9.0
Careless Driving	48	50	47	48.3	21	16	13	16.7
Failed to yield right-of-way	25	40	44	36.3	25	20	11	18.7
Disregarded Traffic Signal	3	1	0	1.3	2	2	0	1.3
Improper Turn	6	3	2	3.7	6	0	1	2.3
Improper Lane Change	6	5	6	5.7	2	2	0	1.3
Driving Wrong Side/Way	0	0	1	0.3	0	0	0	0.0
Followed too Closely	5	8	5	6.0	1	3	4	2.7
Drove Left of Center	0	0	1	0.3	0	0	0	0.0
Exceeded Safe Speed Limit	1	0	2	1.0	1	0	0	0.3
Failed to Maintain Equipment	0	2	2	1.3	0	0	0	0.0
Disregarded Traffic Control	2	2	2	2.0	1	3	1	1.7
Improper Passing	1	1	1	1.0	0	0	0	0.0
Obstructing Traffic	0	0	1	0.3	0	0	0	0.0
Alcohol/Drugs-Under Influence	11	2	3	5.3	2	2	0	1.3
Improper Backing	2	1	2	1.7	2	1	2	1.7
Improper Load	0	0	0	0.0	1	0	0	0.3
Fleeing Police	1	0	0	0.3	0	0	0	0.0
Driver Distraction	0	0	3	1.0	2	2	0	1.3
Unknown	25	15	23	21.0	5	13	10	9.3
Total	**163**	**169**	**175**	**169.0**	**77**	**75**	**52**	**68.0**

BY LIGHTING CONDITION, ROAD SURFACE CONDITION, AND SEVERITY

CONDITION/SEVERITY	2004	2005	2006	Average	2009	2010	2011	Average
Number of Daylight Crashes	94	96	97	95.7	50	40	34	41.3
Number of Dark Crashes	65	70	77	70.7	25	32	18	25.0
Number of Dry Crashes	131	148	150	143.0	70	69	50	63.0
Number of Wet Crashes	26	18	22	22.0	5	6	2	4.3
Number of Injury/Fatal Crashes	85	76	89	83.3	39	38	31	36.0

Table 6 – Summary of Crashes by Contributing Cause
Mid-block and Unsignalized Intersections

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CONTRIBUTING CAUSE	BEFORE				AFTER			
	2004	2005	2006	Average	2009	2010	2011	Average
No Improper Driving	20	28	24	24.0	4	10	6	6.7
Careless Driving	27	35	37	33.0	15	8	9	10.7
Failed to yield right-of-way	21	37	36	31.3	17	16	11	14.7
Disregarded Traffic Signal	0	0	0	0.0	0	1	0	0.3
Improper Turn	5	2	1	2.7	4	0	1	1.7
Improper Lane Change	6	4	6	5.3	2	2	0	1.3
Driving Wrong Side/Way	0	0	1	0.3	0	0	0	0.0
Followed too Closely	3	4	3	3.3	0	3	3	2.0
Drove Left of Center	0	0	0	0.0	0	0	0	0.0
Exceeded Safe Speed Limit	1	0	1	0.7	1	0	0	0.3
Failed to Maintain Equipment	0	1	0	0.5	0	0	0	0.0
Disregarded Traffic Control	2	1	2	1.7	1	3	1	1.7
Improper Passing	0	1	1	0.7	0	0	0	0.0
Obstructing Traffic	0	0	1	0.3	0	0	0	0.0
Alcohol/Drugs-Under Influence	7	2	1	3.3	0	1	0	0.3
Improper Backing	2	1	1	1.3	1	1	2	1.3
Improper Load	0	0	0	0.0	0	0	0	0.0
Fleeing Police	0	0	0	0.0	0	0	0	0.0
Driver Distraction	0	0	2	0.7	2	1	0	1.0
Unknown	15	11	18	14.7	3	8	6	5.7
Total	**109**	**127**	**135**	**123.7**	**50**	**54**	**39**	**47.7**

BY LIGHTING CONDITION, ROAD SURFACE CONDITION, AND SEVERITY

CONDITION/SEVERITY	2004	2005	2006	Average	2009	2010	2011	Average
Number of Daylight Crashes	66	71	75	70.7	29	32	25	28.7
Number of Dark Crashes	41	53	59	51.0	20	20	14	18.0
Number of Dry Crashes	86	112	113	103.7	45	49	37	43.7
Number of Wet Crashes	19	12	19	16.7	3	5	2	3.3
Number of Injury/Fatal Crashes	52	54	68	58.0	24	29	24	25.7

Table 7 – Summary of Crashes by Contributing Cause
Signalized Intersections

Study Segment: SR 80 from Seaboard St to I-75
County: Lee
Section:12020000 from MP 1.711 to MP 5.391

CONTRIBUTING CAUSE	**BEFORE**				**AFTER**			
	2004	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
No Improper Driving	7	11	6	8.0	2	1	4	2.3
Careless Driving	21	15	10	15.3	6	8	4	6.0
Failed to yield right-of-way	4	3	8	5.0	8	4	0	4.0
Disregarded Traffic Signal	3	1	0	1.3	2	1	0	1.0
Improper Turn	1	1	1	1.0	2	0	0	0.7
Improper Lane Change	0	1	0	0.3	0	0	0	0.0
Driving Wrong Side/Way	0	0	0	0.0	0	0	0	0.0
Followed too Closely	2	4	2	2.7	1	0	1	0.7
Drove Left of Center	0	0	1	0.3	0	0	0	0.0
Exceeded Safe Speed Limit	0	0	1	0.3	0	0	0	0.0
Failed to Maintain Equipment	0	1	2	1.0	0	0	0	0.0
Disregarded Traffic Control	0	1	0	0.3	0	0	0	0.0
Improper Passing	1	0	0	0.3	0	0	0	0.0
Obstructing Traffic	0	0	0	0.0	0	0	0	0.0
Alcohol/Drugs-Under Influence	4	0	2	2.0	2	1	0	1.0
Improper Backing	0	0	1	0.3	1	0	0	0.3
Improper Load	0	0	0	0.0	1	0	0	0.3
Fleeing Police	1	0	0	0.3	0	0	0	0.0
Driver Distraction	0	0	1	0.3	0	1	0	0.3
Unknown	10	4	5	6.3	2	5	4	3.7
Total	**54**	**42**	**40**	**45.3**	**27**	**21**	**13**	**20.3**
BY LIGHTING CONDITION, ROAD SURFACE CONDITION, AND SEVERITY								
CONDITION/SEVERITY	**2004**	**2005**	**2006**	**Average**	**2009**	**2010**	**2011**	**Average**
Number of Daylight Crashes	28	25	22	25.0	50	40	34	41.3
Number of Dark Crashes	26	17	18	20.3	27	35	18	26.7
Number of Dry Crashes	45	36	37	39.3	70	69	50	63.0
Number of Wet Crashes	7	6	3	5.3	5	6	2	4.3
Number of Injury/Fatal Crashes	33	21	18	24.0	15	9	7	10.3

For the “before” period, based on the crash data reviewed, a total of 507 crashes were documented along the study segment during the referenced three-year period (2004-2006) with 163 crashes in 2004, 169 crashes in 2005 and 175 crashes in 2006. Based on the crash severity, of the 507 crashes reported 250 (49%) resulted in an injury/fatality and 257 (51%) were property damage only crashes. A total of 212 (42%) night/dusk/dawn crashes were reported, which is higher than the statewide average (for all roadways) of 34%. Sixty-six (13%) of the total crashes reported occurred under wet/slippery pavement conditions, which is lower than the statewide average (for all roadways) of 14%. Among the contributing causes documented in the crash data, careless driving was the highest (145 crashes – 29%) followed by failed to yield right-of-way (109 crashes – 21%).

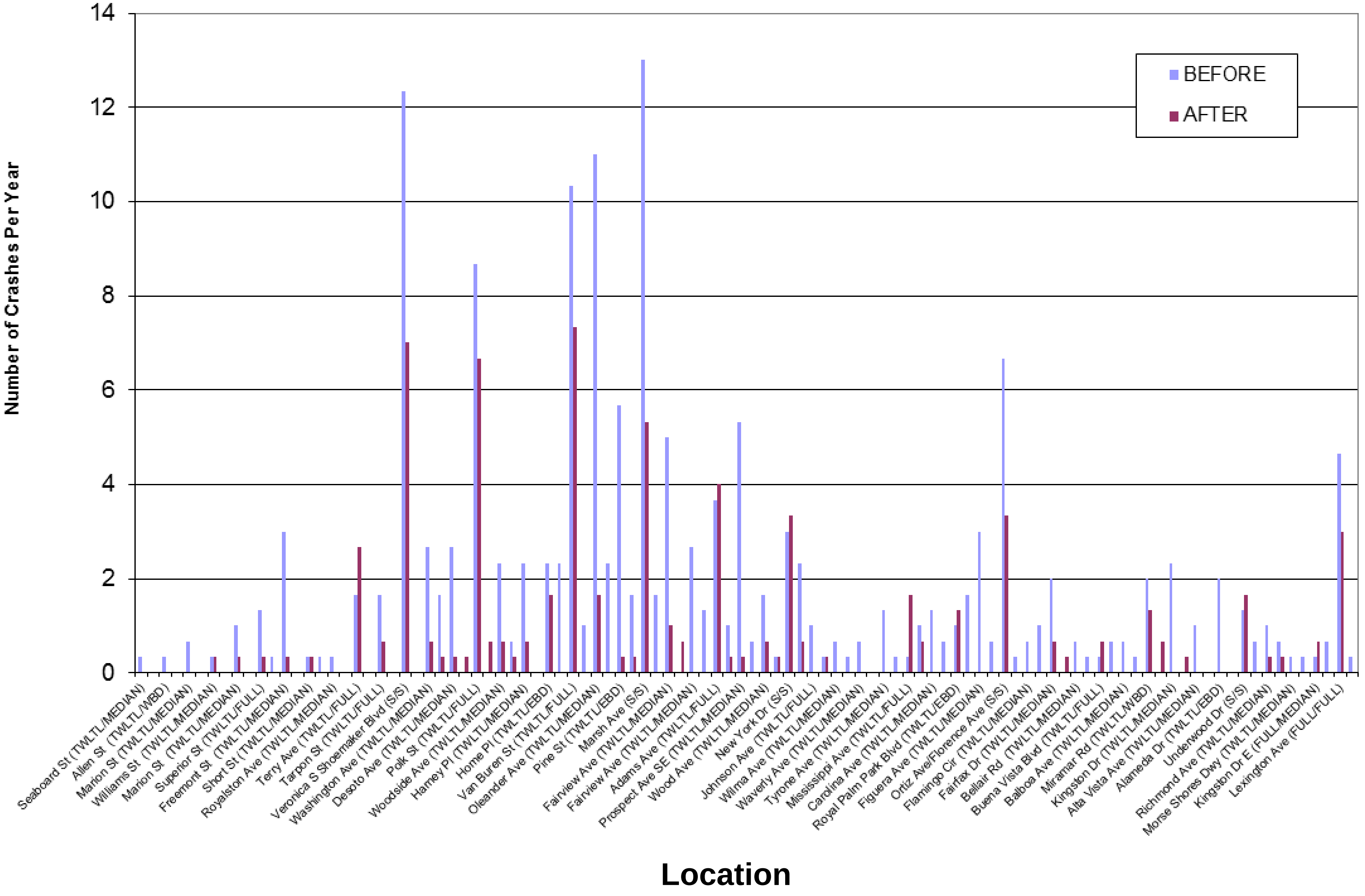
For the “after” period, based on the crash data reviewed, a total of 204 crashes were documented along the study segment during the referenced three-year period (2009-2011). Based on the crash severity, of the 204 crashes reported, 108 (53%) resulted in resulted in an injury/fatality and 96 (47%) were property damage only crashes. A total of 75 (37%) night/dusk/dawn crashes were reported, which is higher than the statewide average (for all roadways) of 34%. Thirteen (6%) of the total crashes reported occurred under wet/slippery pavement conditions, which is lower than the statewide average (for all roadways) of 14%. Among the contributing causes documented in the crash data, failed to yield right-of-way was the highest (56 crashes – 27%) followed by careless driving (50 crashes – 25%).

Based on a general comparison of the crash frequencies between the “before” period and the “after” period the overall crash frequency, has reduced from 169 crashes per year for the “before” period to 68 crashes per year for the “after” period. Major crash types such as rear end, angle and left turn crashes also have reduced considerably between the “before” and “after” period. Sideswipe crashes, pedestrian crashes, and head-on crashes have reduced considerably between the “before” and “after” period.

At the midblock and unsignalized locations, the overall crash frequency has reduced from 124 crashes per year for the “before” period to 48 crashes per year for the “after” period. Rear end, angle, left turn, sideswipe, pedestrian, head-on, and hit tree/shrub crashes have reduced considerably between the “before” and “after” period.

At the signalized intersections, the overall crash frequency has reduced from 45 crashes per year for the “before” period to 20 crashes per year for the “after” period. Rear end, angle, left turn, sideswipe, and pedestrian crashes have reduced considerably between the “before” and “after” period.

As previously mentioned, based on the implemented access management plan, there are twenty-one (21) median openings, five (5) signalized and sixteen (16) unsignalized. A comparison of crash frequency was made between the “before” and “after” conditions for crashes occurring at the signalized intersections, mid-block locations and unsignalized median openings. Figure 4 presents this comparison in a graphical format.



LEGEND
(XXX/XXX) – (Before/After)
S - Signalized
DD – Dual Directional
F – Full
EBD – Eastbound Directional
WBD – Westbound Directional

Figure 4 –Crashes Before/After Installation of the Median Separator

STATISTICAL EVALUATION

This section of the report documents the statistical evaluation conducted as part of this study to determine the significance of the changes in the crash frequencies due to the installation of the median separator.

As mentioned previously, a Poisson Test was performed to analyze the significance of the differences in crash frequency between the "before" and "after" periods. The expected "after" period crash frequency was calculated using the E_F (expected crash frequency) calculations described in the Study Methodology section. A "before" period AADT of 30,012 and an "after" period AADT of 21,618 was used in these calculations. The percent change between the expected and actual "after" crash frequencies were calculated. The Poisson Test plots expected crash frequency without treatment (installation of the median separator) versus the percent change at the same location/time frame with treatment, for a specified level of confidence. The Poisson Test was utilized to examine differences in crash frequencies for total, injury/fatal, rear end, head-on, angle, left turn, sideswipe, and pedestrian crashes between the "before" and "after" periods. The results of the analysis are summarized in Table 8 and plotted in Figures 5 and 6.

Table 8 – Percentage Change in Crash Frequency

Type of Crash	2004	2005	2006	Three Year Total	Expected Frequency	2009	2010	2011	Three Year Total	Percentage Change
All Crashes	163	169	175	507	365.2	77	75	52	204	-44%
Rear End	39	40	31	101	79.2	12	21	9	42	-47%
Head-On	6	5	5	16	11.5	1	2	1	4	-65%
Angle	32	40	31	110	72.8	18	10	10	38	-48%
Left Turn	13	17	17	47	33.9	6	4	3	13	-62%
Sideswipe	17	18	20	55	39.6	5	6	0	11	-72%
Collision w/ Pedestrian	10	13	11	34	24.5	3	4	1	8	-67%
Injury/Fatal Crashes	85	76	89	250	180.1	39	38	31	108	-40%

Mid-block and Unsignalized Intersections

All Crashes	109	127	135	371	123.7	50	54	39	143	-46%
Rear End	17	22	25	64	46.1	9	12	6	27	-41%
Head-On	5	4	4	13	9.4	1	1	1	3	-68%
Angle	26	29	27	82	59.1	12	8	9	29	-51%
Left Turn	7	14	14	35	25.2	4	2	2	8	-68%
Sideswipe	14	13	15	42	30.3	2	4	0	6	-80%
Collision w/ Pedestrian	8	10	8	26	18.7	3	3	0	6	-68%
Injury/Fatal Crashes	52	54	68	174	125.3	24	29	24	77	-39%

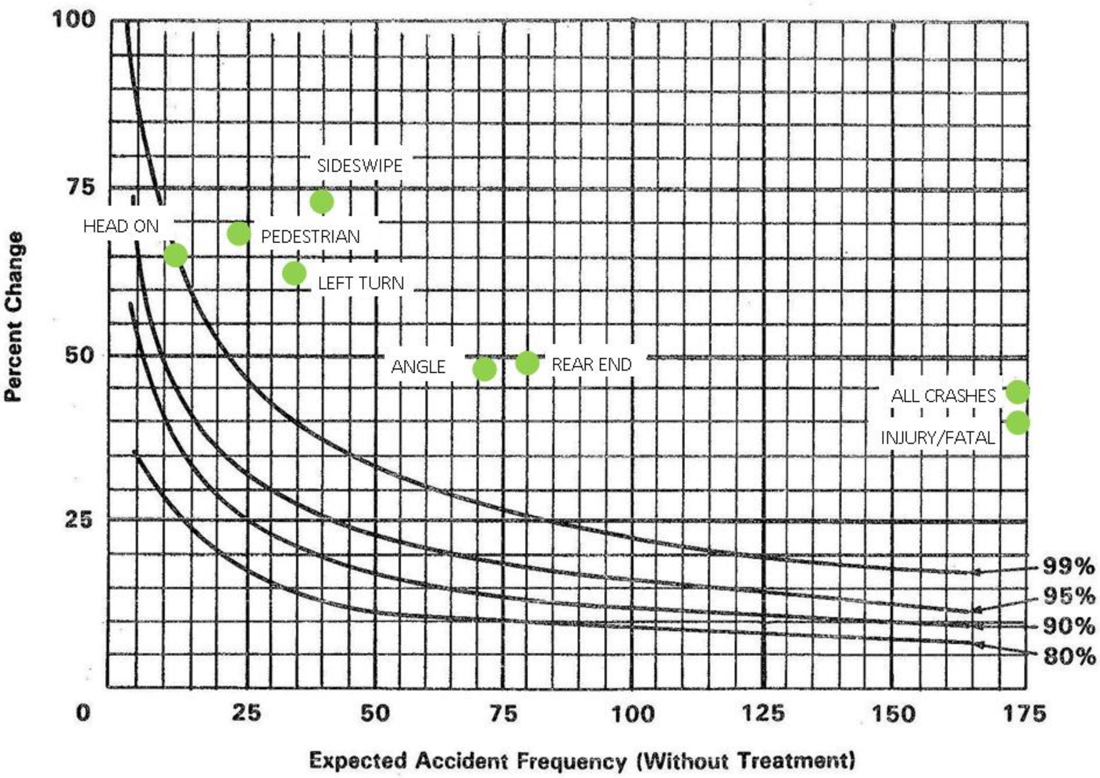


Figure 5 – Poisson Test Plots

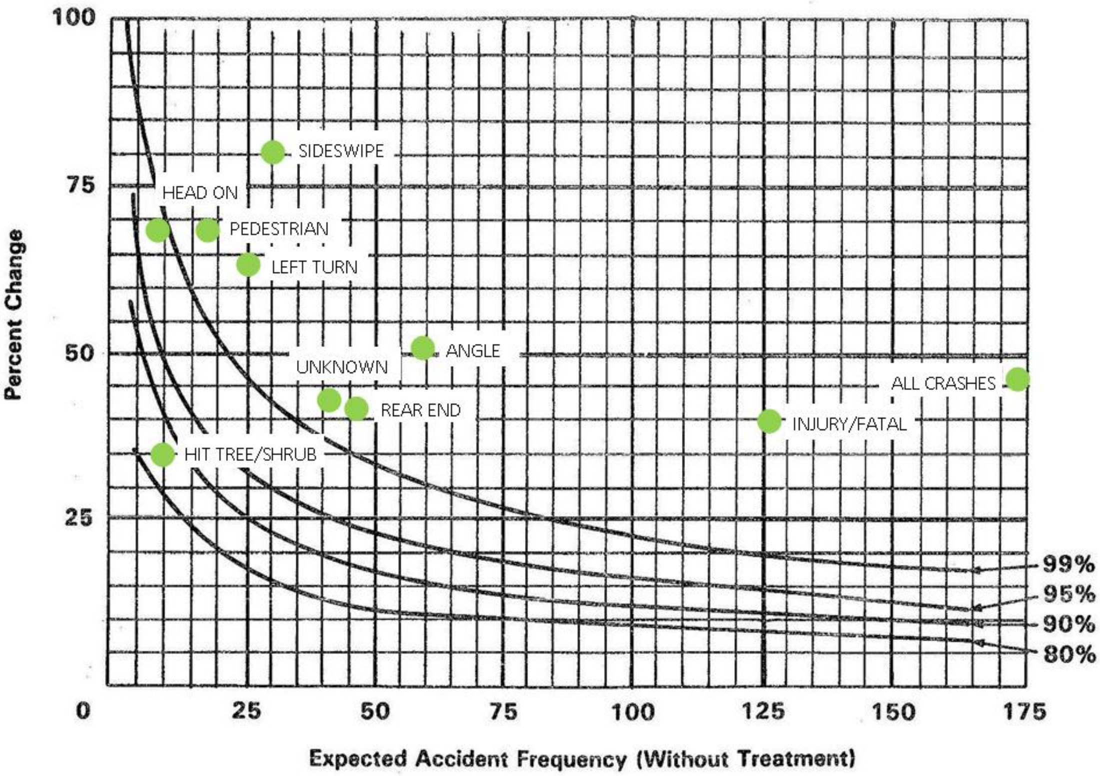


Figure 6 – Poisson Test Plots (Mid-block and Unsignalized Intersections)

Table 8 and Figures 5 and 6 show that there is a significant reduction in the crash frequencies for total, injury/fatal, rear end, angle, left turn, sideswipe, and pedestrian crashes with at least a 99 percent confidence, and a significant reduction in the crash frequencies for head-on crashes with at least a 95 percent confidence.

CONCLUSIONS

Based on the statistical evaluation it appears that there was a significant reduction in crashes due to the construction of a median separator as part of the FDOT project (FPID No. 413943-1). It can be concluded with 99% confidence that the total number of crashes, injury/fatal crashes, rear end, angle, left turn, sideswipe, and pedestrian crashes have decreased. It can also be concluded with 95% confidence that head-on crashes have also decreased within the study limits.