

METROPOLITAN PLANNING ORGANIZATION BOARD

9:00 a.m., Friday, May 16, 2014
City of Cape Coral Council Chambers
1015 Cultural Park Boulevard
Cape Coral, Florida 33990
239-244-2220



AGENDA

Call to Order

Roll Call

Approval of Minutes

- 1 Citizen's Advisory Committee Report
- 2 Bicycle Pedestrian Coordinating Committee Report
- 3 Public Comments will be Taken at Each Item

Public Hearing Items

4. ^Review and Approval of the Amendments to the Long Range Transportation Plan (Don Scott)
5. ^Adoption of the FY 14/15 and FY 15/16 Unified Planning Work Program (Don Scott)

New Business

6. *Endorsement of the Minor Update to the Transportation Disadvantaged Service Plan (Brian Raimondo)
7. *Review and Approval of a Revised Joint Lee and Collier TRIP Priorities List (Don Scott)
8. Federal Highway Administration Certification Presentation (FHWA)
9. Presentation and Update on the Land Use Scenario Project (Ned Baier/Bill Spikowski)
10. Discussion on the Changes to the Transportation Disadvantaged Program due to Medicaid Program Changes (Good Wheels/MPO)
11. Review of the Draft FY 2014/2015 through FY 2018/2019 Transportation Improvement Program (Johnny Limbaugh)
12. MPOAC Meeting Update (Don Scott)

Other Business

13. Public Comments on Items not on the Agenda
14. Update on the TIGER Grant and Bicycle Pedestrian Safety Action Plan Activities
15. LeeTran Report
16. FDOT Report
17. Announcements
18. Topics for next meeting
19. Information and Distribution Items

Adjournment

*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 Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@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 Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

REVIEW AND ADOPTION OF THE PROPOSED 2035 LONG RANGE TRANSPORTATION PLAN AMENDMENTS

RECOMMENDED ACTION: Review and adoption of the proposed amendments to the 2035 Long Range Transportation Plan.

Per the draft review last month, the MPO staff is proposing several LRTP amendments to address schedule changes, project funding and programming changes and to allow some County projects to be eligible for Federal and /or State funding in the future. The proposed changes include the following:

- Updating the **attached** Existing plus Committed List to match the current status of ongoing or completed projects.
- Updating the **attached** Lee County and State/Other Arterial list to take off the widening from four to six lanes of US 41 from Victoria Avenue to Diplomat Parkway and to add the construction phase of Old US 41 from the Lee/Collier line to Bonita Beach Road, the design and construction of I-75/Corkscrew Interchange interim improvements, a Project Development and Environment (PD&E) phase for Burnt Store Road from Van Buren to the Charlotte County line and to include a portion of the funding to reconstruct the Big Carlos Bridge.
- Updating the **attached** SIS list to match the current long range SIS plans and the draft tentative work program that was given to us in December

Last month the MPO Board had a short discussion on the Plantation Gardens Drive extension and the traffic analysis of the facility and at this time staff is not proposing to change how this facility is currently being shown in the Needs Plan.

The changes that are proposed are **attached** and they are shown in strike through (for removals) and underline format (for additions). The TAC unanimously approved the strike through and underline changes at their meeting on May 1, 2014. The CAC also approved the underline and strike through changes unanimously but also took a vote on two other projects. On the Lee County project list, the CAC voted 16-1 to move the Littleton Road design (PE) and right-of-way (ROW) phases up by five years for each phase (highlighted for the Board's consideration). On the State/Other Arterial & Federal Urban Allocation list, the CAC voted unanimously to delete the Incident Management System Bridges project from the Cost Feasible Plan (also highlighted). The staff recommends making the strike through and underline changes consistent with the TAC recommendations along with addition of the removal of the Incident Management System Bridges project from the Cost Feasible Plan, consistent with the CAC recommendation. But staff does not recommend moving up the Littleton Road phases at this time as the development of the 2040 LRTP will more closely define the funding, timing and need for the project.

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
Lee County										
Alico Connector	Alico	SR 82	New 4L	PE			\$5,460		\$5,460	
Alico Connector	Alico	SR 82	New 4L	ROW			\$42,760		\$42,760	
Alico Connector	Alico	SR 82	New 4L	CST			\$83,420		\$83,420	
Alico Road	Ben Hill Griffin	Airport Haul Road	Widen 2L to 4L	CST	\$8,350				\$8,350	
Alico Road	Alico Connector	Airport Haul Road	Widen 2L to 4L	PE			\$4,140		\$4,140	
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	ROW			\$12,640		\$12,640	
Alico Road	Airport Haul Road	Alico Connector	Wide 2L to 4L	CST			\$37,380		\$37,380	
ATWS Project	County Roads			CST	\$6,490				\$6,490	
Big Carlos Bridge Replacement	Big Carlos Bridge Replacement			PD&E/PE	\$4,390				\$4,390	
Big Carlos Bridge Replacement	Big Carlos Bridge Replacement			ROW/CST		\$15,650			\$15,650	
Bike/Ped/Complete Streets Countywide				PE/CST	\$3,750	\$3,750	\$3,750	\$3,750	\$15,000	*41,350 Federal/State + 15,650 Local
Bonita Beach Road	US 41	Old US 41	Widen 4L to 6L	ROW	\$11,660				\$11,660	
Bonita Beach Road	US 41	Old US 41	Widen 4L to 6L	CST		\$21,530			\$21,530	
Buckingham Road	Orange River Blvd.	SR 80	2LD	PE		\$4,930			\$4,930	
Buckingham Road	Orange River Blvd.	SR 80	2LD	CST		\$42,790			\$42,790	
Burnt Store Road	SR 78	Tropicana	Widen 2L to 4L	CST	\$7,700				\$7,700	
Burnt Store Road	Tropicana	Diplomat	Widen 2L to 4L	CST	\$6,100				\$6,100	
Burnt Store Road	Diplomat	Van Buren Parkway	Widen 2L to 4L	CST	\$11,570				\$11,570	
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	PE		\$12,180			\$12,180	
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	ROW		\$58,330			\$58,330	
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	CST		\$105,710			\$105,710	
Crosby	US 41	Metro Parkway	2L Resconstruct	CST	\$5,425				\$5,425	
CR 951 Ext	Corkscrew Road	Alico Road	New 4L	PE		\$12,410			\$12,410	
CR 951 Ext	Corkscrew Road	Alico Road	New 4L	ROW		\$24,440		\$24,440	\$24,440	
CR 951 Ext	Corkscrew Road	Alico Road	New 4L	CST		\$111,980		\$111,980	\$111,980	
East West	Ben Hill Griffin	Airport Haul Road	New 2L	PE	\$3,990				\$3,990	
East West	Ben Hill Griffin	Airport Haul Road	New 2L	ROW	\$40,970	\$12,892			\$12,892	
East West	Ben Hill Griffin	Airport Haul Road	New 2L	CST	\$33,300	\$33,300			\$33,300	
Estero Blvd	Reconstruction			CST	\$27,400	\$27,400		\$85,080	\$27,400	
Homestead	Sunrise	Alabama	Widen 2L to 4L	CST	\$18,700				\$18,700	
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	PE		\$3,420			\$3,420	
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	ROW		\$6,600			\$6,600	
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	CST		\$29,690			\$29,690	
Littleton Road	NE 24TH	Business 41	Widen 2L to 4L	PE		\$5,440			\$5,440	
Littleton Road	NE 24TH	Business 41	Widen 2L to 4L	ROW		\$12,760			\$12,760	
Littleton Road	NE 24TH	Business 41	Widen 2L to 4L	CST		\$47,230			\$47,230	
Littleton Road	Business 41	Slater	New 2L	PE		\$7,170			\$7,170	CAC voted to advance 5 yrs to 2016-2020
Littleton Road	Business 41	Slater	New 2L	ROW		\$14,860			\$14,860	CAC voted to advance 5 yrs to 2021-2025
Littleton Road	Business 41	Slater	New 2L	CST		\$48,800		\$48,800	\$48,800	
Littleton Road	Ortiz Avenue	Slater	Widen 2L to 4L	CST	\$2,760	\$4,410			\$4,410	
North Airport Rd Ext	Metro Parkway	Plantation Road	New 2L	ROW	\$3,040				\$3,040	
North Airport Rd Ext	Metro Parkway	Plantation Road	New 2L	CST	\$10,010				\$10,010	
Ortiz Avenue	Luckett Road	SR 80	Widen 2L to 4L	CST		\$12,010			\$12,010	
Ortiz Avenue	Martin Luther King	Luckett Road	Widen 2L to 4L	CST	\$12,010	\$14,114			\$14,114	
Ortiz Avenue	Colonial Blvd	SR 82	Widen 2L to 4L	PE		\$1,220			\$1,220	
Ortiz Avenue	Colonial Blvd	SR 82	Widen 2L to 4L	CST		\$16,700			\$16,700	
Three Oaks Ext.	Ortloe Rd. Ext.	Daniels Parkway	New 4L	ROW		\$26,250			\$26,250	
Three Oaks Ext.	Ortloe Rd. Ext.	Daniels Parkway	New 4L	CST		\$44,000			\$44,000	
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2LD	PE	\$1,200				\$1,200	
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2LD	CST	\$6,000	\$7,081			\$7,081	
Winkler Road	Gladiolus Drive	Cypress Lake Drive	2LD	CST	\$131,435	\$237,056	\$339,500	\$365,170	\$1,073,161	
Total Cost		Grand Total								
		Available Funding			144,894	256,898	341,682	427,524	1,170,999	

ADOPTION OF THE UNIFIED PLANNING WORK PROGRAM

- RECOMMENDED ACTION:**
1. Adopt the revised FY 2014/2015 and FY 2015/2016 Unified Planning Work Program (**Document on the enclosed CD**).
 2. Adopt Resolution 14-04 (**attached**) authorizing the Chairman to execute and file the grant application for Federal Transit Administration (FTA) Section 5305 funding for transit planning tasks identified in FY 2014/2015.
 3. Authorize the Chairman to certify the adoption of the FY 2014/15 and 2015/2016 Unified Planning Work Program by signing the cover, the Lobbying Certification Statement, the Debarment and Suspension Certification, the Disadvantaged Business Enterprise Utilization and the Title VI Non-Discrimination Policy Statement as well as the Joint Certification Statement in Appendix D.

The first draft of the MPO's Unified Planning Work Program (UPWP) for fiscal year 2014/2015 and fiscal year 2015/2016 was approved by the TAC and CAC at their March 11, 2014 meeting. The draft UPWP was then submitted to the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration for their review and comments. The first draft was also provided for review to the MPO in the March 21st agenda package. The comments that were received from FDOT, FHWA and FTA are included in Appendix J and the final draft for the MPO's approval includes addressing all of the comments that the MPO has received to date.

Included in the UPWP is the Section 5305 planning grant application and this grant is awarded to the MPO each year to support the transit planning activities described in the MPO's Unified Planning Work Program. Funding is provided from federal (80%) and state (10%) with a required local match of 10%. The local matching funds are provided by Lee Tran and the MPO for the tasks that are undertaken.

The TAC and CAC unanimously approved this item, at their respective meetings held on May 1, 2014, and staff also recommends approval of this item.

TDSP Minor Update

RECOMMENDED ACTION: Endorsement of the Minor Update to the Transportation Disadvantaged Service Plan (**attached**).

The TDSP Major Update was created and approved during the summer of 2013. For the minor update, staff made minor updates to the document, which are listed below. There have been no changes to the Appendix. Due to the Medicaid transition, additional changes to the TDSP will likely occur in the beginning of the next fiscal year.

- Changed date on the cover page and entire cover page
- Pg 19 – Updated roll call and date.
- Pg 31 and 32 – Updated Table 2 Population and Table 2a
- LeeTran’s changes are highlighted below:

Pg 26

LeeTran Ten-Year Transit Development Plan **2012-2021**

The transit development plan (TDP) is the long-range financial and planning document of Lee County's transit system (LeeTran), and must be consistent with local government comprehensive plans. Transit providers must develop and maintain a TDP in accordance with state statutes in order to remain eligible for state transit block grants. The transit agency must provide an annual progress report to the Florida Department of Transportation in September of every year. A major update is required every five years. The current effort for which this TDP has been prepared for is the **2012-2021** TDP major update. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County Transit Development Plan.

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LeeTran TLC Plan Locally Coordinated Human Services Transportation Plan

In 2008, LeeTran together with the Lee County MPO developed the Locally Coordinated Human Services Transportation Plan (LCHSTP) to meet the criteria outlined in the SAFETEA-LU legislation regarding the Federal Transit Administration (FTA) Section 5316 “Job Access Reverse Commute (JARC)” Program, the Federal Transit Administration (FTA) Section 5317 New Freedoms (NF) Program, and Federal Transit Administration (FTA) Section 5310 Special Needs of Elderly and Individuals with Disabilities (E&D) funding programs. The LCHSTP assists the County in taking a broader perspective for coordinating public transportation services in the area and is specifically meant to ensure that public transportation services and improvements benefit elderly, disabled, low income and unemployed populations. The JARC funding allocation was \$147,513 in FY 2006, \$155,494 in FY 2007 \$168,452 in FY 2008, \$197,719 in FY 2009, \$189,042 in FY 2010, \$188,758 in FY 2011, \$190,561 in FY 2012, **\$19,056 in FY 2013** and the New Freedom funding allocation was \$102,886 in FY 2006, \$117,307 in FY 2007, \$126,721 in FY 2008, \$146,069 in FY 2009, \$143,358 in FY 2010, \$144,098 in FY 2011, \$145,773 in FY 2012 and **\$145,773 in FY 2013**.

LeeTran operates the fixed route public transportation service in Lee County, as a department of Lee County Government. Lee Tran currently operates 25 bus routes. Twenty-three of the bus routes operate on a scheduled fixed-route system at least six days per week. Four of the routes are either seasonal or are adjusted for seasonal service. Routes 15, 50, 100, 120, 140, 150, 400, 590, 595, and 600 operate on Sundays. The final route, Route 160, provides limited reservation bus service to Pine Island on Thursdays only. LeeTran provides trolley service, branded as The Trollee, along Fort Myers Beach and seasonal trolley service in the Riverfront District of Downtown Fort Myers. There are two park-and-ride trolleys that connect the Town of Fort Myers Beach during season. One provides access to the park-and-ride lots located on the mainland side of the Mantanza Bridge, the other provides service along Estero Blvd on Fort Myers Beach. The trolley system operates as two separate routes during seasonal service and the two routes are combined into one during non-seasonal months. The seasonal Riverfront District Trolley service in the downtown of the City of Fort Myers is also run as seasonal service with one route providing service within the downtown area of the City of Fort Myers and connecting the downtown condominiums with the downtown area and local grocery shopping.

The regular one-way bus fare is \$1.25. Half-fares are available to youths (under 17 years) and to seniors and persons with disabilities, with a LeeTran ID. The bus service is marketed to riders of all age groups. Passengers must be able to board, disembark and carry their own packages on and off the vehicles. Most routes operate between 5:00 a.m. and 10:00 p.m. Monday through Saturday, with limited corridor service and service to the beach areas on Sundays between 6:00 a.m. until 9:45 p.m., as well as service to the Southwest Florida International Airport.

- Updated the Service Standards starting on pg 55:
- **Service Standards**

Lee County CTC – Policies and Standards, Evaluation and Monitoring		
Rule	41-2.006(4)(a), FAC: Drug and alcohol testing for safety sensitive job positions within the coordinated system regarding pre-employment, randomization, post-accident and reasonable suspicion, return to duty and follow-up as required by Federal Highway Administration (FTA).	
Compliance	All safety sensitive job positions comply with the pre-employment, randomization, post-accident and reasonable suspicion testing requirements of the Federal Transit Administration.	Reviews are conducted according to FTA.
Monitoring	Annual reviews conducted by FDOT, FHWA or FTA will determine compliance with this standard.	Conducted by FDOT reps.
Rule	41-2.006(4)(b), FAC: An escort of a passenger and dependent children are to be	Verified by bus

	transported as locally negotiated and identified in the Local Service Plan.	<u>ride</u>
Compliance	In order to enhance the safety of passengers and drivers, children under age 15 or other people who, due to age or disabilities may be at risk to themselves or others, must be accompanied by an escort or attended to by an attendant. Escorts must be provided by the passenger or the agency paying for their trip. The escort must be able to provide the necessary assistance to the passenger. Escorts are transported at no additional charge. The CTC reserves the right to refuse to transport a passenger or group of passengers if they need an escort, but do not have one. The need for an escort is determined in advance of the trip. "Traveling companions" are not the same as required. Escorts that have to be picked up or dropped off before/after passengers are not considered escorts, but are regular trips.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(c), FAC: Use of child restraint devices in Florida is a State law.	
Compliance	All passengers under the age of 5 and/or less than 45 pounds will be required to use a child restraint device. This device will be provided by parent or sponsoring agency, or by Good Wheels upon arrangement.	
Monitoring	Annual reviews conducted by FDOT, FHWA or FTA will determine compliance with this standard.	<u>Verified by bus ride (car seat on bus)</u>
Rule	41-2.006(4)(d), FAC: Passenger property that can be carried by the passenger and/or driver in one trip and can safely bestowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be negotiated for carrying and loading rider property beyond this amount.	
Compliance	Evaluated at the CTC Annual Review.	
Monitoring	Passengers shall be allowed to have four pieces of personal property which they can place on their lap or stow under their seat. Passengers must be able to independently carry all items brought onto the vehicle. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices or	<u>Verified by bus ride</u>

	intravenous devices.	
Rule	41-2.006(4)(e), FAC: Vehicle transfer points shall provide shelter, security and safety of passengers.	
Compliance	The CTC does not generally use transfers in the coordinated system, but if they are used, vehicle transfer points shall be located in a safe, secured place that provides shelter.	<u>VA Center</u> <u>Rosa Parks</u> <u>Edison Mall</u> <u>Hospitals</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(f), FAC: A local toll-free phone number for complaints or grievances shall be posted inside the vehicle. The local complaint process shall be outlined as a section in the Local Service Plan. This shall include advising the unsatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the Local Coordinating Board.	
Compliance	The local toll free phone number will be included in the complaint process. This number will be posted on right visor of all vehicles in 3" sized numbers: (800) 741-1570.	<u>Verified by bus</u>
Monitoring	Evaluated at the CTC Annual Review.	<u>ride, sticker on bus</u>
Rule	41-2.006(4)(g), FAC: Out of service area trips shall be provided when determined locally and approved by the Local Coordinating Board, except in instances where local ordinances prohibit such trips.	
Compliance	The local toll free phone number will be included in the complaint process. This number will be posted on right visor of all vehicles in 3" sized numbers: (800) 741-1570.	<u>Verified by bus</u>
Monitoring	Evaluated at the CTC Annual Review.	<u>ride</u>
Rule	41-2.006(4)(h), FAC: Interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger.	
Compliance	All vehicles shall be cleaned and maintained (interior and exterior) on a regular schedule.	<u>Verified by bus</u>
Monitoring	Evaluated at the CTC Annual Review.	<u>ride</u>
Rule	41-2.006((4)(i), FAC: Billing requirements of the CTC subcontractors shall be determined locally by the Local Coordinating Board and provided in the Local Service Plan. All payments shall be paid to subcontractors within seven calendar days after receipt of	<u>Verified by</u> <u>operators</u>

	said payment by the CTC. If the contractor receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with each subcontractor receiving a prorated portion based on the amount due on the payment.	
Compliance	The CTC shall pay all bills to the subcontracted transportation operator within seven days after receipt of payment. Operator payments will be addressed as a standard LCB agenda item.	
Monitoring	The LCB will evaluate this at its quarterly meetings.	
Rule	41-2.006(4)(j), FAC: Passenger/trip database must be maintained or accessible by the CTC on each rider being transported within the system.	
Compliance	For each passenger transported within the system, the CTC will collect the name, phone number, address, funding source eligibility and special requirements on each passenger in a database. See 2.10 (2.15) for HIPPA Compliance.	<u>Verified by review of records</u>
Monitoring	Evaluated at the CTC Annual Review	
Rule	41-2.006(4)(k), FAC: Adequate seating for para-transit services shall be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate seating or standing space will be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time.	
Compliance	Vehicle seating will not exceed the manufacturer's recommended capacity.	<u>Verified by bus ride</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(l), FAC: Drivers for para-transit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger, upon pickup of each rider, group of riders or representative,	<u>Verified by bus ride</u>

	guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions or badges that affix to driver clothing are acceptable. For transit services, the driver photo identification shall be in a conspicuous location in the vehicle.	
Compliance	Drivers shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, upon pickup except in situations where the driver regularly transports the rider on a recurring basis. All drivers will have a name badge displayed at all times when transporting passengers. Drivers have photo-id on their person that they can show to the passenger upon request.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(m), FAC: The para-transit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seatbelt or utilization of wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. In door-through-door para-transit service categories, the driver shall also be required to open and close doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining on the vehicle. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down more than one step, unless it can be performed safely as determined by the passenger, guardian and driver.	
Compliance	All drivers shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include holding hands, or allowing the passenger to hold an arm; opening the vehicle door, fastening the seat belt or utilization of wheelchair securement devices, storage of mobility assistive devices and closing the vehicle door. Other assistance may be	Verified by bus <u>ride</u>

	provided as needed and accepted. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down any steps; only ramps are to be used.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(n), FAC: Smoking is prohibited in any vehicle. Requirements for drinking and eating on board the vehicle will be addressed in the Local Service Plan.	
Compliance	Smoking, eating and drinking is prohibited on any vehicle in the coordinated system.	<u>Verified by bus ride; signage is on bus</u>
Monitoring	Evaluated at the CTC Annual Review.	<u>bus</u>
Rule	Rule 41-2.006(4)(o), FAC: The CTC and the LCB shall jointly develop a policy on passenger no shows. Assessing fines to passengers for no shows is acceptable but such policy and process shall be identified in the local Service Plan.	
Compliance	<p>Passenger no-shows are defined as trips not canceled one hour before scheduled pickup. When a passenger is considered a no-show, the driver will attempt to communicate with them through CTC dispatch. They will be notified through the use of a door hanger which notes the time the driver arrived. For a TD Grant non-sponsored trip, upon the third no-show, the CTC will send a letter to the person to provide notice that their service will be suspended for thirty days.</p> <p>For trips sponsored by other funding sources, the CTC shall contact the agency when a no-show occurs. Agencies should also contact the CTC when they become aware of cancellations or no-show situations.</p> <p>The Policy on no-shows shall be communicated to the passengers and agencies by the CTC when adopted, and thereafter to all newly enrolled passengers. The information shall be distributed in the appropriate format and shall be available in alternative formats upon request.</p>	
Monitoring	Evaluated at the CTC Annual Review.	<u>Committee spoke with Mr. Bowman about this. The frequency is decreasing.</u>

Rule	Rule 41-2.006(4)(p), FAC: All vehicles ordered or put into service after the adoption of this section of the Rule, and providing service within the coordinated system, shall be equipped with two-way communications in good working order and be audible to the driver at all times to the base.	
Compliance	All vehicles are equipped with two-way radios or cell phones.	<u>Verified by bus ride</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	Rule 41-2.006(4)(q), FAC: All vehicles ordered or put into service after the adoption of this section of the rule and providing service within the coordinated system, shall have working air conditioners and heaters in each vehicle. Vehicles that do not have a working air conditioner or heater will be scheduled for repair or replacement as soon as possible.	
Compliance	All vehicles have working air conditioning and heating. Vehicles that do not have a working air conditioner and heater will be scheduled for repair or replacement as soon as possible. Should a vehicle incur a problem, it will be repaired as soon as possible. The priority of the LCB is that the CTC provide transportation. If a vehicle's air conditioning or heating is not functioning properly, and if there are no other vehicles available, the passengers will be transported.	<u>Verified by bus ride</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(r), FAC: First Aid policy shall be determined locally and provided in the local Service Plan.	
Compliance	All drivers will be trained in First Aid every three years by the National Safety Council. All vehicles are equipped with a First Aid kit.	<u>1st Aid kit on bus. Verified by bus ride. Also, driver training records were verified.</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(s), FAC: Cardiopulmonary Resuscitation [CPR] policy shall be determined locally and provided in the Local Service Plan.	
Compliance	All drivers will be trained in Cardiopulmonary Resuscitation [CPR] every two years.	<u>Driver training records were verified.</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(t), FAC: Driver criminal background screening shall be determined locally, dependent upon purchasing agencies'	

	requirements and provided in the local TDSP.	
Compliance	All drivers in the coordinated system have a favorable FDLE background, using DCF policies and procedures.	
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(u), FAC: In areas where fixed route transportation is available, the CTC should jointly establish with the LCB a percentage of total trips that will be placed on the fixed route system.	
Compliance	The LCB has established a goal of 2.2% to be placed with the fixed-route transit system.	<u>Per APR the rate is 5.4% on fixed route.</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(v), FAC: The CTC should establish and address the passenger pick-up window in the local TDSP. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.	
Compliance	Passengers are not given a set pick-up time. Instead, they are told to be ready for their ride to arrive up to an hour before their destination appointment time. The CTC may negotiate special pick-up arrangements with the customer, in advance, as the situation dictates. Passengers will be dropped off at their appointment with certain exceptions negotiated in advance. All return trips are scheduled in advance. Passengers should expect their return vehicle to arrive at the scheduled time, up to 30 minutes after the scheduled return time. Passengers can expect their return trip to take up to 60 minutes from the time they are seated on the vehicle.	
Monitoring	Evaluated from the annual CTC customer complaint surveys. Doesn't apply to ADA trips.	<u>Complaint log was reviewed.</u>
Rule	41-2.006(4)(w), FAC: The CTC and the LCB should jointly establish and address the percentage of trips that will be on-time in the local Transportation Disadvantaged Service Plan. This performance measure should be communicated to contracted operators, drivers, purchasing agencies and passengers.	
Compliance	The CTC will have an 85% on-time performance rate for all completed trips. The Evaluations of the CTC's on-time performance will be measured based upon the time the	<u>Records verified.</u>

	person is to be dropped off for their appointment and the time the person is to be picked up on a scheduled return trip. These are considered separate trips.	
Monitoring	Evaluated from the annual CTC customer complaint surveys. Doesn't apply to ADA trips.	
Rule	41-2.006(4)(x), FAC: The CTC should establish and address in the TDSP a minimum 24 hour advanced notification time to obtain services. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.	
Compliance	There will be a minimum 24 hour notice requirement for all trips scheduled within the coordinated system. (72 business hours for Medicaid trips.) Non-Medicaid reservations must be made before Noon the day before the requested trip. Passengers with an urgent need to travel should call the CTC. Same day trip requests cannot be guaranteed, however, the CTC will attempt to assist the passenger.	
Monitoring	As established.	<u>TDSP reviewed</u>
Rule	41-2.006(4)(y), FAC: The CTC and the LCB should jointly establish and address in the service plan a performance measure to evaluate the safety of the coordinated system. This measure should be used in the CTC evaluation of its contracted operators and the LCB's evaluation of the CTC.	
Compliance	The standards for crashes will be 1.2, or fewer, accidents per 100,000 miles for the evaluation period, based on the AOR definitions of crashes.	
Monitoring	This information is part of the annual AOR.	<u>Yes, per AOR and APR</u>
Rule	41-2.006(4)(z), FAC: The CTC and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the reliability of the vehicles used in the coordinated system. This measure should be used in the CTC evaluation of its contracted operators and the LCB's evaluation of the CTC.	
Compliance	The standard for road calls will be an average of 10,000 miles or more between each road call (e.g., the system wide total, not each individual vehicle).	
Monitoring	This information is part of the annual AOR.	<u>Yes, per AOR and APR</u>

Rule	41-2.006(4)(aa), FAC: This performance measure can be used to address the accessibility of the service. The CTC and the LCB should jointly determine if a standard for call hold time is needed in the coordinated system and address this in the local service plan. If determined to be necessary, this standard should be included in the LCB's evaluation of the CTC.	
Compliance	The customer should not be put on hold for more than 3 minutes on average.	<u>Yes, this has been verified.</u>
Monitoring	Evaluated at the CTC Annual Review.	
Rule	41-2.006(4)(bb), FAC: The CTC and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the quality of service provided within the coordinated system. This measure should be used in the CTC's evaluation of its contracted operators, and the LCB's evaluation of the CTC.	
Compliance	Complaints shall not exceed 1% of total trips provided during the evaluation period. The LCB should evaluate the CTC based upon the number of complaints that are resolved, versus unresolved.	<u>Yes, per AOR and APR</u>
Monitoring	The LCB will evaluate this at its quarterly meetings.	

Lee County CTC – Policies and Standards, Evaluation and Monitoring - Other		
Policy	2.01 Service Effectiveness 2.01a – Expense, 2.01b – Revenue, 2.01c – Subsidy, 2.01d – Ridership, 2.01.e – Service Quality, 2.01f – Level of Service, 2.01g -- Safety	
Compliance	The CTC shall continually look for methods to: 1. Increase the number of passenger trips per driver hour; 2) Minimize any yearly increase to the cost per passenger trip; and 3) Minimize any yearly increase to the cost per driver hour.	
Monitoring	This information is part of the annual AOR.	<u>Yes, per AOR and APR</u>
Policy	2.02 Contract Monitoring	
Compliance	The CTC will perform an annual evaluation of the contracted operators using the LCB evaluation process, using applicable portions of the evaluation materials, and provide a copy of the annual evaluation of the operators.	
Monitoring	Evaluated at the CTC Annual Review.	<u>Monitoring is conducted annually in June</u>
Policy	2.03 Ride time	
Compliance	The CTC will make every effort to abide by funding agencies stated ride times. Passengers can expect to return home within 60 minutes of their pick up. In situations where it becomes apparent that the ride time will exceed this (crashes or vehicular breakdowns), the CTC will make every effort to contact the families of the passengers by telephone.	
Monitoring	The CTC needs to document which agencies have ride time limits and other exceptions. Community Care for the Elderly (CCE) = 90 minutes. This Policy does not apply to ADA trips.	<u>Yes, per review of complaint log</u>
Policy	2.04 Voice Mail Changes	
Compliance	The CTC must ensure that customers are provided with sufficient notification of pending major changes to the phone system for scheduling trips or for reporting complaints. The recording should offer in English and in Spanish, the date of the change and describing the changes that will take place.	
Monitoring	Voice mail changes need to be announced in advance and detailed.	<u>Yes, this takes place when needed</u>

Policy	2.05 Standardization of Transportation Operator and Coordination Contracts.	<u>Yes, the suggested formats are being used.</u>
Compliance	The suggested contract format is used.	
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.06 Eligibility Criteria	<u>Yes, the records were reviewed.</u>
Compliance	Persons are eligible for transportation if their trip is sponsored by a funding agency. If no funding agency is available and if the person meets the definitions of transportation disadvantaged, then they are eligible for transportation. The LCB's policy is for the CTC to provide transportation to persons whose household income is at 200% of the poverty levels. Persons to be transported contact the CTC for an application. The CTC will transport the general public who shall be charged the going rate for trips.	
Monitoring	As established	
Policy	2.07 Prioritization of Trips	<u>Yes, the records were reviewed.</u>
Compliance	The CTC, LCB and planning staff have prioritized trips in the TDSP.	
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.08 Insurance: The CTC requires that the CTC carry \$100,000 per person/\$200,000 per incident in insurance, pursuant to Rule 41-2.006, FAC.	<u>Yes, the records were reviewed.</u>
Compliance	The CTC carries \$1 million per County regulations. The CTC requires its subcontracted operators to carry \$100,000/\$200,000. The subcontractors must have the CTC named as an additional insured. Insurance requirements for subcontractors are covered in more detail in the operators' contracts. The CTC carries \$1 million per County regulations. The CTC requires its subcontracted operators to carry \$100,000/\$200,000. The subcontractors must have the CTC named as an additional insured. Insurance requirements for subcontractors are covered in more detail in the operators' contracts.	
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.09 System Safety Program Plans (SSPP)	<u>Yes, the records were reviewed.</u>
Compliance	Updated annually.	
Monitoring	Evaluated at the CTC Annual Review.	
Policy	2.10 Co-pays: LCB's Policy on the \$2.00 fare co-payment on the non-sponsored trip grant;	<u>Yes, the records</u>

	other copayment issues.	<u>were reviewed.</u>
Compliance	The CTC charges a \$2.00 fare on each non-sponsored trip. The monies collected are used for the local match for the trip grant. All co-payments are \$2.00 except Medicaid, which has a \$1.00 copayment.	
Monitoring	As established	
Policy	2.11 Inclement Weather	
Compliance	The LCB has a policy regarding provision of transportation to persons during storms. Components of the policy include: 1. The CTC is closed when LeeTran is closed; when ADA services stop. The CTC becomes a member of the Lee County Emergency Operations Team. 2. The CTC has the right to not transport clients of a center, if they believe that they will not be able to get a person back. (The CTC has the right to cancel trips.) 3. An agency program director has the right to call the CTC the morning of the trip and cancel trips for the day, if they feel the weather is too severe. This is based on if the Lee County Schools are not transporting that day. (On weekends, or days when schools are shut, the CTC shall use its best judgment.) 4. Centers must work with the CTC to develop a contingency plan that outlines what the center will do with its clients, in the event that the CTC cannot come pick the clients up at the appointed time due to severe storms. The contingency plan should be developed with the understanding that the delay may be for an unknown length of time. Centers should make sure that the family members of clients receive a copy of the contingency plan (or a page that outlines what the family members should expect.) 5. The features in 2, 3 and 4 should free up enough trips to allow the CTC to go get people who were transported out to a location without a contingency plan. 6. Clients at centers will be picked up as soon as it is safe to do so, and as soon as there are trips available. 7. For the purpose of this policy, a storm was defined as "sustained wind of 39 miles per hour or more, and/or major flooding of streets." "Gale force" winds are 39 to 46 mph.	
Monitoring	Presence of letters on file; Copies of Agencies' contingency plans on file with the CTC; CTC is to monitor storm warnings and	
		<u>Yes, the records were reviewed.</u>

	weather conditions.	
Policy	2.12 Distribution of Replacement Vehicles Acquired Through Grants.	
Compliance	Vehicles received through any grant funding source will be used to replace existing ADA-compliant or non-ADA regulation compliant vehicles currently in the system, according to the following priorities: 1.) Gasoline vehicles with over 175,000 miles, or diesel vehicles with over 225,000 miles, or vehicles over 5 years old; 2.) Non-ADA accessible vehicles; 3.) All other vehicles including sedans, standard vans, and other ADA accessible vehicles. It is the goal to have each vehicle in our system ADA compliant.	<u>All of Good Wheels' vehicles are ADA compliant. The updated Vehicle inventory is supplied to the Planning Agency annually .</u>
Monitoring	The CTC will update the TDSP annually with an inventory of all vehicles used in the coordinated transportation system as Exhibit D.	
Policy	2.13 Required Use of Seatbelts	
Compliance	Passengers riding vehicles equipped with seatbelts will be required to use them. Persons utilizing wheelchairs will have the chair restrained, and will be required to utilize a personal securement device to ensure that they stay in the chair. All wheelchairs for transport must be complete and well maintained and in good working order to include fully operational brakes. Section 37.165©(3) of the DOT's ADA regulations allows a transit operator to establish a policy that requires all riders to have their common wheelchairs secured while aboard a transit vehicle. Therefore, service will be denied to a rider who refuses to allow his or her common wheelchair to be secured. Wheelchairs will be adequately secured or stored. If a passenger refuses to be secured, the passenger will not be transported. The CTC is to communicate it to all passengers and funding agencies. Under Section 37.5 of the DOT's ADA regulations, a transit operator is not permitted to mandate the use by wheelchair users of seatbelts and shoulder harnesses, unless the operator mandates the use of these devices by all passengers, including those sitting in vehicle seats. All passengers are required to use seatbelts.	<u>Yes, all vehicles are equipped with seatbelts and all passengers use them. And, all vehicles have wheel chair securement systems for the common wheel chairs.</u>
Monitoring	CTC will ensure that all appropriate vehicles are equipped with functioning seatbelts.	

Policy	2.14 Disruptive Passengers	
Compliance	<p>When an agency has an existing policy regarding behavioral problems, the CTC abides by the agencies' existing policy, unless such behavior endangers other passengers, the driver or other motorists. In that case, the CTC may take whatever action is necessary to insure the safety of all concerned. If no policy exists and for TD passengers, the CTC will deal with behavioral problems including, but not limited to: fighting, intoxication and abusive behaviors as follows:</p> <p>First incident, a written warning to advise the person or his/her parent, guardian or responsible agency that an incident has occurred. (Unless the First Incident is of a serious, life threatening nature, then skip immediately to Step 2. It is also understood that the Driver may call 911 if ever needed.</p> <p>Second incident, the CTC will meet with all concerned parties and decide if transportation on the para-transit system is appropriate.</p> <p>Third incident, the CTC will meet with all concerned parties and decide if transportation on the para-transit system is appropriate.</p>	
Monitoring	The LCB will evaluate this at its quarterly meetings.	<u>The CTC reports this to the LCB on a case by case basis.</u>
Policy	2.15 Compliance with HIPPA	
Compliance	The CTC is compliant with HIPPA regulations.	<u>CTC is in compliance with HIPPA</u>
Monitoring	As required	
Policy	2.16 Use of Scooter Mobility Devices	
Compliance	Good Wheels is unable to transport clients in scooters because they cannot be secured safely in our vehicles. Passengers who ride in scooters must be able to transfer to a seat or use an approved wheelchair when being transported by Good Wheels, Inc. This is a safety issue and we are concerned for your safety as well as other passengers and our driver.	<u>Monitored during bus rides.</u> <u>Compliant.</u>
Monitoring	As established	
Policy	2.17 Definition of Group Trip	<u>Monitored during</u>

REVIEW AND APPROVAL OF A REVISED JOINT LEE AND COLLIER TRANSPORTATION REGIONAL INCENTIVE PROGRAM PRIORITIES LIST

RECOMMENDED ITEM: Review and approve the staff updated joint Lee and Collier Transportation Regional Incentive Program (TRIP) priorities as shown in **Attachment A**.

The Lee and Collier TRIP priorities are being updated to add the Estero Boulevard reconstruction project in Lee County to make it eligible for possible FY 2014/2015 funding (**Attachment A** shows the highlighted project). This project was evaluated against the only other candidate project (the other two on the list for that year are now fully funded) for TRIP funds for that year and it becomes the number 2 priority behind the Logan Boulevard project in north Collier and South Lee County. **Attachment B** includes the Estero Boulevard application for TRIP funds.

At their May 1st meeting, the Technical Advisory Committee voted 11 to 1 to approve the addition of this project to the TRIP priority list and at their meeting, the CAC voted unanimously to approve the item. The MPO staff also recommends approval of this item.

Proposed Changes to Adopted 2014 TRIP Priorities for Lee and Collier

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	Funding Level Per Work Program or Joint Planning Agreement	Fiscal Year	(1) Utilizing or relieving an SIS Facility	(2) SIS Connectivity	(3) County Enterprise Zones, Rural Area Economic Concern	(4) Corridor Management Techniques	(5) Production Readiness	(6) TRIP Funding Not Received	(7) Job Access and Economic Stimulus	(8) Performance on Previous TRIP Projects	(9) Overage	(10) Public Private Partnerships	Total Points
2013/14																					
Collier County	Collier Blvd	Green Blvd	Golden Gate Blvd	4L to 6L	CST	\$32,700,000	\$7,000,000	Funded	TRIP: \$6,807,854	FY 2013/14	1	3	0	3	5	0	4	2	3	0	21
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd	4L to 6L	ROW	\$24,985,000	\$2,400,000	Funded	TRIP: \$1,236,285	FY 2014/15	1	3	0	3	3	0	4	2	5	0	21
Cape Coral	SR 78	Burnt Store Rd	Chiquita Blvd	2L to 4L	ROW/CST	\$67,000,000	\$10,000,000	Funded	\$34,039,327 (No TRIP; Other State + SU)	Under Construction	1	3	0	5	3	6	4	2	5	2	31
Collier County	US 41 and Collier Blvd	CR 951 intersections		Intersection improvements	CST	\$24,985,000	\$6,000,000	#1	-	-	3	3	2	3	5	0	4	2	5	0	27
Lee Tran	Bus Shelters	@ Various locations		Capital Expenditures	CST	\$1,000,000	\$500,000	#2	-	-	1	1	2	0	5	3	4	2	1	0	19
2014/2015																					
Collier County	Logan Blvd.	Immokalee Road	Bonita Beach Rd	New 2L	CST	\$18,500,000	\$6,000,000	#1	-	-	3	0	0	3	5	0	4	2	1	8	26
Lee County	Burnt Store Rd	Diplomat Pkwy	Van Buren Pkwy	2L to 4L	CST			Funded	TRIP: \$5,228,884	FY 2014/15	3	3	0	3	5	3	4	2	1	0	24
Lee Tran	Beach Park & Ride Transfer Facility			Capital Expenditures	Design/ROW/CST	\$4,000,000	\$2,000,000	Funded	State ¹ : \$2,427,000 Local: \$2,427,000	State funds to be spent by Dec 2015	1	0	0	3	5	3	4	2	1	0	19
Lee County	Estero Boulevard	Crescent St	Red Coconut RV Park	Road Upgrade	CST	\$7,750,000	\$3,875,000	#2			0	0	0	3	5	3	4	2	1	0	18
2015/2016																					
Collier County		CAT Transfer Station/Operations Center	Facility		CST	\$16,592,825	\$5,000,000	#1	-	-	1	3	0	3	5	1	4	2	1	0	20
Lee County	Big Carlos Bridge		Bridge Replacement	2L	PE	\$3,600,000	\$1,800,000	#2	-	-	0	0	0	3	1	0	4	2	1	0	11
2016/2017																					
Lee County	Burnt Store Road	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	\$5,000,000	\$2,500,000	Funded	-	-	3	3	0	3	5	1	4	2	1	0	22
2017/2018																					
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd.	4L to 6L	CST	\$26,998,738	\$7,000,000	#1	-	-	3	3	0	3	5	3	4	2	1	0	24
Cape Coral	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	\$30,000,000	\$4,000,000	#2	-	-	0	0	0	5	3	6	4	0	3	0	21
Lee Tran	Regional Transfer Facility and Connector		Facility and New Service Route		CST	\$3,000,000	\$1,500,000	#3	-	-	3	0	0	5	1	3	4	2	1	0	19
Lee Tran	Lee Tran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings		Facility		CST	\$1,000,000	\$500,000	Funded	TRIP: \$1,000	FY 2017/18	0	0	0	3	5	3	0	2	1	0	14
2018/2019																					
Lee County	Burnt Store Rd	SR 78	Tropicana Pkwy	2L to 4L	CST	\$7,700,000	\$3,850,000	#1	-	-	3	3	0	3	5	1	4	2	1	0	22
Lee Tran	Lee Tran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings		Facility		CST	\$1,000,000	\$500,000	#2	-	-	0	0	0	3	5	0	0	2	1	0	11
2019/2020																					
Collier County	Airport-Pulling Rd (CR 31)	Vanderbilt Beach Rd	Immokalee Rd	4L to 6L	CST	\$12,000,000	\$6,000,000	#1	-	-	1	0	0	3	5	3	4	2	1	0	19

Notes:

**Transportation Regional Incentive Program (TRIP)
Project Submittal Form**

TRIP was created under F.S. 339.2819 to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Origin of Request: (Applying Agency)

Organization:	Lee County Department of Transportation				
Contact Person:	Eileen Webster, Fiscal Manager				
Address:	1500 Monroe Street, Fort Myers, FL, 33901				
Phone:	239-533-8507	Fax:	239-485-8520	E-mail:	eprice@leegov.com

Implementation Agency¹:

Organization:	Same				
Contact Person:					
Address:					
Phone:		Fax:		E-mail:	

Engineering Contact:	Rob Phelan, P.E., Senior Engineer (Project Manager)				
Phone:	239-533-8594	Fax:	239-485-8520	E-mail:	rphelan@leegov.com

Finance Contact:	Eileen Webster, Fiscal Manager				
Phone:	239-533-8507	Fax:	239-485-8520	E-mail:	eprice@leegov.com

1. If a project is on the Strategic Intermodal System or Florida Intrastate Highway System and the Department of Transportation will be performing the work, please identify the agency responsible for meeting the financial match requirements of the TRIP program.

Project Improvement Information:

Facility:	Estero Boulevard Segment 1
Project Limits:	Crescent Street to Red Coconut RV Park

Project Location: (See attached location map)

Current Project Status: (attach project schedule)

Work to be performed:

This project involves the reconstruction of Estero Boulevard, a 2-lane County roadway, within the Town of Ft. Myers Beach. The work includes roadway reconstruction, trolley stops, sidewalks, on-road bike lanes, and drainage improvements. Work will also include landscaping, street lighting, water and sewer utility upgrades to be provided by the maintaining agencies. The total project length is approximately 6 miles. Per Lee County Board direction 11/19/13, this project to be implemented in 6 consecutive segments from north to south, starting at Crescent Street, with construction funding every other year. This application is for the first 1 mile segment, starting at Crescent St and extending to approximately the Red Coconut RV Park. Improvements at foot of Matanzas Pass Bridge not yet identified and funded.

A preliminary design has been completed for the entire project and design work of Segment I from Crescent Street to approximately Red Coconut RV Park is currently underway. Lee County is seeking TRIP funds for the construction of Segment 1, total cost is \$7,000,000.

The work to be performed with the requested funds is the mile long Segment 1 construction phase from Crescent Street to approximately the Red Coconut RV Park in FY 13/14, funded on a 50/50 basis.

Project listed in the Regional LRTP? Yes No

Project listed in the Capital Improvement Program? Yes No (attach CIP page) See Attachment B

Project listed on the Chairs Coordinating Committee Regional Transportation Network? Yes N/A

Project prioritized by the Chairs Coordinating Committee? Yes N/A

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)
\$3,500,000 in FY 14/15	\$7,000,000 (CST segment 1 only)	\$3,500,000 (\$3,500,000 for CST) (\$750,000 for design in FY 14/15, FY 16/17 and FY 18/19) (\$7,000,000 for CST/CEI in FY 15/16 and FY 17/18)	Gas Taxes	Cash

Public Transportation Project Improvement Information:

Facility:

Project Limits:

Project Location: (attach location map)

Current Project Status: (attach project schedule)

Work to be performed:

Project listed in the Transit Development Plan/Master Plan? Yes No (attach TDP/Master Plan page)

Project listed in the Public Transportation Audited Budget/Board Resolution to commit local funding and participation? Yes No (attach budget page/resolution)

Project listed on the Chairs Coordinating Committee Regional Transportation Network? Yes No

Project prioritized by the Chairs Coordinating Committee? Yes No

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)

Minimum Criteria:

1. Does the project support facilities that serve national, statewide or regional functions and function as an integrated transportation system? Yes No How?

Estero Boulevard has a functional classification as an arterial roadway and is on the Collier-Lee Bi-County MPO regional transportation network. Estero Boulevard is part of a larger arterial corridor that runs through Lee County’s biggest regional attractions, the beaches of Fort Myers Beach and Bonita Beach. Prior to being turned over to Lee County for maintenance Estero Boulevard was part of the State Highway System. It connects to other parts of the State Highway System and ultimately to I-75 via the arterial network, notably to Hickory Boulevard and Bonita Beach Road to the south and east over to US 41 and I-75, and to SR 865/San Carlos Boulevard and on to SR 867/McGregor Boulevard to the north. Estero Boulevard is a critical component of the regional road network.

2. Is the project identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by a local government; further the project shall be in compliance with local government comprehensive plan policies relative to corridor management? Yes No (attach CIE page)

<http://www.lee-county.com/gov/dept/dcd/Planning/Documents/LeePlan/Tables/Table3.pdf>

3. Is the project consistent with the Strategic Intermodal System(SIS)? Yes No How?
Estero Boulevard serves a regional function as an arterial in the transportation network.
4. Is there a commitment of local, regional or private matching funds? Yes No
Lee County is providing a 50 percent match

Prioritization Considerations

1. Is the project in compliance with local corridor management policies? Yes No Describe

Estero Boulevard is designated in the Lee County and Town of Fort Myers Beach Comprehensive Plans as a constrained roadway. The plans allow for and encourage bicycle, pedestrian and transit improvements.

2. Describe how this project implementation will manage growth.

This portion of Estero Boulevard is contained completely within the Town of Fort Myers Beach. Estero Boulevard is designated in the Lee County Comprehensive Plan Table 2(a) and Table 2(b) as a constrained roadway. The reconstruction of Estero Boulevard will provide improved transit, pedestrian and bicycle facilities that encourage more trips by transit, walking or bicycling. Improvements to Estero Boulevard are consistent with transportation and growth management policies in the Town of Fort Myers Beach comprehensive plan.

3. Describe how the project will improve **regional mobility** within the Regional Transportation Area.

The project will improve mobility by improving transit, bicycle and pedestrian facilities.

4. Describe why priority should be given to the project based on the following:

- Provides connectivity to the SIS,
- Supports economic development and goods movement in rural areas of critical economic concern,
- Are subject to local ordinances that establish corridor management techniques,

- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

The project provides connectivity to the SIS through the regional transportation network.

5. How TRIP funding will accelerate the project's implementation?

The overall length of Estero Boulevard is anticipated to be reconstructed is six – 1 mile segments. Only three segments are currently funded in the Lee County Capital Improvement Plan. This application is for the first Segment. TRIP funding will accelerate completion of future segments and the project.

6. Will the local government with jurisdiction adopt the FDOT level-of-service standard?

Yes No

As noted in the responses above, Estero Boulevard is designated as a constrained facility. This project will improve the transit, bicycle and pedestrian facilities along Estero Boulevard.

Please transmit the package, with Attachments and any additional supporting information and documentation to the Lee MPO:

This document has been developed at an overview level. Additional information and documentation maybe required. Please refer to the FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/TRIP.html>) or contact Frank Meares, FDOT District One TRIP Coordinator (frank.meares@dot.state.fl.us) for detailed program requirements.

Program Guidance for Transportation Regional Incentive Program (TRIP) Background

Pursuant to Section 339.2819, F.S., the 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(5).

Regionally significant transportation facilities include:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors that serve major regional commercial, industrial, or medical facilities;
- Regional transportation hubs such as passenger terminals (examples include commuter rail, light rail, intercity transit and intermodal transfer centers), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.
- All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network.

The purpose of the TRIP is to provide an incentive for regional planning; to leverage investments in regionally significant transportation facilities (roads and public transportation); and link investments to growth management objectives. The intent for the use of these funds is to generate additional capacity through growth in the transportation program. All proposed projects will be evaluated in light of this policy. The department shall allocate funding available for TRIP by statutory formula to the districts. (Equal parts of population and motor fuel tax collections).

Local/Regional Funding Sources for TRIP Match

The percentage of state matching funds provided from the TRIP shall be matched on a dollar for dollar basis by eligible funds or eligible in-kind sources as described below. TRIP funds may be used to fund up to 50 percent of the non-federal share of the eligible project cost for a public transportation facility project.

- **Projects on the State Highway System:** The District/MPO may use Federal funds attributable to urbanized areas over 200,000 population (XU funds) or Local funds for the required match.
- **Projects off the State Highway System but on the Federal System:** The District/MPO may use Federal XU funds or Local funds for the required TRIP match. If XU funds are used to match projects off the State Highway System, the 25% match required for XU must be provided by local funds. (e.g. \$100 XU = \$75 pure federal and \$25 local)
- **Projects off the State Highway System and Federal System:** Local funds must be used for the required match.
- **SIB Loans:** Funds loaned from the State Infrastructure Bank may be used to fund up to 25% of the required match for TRIP funds. Future repayments must be made from Federal XU or Local funds.
- **Public Transportation Projects:** The match for TRIP must come from a local funds. XU funds cannot be used as the local match. TRIP is intended for capital expenses, not operational. TRIP funds cannot be used to purchase replacement buses, but they can be used to add capacity and service to a regionally significant route.
- Federal earmarks may not be used as a match.

In-Kind Match for TRIP

In-kind services are goods, commodities, or services received in lieu of cash payments.

(a) Goods and commodities should be valued based on their current market value in accordance with generally accepted accounting standards as determined by the Office of the Comptroller. The value for land donated should be determined in accordance with guidelines established by the Office of Right of Way.

(b) The excess of an in kind match valued in excess of the required match will not generally be applied towards another project. On a case by case basis, an exception may be made for project segments in a regional corridor that are part of an implementation plan for that corridor.

(c) In accepting in-kind matches for TRIP funds, the districts need to exercise caution in distinguishing between the “funding” requirements and the “cash” requirements. For example, there is a \$10 million construction project for which a local government is seeking TRIP funds. Normally the match split would be \$5 million TRIP and \$5 million local. If a local government offers \$4 million in right of way and \$1 million in cash, technically they have met the local match requirement. However, there is still a \$4 million cash requirement that must be met through some source of funding in order to pay the \$10 million total. Districts will have to determine the source(s) for the remaining \$4 million cash requirement, taking into consideration such issues as whether the project is on or off the Federal and/or State Highway System.

Right of Way Contributions and Acquisition Procedures

(a) Only those properties necessary for the qualified project itself are eligible for local government matching contribution credit. Rights of way for prior projects are not eligible.

(b) Projects with Federal funds: Rights of way must be/have been acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act). 42 U.S.C. 4601, et sec., 49 CFR Part 24 and 23 CFR Part 710

(c) Projects without Federal Funds and on the State Highway System: Rights of way must be/have been acquired in accordance with the laws and rules applicable to Florida DOT. This includes providing relocation assistance to displaced persons in accordance with Rule Chapter 14-66, Florida Administrative Code.

(d) Projects without Federal Funds and off the State Highway System: Rights of way acquired by the local government may be accepted for contribution credit regardless of the acquisition method or procedures used. However, if the acquisition procedures do not comply with the Uniform Act, this will preclude the use of Federal funds in the future.

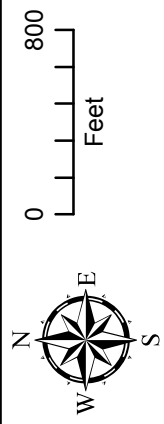
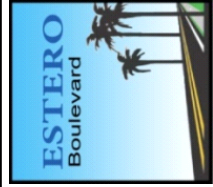
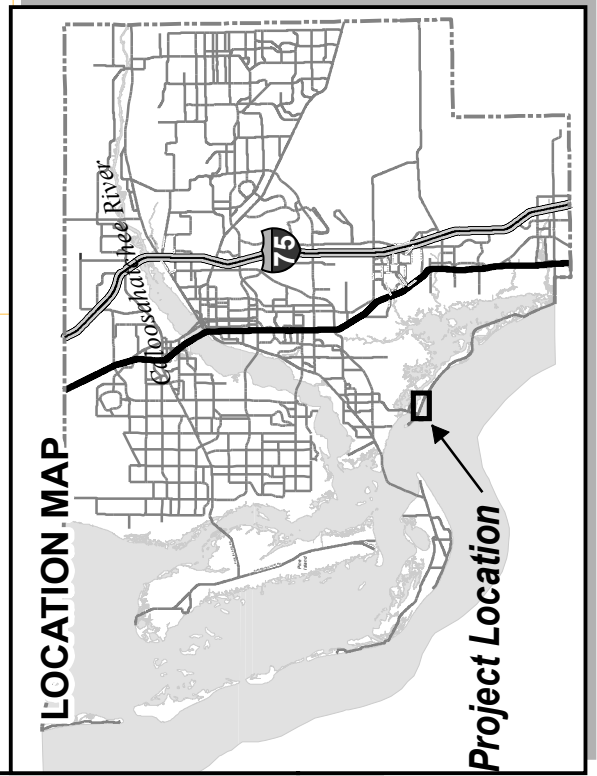
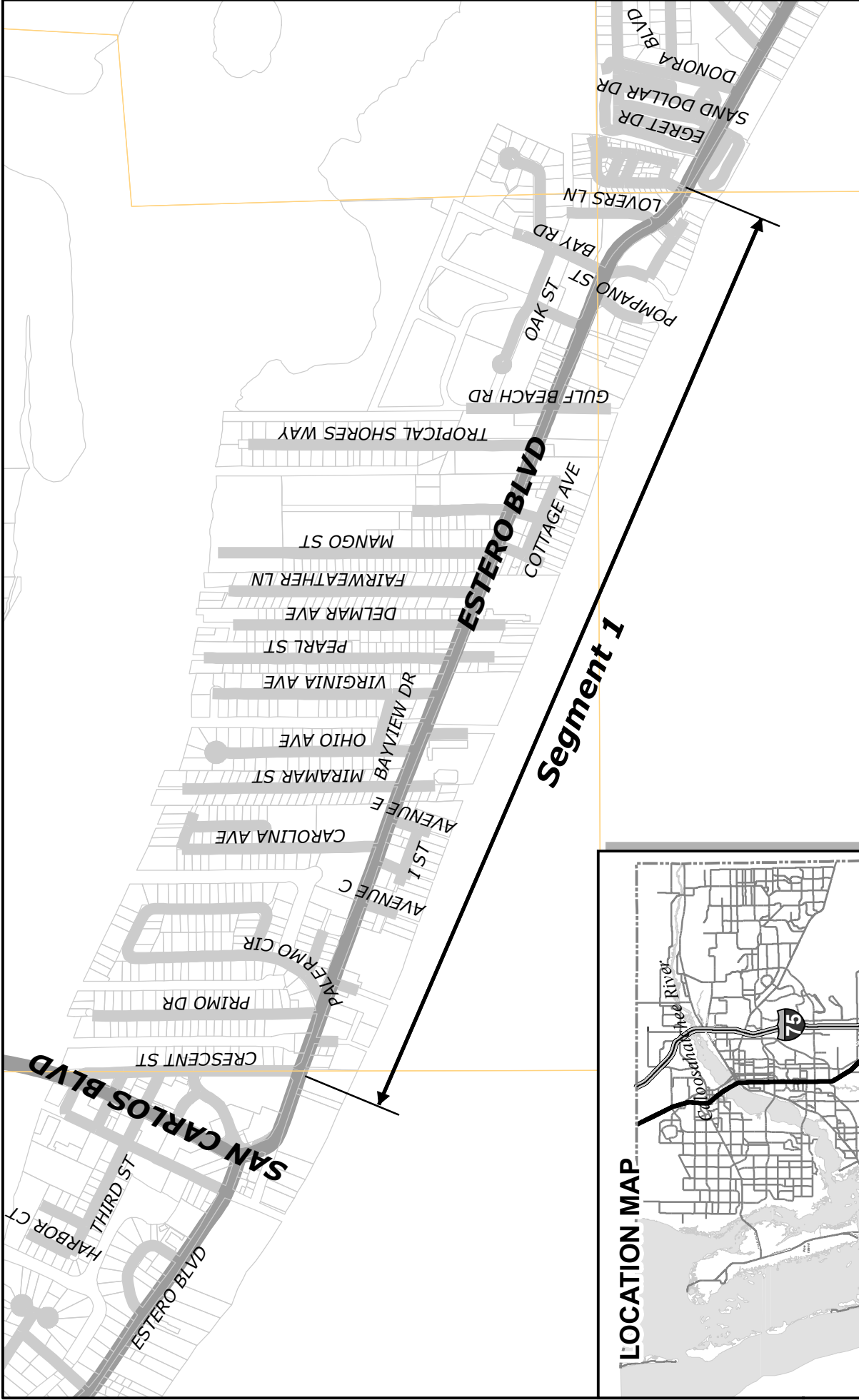
Other Match Issues

(a) Private funds may be part of local matching funds required for a TRIP project.

(b) Rural Areas of Economic Concern may be eligible for a waiver of or reduction in the required match for TRIP funds (see section 3.5 of the Work Program Instructions for guidance on the Rural Economic Development Initiative). Only that portion of the project that falls within the qualified Rural Area is eligible for the waiver.

Estero Boulevard Improvements Segment 1

Crescent Street to Red Coconut RV Park



Prepared by Lee County
Department Transportation
May 07, 2014

FEDERAL HIGHWAY ADMINISTRATION MPO CERTIFICATION PRESENTATION

RECOMMENDED ITEM: To receive a presentation by the Federal Highway Administration on the MPO certification.

Every four years the Lee County Metropolitan Planning Organization goes through a Certification process with representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The certification review is scheduled for May 14th through the 16th and will include a public meeting with FHWA and FTA along with MPO staff on May 15, 2014 at 5:00pm at the United Way facility located at 7273 Concourse Drive in Fort Myers (flyer is **attached**). The FHWA and FTA staff will also be attending the MPO Board meeting and will give a presentation and overview of the site visit at the meeting.



How are we doing?

We are planning for Lee County's future!
You're invited to learn about the Lee MPO
and share feedback on how we're doing.

PUBLIC MEETING

2014 LEE MPO FEDERAL CERTIFICATION

5:00 PM Thursday May 15, 2014

United Way Facility

7273 Concourse Drive

Fort Myers, FL 33908

(Transit accessible by LeeTran Route 130)

2014 Federal Certification Review of the Lee County Metropolitan Planning Organization

As part of a federal certification process, conducted every four years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will visit the Metropolitan Planning Organization (MPO) for Lee County to certify that planning requirements are being met. From May 14–16, staff from FHWA and FTA will be here in Lee County to review the MPO's transportation planning process: how it identifies and plans for future transportation programs and projects, identifies sources of funding, and involves the public in decision-making.

The 2014 review will include identification of key planning emphasis topics, a desk audit of Lee MPO planning products, and a public meeting on May 15. The public meeting will include a presentation and opportunity for face-to-face discussions with MPO staff members and the certification team as well as formal public comment.

In addition, comment from the public on the Lee County MPO planning process will also be received at the MPO Board meeting on May 16th at 9:00 am at Cape Coral City Council Chambers 1015 Cultural Parkway Blvd., Cape Coral or in writing through June 16th 2014 via mail P.O. Box 150045, Cape Coral 33915 or email at dscott@leempo.com

Concluding these efforts, the Federal Team will prepare their findings and make a presentation to the MPO at a future meeting.

Learn more about the Federal Certification Process

To learn more about the federal certification review process, visit:

[Federal Certification Primer](http://www.planning.dot.gov/Documents/Primer/intro_primer.asp) http://www.planning.dot.gov/Documents/Primer/intro_primer.asp

For more information: Don Scott, dscott@leempo.com or 239-330-2241

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 Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@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 Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

PRESENTATION AND UPDATE ON THE LAND USE SCENARIO PROJECT

DISCUSSION ITEM:

The MPO is currently undertaking an intensive effort to explore alternative ways the county could grow that would reduce or shorten vehicle trips and increase other travel options. Identifying future land use patterns as alternative scenarios will allow the MPO and citizens of Lee County to evaluate the costs and benefits of different patterns. In June, the MPO Board will select a preferred land use scenario, which will become the basis of the future transportation vision in the MPO's forthcoming 2040 Long Range Transportation Plan (LRTP).

Over the last several months the Consultant team has been analyzing the results, conducting the public engagement process and drafting the reports. The Consultant team will be at the meeting to provide a summary of the results of the study to date.

Public review through MetroQuest

After completion of the technical evaluation using INDEX, public input was solicited from residents and landowners using an online survey. The survey asked participants to choose and rank their highest priorities and to rate each scenario. The survey and its results are summarized here; further details are in Appendix B.

The survey was created using MetroQuest, a well-established tool for evaluating complex scenarios. MetroQuest is highly visual, with interactive displays that let participants learn about potential priorities and review the technical evaluation of the scenarios before being asked to rank each scenario.

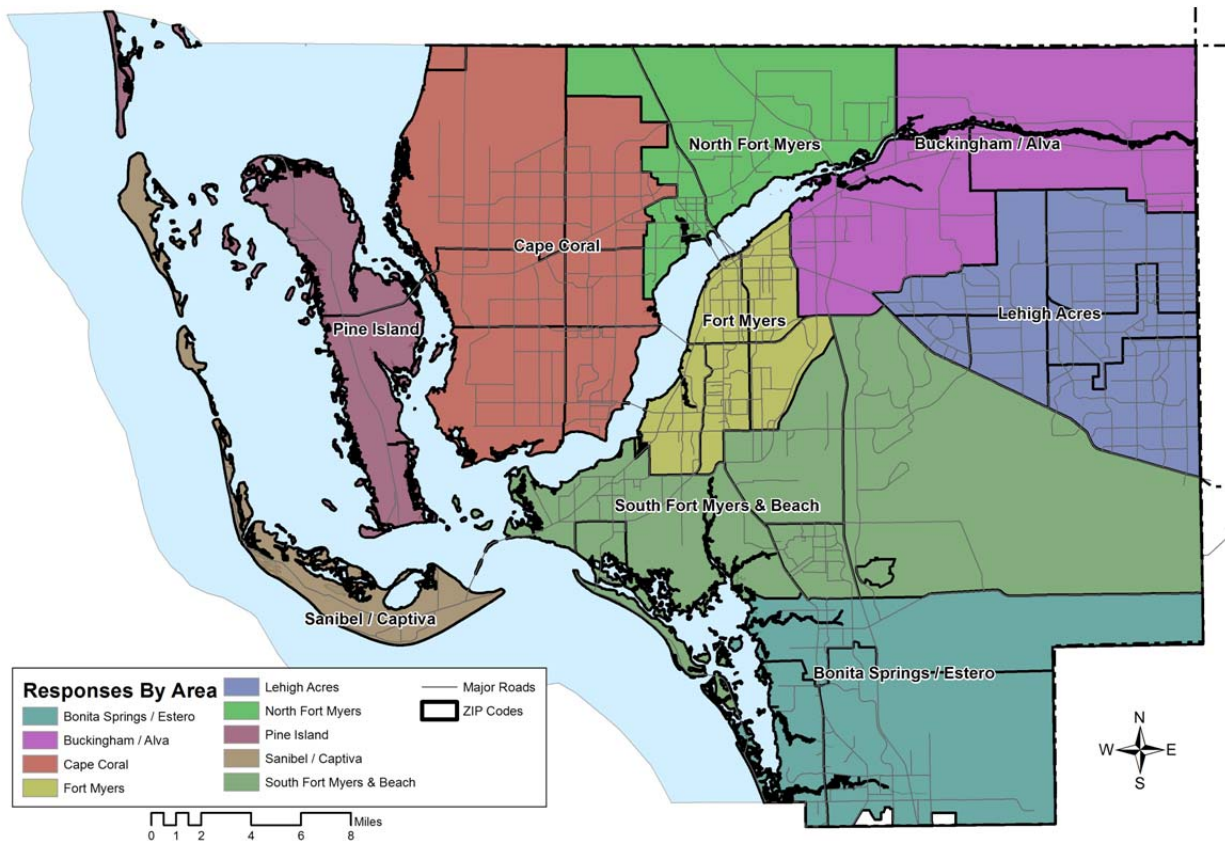
Participation in the Survey -- The survey was available for six weeks in early 2014. Participants were actively solicited via web links and e-mail distribution lists from Lee County government, its five cities, all chambers of commerce, schools, hospitals, and the MPO's own distribution list. Flyers were posted in libraries and on local buses. Social media links were used to solicit additional input.

The survey was completed by 1,227 individuals. Each was required to provide their home zip code, which allowed the results to be compiled by geographic area (see map below).

Participants could volunteer information about their age and occupation, allowing some tabulations using that information. A significant majority were over 55. Those under 24 participated the least, despite considerable effort to reach this group. Of the 66% who listed an occupational status, just over half worked outside their home, a third were retired, and 12% worked from home. Less than five percent were students, unemployed, or visitors.

The survey elicited a strong response compared to standard public input methods for transportation planning. The survey generated over 18,500 data points from 1,227 participants, including over 900 written comments, many of them quite detailed.

This survey was not a scientific poll and did not use formal sampling techniques. Participation was voluntary and thus caution is advised regarding how well this survey represents the overall perspectives of all Lee County residents.



Priorities – Survey participants began by viewing a list of eleven priorities that they might see as important for the future. Each priority represented a numerical measure from the INDEX model or from GIS analysis. A description of each priority was provided, along with the data that was being measured (as shown in the chart below). Each participant was asked to select their personal top five priorities and rank each from #1 to #5.

The bar chart at the bottom of this page summarizes the priority rankings from each community, with the top five priorities county-wide highlighted in yellow:

1. **Walking and Bicycling**
2. **Water Conservation**
3. **Less Driving**
4. **Preserve Rural Land**
5. **Access to Transit**

Diverse Housing Options

(ratio of total number of multi-family homes to total number of homes)

Homes come in many shapes and sizes; price and location also vary. With a wider selection of housing types, residents can choose that which suits them the best during different periods of their lives.

Homes on Large Lots

(amount of rural and suburban areas that would have homes on large lots)

Extra living and yard space found in more rural or suburban areas is appealing, particularly to families with children.

Walking and Bicycling

(intersections per square mile)

Neighborhoods with small block sizes create an environment that is safer and easier for walking and bicycling. Being able to walk and bike more places increases travel options and reduces miles traveled in cars.

Access to Transit

(development focused along major corridors and commercial nodes)

Public transit is important to those who cannot or prefer not to drive. Focusing development along major corridors and commercial nodes helps transit work efficiently.

Less Driving

(home-based vehicle miles travelled per person, per day)

Compact neighborhoods with a blend of jobs, schools and shops can reduce the miles a person must drive. This can affect time spent in traffic, air quality, and energy consumption.

Less Coastal Development

(new homes in designated coastal high hazard areas)

Homes near the coast are appealing and in high demand. However, those homes are susceptible to storm damage, can impact the natural environment, and are vulnerable to rising sea levels.

Water Conservation

(water use in gallons per home, per day)

A growing population will require more water. Multi-family homes use less water than single-family homes due to lawn size. Outdoor irrigation is a major factor in water use.

Grow in Undeveloped Areas

(amount of rural areas that would be developed)

Rural uplands offer new opportunities to grow. However, the cost of extending roads and utilities to new areas is often greater than the new tax revenue generated.

Reduce Greenhouse Gas

(tons of CO₂ emissions per home, per year)

Car exhaust contributes a large proportion of greenhouse gas emissions which have significant impacts that could impact the climate, sea level rise, and public health.

Preserve Rural Land

(amount of rural areas that would remain rural)

Rural lands include agricultural land and undeveloped, natural resources such as wetlands and wildlife habitats. Rural lands can provide jobs, healthy ecosystems, and recreational opportunities.

Access to Jobs & Shopping

(number of residents near major employment and shopping centers)

Jobs and shopping being close to home is convenient. This can reduce transportation costs, and offer more opportunities to find rewarding work.

Priority Ranking	Bonita Springs	B'ham/Alva	Cape Coral	Fort Myers	Lehigh Acres	North Fort Myers	Pine Island	S. Fort Myers & Beach	Sanibel/Captiva	Overall
1	walking and bicycling	walking and bicycling	access to jobs/shopping	walking and bicycling	access to transit	preserve rural land	preserve rural land	walking and bicycling	walking and bicycling	walking and bicycling
2	water conservation	access to transit	walking and bicycling	access to jobs/shopping	access to jobs/shopping	access to transit	water conservation	water conservation	less coastal development	water conservation
3	less driving	less driving	less driving	access to transit	less driving	less driving	reduce ghg	less driving	preserve rural land	less driving
4	access to jobs/shopping	water conservation	water conservation	less driving	walking and bicycling	water conservation	less coastal development	access to transit	water conservation	preserve rural land
5	access to transit	preserve rural land	access to transit	preserve rural land	preserve rural land	access to jobs/shopping	walking and bicycling	less coastal development	less driving	access to transit
6	less coastal development	access to jobs/shopping	preserve rural land	water conservation	grow in undeveloped	walking and bicycling	access to transit	access to jobs/shopping	access to transit	less coastal development
7	diverse housing	diverse housing	less coastal development	diverse housing	less coastal development	less coastal development	homes on large lots	preserve rural land	reduce ghg	access to jobs/shopping
8	preserve rural land	less coastal development	diverse housing	less coastal development	water conservation	diverse housing	access to jobs/shopping	diverse housing	access to jobs/shopping	reduce ghg
9	reduce ghg	reduce ghg	reduce ghg	reduce ghg	reduce ghg	reduce ghg	diverse housing	reduce ghg	diverse housing	diverse housing
10	grow in undeveloped	grow in undeveloped	homes on large lots	grow in undeveloped	diverse housing	homes on large lots	grow in undeveloped	homes on large lots	grow in undeveloped	grow in undeveloped
11	homes on large lots	homes on large lots	grow in undeveloped	homes on large lots	homes on large lots	grow in undeveloped	less driving	grow in undeveloped	homes on large lots	homes on large lots

Scenario scoring by survey participants -- After participants had ranked their top five priorities, they were presented with a map of each land use scenario. The list of priorities was shown next to each map, with that participant's five top priorities listed first. The technical score for each priority was symbolized by either:

- a red left-facing arrow, meaning this scenario scored poorly regarding that particularly priority; or
- a green right-facing arrow, meaning this scenario scored well regarding that particularly priority.

The length of the red and green arrows approximates the level of negative or positive effect on that priority.

A short description of each scenario was presented above the map, with a link to a more detailed description. The maps could be enlarged or reduced in size. Participants were then asked to rate each scenario on a scale of 1 to 5 stars, 1 being the lowest score and 5 being the highest, according to their own viewpoints.

An image from the MetroQuest survey is shown below; it is an example of one participant's view of the "Filling In" scenario map, with that participant's own priorities shown at the top of the priority list.



- Average of TRANSIT-FOCUSED
- Average of FILLING IN
- Average of SPREADING OUT

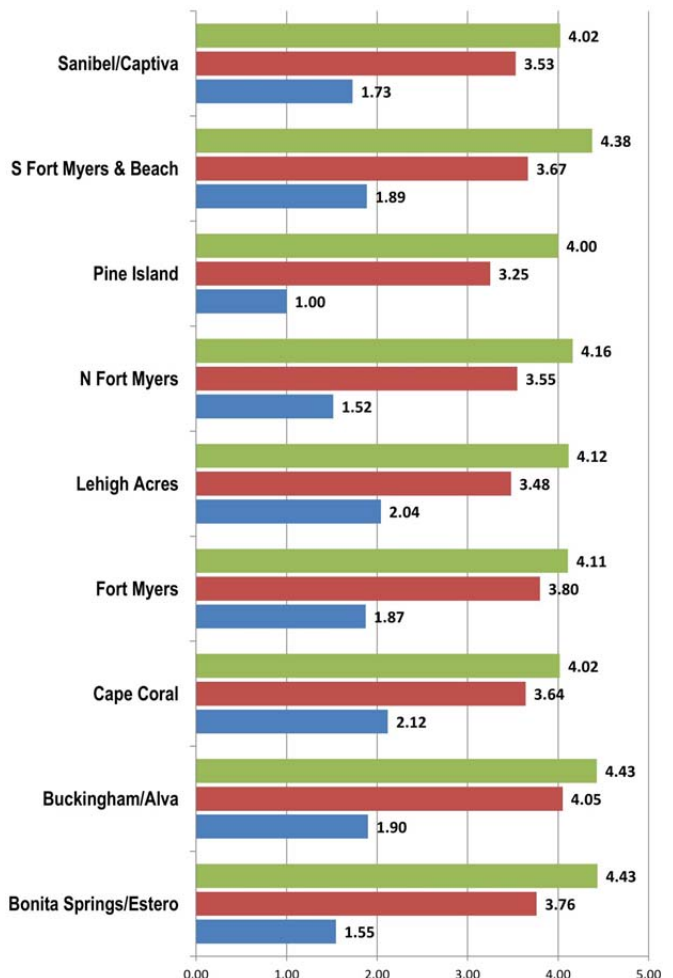
Scenario Ranking By Community --

The results are summarized below. The bar charts below break down the scenario rankings by community.

Spreading Out – 57% of participants gave this scenario 1 star and another 17% gave it 2 stars; 5% of respondents gave it 5 stars. The county-wide average of the scores was 1.85. The scores for each community are shown with a blue bar.

Filling In – This scenario received a better response. More than 56% of respondents gave this scenario a 4- or 5-star rating, while only 13% gave it a 1- or 2-star rating. The county-wide average of the scores was 3.63.

Transit-Focused – This scenario received the best response from every community. More than half of the respondents gave this scenario 5 stars, with only 10% of respondents giving 1- or 2-star ratings. The county-wide average of the scores was 4.12.



DISCUSSION ON THE CHANGES TO THE TD PROGRAM DUE TO MEDICAID PROGRAM CHANGES

Discussion Item:

As of June 1, 2014, Good Wheels Inc. will no longer be the sole provider of Medicaid trips in Lee County. They will only provide Medicaid Prescribed Pediatric Extended Care (PPEC) for special needs children.

In 2011, the Florida Legislature, Part IV of Chapter 409, created a new program called Statewide Medicaid Managed Care (SMMC). Because of this program, the Agency for Health Care Administration (AHCA) will need to change how some individuals receive their health care from the Florida Medicaid Program.

There are two different parts that make up the SMMC program:

- The Managed Medical Assistance (MMA) Program
- The Long-term Care (LTC) Program

Medicaid recipients who qualify and become enrolled in MMA will receive all health care services (other than long-term care) from a managed care plan. Medicaid recipients who qualify and become enrolled in LTC will receive long-term care services from a Long-term Care managed care plan.

Florida's SMMC program is changing the way Medicaid health care services are provided. This means that Medicaid members will receive their health care services through a managed care plan. The MMA plans will now cover many services, including transportation.

There are four MMA providers in AHCA Region 8 (Lee County is in Region 8):

- Integral
- Prestige Health Choice
- Staywell / Wellcare
- Sunshine Health

MEDICAID PROGRAM STATUS/UPDATE
LEE LCB MEETING MARCH 7, 2014

A). Background:

State Legislature passed Medicaid funding reforms in 2011

(Attached) 1-3

B). Timing of Transition:

Region 8 (Incl Lee, Glades, Hendry) Effective June 1, 2014

(Attached) 4-8

C). Coordinated Transportation statewide system (some 30 years)

(Attached) 9

D). Post Transition:

AHCA provides 85% of Medicaid transportation

(Attached) 10-11

A Snapshot of the Florida Medicaid Managed Medical Assistance Program

Statewide Medicaid Managed Care (SMMC) Managed Medical Assistance Program (MMA)

- ❖ The Florida Medicaid program is implementing a new system through which Medicaid enrollees will receive services. This program is called the Statewide Medicaid Managed Care Managed Medical Assistance program.
- ❖ The Managed Medical Assistance program is comprised of several types of managed care plans
 - Health Maintenance Organizations
 - Provider Service Networks
 - Children's Medical Services Network
- ❖ Most Medicaid recipients must enroll in the MMA program.

Who is NOT required to participate?

- ❖ The following individuals are NOT required to enroll, although they may enroll if they choose to:
 - Medicaid recipients who have other creditable health care coverage, excluding Medicare
 - Persons eligible for refugee assistance
 - Medicaid recipients who are residents of a developmental disability center
 - Medicaid recipients enrolled in the developmental disabilities home and community based services waiver or Medicaid recipients waiting for waiver services

Who is NOT eligible to participate?

- ❖ The following individuals are NOT eligible to enroll:
 - Women who are eligible only for family planning services
 - Women who are eligible through the breast and cervical cancer services program
 - Persons who are eligible for emergency Medicaid for aliens
 - Children receiving services in a prescribed pediatric extended care center

When will the Managed Medical Assistance program begin?

- ❖ The Managed Medical Assistance Program is expected to begin in May 2014.
- ❖ The rollout schedule is as follows:

Rollout Schedule	
Regions	Enrollment Date
2, 3 and 4	May 1, 2014
5, 8 and 8	June 1, 2014
10 and 11	July 1, 2014
1, 7 and 9	August 1, 2014

What region am I in?

Region	Counties
1	Escambia, Okaloosa, Santa Rosa, and Walton
2	Bay, Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Madison, Taylor, Wakulla, and Washington
3	Alachua, Bradford, Citrus, Columbia, Dixie, Gilchrist, Hamilton, Hernando, Lafayette, Lake, Levy, Marion, Putnam, Sumter, Suwannee, and Union
4	Baker, Clay, Duval, Flagler, Nassau, St. Johns, and Volusia
5	Pasco and Pinellas
6	Hardee, Highlands, Hillsborough, Manatee, and Polk
7	Brevard, Orange, Osceola, and Seminole
8	Charlotte, Collier, DeSoto, Glades, Hendry, Lee, and Sarasota
9	Indian River, Martin, Okeechobee, Palm Beach, and St. Lucie
10	Broward
11	Miami-Dade and Monroe

When will I be notified and be required to enroll?

- ❖ Approximately 60 days prior to each region's start date, eligible Medicaid recipients will receive a letter with information about the managed care plans in the region and information on how to enroll.
- ❖ Eligible recipients who must enroll will have a minimum of 30 days from the date they receive their welcome letter to choose from the plans available in their region.
- ❖ Enrollees will have 90 days after enrollment to change to a different plan if they so choose.

What MMA Standard (Non-Specialty) plans are available in my region?

	1	2	3	4	5	6	7	8	9	10	11
Amerigroup					X	X	X				X
Better Health	X					X				X	
Coventry											X
First Coast Advantage				X							
Humana	X					X			X	X	X
Integral						X		X			
Molina							X		X		X
Preferred Medical											X
Prestige		X	X		X	X	X	X	X		X
SFCN										X	
Simply											X
Sunshine			X	X	X	X	X	X	X	X	X
United Health			X	X			X				X
Staywell		X	X	X	X	X	X	X			X

Note: Formal protest pending in Region 11 for MMA Standard plans.

What are MMA Specialty plans?

- ❖ Five companies were selected to provide specialty plans that will serve populations with a distinct diagnosis or chronic condition. These plans are tailored to meet the specific needs of the specialty population.
- ❖ Information on each specialty plan will be available in the choice counseling information provided in each region that the specialty plans are available.

What do I have to do to choose a Managed Medical Assistance plan?

- ❖ Choice counselors are available to assist recipients in selecting a plan that best meets their needs. This assistance will be provided by phone. In-person visits are also available by request for recipients with special needs.
- ❖ Recipients can also enroll online at: www.flmedicalmanagedcare.com.



[Youtube.com/AHCAFlorida](https://www.youtube.com/AHCAFlorida)



[Facebook.com/AHCAFlorida](https://www.facebook.com/AHCAFlorida)

[Twitter.com/AHCA_FL](https://twitter.com/AHCA_FL)



A Snapshot of the Florida Medicaid Managed Medical Assistance Program

Can I change my MMA plan once I make a selection?

- ❖ Recipients are encouraged to work with a choice counselor to choose the managed care plan that best meets their needs.
- ❖ After joining a plan, the recipient has 90 days to change to another plan offered within their region.
- ❖ After the 90-day deadline, recipients may only change plans for good cause reasons.
- ❖ After the initial 12-month period, recipients may change plans during an open enrollment period.

What Medicaid covered services are provided under the Managed Medical Assistance program?

Minimum Covered Services	
Advanced registered nurse practitioner services	Laboratory and imaging services
Ambulatory surgical treatment center services	Medical supply, equipment, prostheses and orthoses
Assistive Care Services	Mental health services
Birth center services	Nursing care
Chiropractic services	Optical services and supplies
Dental services	Optometrist services
Early periodic screening diagnosis and treatment services for recipients under age 21	Physical, occupational, respiratory, and speech therapy
Emergency services	Podiatric services
Family planning services and supplies (some exception)	Physician services, including physician assistant services
Healthy Start Services (some exceptions)	Prescription drugs
Hearing services	Renal dialysis services
Home health agency services	Respiratory equipment and supplies
Hospice services	Rural health clinic services
Hospital inpatient services	Substance abuse treatment services
Hospital outpatient services	Transportation to access covered services

What benefits not otherwise covered by Medicaid are available from MMA plans?

List of Expanded Benefits	Amerigroup	Better	Coverity	First Coast	Humana	Integral	Medina	Preferred	Prestage	SFCN	Simply	Staywell	Sunshine	United
Adult dental services	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Adult hearing services	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Adult vision services	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Art therapy	Y			Y	Y							Y	Y	
Equine therapy												Y	Y	
Home health care for non-pregnant adults	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Influenza vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Medically related lodging & food	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Newborn circumcisions	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Nutritional counseling	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Outpatient hospital services	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Over the counter medication and supplies	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Pet therapy	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Physician home visits	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Pneumonia vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Post-discharge meals	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Prenatal/Perinatal visits	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Primary care visits for non-pregnant adults	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Shingles vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Waived co-payments	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

NOTE: Details regarding scope of covered benefit may vary by managed care plan.

Will my MMA plan continue the services I am receiving now?

- ❖ The new plan is required to continue existing services for up to 60 days, OR until the enrollee's primary care practitioner or behavioral health provider reviews the enrollee's treatment plan.

What providers will be included in the Managed Medical Assistance plans?

- ❖ Managed Medical Assistance plans may limit the providers in their networks based on credentials, quality indicators, and price but they must include the following statewide essential providers:

Statewide MMA Program Required Essential Network Providers	
Faculty Plans of Florida Medical Schools	Regional Perinatal Intensive Care Centers (RPICCS)
Specialty Children's Hospitals	Health Care Providers serving Medically Complex Children, as determined by the State.

- ❖ Plans must have a sufficient provider network to serve the needs of their plan enrollees, as determined by the State.

Additional Qualified Providers Under the MMA Program include:

Anesthesiologists	Cardiologists
Cardiovascular Surgeons	Chiropractors
Dermatologists	Endocrinologists
Gastroenterologists	General Dentists
General Surgeons	Infectious Diseases
Midwives	Nephrologists
Neurologists	Neurosurgeons
Obstetrics/Gynecologists	Oncologists
Ophthalmologists	Optometrists
Oral Surgeons	Orthodontists
Orthopedic Surgeons	Otolaryngologists
Pathologists	Pediatric Primary Care Providers and Specialists
Podiatrists	Pedodontists
Pulmonologists	Rheumatologists
Therapists	Urologists
Pharmacies	Board Certified or Board Eligible Psychiatrists
Licensed Practitioners of the Healing Arts	Inpatient Substance Abuse Detoxification Units
Fully Accredited Psychiatric Community Hospitals or Crisis Stabilization Units (CSU)/ Freestanding Psychiatric Specialty Hospitals	

Where can I find more information?

- ❖ Visit our SMMC website at: <http://ahca.myflorida.com/SMMC>
- ❖ Email questions about the program to: FLMedicaidManagedCare@ahca.myflorida.com
- ❖ Keep up to date by signing up to receive program updates at <http://ahca.myflorida.com/SMMC>. Click the red "Sign Up for Program Updates" box on the right hand side of the page.

3

Hospitals in cities to take big Medicaid hit

Associated Press

MIAMI — Large Miami-area hospitals serving many Medicaid patients and unions are expected to be hard hit under a new funding law.

The Miami Herald reported on Sunday that Miami's Jackson Memorial Hospital could face \$340 million in cuts after the law takes effect in July.

Jackson Memorial serves more uninsured and Medicaid patients than any other hospital in Florida.

Lawmakers passed the Medicaid funding reforms in 2011 with the intent of making the statewide distribution of funds more equitable.

Under the new law, health care providers throughout the Miami-Dade area will lose about \$218 million in funding.

That would be fairly catastrophic," Carlos Migoya, chief executive officer of Jackson Memorial, said. "We're at a point

right now where we are fairly efficient. It's not like we have a whole lot of extra fat to cut."

State lawmakers believe the state should rework the law.

Rep. Matt Hudson, R-Naples, played a key role in the 2011 Medicaid reform but believes now that his law had some unintended consequences.

"It would really, really put a dent on some of the major treatment facilities in the state, be it trauma facilities or otherwise, and that would be a problem," he said.

And Hudson said that the law takes away the incentive for communities to raise taxes for health care facilities

"This is the opposite of Robin Hood. It is stealing from the poor to give to the rich."

REP. JOSE FELIX DIAZ, R-Miami

because there is no guarantee that the money would stay in that community.

Rep. Jose Felix Diaz, R-Miami, said repealing the new law is a priority for Miami-area legislators.

"This is the opposite of Robin Hood. It is stealing from the poor to

give to the rich." Broward County is among several counties that will gain funding

under the plan, but officials at Broward's largest hospitals said they do not support the changes.

Memorial Healthcare System Chief Executive Officer Frank Sacco said he is especially con-

cerned about the effect the changes will have on Jackson Memorial

"Why would we want to devastate the largest safety net provider in the state of Florida," he said. "We wouldn't want it to happen to us. We understand that we need to hold the line on this one."

Examples of Letters Sent to Recipients:

Pre-welcome: A short letter to let recipients know that the Medicaid program is changing and that they should watch their mail for more information. This is sent four months prior to the start date of Statewide Medicaid Managed Care in the recipient's region.

Welcome: A packet of information sent when it is time for the recipient to choose a managed care plan. It contains a letter inviting the recipient to choose a plan, instructions how to choose, the deadline, and the plan to which they will be assigned if they do not choose. It also contains a brochure describing the program and information about the managed care plans in their region. This is sent two month prior to the start date of Statewide Medicaid Managed Care in the recipient's region.

Reminder: This letter is sent approximately one month before the deadline to choose a plan. It is sent to all recipients who have not yet made a choice of plan. The letter reminds them to pick a plan by the deadline, lists the plan to which they will be assigned if they do not choose, and instructs them how to choose

Approximately 60 days prior to each region's start date, eligible Medicaid recipients will receive a letter with information about the managed care plans in the region and information on how to enroll. Eligible recipients who must enroll will have a minimum of 30 days from the date they receive their welcome letter to choose from the plans available in their region. Enrollees will have 90 days after enrollment to change to a different plan if they so choose.

*Link to AHCA Calendar of Events and Training http://ahca.myflorida.com/Medicaid/statewide_mc/index.shtml#NEWS

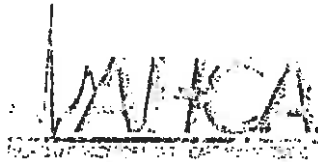
Estimated Rollout Dates:

Regions 2, 3 and 4

Wed Jan. 1, 2014	Pre-Welcome Letter
Mon. Feb. 17, 2014	Welcome Letter
Mon. Mar. 24, 2014	Reminder Letter
Thur. Apr. 17, 2014	Last day to choose a plan
Thur. May 1, 2014	SMMC Managed Medical Assistance Program Begins

REGION 8
LEE
GLADES, Hernando
FEB 3
MAR 24
APR 21
MAY 22
JUN 1

4



RICK SCOTT
GOVERNOR

ELIZABETH DUDEK
SECRETARY

February 17, 2014

Dear Stakeholder:

Florida's Managed Medical Assistance (MMA) program is designed to implement a new statewide managed care delivery system that will improve outcomes, improve consumer satisfaction, reduce and control costs. In 2011, the Florida Legislature established the MMA program as a component of the Statewide Medicaid Managed Care (SMMC) program in Part IV of Chapter 409, Florida Statutes. The MMA program will build upon the successful elements of the previous Medicaid Reform demonstration while incorporating stronger protections for consumers as well as higher standards and more significant positive and negative incentives for managed care plans.

During implementation of the MMA program, the Agency will focus on four key objectives, with meeting these objectives constituting a successful rollout.

- o First, the rollout in each region must preserve continuity of care. This entails, to the greatest extent possible, that recipients can keep their current primary care provider and their current prescriptions, and no recipient will have an ongoing course of treatment interrupted.
- o Second, the plans in the rollout must have sufficient and accurate networks under contract and taking patients, so as to allow an informed choice of plans for recipients and the ability to make appointments.
- o Third, the plans in the rollout must have the ability to pay providers fully and promptly to preclude any provider cash flow or payroll issues. This includes giving providers ample opportunity to learn and understand each plan's prior authorization procedures.
- o Finally, the choice counseling call center and website operated by the Agency's contracted enrollment broker must be able to handle the volume of recipients engaged in plan choice at any one time.

February 6, 2014 marked an important milestone for the rollout of the MMA program, with the signing of contracts with all participating management care plans. We have now reached another important milestone. Today, the Agency begins sending "welcome letters" to Medicaid recipients in Regions 2, Region 3 and Region 4 eligible for the MMA program. This recipient notice will contain pending plan assignments for all recipients required to be enrolled in the MMA program effective May 1, 2014. Attached are copies of correspondence to recipients for your information, including the following notices:



- o Notice to Newly Eligible Mandatory Recipients
- o Notice to Newly Eligible Voluntary Recipients
- o Notice to Mandatory Recipients transitioning from a participating plan
- o Notice to Voluntary Recipients transitioning from a participating plan
- o Notice to Mandatory Recipients transitioning from a non-participating plan
- o Notice to Mandatory Recipients transitioning from a non-participating plan

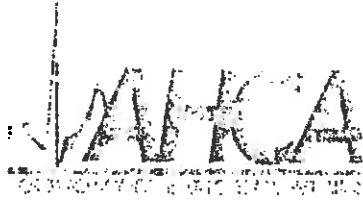
Please be aware that certain individuals may inadvertently receive welcome letters. This includes individuals who have incorrect address information, including county of residence, on file with the Department of Children and Families. Other individuals who may be voluntary for, or even excluded from, MMA program participation may also receive incorrect mailing due to the absence of accurate program eligibility information on file. Should you encounter any recipient that you may believe received MMA enrollment material in error, please do not hesitate to contact your local Medicaid office. Attach is a listing of contact information for each Medicaid office. Staff are available to assist recipients throughout this transition process.

The Agency greatly appreciates the collaboration from all stakeholders during the implementation of the MMA program. We will continue our concerted focus on those areas and processes that directly impact the objectives constituting a successful rollout of the MMA program including continuity of care processes, provider network development and payment, and the plan's staffing and staff training. The Agency looks forward to continued cooperation as we complete the MMA program roll-out and go forth to improve coordination and patient care while fostering fiscal responsibility in Florida's Medicaid program

Sincerely,

Melanie Brown-Woofter
Director of Community Outreach
Division of Medicaid





RICK SCOTT
GOVERNOR

ELIZABETH DUDEK
SECRETARY

<PAYEE NAME>
<ADDR-LINE1>
<ADDR-LINE2>
<CITY> <STATE> <ZIP CODE>

0000000123



<LETTER DATE>

Florida is changing the way that Medicaid health care services are provided. Most Medicaid recipients will receive their health care services through the Managed Medical Assistance (MMA) program. The MMA program is part of Statewide Medicaid Managed Care.

Our records show that your current plan <current plan name> will not serve in the MMA program. Your current plan will end <dynamic date=last date before region go live>. You will need to choose a new plan for your health care services.

To gain quicker access to your case, please use the following security PIN to enroll: <PIN#>

Step 1: Look

Look at the information in this packet. It includes:

- information on the MMA program
- a list of the plan(s) in your region
- a list of the extra benefits offered by the plan(s)
- the steps you need to take to join a plan
- how to enroll online or by phone
- answers to frequently asked questions

You can also find this same information online at: www.flmedicaidmanagedcare.com

Step 2: Choose

You must choose your MMA plan by <dynamic cut-off date>.

Name	Medicaid #
<Name>	<Medicaid ID>

For each person, you will need:

- birth date and
- either the Medicaid number or Social Security Number.

Step 3: Enroll

Online

OR

Call

www.flmedicaidmanagedcare.com

Please note: If you choose to enroll online you will need to use the Security PIN above. The PIN must be used along with your Medicaid ID or Gold Card number.

Toll-free at 1-877-711-3662 to talk to a choice counselor or request to meet with a choice counselor.

For additional information, please see the brochure in your packet.

IMPORTANT: If you do not choose, we will place those listed in Step 2 in the MMA plan below.

Plan Name: <Managed Medical Assistance Plan> Plan Start Date: <effective date>

Until your MMA plan start date, you will continue to receive services as you do now from your current plan.

You have rights to change plans. See the back for Your Rights to Change Plans.



Toll-free Helpline: 1-877-711-3662, TTY/TDD users ONLY call 1-866-467-4970 or visit www.flmedicaidmanagedcare.com

Call Center Hours: Monday-Thursday - 8 a.m. - 8 p.m.; Friday - 8 a.m. - 7 p.m.

If you need Choice Counseling materials in large print, audio or Braille, call the Helpline.

Si ou bezwen informasion un Kreyol, tanpris rele: 1-877-711-3662.

YOUR RIGHTS TO CHANGE PLANS

Once you are enrolled in your plan, you will have 90 days to change plans. If you want to pick a different plan, you must pick that plan by <90-day cutoff>. After this date, if you want to change your plan, you can do so once a year during a special time called Open Enrollment. Before your Open Enrollment period begins, you will receive a reminder letter and information about your plan choices.

If you want to change plans at a time other than during Open Enrollment, you must have a state-approved good cause reason. For more information or to find out if you have a good cause reason, call 1-877-711-3662 or visit www.flmedicaidmanagedcare.com.

Select Year: 2013

The 2013 Florida Statutes

Title XXX

Chapter 427

[View Entire Chapter](#)

SOCIAL WELFARE

SPECIAL TRANSPORTATION AND COMMUNICATIONS SERVICES

427.011 Definitions.—For the purposes of ss. [427.011-427.017](#):

- (1) "Transportation disadvantaged" means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in s. [411.202](#).
- (2) "Metropolitan planning organization" means the organization responsible for carrying out transportation planning and programming in accordance with the provisions of 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3).
- (3) "Agency" means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit transportation service-providing agency.
- (4) "Transportation improvement program" means a staged multiyear program of transportation improvements, including an annual element, which is developed by a metropolitan planning organization or designated official planning agency.
- (5) "Community transportation coordinator" means a transportation entity recommended by a metropolitan planning organization, or by the appropriate designated official planning agency as provided for in ss. [427.011-427.017](#) in an area outside the purview of a metropolitan planning organization, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.
- (6) "Transportation operator" means one or more public, private for-profit, or private nonprofit entities engaged by the community transportation coordinator to provide service to transportation disadvantaged persons pursuant to a coordinated system service plan.
- (7) "Coordinating board" means an advisory entity in each designated service area composed of representatives appointed by the metropolitan planning organization or designated official planning agency, to provide assistance to the community transportation coordinator relative to the coordination of transportation services.
- (8) "Purchasing agency" means a department or agency whose head is an ex officio, nonvoting adviser to the commission, or an agency that purchases transportation services for the transportation disadvantaged.
- (9) "Paratransit" means those elements of public transit which provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon by the user and provider of the service. Paratransit service is provided by taxis, limousines, "dial-a-ride," buses, and other demand-responsive operations that are characterized by their nonscheduled, nonfixed route nature.
- (10) "Transportation disadvantaged funds" means any local government, state, or available federal funds that are for the transportation of the transportation disadvantaged. Such funds may include, but are not limited to, funds for planning, Medicaid transportation, administration, operation, procurement, and maintenance of vehicles or equipment and capital investments. Transportation disadvantaged funds do not include funds for the transportation of children to public schools.
- (11) "Coordination" means the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient, and reduces fragmentation and duplication of services.
- (12) "Nonsponsored transportation disadvantaged services" means transportation disadvantaged services that are not sponsored or subsidized by any funding source other than the Transportation Disadvantaged Trust Fund.

History.—ss. 1, 9, ch. 79-180; s. 4, ch. 80-414; ss. 1, 3, ch. 84-56; ss. 1, 14, ch. 89-376; s. 57, ch. 90-306; s. 5, ch. 91-429; s. 82, ch. 92-152; s. 63, ch. 94-237; s. 2, ch. 2008-203.

Transitioning Non Emergency Medicaid Transportation Services in the Managed Medical Assistance Program

In 2011, the Florida Legislature established the Managed Medical Assistance (MMA) program as part of the Statewide Medicaid Managed Care program in Part IV of Chapter 409, Florida Statutes. In part, the MMA program requires Managed Care Organizations to provide covered services, which includes Non Emergency Medicaid Transportation (NEMT), to Medicaid recipients enrolled in managed care plans. However, Managed Care Organizations do not provide services to all Medicaid recipients. The Commission for the Transportation Disadvantaged (CTD), through its Subcontracted Transportation Providers (STPs), will provide NEMT services to Medicaid recipients who are excluded from participating in managed care, authorized to voluntarily opt out of managed care, or have not yet enrolled in managed care.

On May 1, 2014 the Agency for Health Care Administration (AHCA) will begin phasing-in the implementation of the MMA program. See Table 1 below for the Implementation Schedule.

Implementation Schedule		
Enrollment Date	Regions	Counties
May 1	2	Bay, Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Madison, Taylor, Wakulla, Washington
May 1	3	Alachua, Bradford, Citrus, Columbia, Dixie, Gilchrist, Hamilton, Hernando, Lafayette, Lake, Levy, Marion, Putnam, Sumter, Suwannee, Union
May 1	4	Baker, Clay, Duval, Flagler, Nassau, St. Johns, Volusia
June 1	5	Pasco, Pinellas
June 1	6	Hardee, Highlands, Hillsborough, Manatee, Polk
June 1	8	Charlotte, Collier, DeSoto, Glades, Hendry, Lee, Sarasota
July 1	10	Broward
July 1	11	Miami-Dade, Monroe
August 1	1	Escambia, Okaloosa, Santa Rosa, Walton
August 1	7	Brevard, Orange, Osceola, Seminole
August 1	9	Indian River, Martin, Okeechobee, Palm Beach, St. Lucie

Table 1

Contract Amendments

On May 1, 2014, the CTD will begin implementing the MMA program. Before implementation, the CTD will amend the contracts of the STPs providing NEMT services in the counties making the transition on May 1. The CTD will continue to roll-out amended STP contracts before the various implementation dates until the transition is complete on August 1.

The AHCA will issue a new contract to the CTD effective September 1, 2014. This contract should contain changes to the terms and conditions, reporting requirements, performance measures, etc. Once the CTD receives the new contract, the CTD will write new contracts with

each STP incorporating information from the new contract with AHCA, as well as information contained in the amendment. The CTD will know more of these changes as we work with AHCA throughout the Spring and Summer of 2014.

Contract amendments will contain two major changes from the current fixed price (fixed fee) Agreement. First, the populations of Medicaid Beneficiaries are fewer and the numbers of potential Medicaid recipients needing NEMT services are significantly less. Under the amended contracts the STPs will provide NEMT services to transportation-eligible Medicaid recipients who are excluded from participating in, authorized to voluntarily opt out of, or have not yet enrolled in managed care. The eligibility categories with their respective Medicaid population are –

Excluded: Children receiving services in a prescribed pediatric extended care center (PPEC).

Voluntary:

- Medicaid recipients who have other creditable health care coverage, excluding Medicare.
- Medicaid recipients enrolled in the home and community based services waiver pursuant to chapter 393 needing transportation to a non-waiver Medicaid compensable service, and Medicaid recipients waiting for waiver services. (Persons with Developmental Disabilities)

Mandatory: Medicaid eligible persons not enrolled in a plan.

Gate keeping requirements from the current contract will remain the same. Using CTDFL, the STP will be responsible for determining if a Medicaid recipient is eligible for NEMT services through the CTD contract before providing a trip. The CTD is working with AHCA to determine what specific information will be available from CTDFL. If the information from CTDFL shows the person is not eligible for NEMT services through the CTD, then the STP shall refer the person to Choice Counseling. The number for Choice Counseling will be available in CTDFL.

The second major change in the amendment will be the method of payment. The amendment will change the current fixed price (fixed fee) Agreement to a capitated model that pays STPs based on per-member, per-month (PMPM) rates for each eligibility category. The eligibility categories will be Excluded (PPEC), Voluntary and Mandatory. The AHCA will annually adjust the rates based on historical utilization and spending data, projected forward, and adjusted to reflect the eligibility category, region, and clinical risk profile of the recipients. So, the annual adjustments of rates will be based on utilization and cost information in the Encounter Data system. Therefore, future rates are dependent upon capturing accurate Encounter data.

The AHCA will provide the CTD PMPM rates for each eligibility category by AHCA region. The CTD, after assessing a five percent fee from each category to pay for administrative costs,

(11)

(ETC)

**REVIEW OF THE DRAFT FY 2014/2015 – FY 2018/2019
TRANSPORTATION IMPROVEMENT PROGRAM**

DISCUSSION ITEM:

Enclosed on the CD is the draft FY 2014/2015 - FY 2018/2019 Transportation Improvement Program (TIP) for the Board's review and to start the 30 day public review process prior to final approval by the Board on June 20, 2014. In addition, the MPO is currently transitioning the TIP to be web based where it will be easier to search for projects, run specific reports and provide better mapping capabilities. Staff will provide an overview of the new online TIP capabilities at the MPO Board meeting.

MPOAC MEETING UPDATE

Discussion Item:

The MPO staff and Councilman Burch will give an overview of the MPOAC meeting that was held in Tallahassee on April 24, 2014. Attached is the MPO Planning funds distribution based on the new population data and the addition of the new MPO areas in Florida.

**Florida Metropolitan Planning Organization Advisory Council
Short Summary of 2014 State Transportation Legislation Passed**

May 6, 2014

HB 7175 General Transportation Bill

- Provides the Florida Transportation Commission the oversight authority over the Mid-Bay Bridge Authority
- Repeals the Florida Statewide Passenger Rail Commission
- Creates s.332.007(10) authorizing FDOT to fund strategic airport investment projects at up to 100 percent of the project cost
- Authorizes FDOT to improve and maintain roads that are part of the county road system or city street system if they provide access to a state park
- Authorizes FDOT to enter into a concession agreement with a not-for-profit entity or private sector business for commercial sponsorship displays on multi-use trails and related facilities. Proceeds can be used for maintenance of such facilities
- Amends terms and conditions under which FDOT may sell or lease properties acquired for transportation rights-of-way
- Authorizes FDOT to solicit investors willing to enter into agreements to purchase the revenue stream from one or more existing FDOT leases for wireless communication facilities
- Metropolitan Planning Organizations
 - Increases the MPO governing board maximum voting membership from 19 to 25 members
 - Provides that, with the exception of instances in which all county commissioners in a single-county MPO are members of an MPO governing board, county commissioners must compose at least one-third of the MPO governing board membership (County commissioners shall compose not less than 20 percent of the MPO membership if an official of an agency that operates or administers a major mode of transportation has been appointed to an MPO). For multi-county MPOs, the one-third county commission membership requirement may be satisfied by any combination of county commission members from each of the different counties
 - Authorizes general purpose local governments serving on an MPO to include one member who represents a group of general purpose local governments through an entity created by an MPO for that purpose
 - Authorizes, rather than requires, providing governing board membership to authorities or other agencies that perform transportation functions but which are not under the jurisdiction of a general purpose local government
 - Authorizes the Florida MPO Advisory Council to establish bylaws by action of its governing board or to adopt rules pursuant to the Administrative Procedures Act

- Amends provisions regarding mitigation and requires FDOT to consider using credits from a permitted mitigation bank before projects are identified for inclusion in a Water Management District Plan
- Creates s. 479.024 relating to commercial and industrial parcels and provides that signs shall only be permitted by FDOT in commercial and industrial zones, as determined by local government unless otherwise provided in Ch. 479, F.S.
- Directs the Florida Transportation Commission to conduct a study by October 31, 2014 of the potential for the state to obtain revenue from any parking meters or other parking time-limit devices that regulate designated parking spaces located within or along the right-of way limits of a state road

SB 2514 and SB 218 (Sec. 4) Interconnected Multi-Use Trails

- Authorizes FDOT to use appropriated state revenues from the State Transportation Trust Fund to support the establishment of a statewide system of interconnected multi-use trails and to pay the cost of planning, land acquisition, design, and construction costs of trails and related facilities
- Funding priority given to projects identified by the Florida Greenways and Trails Council as a priority within the Florida Greenways and Trails System
- Upon completion of construction, the trail must be operated and maintained by an entity other than FDOT
- FDOT is not obligated to provide funds for operation and maintenance of the trail

HB 343 Car-Sharing Services

- A member of a car-sharing service who uses a motor vehicle for less than 24 hours shall pay a rental car surcharge of \$1 per usage in place of the \$2 per day or any part of the day surcharge imposed upon the lease or rental of a motor vehicle

SB 392 State Speed Zones

- Raises the maximum allowable speed limit on certain highways and authorizes, but does not require FDOT to increase the speed limit on certain type roadways, subject to the new maximum limits
- Directs FDOT to determine the minimum speed limit on certain highways

SB 230 Orlando-Orange County Expressway Authority

- Re-names the Orlando-Orange County Expressway Authority (OOCEA) as the Central Florida Expressway (CFX) and expands the area served to include Seminole, Lake, and Osceola Counties, in addition to Orange County
- Provides for transfer of governance and control of the OOCEA to the CFX including the composition of the governing body. Transfers the governance and control of the Osceola County Expressway Authority to the CFX on December 31, 2018

SB 102 Relating to Drivers Leaving the Scene of a Crash

- Creates the “Aaron Cohen Life Protection Act” requiring the driver of a vehicle involved in a crash that results in serious bodily injury to a person to immediately stop the vehicle and remain at the scene of the crash

HB 7005 General Highway Safety Bill

- Revises the Move-Over Act to add sanitation vehicles and utility service vehicles
- Expands the entities that are authorized to conduct autonomous vehicle testing to include research organizations associated with accredited educational institutions
- Requires the Department of Highway Safety and Motor Vehicles to conduct study on the effectiveness of ignition interlock devices as an alternative to driver license suspension by January 1, 2015
- Prohibits a bus from stopping to load or unload passengers in manner that impedes traffic if there is a reasonable means for the bus to stop parallel to the travel lane

INFORMATION AND DISTRIBUTION

- a. FDOT Roadwatch Report



For Immediate Release
May 2, 2014

JoAnn May, 239-225-1900
joann.may@dot.state.fl.us

***** ROADWATCH REPORT #18***
FOR WEEK OF SUNDAY, MAY 4, 2014**

Fort Myers --- This weekly report is prepared by Florida Department of Transportation (FDOT) to inform the public about upcoming road work in Southwest Florida. Below are the work schedule and lane closure locations for major state road projects.

Motorists are reminded to wear safety belts and drive with caution, courtesy, common sense, and patience as they travel through work zones. Remember, speeding fines are doubled in work zones.

TO OBTAIN A COPY OF THE WEEKLY ROADWATCH REPORT, LOG ONTO:

<http://www.dot.state.fl.us/publicinformationoffice/D1/news/newsreleases/default.shtm>

As a reminder, travelers can visit www.FL511.com or dial “511” from their phone to learn about traffic conditions on major roadways across the state.

If you know before you go, you can plan accordingly and save time and money.

CHARLOTTE COUNTY

US 41/SR 45 from Harborview Road to Sherry Street: Maintenance permit project: Motorists should expect the northbound shoulder closed for crews to install pipe and construct a driveway. Drivers are asked to use caution.

COLLIER COUNTY

US 41 at Pelican Marsh Boulevard: Construction project: Work on this project includes installing pedestrian features and upgrades to meet current ADA standards, connecting existing sidewalks to ramps, installing signal back plates, and pavement markings. The contractor is installing silt fence for the purpose of erosion control, installing construction signs, mobilizing construction equipment and setting up maintenance of traffic. Motorists are advised to use caution and watch for construction workers in the construction zone. Project completion is expected in spring 2014. The contractor is Traffic Control Devices, Inc.

I-75/Alligator Alley Rest Area at mile marker 63: Construction project: Work continues to build two recreational access areas adjacent to the Big Cypress National Preserve backcountry trails, replace the existing rest area, build a new public safety center and water treatment plant, and upgrade the existing wastewater treatment plant.

- THE ENTIRE REST AREA IS CLOSED UNTIL PROJECT COMPLETION, ESTIMATED FALL 2014. ALL FACILITIES (including the picnic area, parking, restrooms or potable water) are unavailable. Entrance and exit ramps at mile marker 63 are open for motorists to turn around if needed. FDOT cautions motorists to remain clear of the construction zone and be aware of construction vehicles entering/exiting the roadways around the rest area. Signs are posted to advise motorists of this closure. The rest area at mile marker 34 is open.

Expected project completion is fall 2014. The design/build contractor is Stantec/Wright Construction Group.

US 41 (Tamiami Trail East) from SR 951 to Greenway Road: Construction project: Crews continue work to expand two-lane US 41 to six lanes from SR 951 to Joseph Lane and to four lanes from Joseph Lane to Greenway Road. A 30-foot median will separate northbound and southbound travel lanes. The project also includes a 10-foot multi-use pathway along southbound travel lanes and a six-foot sidewalk parallel to northbound lanes. Median openings spaced throughout the project allow for left turns and U-turns. Crews also replace the traffic signal at Manatee Road. Crews are also relocating utilities and hauling embankment. FDOT cautions motorists to be aware of construction vehicles and equipment enter and exit the roadway. The contractor expects to complete work by fall 2016. The design/build team is Wantman Group Inc. /Ajax Paving Industries of Florida, LLC.

US 41 from north of Audubon Boulevard to south of Bonita Beach Road: Maintenance permit project: Motorists should expect the outside southbound lane closed during nighttime/overnight hours from 8 p.m., Tuesday, May 6 to 5 a.m., Wednesday, May 7 for crews to replace power poles. Motorists should use caution and expect slow moving traffic as crews work in the roadway.

SR 84/Davis Boulevard from west of Radio Road to Santa Barbara Boulevard: Construction project: Crews have expanded the road to six lanes, added sidewalk, bike lanes, and street lights, and constructed a noise wall. A new traffic pattern is in place and all six travel lanes are now open to traffic. Motorists should expect daily, intermittent lane shifts for crews to add final striping to the road. Please use caution when traveling throughout the work zone as well as when entering and exiting the roadway. Expected project completion is spring 2014, weather permitting. The contractor is Guymann Construction.

SR 84 (Davis Boulevard) from Florida Club Circle to Falling Waters Boulevard: Construction project: Crews will be installing light pole bases, pull boxes and underground conduits along both sides of Davis Boulevard. Motorist should expect lane closures from 9 a.m. to 4 p.m. and 7 p.m. to 6 a.m. for this work. Drivers are asked to use caution and expect delays. Motorists should expect construction equipment entering/exiting the roadway. The contractor expects work to be completed by summer 2014. Contractor is American Lighting and Signalization, Inc.

SR 84 (Davis Boulevard) from County Barn Road/Glen Eagle Boulevard to Whitten Drive: Maintenance permit project: Crews are finishing work to rehabilitate a pump station. Travel lanes and sidewalk are open. Expected completion is spring 2014.

DESOTO COUNTY

US 17 from south of SW Collins Street in Fort Ogden to County Road 760A south of Nocatee: Construction project: Work is underway to expand US 17 to four lanes. Work includes clearing land for two new travel lanes to the east of the existing US 17 travel lanes and drainage activities. Expect intermittent lane closures northbound and southbound on US 17 between SW Hull Road and CR-760A and on SW Beard Street east of US 17 while crews are working. Motorists should be aware of work vehicles entering and exiting the roadway during the week. Motorists should also observe the posted speed limit and drive with caution. Expected project completion is the end of 2015. The contractor is Ajax Paving.

US 17 from Magnolia Street to Hickory Street: Maintenance project: Crews are cleaning storm drains. No lane closures are expected. Motorists should use caution and expect possible delays.

GLADES COUNTY

State Roadways (US 27, SR 78, & SR 29): Maintenance contract project: Crews will be restriping lines and repairing damaged guardrail on state roadways during daytime hours Monday through Friday. Motorists should expect slow moving traffic and possible delays.

SR 78 from Indian Prairie Canal to Okeechobee County line: Maintenance project: Crews will be trimming trees along the roadway. No lane closures are expected. Motorists should use caution as crews work near the roadway.

SR 78 from Herbert Hoover Dike to Canal Boat Ramp: Construction project: Crews are preparing the shoulders for sod. Motorists should watch for flaggers directing traffic throughout the project, be prepared to stop and add additional time in their schedule to reach their destination. Improvements on this project include removing and replacing the existing asphalt, widening the roadway in several locations, adding shoulders, replacing guardrail, adding or replacing drainage pipe beneath some driveways, replacing mailboxes and signing and pavement markings. Expected completion is fall of 2014. The contractor is Lawrence Lynch Corp.

HENDRY COUNTY

State Roadways (US 27, SR 80, & SR 29): Maintenance contract project: Crews will be working in state roadways. Workers will stripe the road with a slow-moving operation during nighttime/overnight hours of 7 p.m. to 5 a.m., weather permitting. Crews will install reflective pavement markings and repair damaged guardrail during daytime hours. Motorists should expect slow moving traffic and possible delays.

SR 80 from Lee County line to Fort Denaud Road: Maintenance project: Crews will be trimming trees along the eastbound roadway. Motorists should use caution as crews work near the roadway.

SR 80 from Park Lane to Huggetts Road: Maintenance permit project: Motorists should expect periodic closures of the westbound lane during daytime hours for crews to build a driveway. Motorists should to use caution while workers are near the roadway.

SR 80 from Park Lane to Lashley Street: Maintenance permit project: Motorists should expect the westbound lane closed periodically from 9 a.m. to 4 p.m. for crews to replace light poles. Drivers should use caution as crews work near the roadway.

SR 80 from Birchwood Parkway to Dalton Lane: Construction project: Project expands five miles of existing roadway from two lanes to four lanes. Crews construct two new 12-foot lanes to the south of existing roadway, install drainage and build new bridges over the C1 Canal. Two-lane traffic is shifted to the south on the newly constructed lanes. Crews are reconstructing the Birchwood Parkway intersection on the north and south sides of SR 80 and paving driveways on SR 80. Motorists should expect intermittent lane closures. Flaggers will direct traffic during this construction. Drivers should use caution and expect possible delays. Motorists also should expect trucks entering and exiting the roadway throughout the project. The contractor expects to complete work by summer 2014. The contractor is C.W. Roberts Contracting, Inc.

SR 29 bridge over Caloosahatchee River: Maintenance project: Motorists should expect lane closures during the nighttime/overnight hours of 9 p.m. to 5 a.m. Wednesday, May 7 and Thursday, May 8. Flaggers will direct drivers. Motorists should use caution as crews work on the bridge.

SR 29 from G Road to SR 80: Maintenance permit project: Motorists should expect the westbound lane closed periodically from 9 a.m. to 4 p.m. for crews to replace light poles. Drivers should use caution as crews work in the roadway.

LEE COUNTY

State Roadways (SR 31, SR 78, SR 80, SR 82, SR 865, SR 867, SR 884 and US 41):

Maintenance project: Crews will be sweeping curb and gutter on state roadways. Motorists can expect lane closures during the nighttime/overnight hours of 8 p.m. to 5 a.m., weeknights, weather permitting.

Lee County Traffic Management System (TMS): Construction project: Work continues to install fiber optics communications cable and transmission equipment, closed-circuit television cameras, and roadside sensors at 61 intersections. Crews are testing and revising data communications between existing ITS components and the Lee County traffic operations center. Workers are installing controller cabinets, cameras and vehicle detection system components. Drivers should expect nightly intermittent lane closures at various locations during the nighttime/overnight hours of 9 p.m. to 5 a.m. Sunday, May 4 through Friday, May 9. Estimated project completion is fall 2014. The contractor is Traffic Control Devices, Inc.

I-75 -- Airport Direct Connect from south of the Alico Road interchange (#128) to south of the Daniels Parkway interchange (#131): Construction project: Work continues to build a direct connection from I-75 to the Southwest Florida International Airport. The job adds new lanes parallel to I-75 from south of the Alico Road interchange to Daniels Parkway interchange. The contractor will construct a bridge over I-75 and Treeline Avenue/Ben Hill Griffin Parkway connecting the interstate to the airport.

Work at Southwest Florida International Airport entrance:

- Airport traffic arriving from the south now uses the new northbound to eastbound ramp from Ben Hill Griffin Parkway/Treeline Avenue in to the airport. Traffic exiting the airport to the north now uses the new westbound to northbound ramp to Ben Hill Griffin Parkway/Treeline Avenue. **Traffic entering from the south and exiting to the north must yield when turning right.** Motorists should slow down and use caution at this intersection.
- Motorists should expect periodic nighttime/overnight lane closures between the hours of 9 p.m. to 5 a.m. on Treeline Avenue/Ben Hill Griffin Parkway and entering/exiting the airport along Terminal Access Road for crews to work in the roadway and drive piles for the new bridge from I-75. Variable message boards will notify motorists of the closures.

Work along I-75

Motorists should expect lane closures on I-75 during the nighttime/overnight hours of 9 p.m. to 5 a.m., and expect the outside southbound exit only lane at Alico Road (exit #128) closed during daytime and nighttime hours. These closures allow crews to widen the roadway and continue work on the bridge over I-75. Motorists should be aware of slow moving traffic and possible delays.

- During daytime hours crews are constructing the bridge over I-75, constructing new lanes parallel to the interstate and installing guardrail throughout the project. Motorists need to use caution while crews and vehicles work near the interstate. Drivers are asked to be aware of slow moving traffic as construction vehicles enter/exit the interstate.
- Crews continue digging ponds and placing fill to build new lanes and roadways. Motorists should be aware of construction vehicles and equipment entering/exiting Ben Hill Griffin Parkway/Treeline Avenue near the airport entrance and Terminal Access Road. Construction vehicles are also using Three Oaks Parkway, Alico Road and Corkscrew Road.

PLEASE DRIVE WITH CARE. Variable message boards will notify motorists of lane/roadway closures. Estimated project completion is spring 2015. The design/build contractor is Stantec/Prince.

I-75 from Luckett Road to SR 80 and SR 80 interchange: Construction project: This project expands I-75 to six lanes, adds transition lanes and makes improvements at the SR 80 interchange.

- The contractor is completing final items. Drivers should expect southbound and northbound lane closures during the nighttime/overnight hours of 9 p.m. to 5 a.m., Monday, May 5 through Wednesday, May 7, weather permitting.
- Crews are finishing lighting and permanent sign installation along SR 80/Palm Beach Boulevard and Louise Street.

A reduced 60 MPH speed limit on I-75 is posted throughout the project limits. Speeding fines are doubled when workers are present. Drivers should pay attention to traffic signs and barricades throughout the construction project, stay alert, and use caution in the work zone. Estimated completion is early 2014. The contractor is Ajax Paving Industries.

I-75 from north of SR 80 to south of SR 78: Construction project: This project expands I-75 adding new travel lanes, transition lanes and shoulders. Bridge crews are driving pile, building concrete structures, pouring bridge deck and paving. **Motorists should expect one northbound lane closed from 9 p.m. Tuesday May 6 until 5 a.m. Wednesday, May 7 from Popash Creek to SR 78.** Drivers should pay attention to traffic signs and barricades throughout the construction project, stay alert, and use caution in the work zone. A reduced 60 MPH speed limit is posted throughout the project limits. Speeding fines are doubled when workers are present. Estimated completion is fall 2015. The contractor is The de Moya Group/Leware Construction Company joint venture.

I-75 from SR 78 to Charlotte County line: Construction project: This project expands I-75 to six lanes. Roadway crews are scheduled to install guardrail, remove barrier wall and attenuators at the bridges and continue paving. Motorists should expect lane closures during the nighttime/overnight hours of 7:30 p.m. to 5:30 a.m.

Motorists should expect partial and full roadway closures on SR 78/Bayshore Road, during nighttime/overnight hours of 7:30 p.m. to 5:30 a.m. Sunday, May 4 through Friday, May 9 for crews to paint the new bridge girders on the I-75 bridges over SR 78/Bayshore Road, weather permitting

- Motorists traveling eastbound on SR 78 or exiting I-75 south at SR 78/Bayshore Road (exit #143) wishing to head east, must use I-75 south to exit at SR 80/Palm Beach Boulevard (exit #141), re-enter I-75 northbound to exit at SR 78/Bayshore Road (exit #143).
- Drivers traveling westbound on SR 78 or exiting I-75 north at SR 78/Bayshore Road (exit #143) planning to head west, must use I-75 north to exit at Tuckers Grade (exit #158), re-enter I-75 southbound to exit at SR 78/Bayshore Road (exit #143).

Signs will mark the detours. Law enforcement will be on-site. Drivers should pay attention to traffic signs and barricades throughout the construction project, maintain a safe speed, stay alert, and use caution in the work zone. Estimated completion is summer 2014. The contractor is Ajax Paving Industries.

US 41 from Constitution Boulevard to Sanibel Boulevard: Maintenance permit project: Motorists should expect weekday nighttime/overnight lane closures from 9 p.m. to 6 a.m. for crews to construct a driveway and turn lane. Drivers are asked to use caution in this area.

US 41 from College Parkway to Crystal Drive: Maintenance permit project: Motorists should expect daytime lane closures from 9 a.m. to 4 p.m. weekdays for crews to complete a driveway connection and sidewalk. The contractor expects to complete work by June 2014. FDOT asks drivers to use caution as crews work near the roadway.

US 41 at Colonial Boulevard (SR 884): Construction project: Crews will be installing new pedestrian signals and ramps, constructing new curb and gutter, and resurfacing the intersection. Motorists can expect intermittent lane closures on US 41 during the nighttime/overnight hours of 11 p.m. to 6 a.m. and on Colonial Boulevard during the nighttime/overnight hours of 11 p.m. to 5 a.m. Drivers should use caution when traveling throughout the work zone. The contractor expects to complete work by fall 2015. The contractor is Florida Safety Contractors, Inc.

US 41 (Cleveland Avenue) at Winkler Avenue: Construction project: Crews will replace signal arms over the roadway and reconstruct existing sidewalk, curb and gutter at the intersection. This project also adds a new pedestrian crosswalk across Cleveland Avenue south of Winkler Avenue and resurfaces the intersection. Motorists should expect lane closures during nighttime/overnight hours of 8 p.m. to 6 a.m. Drivers should use caution as crews work near the roadway. The contractor expects to complete work by summer 2014, weather permitting. The contractor is Highway Safety Devices, Inc.

US 41 at south end of Caloosahatchee Bridge: Maintenance contract project: Motorists should expect nighttime/overnight lane closures from 7 p.m. to 5 a.m., weekdays for crews to replace thermoplastic striping, weather permitting. Drivers should use caution as crews work in the roadway.

US 41 from Business 41 to Del Prado Boulevard: Maintenance project: Crews will be repairing drainage pipe near the roadway during daytime hours, Monday through Friday. Motorists should be aware of construction vehicles enter/exit the roadway. Drivers should use caution while crews are working near the roadway.

US 41 from Littleton Road to the Charlotte County line: Construction project: Crews begin a project this week to resurface the roadway from Business 41 to the Charlotte County line. The job includes building drainage improvements, installing street lighting at intersections, and adding bicycle lanes. The project also builds a sidewalk on the west side of US 41 from Littleton Road to south of Del Prado Parkway. Work this week includes installing erosion control and construction signs. FDOT advises drivers to use caution as crews begin work in this area. Estimated project completion is end of 2014. The contractor is Ajax Paving Industries of Florida, LLC.

SR 82 (Dr. Martin Luther King, Jr. Boulevard) at Veronica S. Shoemaker Boulevard: Construction project: Crews are widening the roadway, resurfacing the intersection, and installing drainage improvements. Motorists should expect nighttime/overnight lane closures from 7 p.m. to 6 a.m. FDOT advises drivers to use caution and watch for construction workers and equipment in the construction zone. Estimated project completion is summer 2014. The contractor is Community Asphalt Corporation.

SR 82 (Dr. Martin Luther King Jr. Boulevard) from River Trent Court to Daniels Parkway: Maintenance contract project: Motorists should expect nighttime/overnight lane closures weekdays from 7 p.m. to 5 a.m., weekdays for crews to replace thermoplastic striping, weather permitting. FDOT asks drivers to use caution as crews work in the roadway.

SR 82 from US 41 to Michigan Link Avenue: Maintenance contract project: Motorists should expect nighttime/overnight lane closures from 7 p.m. to 5 a.m., weekdays for crews to replace thermoplastic striping, weather permitting. FDOT asks drivers to use caution as crews work in the roadway.

SR 739/Metro Parkway from Winkler Avenue to Hanson Street: Construction project: Work is underway to expand Metro Parkway to six lanes, expand one-half mile of Evans Avenue to three lanes northbound just south of Hanson Street, and build a new six-lane Metro Parkway bridge that crosses over the railroad tracks, Ten Mile Canal, and Palm Avenue. The roadway connects directly to Evans Avenue and Fowler Street (with a connection for southbound Fowler Street drivers who may choose to use Metro Parkway southbound). Work currently includes roadway and bridge construction, drainage and relocating utilities.

Motorists should expect intermittent lane closures during nighttime/overnight on Metro Parkway between Warehouse Road and Winkler Avenue. Motorists are to use caution and expect trucks to be entering and leaving the roadway. The contractor expects to complete work in summer 2015. The contractor is Conalvias USA.

SR 739/Business 41 from Littleton Road to US 41: Construction project: Work continues to expand Business 41 to four lanes from Littleton Road to US 41. Crews will build two new 11-foot lanes in each direction separated by a 44-foot grass median. The project also adds highway lighting, sidewalk, and bike lanes and builds a new drainage system to manage water running off the roadway. Crews also will replace the traffic signal at Laurel Drive. Currently the contractor is installing drainage structures, placing embankment, excavating a pond and installing street lighting and sidewalk at various locations along the project during daytime hours. Work continues to install the new signal at Laurel Drive. Drivers are also advised that the contractor is placing curb in some driveways during daylight hours, weather permitting. Businesses and residences will have access throughout the project. FDOT advises pedestrians that sidewalk may be closed in some areas. Motorists should look out for pedestrians and bicyclists along Business 41, obey flagging operations, observe posted speed limits and drive with caution in the construction zones. The contractor expects to complete work in spring 2015. The contractor is Wright Construction Group.

SR 31 Bridge (Wilson Pigott drawbridge) over Caloosahatchee River: Maintenance project: Motorists should expect lane closures during the nighttime/overnight hours of 9 p.m. to 5 a.m. Sunday, May 4 through Tuesday, May 6 for crews to complete bridge maintenance, weather permitting. A flagger will maintain two-way traffic. Please drive with care.

SR 80 from East Riverside Drive to Oasis Way: Maintenance permit project: Motorists should expect the westbound outside lane closed beginning Tuesday, May 6 for crews to complete drainage work. Drivers should be aware of crews working in the roadway and expect slow moving traffic.

SR 78 from McDowell Road to I-75: Maintenance contract project: Motorist should expect lane closures weekdays from 9 a.m. to 5 p.m. for crews to resurface the roadway. Estimated project completion is June 2014. Motorists should expect delays.

SR 78/Pine Island Road from west of Burnt Store Road to west of Chiquita Boulevard:

Construction project: Work is underway to expand the roadway to four lanes with outside four-foot paved bike lanes and roadside swales. Work also includes building two stormwater ponds and construction of new eastbound travel lanes. Motorists should expect delays as crews construct the right-turn lane on Pine Island Road onto northbound Burnt Store Road. Please use caution when traveling throughout the work zone as well as when entering and exiting the roadway. Project completion is expected in fall of 2014, weather permitting. The contractor is Ajax Paving Industries of Florida, LLC.

SR 78/Bayshore Road from McDowell Road to I-75: Maintenance permit project: Motorists should expect lane closures during the nighttime/overnight hours of 9 p.m. to 5 a.m. Monday through Friday, for crews to build a turn lane and install drainage and curb, weather permitting. Drivers should use caution as crews work near the roadway.

Please call 239-225-1900, if you no longer need to receive RoadWatch.