



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

District School Board of Collier County Dr. Martin Luther King Jr Administration Center
5775 Osceola Trail
Naples, Florida 34109-0919

**October 17, 2014
9:00 a.m.**

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

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

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

- 1. Call to Order/Roll Call**
- 2. Election of a Chairperson**
- 3. Pledge of Allegiance**
- 4. Joint CAC Report**
- 5. Joint TAC Report**
- 6. Public Comments on items not on the Agenda**
- 7. Approval of the Agenda**
- 8. Reports and Presentations**
 - A. Update on the Coast to Coast Connector Trails
 - B. Presentation on the Transportation Regional Incentive Program (TRIP) and Strategic Intermodal System (SIS) Program
 - C. Presentation on the FDOT District One and Statewide Freight Initiatives
 - D. Update on 2040 Long Range Transportation Plans for Collier MPO and Lee County MPO
- 10. Florida Department of Transportation Report**
- 11. Transit Update**
- 12. Members' Comments**
- 13. Information Items (No Discussion)**
- 14. Adjournment of Joint MPO meeting**

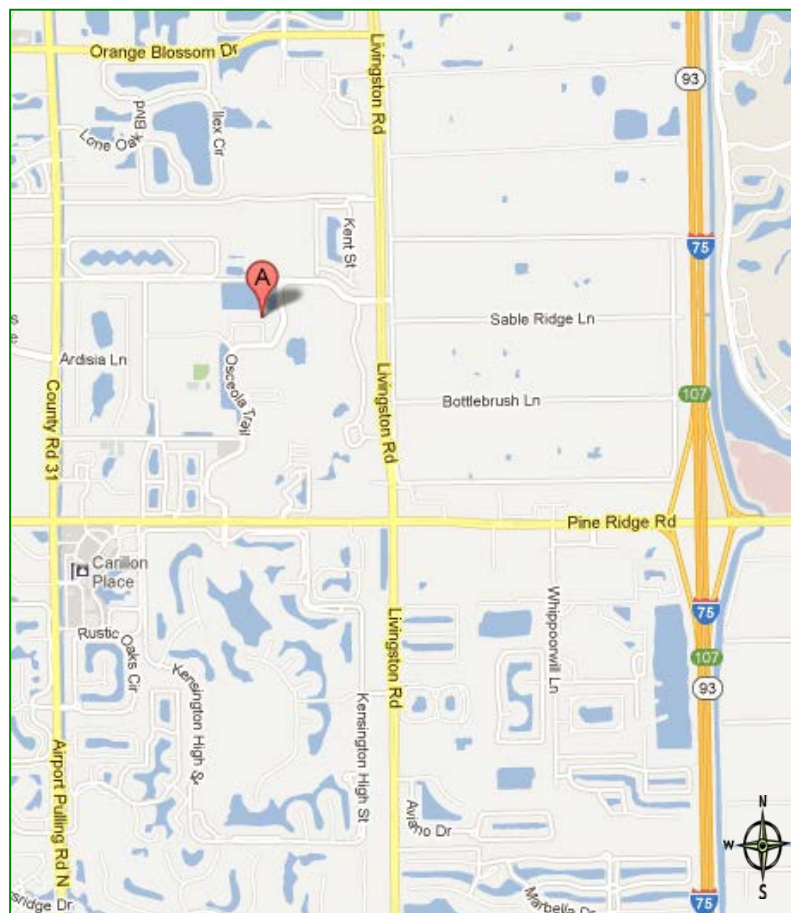
DIRECTIONS TO JOINT COLLIER/LEE METROPOLITAN PLANNING ORGANIZATION BOARD MEETING

District School Board of Collier County
Dr. Martin Luther King Jr. Administration Center
5775 Osceola Trail
Naples, Florida 34109-0919

October 17, 2014
9:00 A.M.

Directions to the Dr. Martin Luther King Jr. Administration Center from Lee County heading South.

From I-75 Exit 107 Pine Ridge Road turn west onto Pine Ridge Road and drive for 1.5 miles past Livingston Road. Turn north onto Osceola Trail. Follow Osceola Trail until you reach the Dr. Martin Luther King Administration Center on the left.



UPDATE ON THE COAST TO COAST CONNECTOR TRAILS

DISCUSSION ITEMS:

Mr. W. Dale Allen, President of Florida Greenways & Trails Foundation will give a presentation on the success of the Coast to Coast Connector Trail and the future regional trails that are under-development around Florida. Of special interest to this region are the Southwest Coast Connector and the River of Grass Greenway projects.

ATTACHMENT:

1. The C2C Connector and Orlando Sentinel Article

Subscribe

Share

Past Issues

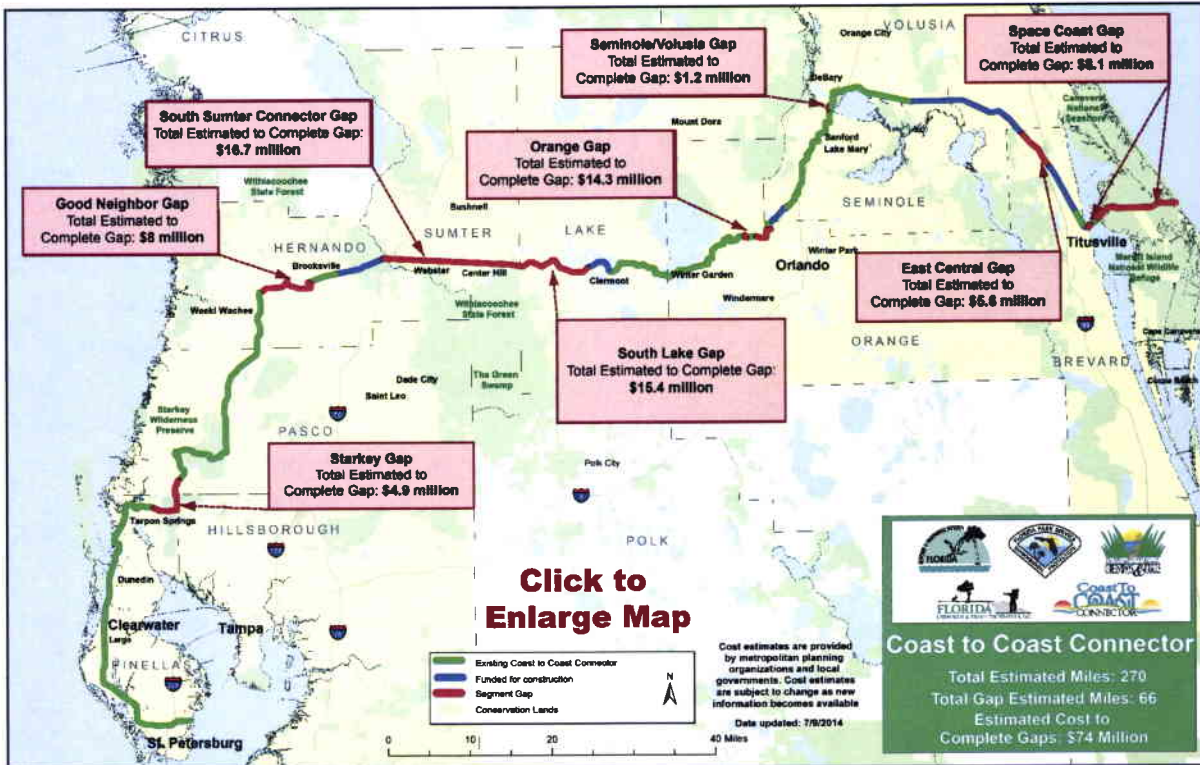
Trans

[View this email online](#)

TWEET SHARE



September 11, 2014



THE C2C CONNECTOR

Published by: Florida Greenways & Trails Foundation

Transportation Transformation



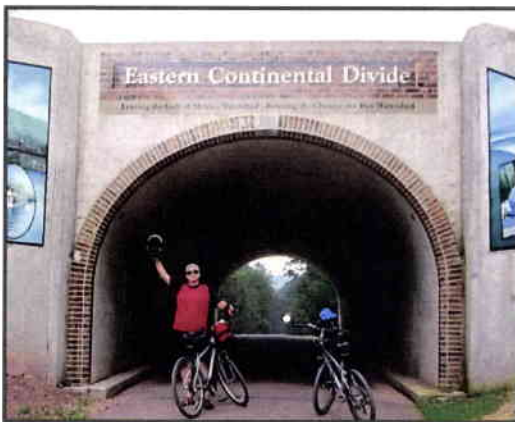
By W. Dale Allen
President, Florida Greenways & Trails Foundation

Trails are happening *everywhere*. Across the country old rail corridors, once abandoned, are



now being revived by pedestrian- and bicycle-friendly trails. Civic leaders are discovering the power of these paved, non-motorized paths to dramatically improve the economic vitality of their urban areas. Long distance regional trails such as the [Great Allegheny Passage](#) from Pittsburgh to D.C. and the [KATY trail](#) in Missouri are attracting visitors from all over the country and improving the quality of life for residents along the trail.

Yes, I was lucky enough to go *trail discovering* with my wife this summer. From two wheels to two feet, we cruised around the Rocky Mountain States, including a stop in Idaho and western Canada. Both of us have heard much about our nation's trail transformation but meeting the people responsible for its development and seeing the boon for local businesses proved that trails **do** shape the physical, economic and environmental health of its communities.



Dale Allen on his recent cycling trip across the country.

As for our next outdoor vacation? Expect us to stay close to home – biking, walking and even skateboarding – from St. Petersburg to Cape Canaveral. We look forward to the day when the “Van Fleet” and “Spring to Spring” trails are household names.

Florida is at the threshold of a 21st century transportation transformation. Join the C2C movement!





\$15.9 million in C2C funding - Where does the money go?

With his signature on the state budget, Florida Governor Rick Scott approved \$15.9 million in funding for the Coast to Coast Connector project in the 2014-15 fiscal year. The money has been allocated to 11 trail segments in nine counties in various phases of development:

Feasibility Study or Right-of-Way acquisition Phase

- Sumter County: South Sumter Connector Gap (\$350,000)
- Lake County: South Lake Gap (\$1.5 million)

Project Development and Environmental Study (PD&E) / Design Phase

- Pasco County: Starkey Gap (\$460,000)
- Hernando County: Good Neighbor Gap (\$1 million)
- Lake/Sumter Counties: South Lake Gap (\$1.3 million)
- Orange County: Orange Gap, segment 1 (\$530,000)
- Orange County: Orange Gap, segment 2 (\$1.1 million)
- Seminole & Volusia Counties: Seminole/Volusia Gap (\$100,000)
- Brevard County: Space Coast Gap, local segment (\$100,000)

Design/Build and Construction Phase

- Pinellas County: Starkey Gap (\$3.9 million)
- Brevard County: East Central Gap (\$5.6 million)

Now that the funding is allocated, the Florida Department of Transportation (FDOT) is working with those Metropolitan Planning Organizations (MPOs) and other agencies directly responsible in defining each project tasks. Once completed, FDOT will seek bids and select the project consultants as the FDOT is responsible for ensuring all tasks are completed, on time and within budget.

The \$15.9 million is a solid start. You can expect the Florida Greenways and Trails Foundation (FGTF) to press forward and seek out additional funding from FDOT, businesses and local partners – reinforcing this universal, positive connection between well-designed, active trails and the economic and environmental health of communities. For more information and a detailed breakdown of each segment and funding allocation, please click [HERE](#).

Gap by Gap: Good Neighbor



Click on the map of the
Good Neighbor Gap to enlarge.



Members of the Good Neighbor Trail Advisory Committee in Brooksville, including Steve Diez (left, wearing sunglasses).

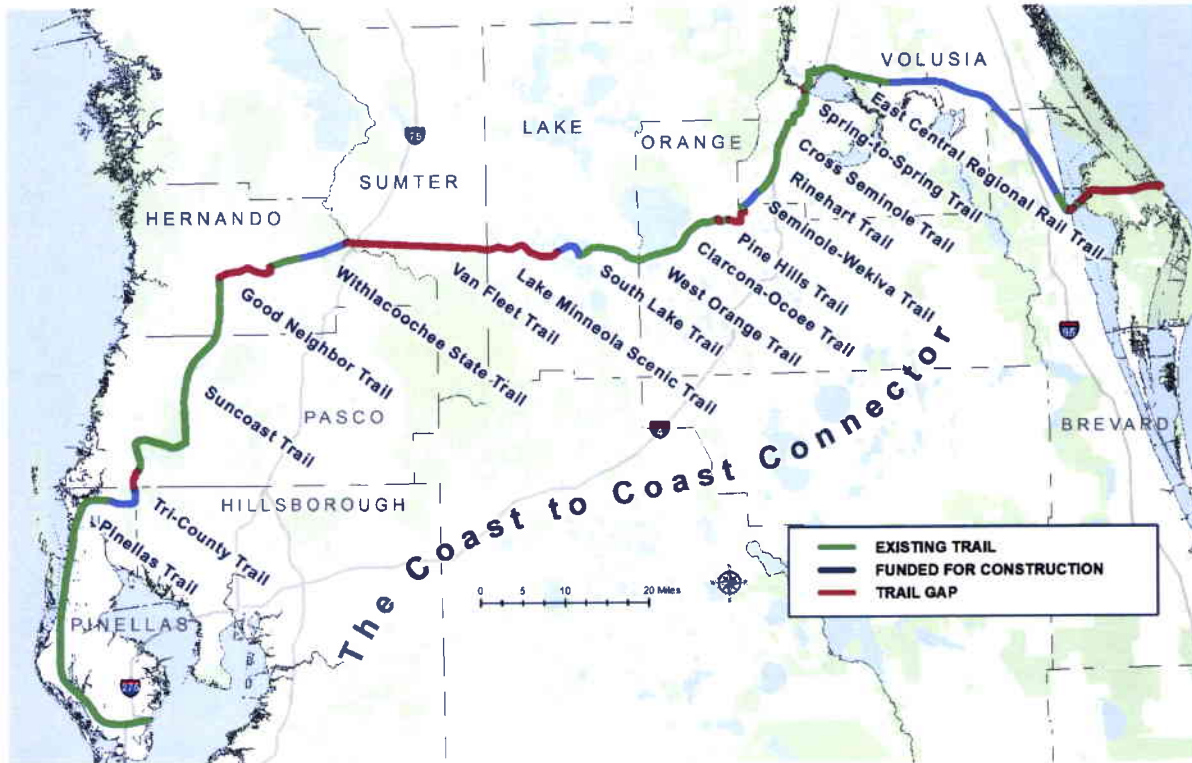
Each issue of the C2C Connector will highlight one of the 7 gaps between the existing 14 trails along the Coast to Coast project.

Long before the Coast to Coast Connector, a dedicated group of trail enthusiasts dreamed of connecting their hometown of Brooksville to nearby communities in Hernando and Pasco counties via the Good Neighbor Trail (GNT). Thanks to advanced funding from FDOT and now the funding to connect the trail to the 275-mile C2C, this 10-mile GNT trail looks to make its debut in a little more than two years. The GNT begins in downtown Brooksville (about 50 miles north of Tampa), winds through the Withlacoochee State Forest, and ultimately connects to the Withlacoochee State Trail. [See map.](#)

Steve Diez, a transportation planner with the Hernando-Citrus Metropolitan Planning Organization, has led these trail enthusiasts - the Good Neighbor Trail Advisory Committee - for 13 years. "The GNT has always been an important trail, connecting bikers and walkers to downtown," said Diez, "Now that it is part of the C2C, this will have significant impact on our small-town by introducing visitors to the amazing recreation and outdoor wonders of this part of Hernando County."

The hard work of the GNT committee doesn't stop with the completion of the Good Neighbor Trail. To fully close in the Good Neighbor Gap for the C2C, an additional 6-mile, unnamed section to extend the GNT west to the Sun Coast Trail is needed. The Hernando County C2C funding will be used for a feasibility study to determine the corridor alignment, which will most likely be along SR 50. Once determined, the gap will need construction funding. To

follow the progress of the Good Neighbor Gap and GNT committee, please visit their [website](#).



Save the Date for the first C2C Summit: October 1

How should the C2C trail be constructed regionally *and* locally? What do C2C users need to ensure a great experience on the trail?

These questions and more will be discussed at the first Coast to Coast Connector Summit next month. Expect to see transportation leaders, elected officials, law enforcement agencies, tourist officials, and active trail-riders at Winter Garden City Hall on October 1. There they will craft immediate, 5-year, and 10-year goals to ensure C2C trail success.

Facilitated by Shelley Lauten of TriSect, summit speakers will include Jim Wood from the Florida Department of Transportation, Samantha Browne from the Office of Greenways and Trails and a representative from each Metropolitan Planning Organization touching the trail.

Want to join in and get involved in the conversation? RSVP by filling out a survey at this [link](#). It automatically saves you a seat at the Summit table!

Lights, Camera, Action: C2C on the Big Screen



Still footage of the C2C video's introduction.



Videographer, Jamie Abbott, prepares to interview Brian Smith from the FGTF Board on the Pinellas Trail.

Coming soon to a theater near you – the Coast to Coast Connector trail in all its glory! The FGTF is in the final stages of editing a video that will showcase the voices and images of the C2C from the Gulf of Mexico to the Atlantic Ocean.

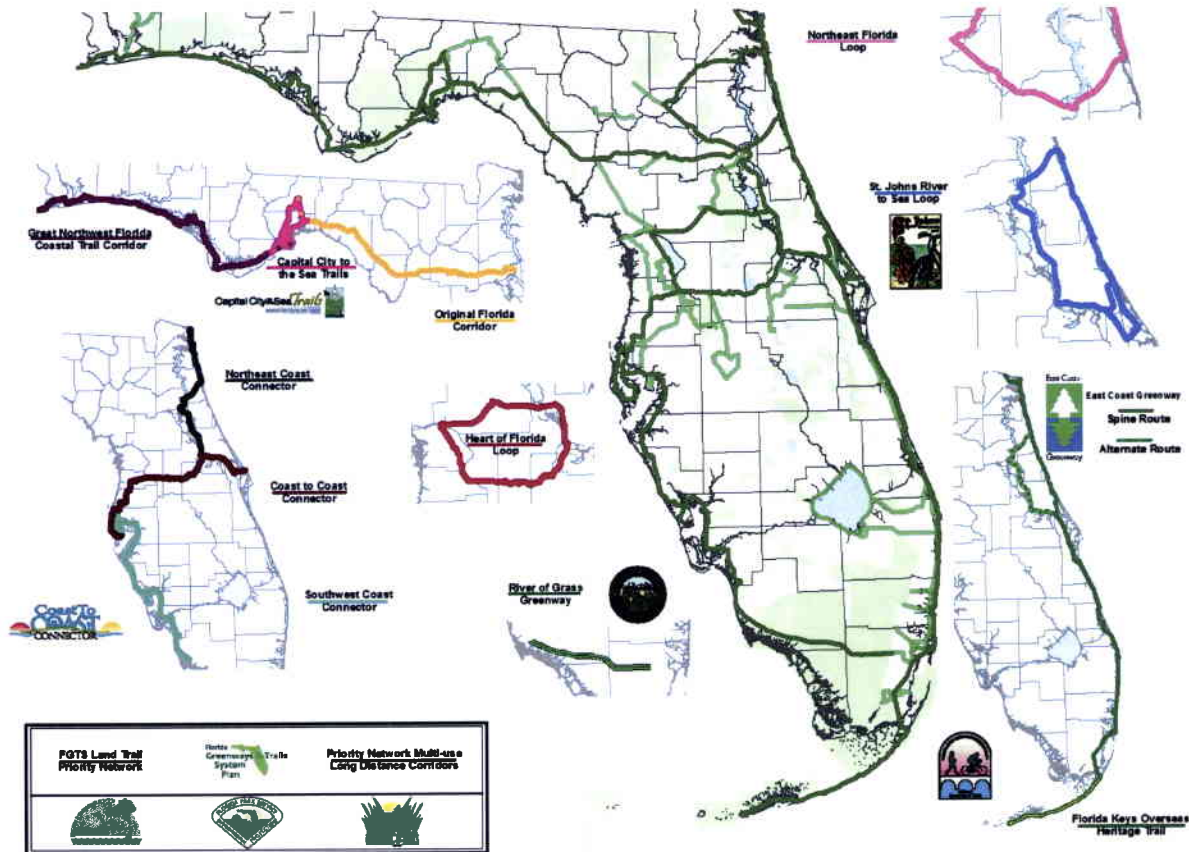
You will recognize the stars who were instrumental in bringing the C2C trail to life like former Orange County Mayor **Linda Chapin**, former Orange County Commissioner **Daisy Lynum**, MetroPlan Orlando Executive Director **Harry Barley**, Mayor of St. Petersburg **Rick Kriseman**, and Mayor of Titusville **Jim Tulley** and more.

Jamie Abbott, the videographer with Crash&Annie Productions, says filming this project “has literally changed my life. The enthusiasm of everyone involved has been infectious. I bought two trikes and have started riding every day so I will be ready to ride the C2C trail when complete!”

Personal health. Safety. Economic Development. Tourism. These are just a few of the ways the state of Florida and C2C users will benefit from connecting 275 miles of trails. Touching on each of these, the video is “going to be a powerful resource for conveying the value and beauty of a coast to coast trail,” comments Joe Beckham, FGTF Board Member.

The 20-minute video will be shown at the [C2C Summit](#) October 1 and then released to the public. If you are unable to attend the Summit, be sure to check the next C2C newsletter for the video link.





C2C: Only the Beginning of Florida Trails

Trail enthusiasts, take note: the C2C is just the *first* in a series of regional trails that are under development around Florida. The Florida Greenways and Trails Foundation is working with local, state, and federal partners on the following long distance trail corridors across the state:

- **Florida Keys Overseas Heritage Trail** will link Key West to Miami following the old Flagler railroad corridor
- **Northeast Coast Connector** will link the C2C at Deland to Palatka, St. Augustine, Jacksonville and Fernandina Beach (and by ferry to Georgia)
- **Southwest Coast Connector** will connect the C2C in Tampa Bay via Sarasota to Naples
- **River of Grass Greenway** (*proposed*) would allow safe and spectacular non-motorized travel from Miami to Naples across the Big Cypress and Everglades
- **Great Northwest Florida Coastal Trail Corridor** (*proposed*) would connect Pensacola, Panama City, Tallahassee and Gainesville

To view a larger, interactive map of the future of Florida trails, please click [HERE](#). Get your bikes, scooters, rollerblades, and walking shoes ready!

C2C In The News

Governor Scott Announces Almost \$16 Million Investment for Coast to Coast Connector Project

Office of the Governor, July 21

Governor Rick Scott today announced the 11 new projects that will be funded this year to help advance the Coast to Coast Connector, which will provide a safe and continuous multi-use trail from the Gulf of Mexico to the Atlantic. The Department of Transportation will invest \$15.9 million to complete 11 phases of separate trail segments in nine counties.

<http://www.flgov.com/2014/07/21/governor-scott-announces-almost-16-million-investment-for-coast-to-coast-connector-project/>

Scott announces details about 'Coast to Coast' trail funding

Orlando Sentinel, July 21

<http://www.orlandosentinel.com/news/politics/political-pulse/os-scott-announces-details-about-coast-to-coast-trail-funding-20140721.0.7855217.post>

\$3.15 million approved for Lake, Sumter trail links

South Lake Press, July 21

http://www.southlakepress.com/news/article_f87c0517-6c66-5288-81f8-3d0e03ce25c0.html

Governor Scott Announces Almost \$16 Million Investment for Coast to Coast Connector Project

Capital Soup, July 21

<http://capitalsoup.com/2014/07/21/governor-scott-announces-almost-16-million-investment-for-coast-to-coast-connector-project/>

Florida coast-to-coast trail funding set

The Tampa Tribune, July 21

<http://tbo.com/news/politics/florida-coast-to-coast-trail-funding-set-20140721/>

Scott announces details about 'Coast to Coast' trail funding

WESH 2 News, July 22

http://s3.amazonaws.com/TVEyesMediaCenter/UserContent/256957/3787058.3992/MKCF_07-22-2014_06.47.38.mp4

Multimillion-dollar investment announced for Coast to Coast Connector project

Orlando Business Journal, July 22

http://www.bizjournals.com/orlando/morning_call/2014/07/multimillion-dollar-investment-announced-for-coast.html

State looks to close gaps in coast-to-coast trail

Daytona Beach News-Journal, July 22

<http://www.news-journalonline.com/article/20140722/NEWS/140729823?Title=State-looks-to-close>

[gaps-in-coast-to-coast-trail](#)**Coast to Coast trail project to get nearly \$16 million***Suncoast News, July 23*

<http://suncoastnews.com/su/list/news-suncoast-pinellas/coast-to-coast-trail-project-to-get-nearly-16-million-20140724/>

Gov. Scott and the bike trail: What a difference an election year makes*St. Peters Blog, July 25*

"Our tourists increasingly desire new ways to explore this beautiful state and the Coast to Coast Connector will do just that as the only trail in America connecting the Gulf to the Atlantic," Scott said in a news release.

<http://www.saintpetersblog.com/archives/153774>

Cyclists blaze trail for ecotourism*Daytona Beach News-Journal, August 1*

DeBary "will be the takeoff point not only for the River-to-Sea trail, but also for the Coast-to-Coast Connector, which will go from Edgewater/Titusville all the way over to Tampa/St. Pete," Northey said. "We are positioned wonderfully."

<http://www.news-journalonline.com/article/20140801/NEWS/140809885?Title=Cyclists-blaze-trail-for-ecotourism->

By Rail and Trail: SunRail Service Opens a Whole New World on Florida's East Coast*Rails-To-Trails-Conservancy, August 5*

That trail system is the still-developing St. Johns River-to-Sea Loop, which, when complete, will connect 250 miles of trail, much of it rail-trail, along Florida's east coast between Jacksonville and Titusville. Although the completed system is still a few years away, already its components, including the [East Central Regional Rail Trail](#), the [Spring-to-Spring Trail](#) and the [Palatka to St. Augustine State Trail](#), are attracting trail users from across the country. And now, all these trails and more are accessible via a short and inexpensive train ride from Orlando. Way to go, SunRail.

<http://community.railstotrails.org/blogs/trailblog/archive/2014/08/05/by-rail-and-trail-sunrail-service-opens-a-whole-new-world-on-florida-s-east-coast.aspx>

Apopka eyes major new residential project*Orlando Sentinel, August 7*

Stoltenberg said the development's recreational trail could connect to the Lake Apopka Loop Trail, part of the state's larger plan to create a coast-to-coast path across Central Florida. He said it could help the city create a hub for eco-tourism, which emerged over the past few years as one of Apopka's economic-development goals.

<http://www.orlandosentinel.com/news/orange/os-big-apopka-project-to-add-1500-people-20140807.0.7662885.story>

St. Petersburg police begin mounted patrols on Pinellas Trail*Tampa Bay Times, August 21*

Officers Ron Try and Julie Bryan, with their police horses Brooklyn and Jacob, began the first of a

series of patrol of the Pinellas Trail Thursday evening starting near the Childs Park YMCA at 691 43rd St. S in St. Petersburg. The mounted patrol is intended as a way for the officers to view long segments of the Trail and give them the ability to respond to any potential problems quickly.

<http://www.tampabay.com/news/publicsafety/long-leg-of-the-law/2194117>

For more information, email:

Coast2CoastConnector@gmail.com

Forward to a Friend

Copyright © 2014 [Florida Greenways & Trails Foundation](#),

All rights reserved.

Not interested? [Unsubscribe from our list](#).



Lake is vital link in Coast to Coast Connector trail taking shape



Casey Tosal and daughter Emma, of Clermont, exercise on the South Lake Trail. (Tom Benitez, Orlando Sentinel)

By Eleanor Roy,,
Correspondent

SEPTEMBER 20, 2014, 4:29 PM

What will be one of the longest continuous bicycle paths in the country is expected to bring roughly \$120 million in economic impact annually to the state once it is completed while giving cyclists a safe alternative to biking on the road.

The Coast to Coast Connector project, a \$42 million effort to connect pre-existing bike paths across the state, involves creating roughly 34 miles of trail through south Lake and Sumter.

The overall project, from St. Petersburg to Titusville, secured \$15.9 million this summer when Gov. Rick Scott signed the state budget for fiscal year 2014-15, adding to more than \$26 million from the state Department of Transportation. However, the project is still \$30 million short of completing the trails in Lake and Sumter, according to data from the Lake-Sumter Metropolitan Planning Organization.

Each trail segment is completed in phases, according to Michael Woods, Lake-Sumter MPO's transportation planner. The South Lake Trail, which will run through parts of Lake and Sumter, is expected to move into the design and right-of-way acquisition phase this month before eventually being constructed.

"Our goal is moved each trail segment along," Woods said in an email.



The trail promises to boon to tourism.

Robert Chandler, Lake's Economic Development and Tourism director, said the county has not collected numbers estimating potential revenue from the project, "but from my perspective, it's going to generate a huge economic impact for the whole region."

Revenue for the county would come from lodging, bicycle sales and rentals, restaurants and transportation to and from the trail heads.

Since the trail will run through south Lake, Chandler said it likely will draw athletes and triathlon enthusiasts who use the athletic centers in the Clermont area.

"So I think south Lake could be one of the focal points of that entire trail," he said.

After completion, people will be able to bike or walk roughly 275 miles across the state without the danger of traffic. The safety aspect and Florida's year-round warm weather will be two important factors in drawing visitors, according to Tim Bustos, former executive director of the Florida Bicycle Association.

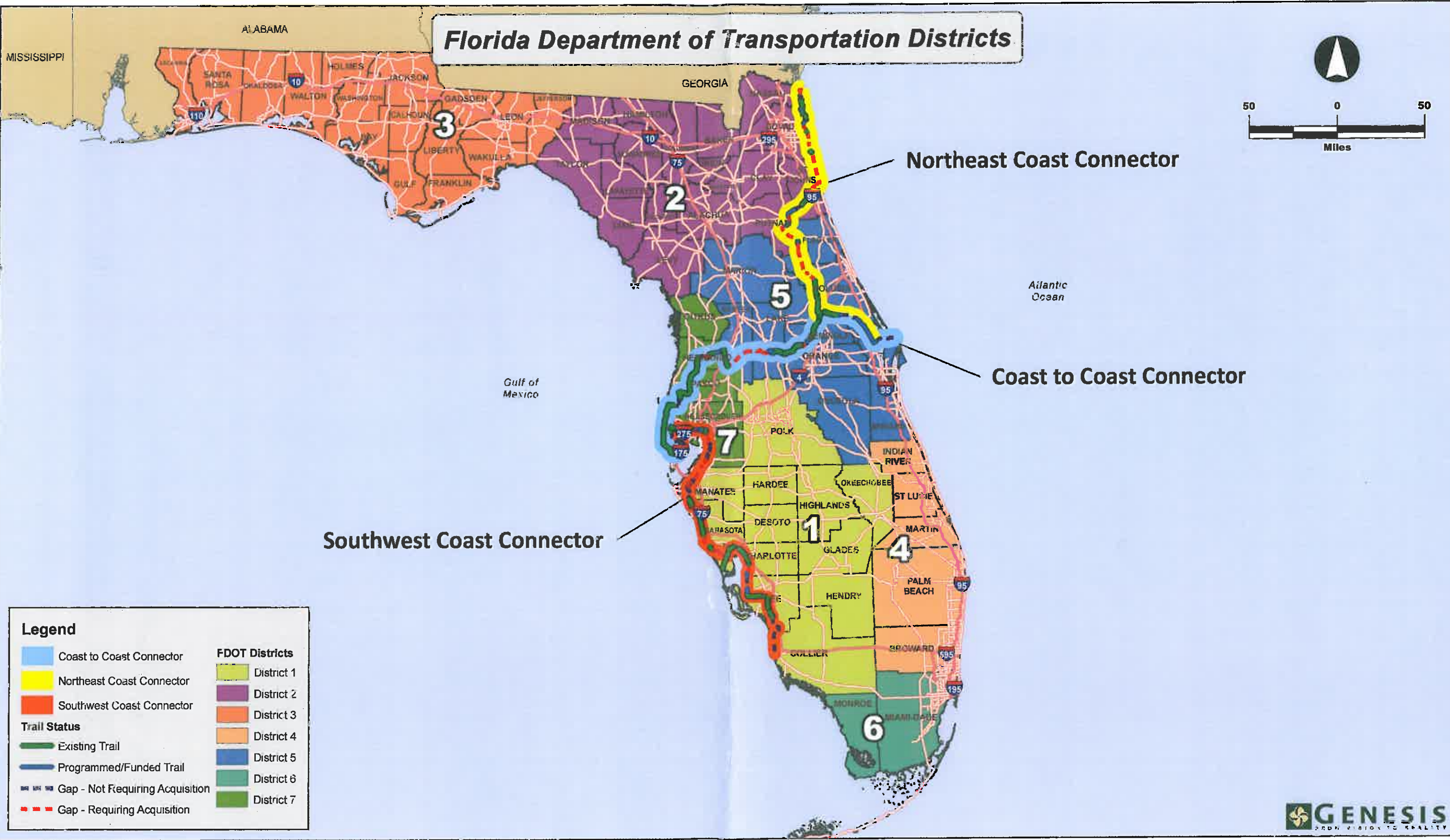
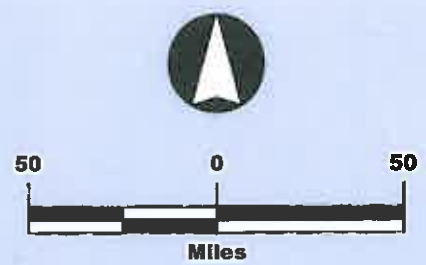
"It's very important for the bicycle community and it's very important for the state as a whole," Bustos said of the project. "It's kind of a dichotomy with bicycling in Florida. On the one hand, we have one of the best trail networks in the country, yet Florida has one of the highest bicycle-crash rates in the nation."

Bustos said the new connector trail should not replace efforts to improve safety conditions for bicyclists who travel on the road, but the alternative could encourage more cyclists to use the trail.

"Trails are certainly not a replacement for safe road conditions," Bustos said. "For many people, they feel like this is a safer alternative, but it's still really important to improve road safety."

Copyright © 2014, Orlando Sentinel

Florida Department of Transportation Districts



Legend

Coast to Coast Connector	FDOT Districts
Northeast Coast Connector	District 1
Southwest Coast Connector	District 2
Trail Status	District 3
Existing Trail	District 4
Programmed/Funded Trail	District 5
Gap - Not Requiring Acquisition	District 6
Gap - Requiring Acquisition	District 7



Data Source: Florida Greenways and Trails Inc.
 Basemap courtesy of Florida Department of Transportation
 Prepared Date: January 9, 2014
 This map is for display purpose only. Any other use is not advised.



Southwest Coast Connector (N2N)

South Coast Greenway Gaps

Manatee County Gaps

Legacy Trail Gaps

Charlotte County Spine Trail Gaps

North Lee County Gaps

Tamiami Trail Gaps

Legend

- Southwest Coast Connector
- Conservation Lands

Trail Status

- Existing Trail
- Programmed/Funded Trail
- Gap - Not Requiring Acquisition
- Gap - Requiring Acquisition

FDOT Districts

- District 1
- District 7

Scale: 0 to 9 Miles

**Presentation on the Transportation Regional Incentive Program (TRIP) and
Strategic Intermodal System (SIS) Program**

DISCUSSION ITEM:

FDOT representatives will be making presentations on the nature and status of the Transportation Regional Incentive Program (TRIP), and Strategic Intermodal System (SIS) Program. The MPOs will be apprised of the latest development in these two programs to assist the Boards in making informed decisions for prioritizing projects at the next joint Board meeting in March, 2015.

**PRESENTATION ON THE FDOT DISTRICT ONE AND STATEWIDE
FREIGHT INITIATIVES**

DISCUSSION ITEM:

An FDOT representative will make a presentation on District One and Statewide Freight Initiatives. The current federal transportation law, MAP-21, places tremendous emphasis on freight mobility and economic competitiveness in transportation planning at the metropolitan level. This presentation is timely for the MPO Boards to be informed of the recent developments both statewide and in FDOT District One. It is anticipated the MPOs and the District will closely coordinate efforts in the coming months as the MPOs are required to complete the 2040 Long Range Transportation Plans by December of 2015.

**UPDATE ON THE 2040 LONG RANGE TRANSPORTATION PLANS
FOR COLLIER MPO AND LEE COUNTY MPO**

DISCUSSION ITEM:

This is an update on the progress made by each MPO to develop individual 2040 Long Range Transportation Plans (LRTPs) with assistance from FDOT District 1 to run the District Transportation Model. The LRTPs have to be approved by individual MPOs by December 2015.

Each MPO has developed a preliminary LRTP schedule which includes these major milestones:

- Reviewing the Socio-economic Data
- Developing Transit and Highway Needs
- Reviewing the FDOT District 1 validated 2010 model outputs and developing needs and cost feasible alternatives
- Developing the FDOT and Local Revenue Estimates which include using 2014 as the Base Year, using the 2014-2018 Tentative Work Program and developing financial estimates for 2019-2040
- Developing a Cost Feasible Plan in Year of Expenditure Dollars for 5-year time period blocks
- Adopt the 2040 LRTP by December 2015

At this point, both MPOs have completed the Goals and Objectives and 2040 Socio-economic data sets.

Each MPO will make a presentation at the meeting.

The following items are included for Information only. No discussion is anticipated:

- A. Minutes of Joint Collier MPO and Lee County MPO Board meeting on March 21, 2014
- B. Florida MPOAC 2015 Draft legislative Policy Positions
- C. Letter from FDOT Secretary Ananth Prasad, P.E. regarding approval of the FY 2014-15 through FY 2018-19 TIP
- D. Freight Mobility and Trade Plan

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

Held on March 21, 2014

The following members were present for the Joint Board Meeting of the Lee County Metropolitan Planning Organization (MPO) and the Collier MPO on March 21, 2014 at the Bonita Springs City Hall, Council Chambers, 9101 Bonita Beach Road, Bonita Springs, Florida.

Lee County MPO Board Members Present:

Commissioner John Manning	Lee County District 1
Commissioner Brian Hamman	Lee County District 4
Mayor Marni Sawicki	City of Cape Coral
Councilman Richard Leon	City of Cape Coral
Councilman Jim Burch	City of Cape Coral
Councilman John Carioscia	City of Cape Coral
Mayor Randy Henderson	City of Fort Myers
Councilman Thomas Leonardo	City of Fort Myers
Vice-Mayor Stephen McIntosh	City of Bonita Springs
Mayor Kevin Ruane	City of Sanibel
Councilman Mick Denham	City of Sanibel
Councilwoman Rexann Hosafros	Town of Fort Myers Beach

Collier MPO Board Members Present:

Commissioner Donna Fiala	Collier County District 1
Commissioner Georgia Hiller	Collier County District 2
Commissioner Thomas Henning	Collier County District 3
Commissioner Tim Nance	Collier County District 5
Councilwoman Dee Sulick	City of Naples
Councilman Sam Saad	City of Naples

Non-Voting Members Present:

Secretary Billy Hattaway, FDOT

Those also in attendance included: Ms. Laura Lockwood, Ms. Debbie Tower, Mr. Zac Burch, Mr. Vitor Suguri, Mr. Russ Muller and Ms. Suzanne Lex with FDOT; Mr. Andy Getch with Lee County Department of Transportation (DOT); Ms. Lucilla Ayer, Ms. Sue Faulkner, Ms. Lorraine Lantz and Ms. Kristin Campos with the Collier MPO; Mr. Scott Teach with the Collier County Attorney’s Office; Mr. Don Scott, Mr. Ron Gogoi and Mr. Johnny Limbaugh and Mr. Derek Rooney with the Lee County MPO; Mr. Steve Myers and Mr. Wayne Gaither with LeeTran; Ms. Darla Letourneau with BikeWalkLee; Mr. Nick Casalanguida with Collier County Growth Management Division; Ms. Trinity Scott with the Collier County Alternative Transportation Modes (ATM) Department; Mr. Jeff Perry with Stantec Consulting; Ms. Persides Zambrano with the City of Cape Coral; Ms. Dayna Fendrick with Collier County PAC; Mr. Richard Dryer with Tindale-Oliver & Associates; Mr. Andy Powell with WCG; Ms. Kris VanLengen with Collier County Public Utilities; Mr. Mike Tisch and Mr. Mike Ryan with Atkins Engineering; Mr. Steve Avakian, Lee County BPC; Mr. John Kaiser, private citizen

Agenda Item 1– Call to Order/Roll Call

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

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

Councilwoman Sulick - present
Councilman Saad – present
Commissioner Fiala - present
Commissioner Henning - present
Commissioner Coyle - absent
Commissioner Hiller - present
Commissioner Nance - present
Councilman Kiester - absent
Mayor Hamilton - absent

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

Commissioner Manning- present
Commissioner Hamman - present
Commissioner Kiker- absent
Commissioner Mann - absent
Commissioner Pendergrass- absent
Mayor Nelson- absent
Vice-Mayor McIntosh- present
Councilman Simmons- absent
Mayor Sawicki – present
Councilman Carioscia - present
Councilman Burch – present
Councilman Leon - present
Councilman Williams - absent
Mayor Henderson - present
Councilman Leonardo- present
Councilman Flanders- absent
Mayor Mandel - absent
Councilwoman Hosafros - present
Mayor Ruane - present
Councilman Denham- present

Agenda Item 2– Election of a Chairperson

MOTION BY COMMISSIONER MANNING TO ELECT VICE-MAYOR MCINTOSH AS CHAIR. SECONDED BY MAYOR RUANE. MOTION CARRIED UNANIMOUSLY.

Agenda Item 3 - Pledge of Allegiance

Chairman McIntosh led the Pledge of Allegiance.

Agenda Item 4 – Joint CAC Report

Mr. Don Scott, Lee MPO Executive Director reported on the following:

The Joint Lee/Collier CAC meeting was held on March 11th and a quorum was not attained. Mr. Scott reported that the Committee approved by consensus the following items:

- The TRIP Priorities – which added the construction phase of a segment of Burnt Store Road in Lee County above the previously ranked LeeTran Capital Expenditures project in FY2018/19 and added the construction phase of a segment of Airport-Pulling Road in Collier County as the only project in FY2019/20.

- The Joint Regional Bicycle/Pedestrian Map – which was amended to reflect the construction or programmed changes to pathways in both Lee and Collier County.
- The Joint Transportation Alternatives Program (TAP) Priorities – which ranked as #1 in the design and construction of a shared use path along US 41 from US 41 (Collier County) to Bonita Beach Road (Lee County) and #2, the PD&E Study of a pathway on Pine Island Road in Lee County.

Mr. Scott reported that the Committee discussed the Lee in Collier (LinC) transit route. He stated that the Committee was encouraged to hear that the route continues to have high ridership and thorough coordination between LeeTran, CAT and Bonita Springs. The LinC will continue to operate through FY2015.

Mr. Scott reported that the Committee received presentations on the 2040 Long-Range Transportation Plans (LRTP) from both Lee and Collier MPOs.

Agenda Item 5 – Joint TAC Report

Mr. Wayne Gaither, Lee TAC Chairman, reported on the following:

The Joint Lee/Collier TAC meeting was held on March 11th and a quorum was attained.

Mr. Gaither reported that the Joint Committee approved the following items:

- The TRIP Priorities – which added the construction phase of a segment of Burnt Store Road in Lee County above the previously ranked LeeTran Capital Expenditures project in FY2018/19 and added the construction phase of a segment of Airport-Pulling Road in Collier County as the only project in FY2019/20.
- The Joint Regional Bicycle/Pedestrian Map – which was amended to reflect the construction or programmed changes to pathways in both Lee and Collier County.
- The Joint Transportation Alternatives Program (TAP) Priorities – which ranked as #1 in the design and construction of a shared use path along US 41 from US 41 (Collier County) to Bonita Beach Road (Lee County) and #2, the PD&E Study of a pathway on Pine Island Road in Lee County.

Mr. Gaither announced that the Joint Committee discussed the Lee in Collier (LinC) transit route and stated that the Committee was encouraged to hear that the route continues to have high ridership and thorough coordination between LeeTran, CAT and Bonita Springs. Mr. Gaither reported that the LinC will continue to operate through FY2015.

Mr. Gaither reported that the Joint Committee received presentations on the 2040 LRTP's from both Lee and Collier MPOs.

Agenda Item 6 – Joint PAC Report

Ms. Dayna Fendrick, Collier PAC Chairwoman, reported on the following:

The Joint Lee BPCC/Collier PAC meeting was held on February 25th and a quorum was attained for Lee BPCC, however Collier PAC did not attain a quorum.

Ms. Fendrick reported that the Joint Committee approved by consensus the following items:

- The Joint Regional Bicycle/Pedestrian Map – which was amended to reflect the construction or programmed changes to the pathways in both Lee and Collier County.

- The Joint TAP Priorities – which ranked #1 as the design and construction of a shared use path along US 41 from US 41 (Collier County) to Bonita Beach Road (Lee County). #2 was the PD&E Study of the pathway on Pine Island Road in Lee County.

Ms. Fendrick reported that the Joint Committee received a presentation on the Cape Coral Bike-Ped Initiative. Cape Coral Bike-Ped is working on several strategic goals which include seeking grants in conjunction with the city of Cape Coral for infrastructure improvements, publicizing the routes through a website and elsewhere for the public to view, and initiating an Adopt-A-Route to help pay for route signs to clearly mark routes. There are two routes that have been signed so far by sponsors – the Aubuchon Route and the Chamber Route.

Ms. Fendrick stated that the Joint Committee received a presentation on the River of Grass Greenway (ROGG) project by Ms. Maureen Bonness with the Friends of the River of Grass Greenway. Ms. Bonness updated the Committee on the most recent planning efforts for the ROGG and it was explained that the PD&E for the ROGG-west in Collier County is on hold until the Feasibility Study and Master Plan for the overall project is complete.

Ms. Fendrick reported that the Joint Committee received a presentation on three parks/greenways in Collier County; Serenity Walk Park, Freedom Park and Gordon River Greenway. Ms. Ellie Krier of the Southwest Florida Land Preservation Trust presented the different opportunities for walking, biking, and kayaking at these three locations. Land for all three of these parks was acquired with Florida Communities Trust grants.

Ms. Fendrick stated that the Joint Committee received a presentation on the Vanderbilt Drive Greenway by Ms. Stacy Revay with Collier County Transportation Planning Department. Ms. Revay gave a brief presentation and history of the Vanderbilt Drive Greenway since 2008. County staff recommendations have been formulated following a great deal of public comments.

Agenda Item 7 – Approval of the Agenda

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

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

No public comment.

ACTION ITEMS

Agenda Item 9A – Review and Approval of the Joint TRIP Priorities

Mr. Scott introduced the item and stated that Lee and Collier MPOs have updated their list of joint TRIP priorities to include new projects. He reported that the construction phase for the widening from 4 to 6 lanes was added for Airport-Pulling Road from Vanderbilt Drive to Immokalee Road in FY2019/20. Mr. Scott reported that the construction phase of the Burnt Store Road, 4-laning from SR 78 to Tropicana Parkway, has been added for consideration of FY2018/19 TRIP funds. He explained that this project was originally funded with FY2014/2015 TRIP funds; however, the project was not production ready so the committed funds were allocated to the construction phase of another segment of Burnt Store Road from Diplomat Parkway to Van Buren Parkway.

Mr. Scott reported that the Joint TRIP priorities have been approved by the Joint TAC and Joint CAC.

MOTION BY COMMISSIONER MANNING TO APPROVE THE JOINT TRIP PRIORITIES. SECONDED BY COMMISSIONER HENNING. MOTION CARRIED UNANIMOUSLY.

Agenda Item 9B – Review and Approval of the Joint Regional Bicycle/Pedestrian Map

Mr. Scott presented the item and stated that staff from Lee and Collier MPOs have made some changes to the pathway component of the Collier-Lee Bi-County Regional Network which include changing the color coding of those pathways on the map where the status of the proposed pathways have changed from “Programmed” to “Existing” with the completion of construction, and from “Planned” to “Programmed” for those facilities where funds have now been committed for construction.

MOTION BY COMMISSIONER MANNING TO APPROVE THE JOINT REGIONAL BICYCLE/PEDESTRIAN MAP. SECONDED BY COUNCILMAN SAAD. MOTION CARRIED UNANIMOUSLY.

Agenda Item 9C – Review and Approval of the Joint Transportation Alternative Program (TAP) Priorities

Mr. Scott introduced the item and stated that FDOT District has informed the MPOs that it would program regional pathways priorities from the District’s allocation of TAP funds during the development of this year’s Tentative Work Program. Mr. Scott explained that there are two candidate projects submitted for these funds from Lee and Collier Bi-County Area which include:

- \$1,662,229 for the design and construction of a 10-foot shared-use pathway on Old US 41 from US 41 (Collier County) to Bonita Beach Road (Lee County); and
- A \$520,000 PD&E Study for a pathway on Pine Island Road from Veterans Parkway to Stringfellow Road.

Ms. Campos announced that there was a registered speaker and introduced Ms. Darla Letourneau with BikeWalkLee.

Ms. Letourneau stated that BikeWalkLee encourages FDOT to attain funding for both of these priorities. She explained that both Joint TAP priorities address a gap in the bike/ped system and they both promote safety. Ms. Letourneau stated that these projects are advantageous for Lee and Collier County.

Ms. Letourneau discussed the importance of the second priority and stated that the PD&E Study for the pathway would connect Cape Coral and Pine Island Road. Ms. Letourneau stated that the city of Cape Coral is making great strides with the Cape Coral Bike-Ped initiative by creating a system of over 90 miles of interconnected cycling routes within Cape Coral.

MOTION BY COMMISSIONER HENNING TO APPROVE THE JOINT TAP PRIORITIES. SECONDED BY MAYOR RUANE. MOTION CARRIED UNANIMOUSLY.

REPORTS AND PRESENTATIONS

Agenda Item 10A – Project Planning and Programming Discussion by FDOT

Ms. Ayer introduced the item and explained that two related issues concerning Planning and Programming of major federally funded projects were raised at a recent Collier MPO Board meeting. Ms. Ayer stated that the first one deals with the question as to whether a PD&E Study of a project could be programmed if the project is not included in the Cost Feasible Plan (CFP)

of the MPO's LRTP. The second related issue is that sometimes a PD&E Study is programmed so far in advance of other subsequent phases, that it could become obsolete by the time the construction phase were to occur.

Secretary Hattaway gave a brief PowerPoint presentation on PD&E and Project Programming. He stated that if a PD&E phase for a project is not included in the CFP of the LRTP and FDOT advances a project on the Strategic Intermodal System (SIS), the MPO is requested to amend the LRTP accordingly in order to receive National Environmental Policy Act (NEPA) approval. He explained that if FDOT programs an SIS project consistent with FDOT's priorities and that the LRTP does not reflect the same timing for the phases, a request to amend the LRTP would be necessary.

Secretary Hattaway explained that the objective of a PD&E Study is to perform necessary social, environmental and engineering assessments of a proposed transportation improvement, to support decisions concerning if and where a project should be built and to decide what the basic design concepts should be.

Secretary Hattaway stated that it is common for an MPO to include planning or PD&E phases in the LRTP in order to identify overall impacts and costs for a project and make decisions about how to effectively proceed with future phases.

Secretary Hattaway discussed the Acceptable Funding Scenarios for FHWA's NEPA Approval and stated that FHWA requires the next phase of a project to be included in the LRTP, Transportation Improvement Program (TIP), and the State Transportation Improvement Program (STIP) so a financial plan can be demonstrated for the entire project. He explained that in order for FHWA to sign a NEPA document, the expected funding for project implementation is full funding of PE (Design), ROW (Right-of-Way), and CON (Construction) for the entire project limits in the LRTP's CFP. Secretary Hattaway stated that if segmenting a project, FHWA will not approve a NEPA document if the only future phase funded in the LRTP's CFP is the Design of one segment.

Discussion ensued. Secretary Hattaway stated FDOT performs long-range estimates on projects and if FDOT is required to program the ROW phase for the project, before the PE phase is done, it is not known how much ROW will be needed because it is an estimate. He stated that the amount of ROW is not established until the project reaches 60% Design.

Councilman Burch asked if FDOT had a plan of action that the Joint MPO Board may discuss. Secretary Hattaway stated that there is a new Division Administrator on board and the departments Secretary of Operations is going to meet with the new Division Administrator and hopefully this will get resolved.

Commissioner Hiller stated that locally, the various jurisdictions would be adversely affected by these new requirements. Commissioner Hiller noted that if FDOT did decide to address the issues with Washington D.C., members of the Board would not be opposed to giving the agency support.

Agenda Item 10B –Update on the Lee and Collier Transit Connection (LinC) and the Service Development Grant which will expire in October 2014

Ms. Scott with Collier County ATM Department introduced the item and stated that LeeTran, Collier Area Transit (CAT), the City of Bonita Springs and the Lee MPO have been meeting to discuss the LinC Route, which connects Lee and Collier County transit systems, and to attempt to seek funding solutions to allow the route to continue in FY2015 and beyond.

Ms. Scott stated that a combination of agencies, including FDOT, the City of Bonita Springs, the Federal Transit Administration (FTA) and Lee County have provided the funding to operate the route through FY2014, using a bus which is provided by CAT. She stated that the Service Development Grant, expiring at the end of FY2014, leaving a funding gap of approximately \$237,000.

Ms. Scott stated that a survey was developed to obtain information on the current users of the LinC system and their travel patterns. Ms. Scott stated that Mr. Myers with LeeTran would update the Joint MPO Board on the survey results.

Ms. Scott introduced Mr. Myers with LeeTran. Mr. Myers gave a brief PowerPoint presentation of the LinC Route and the survey results.

Mr. Myers stated that the LinC Route began service on October 6, 2011 with a 3-year Service Development Grant provided by FDOT. He noted that the bus on the LinC Route was provided by Collier County.

Mr. Myers stated that to compliment the LinC Route 600 (Coconut Pointe Mall to Immokalee Road), LinC Route 150 was realigned to an east-west route (Bonita Grande to Lovers Key in Bonita Springs). Mr. Myers explained that the LinC Route 600 is a 7-day service at every 90 minutes and the route connects with CAT on every trip.

Mr. Myers discussed the LinC Route 600 performance in the past 2 years which included:

- FY2011/12
 - LinC Route 600 had 95,895 unlinked trips;
 - The route carried 20.1 passengers per hour;
 - LeeTran System average is 20.5 passengers per hour
- FY2012/13
 - LinC Route 600 had 117,207 unlinked trips, a 22.2 % increase;
 - The route carried 24.6 passengers per hour; and
 - Lee Tran System average is 22.1 passengers per hour

Mr. Myers discussed the results of the passenger survey and stated that LeeTran received 546 valid responses.

Mr. Myers discussed LeeTran's future funding proposals which included:

- FDOT Service Development Grant expires at the end of FY2014 and cannot be extended.
- City of Bonita Springs anticipates its contribution of \$171,306 to be eliminated or diminished over time.
- Stakeholders (Lee County, Collier County and Bonita Springs) concur that LeeTran should continue to operate the route.

Mr. Myers discussed future funding proposals with the following information which included the following:

Total Annual Cost (Route 150 & LinC Route 600)	\$1,047,068
Less Fare Revenue	- \$163,955
Net Cost	\$883,113
Collier FTA Contribution	\$292,247
Collier FTA New Freedom	\$24,184
City of Bonita Springs	\$171,306

Lee County (current contribution)	\$395,376
-----------------------------------	-----------

Commissioner Hiller questioned if Collier County's contribution was more than 25% more than \$292,247. Mr. Myers stated that Collier County's contribution is approximately \$370,000. Mr. Myers explained that Collier County's contribution of approximately \$70,000 is utilized for the capital portion.

Commissioner Hiller asked if \$883,113 was LeeTran's operating and administrative costs. Mr. Myers stated yes; that is correct.

Commissioner Hiller questioned if LeeTran had a capital plan. Mr. Myers stated that LeeTran has not created a capital plan for the reason that LeeTran has been focused on trying to solve the operational issue. Mr. Myers explained that the capital costs would be spent on bus shelters and other various improvements. Commissioner Hiller stated that it would be beneficial to review the capital component costs.

Discussion ensued. Councilman Leonardo asked how many passengers used LinC Route 600 in FY2012/13. Mr. Myers stated that in FY 2012/13, 117,207 used LinC Route 600. Councilman Leonardo explained that LeeTran is subsidizing each ride for \$7.55 in public funds.

Commissioner Hiller stated that if more citizens utilized the LinC Route 600, it would be a more efficient way for tax dollars to be provided. Commissioner Hiller noted that the issue with the route is there is not a level of service that is being provided that justifies the demand.

Mr. Myers stated that the performance analysis given does not include the ridership for Route 150. Mr. Myers noted that in FY2012/13, there were approximately 40,000 trips on Route 150.

Chairman McIntosh noted that Route 150 is a vital route for citizens and their employment in Bonita Springs; however, he cannot guarantee that the City of Bonita Springs can continue funding Route 150.

Commissioner Henning questioned if the trips for LinC Route 600 were local trips or if they were transfers. Mr. Myers stated that there are several trips travelling throughout the service area and many of the trips are originating in Bonita Springs.

Commissioner Henning questioned where LinC Route 600 is getting the most use and stated that the Board could reach an informed decision if they knew where the route is being utilized most. He explained that the Origin/Destination Map looks like riders are travelling between counties. Mr. Myers stated that 45% of the riders are making transfers and 45% are originating and terminating on the route.

Mayor Ruane stated that there are a few issues that need to be addressed, such as economic impact and indirect expenses. Mayor Ruane stated that if the Board had all the necessary data, then an informed decision could be made. Mr. Myers stated that on September 30, 2014, the Service Development Grant will run out and LeeTran would require a new authorization bill.

Councilwoman Sulick questioned what the route was for the Route 150. She further asked prior to the LinC system being instituted, what the ridership was for Route 150. Mr. Myers stated that Route 150 is an east-west route that runs from Bonita Grande to Lovers Key in Bonita Springs. Mr. Myers stated that Route 150 was a very successful route because it did have a different configuration in that it connected with Coconut Point Mall, before the LinC system was established. Mr. Myers stated that when Route 150 was connected with Coconut Point Mall, the route had approximately 8,000 to 9,000 riders a month.

Councilman Saad referenced the LinC Passenger Survey and stated that if 75% of the trips originated in Lee County and 18% originated in Collier County, how many trips terminated in Collier County.

The Board agreed that the questions asked by the Board members should be answered by LeeTran at the upcoming Joint MPO Board meeting.

Councilman Saad stated that he would like details about the ridership, financial impacts and the economic analysis. He noted that it is extremely important to know where the trips are originating from, where they are terminating and to assure that this is an economically sound program.

Commissioner Hiller asked what the fare price was for the customers of LeeTran. Mr. Myers stated that the fare price is \$1.25 for customers.

Commissioner Henning departed at 10:02 a.m.

Ms. Campos announced that there was a registered speaker and introduced Ms. Darla Letourneau with BikeWalkLee.

Ms. Letourneau stated that the LinC is a very important route and she encourages the Board to come up with a solution for the funding. She noted that economic development is vital and employees need transportation to get to work. Ms. Letourneau explained that it is not about money and subsidizing; it is about working together to come up with a resolution.

Agenda Item 10C – Update on the 2040 Long-Range Transportation Plans for Collier MPO and Lee County MPO

Mr. Scott presented an overview of Lee MPO's 2040 LRTP Activities in a PowerPoint presentation.

Mr. Scott stated that the Lee MPO has been working closely with the Executive Committee on the Revenue Estimates, and Analysis of Projects. He further stated that the district-wide traffic model produced by FDOT will be used to derive the 2040 LRTP Update for the Lee MPO. Mr. Scott explained that the Lee MPO is scoping the update of the Bicycle/Pedestrian Master Plan, CMS Element, Goods and Freight Element and Transit Element.

Mr. Scott stated that Lee MPO is working with Tindale-Oliver & Associates on capacity and trends of existing funding sources. He noted that the MPO has also been in discussions with FDOT in regards to Federal and State revenue sources.

Mr. Scott stated that the Lee MPO is involved with the Statewide Needs Plan Committee in analyzing Needs Plans in Florida and nationally to provide best practices. He stated that the Statewide Needs Plan Committee also provides recommendations and guidance to help gain consistency and to help improve the Needs Plan. Mr. Scott noted that the schedule will provide guidance documentation by the end of spring 2014.

Mr. Scott stated that by modeling and looking at different land use scenarios, the MPO will be able to see how decisions affect transportation. The MPO will then be able to look at the multiple scenarios created and select a preferred alternative which will be used in the 2040 LRTP Update.

Mr. Scott stated that the Lee MPO has begun a survey for Lee County to gather ideas on transportation investments, priorities and land use scenarios. He noted that the survey will be active through the beginning of April and the MPO is developing reports of the scenarios and the preliminary results would be presented at the May meeting.

Mr. Scott discussed the 2040 LRTP Update Elements which include:

- Bike and Pedestrian Element – the update of facilities, status of recommendations, new prioritization process, and update needs/cost feasible projects, incorporate bicycle/pedestrian safety action plan and deal with new policies.
- Transit Element – Development of needs closer to LeeTran’s Vision Plan.
- Goods and Freight Element – Incorporate regional and statewide activities and update freight data based on FDOT and FHWA data.
- CMS Element – Include performance measure analysis

Ms. Ayer presented an overview on the LRTP for Collier MPO. Ms. Ayer stated that the Collier MPO Board held a Visioning Workshop in February 2014 to better understand the transportation and land use relationships. She stated that staff received guidance from the MPO Board concerning funding priorities and project selection criteria.

Ms. Ayer stated that based on a review of these efforts; there was a general consensus that opportunities for growth were identified by the Collier MPO Board in the following areas:

- The area of Immokalee;
- Tamiami Trail between San Marco Road and Collier Boulevard;
- The area of Ave Maria;
- The entire length of Collier Boulevard extending from Immokalee Road to Tamiami Trail; and
- Davis Boulevard/Tamiami Trail/Airport-Pulling Road Triangle.

Ms. Ayer explained that in the course of the mapping exercise, there were significant observations and comments made which included:

- In addition to the resident population, it is important to plan for the peak tourism season.
- There is a desire to diversify economy with high tech, medical, and other clean innovative industry.
- There is a need to improve the bicycle and walking environment.
- The City of Naples has a limit on building height, which limits the density of future development.
- There is a need to provide opportunities’ for beach access.

Ms. Ayer stated that Board members were also engaged in an exercise to prioritize issues to be emphasized in the preparation of the 2040 LRTP. The highest priorities for emphasis were assigned to the following:

- Improving safety for autos, pedestrians, bicyclists, and transit users;
- Improving traffic flow/reducing congestion;
- Promoting economic development;
- Preserving natural environment and conserving energy; and
- Improving sidewalks.

Ms. Ayer stated that for the final exercise, Board members were asked to indicate their investment priorities for the 2040 LRTP. The highest investment priorities in the 2040 LRTP were assigned to the following:

- Local streets;

- Major arterials;
- Bicycle and trail facilities;
- Interstate highways;
- Sidewalks; and
- Public transportation.

Ms. Ayer then introduced Mr. Casalanguida, Administrator with the Growth Management Division – Construction and Maintenance of Collier County. Mr. Casalanguida gave a brief overview of the Collier Boulevard Extension in a PowerPoint presentation.

Mr. Casalanguida discussed the upcoming project phases for Collier Boulevard which included:

- Collier Boulevard from Golden Gate Main Canal to Green Boulevard, ROW in FY14/15 – TRIP \$1.2 million;
- Collier Boulevard from Green Boulevard to Golden Gate Boulevard – CST in FY13/14 – TRIP \$6.8 million
- Immokalee Road Intersection Improvements – CST in FY14/15

Mr. Casalanguida stated that there is a Developer Contribution Agreement (DCA) with Parkland Associates for Collier Boulevard Extension. Mr. Casalanguida discussed the Logan Boulevard Extension to Bonita Beach Road and stated that Logan Boulevard would be constructed in two phases; the first phase would be from Immokalee Road to the southern entrance of the future Parkland’s residential community. He stated that Phase 2 would be from the Parkland’s entrance to Bonita Beach Road in Lee County.

Mr. Casalanguida stated that Collier Boulevard Extension was on Collier MPO’s Needs portion of the 2035 LRTP however, Lee County did not have the CR 951 Extension on their plan. He noted that there is no other facility east of I-75 that links SR 82 and connects Lee and Collier County.

Councilman Burch stated that he believes that the Collier Boulevard Extension should be considered when updating the Needs Plan.

Discussion ensued regarding I-75. Mr. Scott stated that Lee MPO would need to understand what they are modeling before and analyze the volumes of I-75 before moving forward.

Councilman Leonardo stated that the Collier Boulevard Extension should be revisited.

Chairman McIntosh stated that the Collier Boulevard Extension was on the Needs Plan; however, the project was taken off due to the environmentalists and the grievances that there are environmentally sensitive areas off Collier Boulevard. He noted that pulling the project off of the Needs Plan simply stopped the work and the County never knew what the real environmental impact was.

Agenda Item 11 – Florida Department of Transportation Report

Secretary Hattaway discussed questions from the Board concerning federal funding. Secretary Hattaway stated that FDOT is going through a reauthorization of the current transportation bill, which was funded for two years and will expire in September. He explained that the last time there was an increase in the revenue base trust fund for gas tax was in 1993. Secretary Hattaway stated that the federal gas tax has remained unchanged for nearly two decades. He noted that the Revenue for Highway Trust Fund is derived from almost entirely federal gas taxes.

Discussion ensued. Commissioner Hiller stated that one of the most effective ways to lobby would be to contact the Florida Association of Cities and lobby as a state from a local level.

Councilman Leonardo stated that Vehicle Miles of Travel (VMT) in Florida and throughout the nation will continue to decrease in the upcoming years. Councilman Leonardo stated that VMT has been one of the top five priorities at the MPOAC on how to deal with the future highway capacity needs and the decreasing revenues.

Agenda Item 12 – Transit Update

Ms. Scott presented an overview on the improvements within the CAT department. Ms. Scott stated that CAT is proposing route modifications to modify existing time points and routes to ensure efficiency. Ms. Scott explained that CAT staff is beginning to implement the recommendations of the Comprehensive Operational Analysis that was adopted by the MPO the Board of Collier County Commissioners.

Ms. Scott stated that the first proposal is to modify new Route 20 (Old Route 6) to add service to the beach. She explained that in FY2013, Route 6 produced 2% of the overall ridership and had the lowest total passengers per hour.

Ms. Scott stated that the second proposal is to add a new route, Route 26, which will start at Parkway Plaza on Coronado Parkway to Santa Barbara Boulevard, add service to Naples Boulevard, and add beach access to Clam Pass. She noted that Route 26 will maintain connections at Pine Ridge Road/Goodlette Frank Road.

Commissioner Hiller complimented Ms. Scott and stated that the initiatives were outstanding.

Councilman Saad departed at 10:44 a.m.

Agenda Item 13 – Members Comments

Commissioner Hiller thanked Secretary Hattaway for his outstanding work with the state.

Commissioner Hiller complimented Chairman McIntosh and noted that he had done a great job as Chairman.

Councilman Burch thanked the City of Bonita Springs for hosting the Joint MPO Board meeting.

Chairman McIntosh thanked all the citizens for their public involvement.

Agenda Item 14 – Information Items

There were no information items.

Agenda Item 15 – Adjournment of Meeting

Having no further business, the Joint Lee-Collier County MPO Board meeting adjourned at approximately 10:48 a.m.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
2015 DRAFT LEGISLATIVE POLICY POSITIONS

Priority Policy Positions

The MPOAC supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.
 - In 2012, the MPOAC completed a two-year study to address the ever widening gap between the cost of needed transportation infrastructure along with declining and unsustainable revenue sources. The study identified a \$74 billion funding shortfall in MPO areas over the next 20 years. It also proposed 14 policy recommendations that are intended to restore the purchasing power of Florida's transportation dollar to the year 2000 and to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax.

Key Recommendations:

- Redirect \$100 million annually to the State Transportation Trust Fund from General Revenue as was passed by the Florida House of Representatives during the 2014 legislative session in HB 5601.
 - Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
 - Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
 - Direct the Florida Department of Transportation to develop a plan to move Florida toward a Mileage Based User Fee, which protects individual privacy, in lieu of the traditional fuel tax.
2. Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development.
 - The purpose of the Transportation Regional Incentive Program (TRIP) is to encourage regional planning by providing state matching funds (up to 50% of total project costs) for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP is funded through documentary stamp tax proceeds which have declined substantially over the past several years as a result of the economic decline in Florida's housing and land development industry. Funds available for TRIP have been further reduced as the first \$60 million of funds that would otherwise be allocated to TRIP are instead allocated to the Florida Rail Enterprise.
 3. Protects existing transportation programs from negative financial impacts that may arise from the passage of the 2014 Florida Water and Land Conservation Initiative and directs funds intended for recreational trails in a manner consistent with MPO plans and programs.

- The Florida Water and Land Conservation Initiative (Amendment 1 on the November 4, 2014 ballot), upon voter approval, would dedicate 33 percent of net revenues (an estimated \$648 million in FY 2015-16, growing to \$1.268 billion in FY 2034-35) from the existing excise tax on documents to the Land Acquisition Trust Fund. The funds will be used to acquire and improve conservation easements and other land, water, geological and historical sites, including recreational trails and parks. If approved, this diversion of revenues from the existing excise tax on documents could result in a substantial reduction in funds currently dedicated to the Transportation Regional Incentive Program, the Strategic Intermodal System, the New Starts Transit Program, the Florida Rail Enterprise and the Small County Outreach Program. This proposal seeks to protect those existing transportation programs in a manner consistent with MPO plans and programs.
4. Reduces distracted driving by regulating as a *primary* offense the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.
- The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014 Florida Legislature underscored the severity of distracted driving by considering a bill that would have substantially increased the penalty for distracted driving resulting in a fatality. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

Additional Policy Positions

The MPOAC supports State Legislation that:

5. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.
- Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State’s ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.
6. Promotes interoperable and multi-modal fare-payment technologies that must be compatible, universal and accessible for use by all other technology systems.
- Ideally, Florida’s citizens would be able to use a single fare-payment technology to drive on a toll road, ride a transit vehicle, park a car, cross a toll bridge or use any other transportation facility or service anywhere in the state, regardless of the owner or operator of the system. However, a variety of technological and institutional barriers stand in the way of implementing universal, multi-modal

fare-payment technologies. This proposal would provide support for a wide range of legislative initiatives intended to remove those barriers.

7. Authorizes a county, or two or more contiguous counties, to form a regional transportation finance authority for the purpose of financing, constructing, maintaining, and operating transportation projects that are coordinated with MPO plans and programs.
 - The 2013 Florida Legislature introduced legislation titled the “Florida Regional Transportation Finance Authority Act” that was contained in SB 1132. In 2014, the Florida Legislature considered SB 1052 which was a similar bill for a specific region of the state that would create the Northwest Florida Regional Transportation Finance Authority. Both legislative proposals would have established the governance and powers and duties of the authority and named FDOT as the agent of each authority for the purpose of performing all phases of a project, including constructing improvements and extensions to the system, and for the purpose of operating and maintaining the system. This proposal would authorize the creation of Regional Transportation Finance Authorities, subject to approval by the Legislature and the county commission of each county that will be part of the authority, and specify that there be only one authority created and operating within the area served by the authority.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

September 16, 2014

Mr. James Christian
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Approval of FY 2014-15 through FY 2018-19 Transportation Improvement Programs

Dear Mr. Christian:

The Department has completed the review of the Transportation Improvement Programs (TIPs) for Florida's Metropolitan Planning Organizations (MPOs) and has concluded that all are consistent with federal and state law. The reviews were conducted pursuant to the processes outlined in the MPO Administrative Handbook.

Through the authority delegated by the Governor, I hereby approve the TIPs for 26 of the 26 MPOs in Florida. These TIPs will be effective upon the joint approval of the 2015 State Transportation Improvement Program (STIP) by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

If the Department can be of further assistance in providing additional information, please contact Mr. Jim Wood, Director, Office of Policy Planning at 414-4800.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ananth Prasad", is written over the word "Sincerely,".

Ananth Prasad, P.E.
Secretary

AP:ya

cc: Shakira Crandol, FHWA
MPO Staff Directors
Howard Glassman, MPOAC
FDOT District Directors of Intermodal Systems Development
Brian Blanchard, Assistant Secretary for Engineering and Operations, FDOT
Brian Peters, Assistant Secretary for Finance and Administration, FDOT
Jim Wood, Director, Office of Policy Planning, FDOT
James Jobe, Manager, Federal Aid Office, FDOT



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

**FLORIDA DEPARTMENT OF TRANSPORTATION
CERTIFICATION OF PROJECTS FOR FEDERAL FISCAL YEAR 2015**

In accordance with Title 23, U.S. Code, Section 105 and Section 134, the District Secretaries have certified to the following statements, and I do hereby certify for the Department that the projects in the Five Year Work Program have been developed consistent with the Department's goals and policies as defined in the statewide transportation plan (i.e. Florida Transportation Plan).

I further certify that:

1. All projects carried out within the boundaries of each transportation management area with Federal participation pursuant to Title 23, USC are selected by the State in cooperation with the Metropolitan Planning Organizations (MPOs). MPOs in transportation management areas, in consultation with the State, select projects for implementation from the approved Transportation Improvement Program (TIP), with the exception of National Highway System projects.
2. Projects undertaken in areas of 50,000 to 200,000 population have been selected by the State in cooperation and/or consultation with the Metropolitan Planning Organizations and are in conformance with the TIP for each area.
3. Projects undertaken in areas of less than 50,000 population have been selected by the State in cooperation with the affected local officials.

CERTIFIED BY:

Ananth Prasad, P.E.
Secretary
Florida Department of Transportation

Date

A Summary of Major Federal-Aid Programs and Project Selection/Implementation Requirements from Title 23, USC¹

The state (department of transportation) selects projects for all federal-aid programs in cooperation with MPOs and consultation with nonmetropolitan areas of the state, as well as Indian tribal areas. MPOs in transportation management areas select projects for implementation from the approved TIP², with the exception of National Highway System projects.

Program Funds	TMAS (Areas Over 200,000 Population)	Areas 50,000 – 200,000 Population	Areas under 50,000 Population
National Highway Performance Program	By the state, in <i>cooperation</i> with MPOs.		By the state, in <i>consultation</i> with affected local officials.
Surface Transportation Program (STP) and all other Federal Participation	By the MPO for implementation, in <i>consultation</i> with the state and any affected public transportation operator.	By the state, in <i>cooperation</i> with the MPOs.	By the state, in <i>cooperation</i> with the affected local officials.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	By the MPO for implementation, in <i>consultation</i> with the state.	By the state, in <i>cooperation</i> with the MPOs.	By the state, in <i>cooperation</i> with the affected local officials.
Transportation Alternatives (TA)	By the MPO for implementation, in <i>consultation</i> with the state		By the state, in <i>cooperation</i> with the affected local officials.
Safety	By the MPO for implementation, in <i>consultation</i> with the state	By the state, in <i>cooperation</i> with the MPOs.	By the state, in <i>cooperation</i> with the affected local officials.

Definitions from 23 CFR Part 450, §450.104

Consultation means that one or more parties confers with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

¹ §134(j)(5), §134(k)(4), §135(g)(6), §213(c)(5)

² The TIP is approved by the MPO and Governor.

AyerLucilla

From: Juan Flores [support@FreightMovesFlorida.com]
Sent: Monday, October 06, 2014 3:24 PM
To: AyerLucilla
Subject: FMTP Investment Element Approved



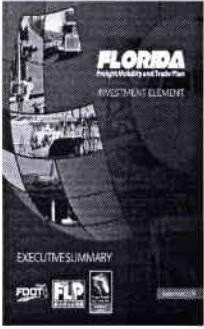
Good afternoon statewide freight stakeholders,

On September 17, 2014, the FDOT Executive Board adopted the Investment Element of the Freight Mobility and Trade Plan (FMTP). Thanks to the hard work of over 700 stakeholders, the Plan identifies and prioritizes nearly \$32 billion in freight transportation needs. Addressing these needs will help Florida achieve its goal of becoming a major international freight hub. FDOT, along with Enterprise Florida, the Department of Economic Opportunity, the Florida Chamber, the Department of Agriculture and Consumer Services, and CareerSource Florida will continue working with private sector partners to implement this plan.

We thank you for your input, participation, and collaboration throughout the process. Partnership and input from you, the stakeholder, ensures we can continue moving Florida forward as a hub for global trade and logistics activity.

Please visit our partner supported Logistics Portal for additional FMTP information at: <http://www.freightmovesflorida.com/freight-mobility-and-trade-plan/freight-mobility-investment>

FMTP Timeline Video and Information**FMTP Investment Element**



For further information or details, please contact Ed Lee in our Rail/Motor Carrier Office within the Office of Freight, Logistics and Passenger Operations (FLP) at (850) 414-4535.

In addition, please feel free to reach out to our **FLP Modal Offices** for specific details regarding our multimodal programs:

- **Aviation & Spaceports Office** - State Aviation Manager, Aaron N. Smith
- **Rail and Motor Carrier Operations Office** - Office Manager, Todd Gruenemeier
- **Transit Office** - State Transit Manager, Ed Coven
- **Seaport and Waterways Office** - Vacant

You received this email because lucillaaver@collier.gov subscribed to the Freight Mobility and Trade Plan email service through the FreightMovesFlorida.com website. Click here to [unsubscribe](#).

