



## JOINT COLLIER AND LEE METROPOLITAN PLANNING ORGANIZATION (MPO) BOARD MEETING

**Center for Performing Arts  
10150 Bonita Beach Road  
Bonita Springs, FL 34135**

**October 21, 2016  
9:00 a.m.**

All meetings of the Joint Lee County and Collier County MPO Board 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) 330-2239; or **Ms. Anne McLaughlin 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](mailto:jlimbaugh@leempo.com) or [AnneMcLaughlin@colliergov.net](mailto:AnneMcLaughlin@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 that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with either the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing Mr. Limbaugh at P.O. Box 150045, Cape Coral, Florida 33915-0045 or the Collier MPO Title VI Specialist Ms. Anne McLaughlin at (239) 252-8192 or by writing Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, Florida 34104.

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. **Pledge of Allegiance**
3. **Election of a Chairperson**
4. **Public Comments will be taken at each item**
5. **Approval of Agenda**
6. **Action Items**
  - A. Approval of the revised Regional Roadway network and Joint Resolutions.
  - B. Approval of the revised Regional Non-motorized Transportation Network and Joint Resolution.
  - C. Approval of the Resolution Supporting the Request to Add SR 82 to the National Highway System.
7. **Reports and Presentations (May Require Board Action)**
  - A. Traffic Incident Management Presentation.
  - B. Update and Discussion on the Notice of Proposed Rulemaking on MPO Coordination and Planning Area Reform.
  - C. Regional Transit Discussion.
  - D. Update on the District One MPO Chair Summit and Coastal MPO Alliance.
8. **Florida Department of Transportation**
9. **Transit Update**
10. **Members' Comments**
11. **Information Items**
12. **Adjournment of Meeting**



## **APPROVAL OF THE REVISED REGIONAL ROADWAY NETWORK AND JOINT RESOLUTIONS**

**RECOMMENDED ACTIONS:** Approval of the revised Regional Roadway Network and the Joint Resolutions approving the Regional Map (**Attachment A**) and the Previously Approved TRIP Priorities.

The regional roadway network is being revised to reflect projects that have now been completed (like the Metro Fowler connection) and to adopt a joint resolution designating the network (**Attachment B**). In addition, as part of this process the Joint MPO Board is being asked to approve a resolution (**Attachment C**) for the previously adopted TRIP priorities (**Attachment D**). These resolutions are being done to allow the local agencies to enter into the new FDOT TRIP funding agreements that now require a joint resolution designating the facility as a regional facility and a resolution that covers the TRIP priorities.

The Joint TAC, meeting as a Committee of the whole, unanimously approved this item and the CAC, meeting as a Committee of the whole, voted 16 to 1 in support of this item.

**Attachment A:** Regional Roadway Network Map

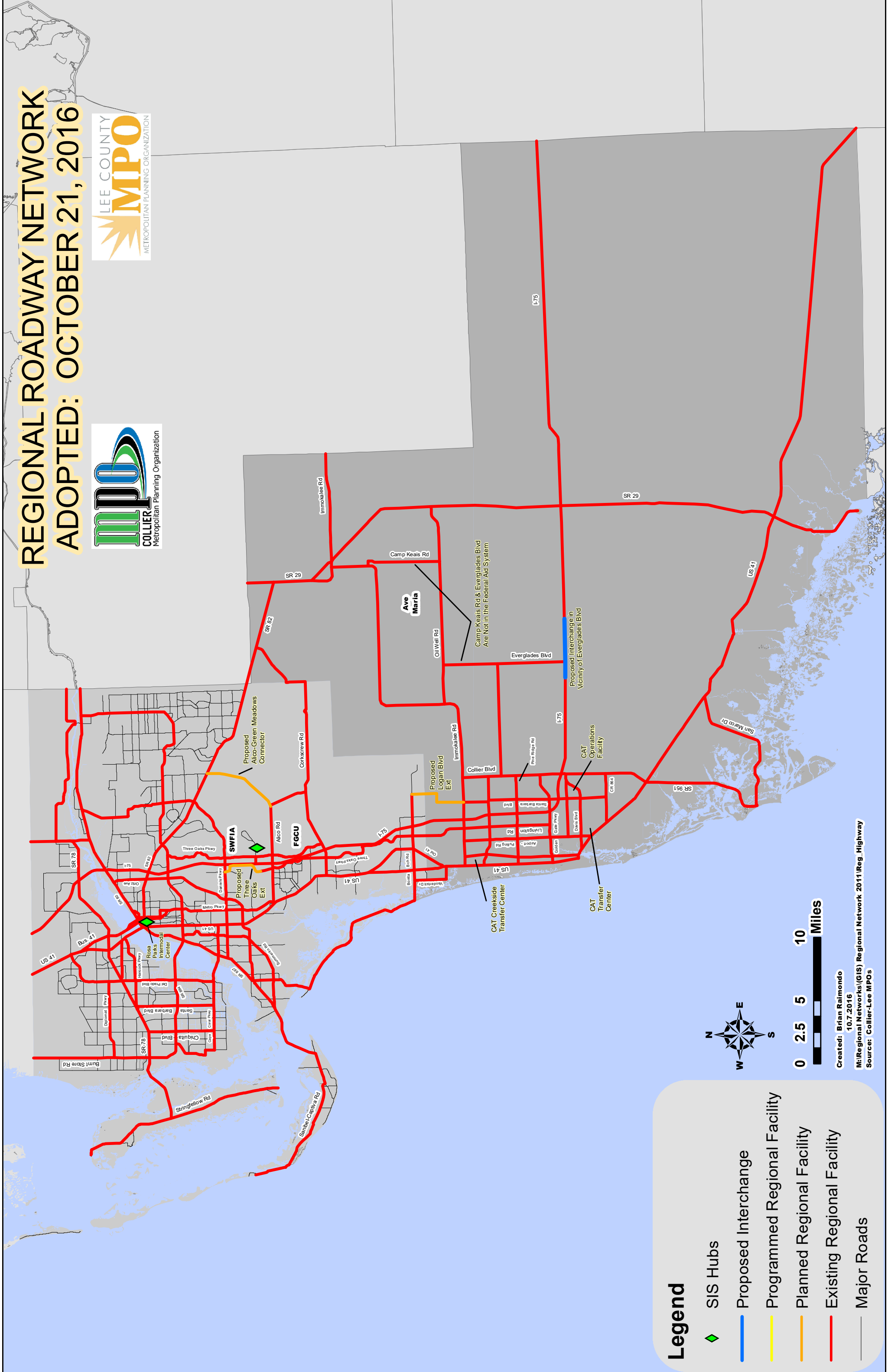
**Attachment B:** Joint Resolution Designating the Network

**Attachment C:** Joint Resolution for the Adopted TRIP Priorities

**Attachment D:** Joint TRIP Priorities Approved March 2015

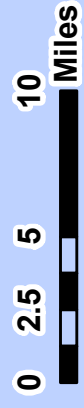
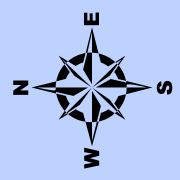


# REGIONAL ROADWAY NETWORK ADOPTED: OCTOBER 21, 2016



### Legend

- ◆ SIS Hubs
- Proposed Interchange
- Programmed Regional Facility
- Planned Regional Facility
- Existing Regional Facility
- Major Roads



Created: Brian Raimondo  
10.7.2016  
MPO Regional Networks (GIS) Regional Network 2011 Reg. Highway  
Source: Collier-Lee MPOs



**JOINT RESOLUTION 2016 - 01**

**JOINT RESOLUTION OF THE LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION AND COLLIER METROPOLITAN  
PLANNING ORGANIZATION APPROVING THE JOINT  
REGIONAL ROADWAY NETWORK**

**WHEREAS**, the Lee County and Collier Metropolitan Planning Organizations have conducted formalized joint regional planning activities consistent with the Joint Interlocal Agreement since 2004; and

**WHEREAS**, the Lee County and Collier MPOs have produced joint regional transportation maps and priorities since 2004 seeking funding for transportation projects; and

**WHEREAS**, the Lee County and Collier MPOs have produced and adopted joint regional roadway network maps since 2005; and

**WHEREAS**, the Lee and Collier MPOs have updated the Joint Regional Roadway Network map to reflect the completion of recent projects.

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

The Joint Regional Transportation Network Map dated October 21, 2016 is approved.

This Resolution was PASSED and DULY ADOPTED JOINTLY by the Lee County MPO and the Collier MPO on October 21, 2016.

Joint Resolution 2016-01  
Duly Adopted Jointly on October 21, 2016

Attest:

COLLIER METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_  
Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_  
Commissioner Penny Taylor  
Collier MPO Chair

Approved as to form and legal sufficiency:

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

Attest:

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION

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

By: \_\_\_\_\_  
Commissioner Brian Hamman  
Lee County MPO Chair

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Derek Rooney  
Lee County MPO Attorney



**JOINT RESOLUTION 2016 - 02**

**JOINT RESOLUTION OF THE LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION AND COLLIER METROPOLITAN  
PLANNING ORGANIZATION APPROVING THE REGIONAL  
TRANSPORTATION REGIONAL INCENTIVE PROGRAM PRIORITIES**

**WHEREAS**, the Lee County and Collier Metropolitan Planning Organizations have formalized joint regional planning activities consistent with the Joint Interlocal Agreement since 2004; and

**WHEREAS**, the Lee County and Collier MPOs have produced joint regional transportation incentive program priorities since 2006 seeking funding for various transportation projects; and

**WHEREAS**, the Lee and Collier MPOs adopted Joint Regional TRIP priorities in March of 2015 and the priority list is attached.

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

The Joint Regional Transportation Regional Incentive Program (TRIP) project priorities are approved by resolution.

This Resolution was PASSED and DULY ADOPTED JOINTLY by the Lee County MPO and the Collier MPO on October 21, 2016.

Joint Resolution 2016-02  
Duly Adopted Jointly on October 21, 2016

Attest:

COLLIER METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_  
Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_  
Commissioner Penny Taylor  
Collier MPO Chair

Approved as to form and legal sufficiency:

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

Attest:

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION

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

By: \_\_\_\_\_  
Commissioner Brian Hamman  
Lee County MPO Chair

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Derek Rooney  
Lee County MPO Attorney

**Year 2015 Joint TRIP Priorities for Lee and Collier**  
**Adopted March 20, 2015 Joint Lee and Collier MPO Meeting**

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	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) Overmatch	(10) Public Private- Partnerships	Total Points
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**2014/2015**

Lee County	Burnt Store Rd	Diplomat Pkwy	Van Buren Pkwy	2L to 4L	CST	Funded	\$5,228,684	FY 2014/15			3	3	0	3	5	3	4	2	1	0	24
Lee Tran	Beach Park & Ride	@ Summerlin Square		Capital Expenditures	Design/ROW/ CST	\$4,000,000	\$2,000,000	Funded	State = 2,427,000 & Local =2,427,000	by Dec 2015	1	0	0	3	5	0	4	2	3	0	18
Lee County	Estero Blvd	Crescent St	Red Coconut RV	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	Logan Blvd.	N. Immokalee Rd	Lee/Collier Co/L	New 2L	CST	\$6,548,013	\$3,274,007	#1			3	0	0	3	5	0	4	2	1	8	26
Lee County	Big Carlos Bridge	Bridge Replacement		2L	PE	\$3,600,000	\$1,800,000	#2			0	0	0	3	1	1	4	2	1	0	12

**2016/2017**

Lee County	Burnt Store Road	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	\$5,000,000	\$2,500,000	Funded	\$2,500,000	FY 17 & 18	3	3	0	3	5	2	4	2	1	0	23
Lee County	Estero Blvd	Segment 2		Road Upgrade	CST	\$7,750,000	\$3,875,000	#2			0	0	0	3	5	3	4	2	1	0	18

**2017/2018**

Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	ROW	\$2,469,440	\$1,234,720	#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	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings		Facility		CST	\$1,000,000	\$500,000	Funded	\$1,000,000	FY 17/18	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	0	4	2	1	0	21
Lee County	Estero Blvd	Segment 3		Road Upgrade	CST	\$7,750,000	\$3,875,000	#2			0	0	0	3	5	3	4	2	1	0	18
Lee Tran	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings		Facility		CST	\$1,000,000	\$500,000	#3			0	0	0	3	5	3	0	2	1	0	14

**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
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**2020/2021**

Lee County	Estero Blvd	Segment 4		Road Upgrade	CST	\$7,750,000	\$3,875,000	#1			0	0	0	3	5	3	4	2	1	0	18
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## **APPROVAL OF THE REVISED REGIONAL NON-MOTORIZED TRANSPORTATION NETWORK**

**RECOMMENDED ACTIONS:** Approval of the amended Lee and Collier Regional Non-motorized Map shown in **Attachment A**.

At the Joint Lee and Collier Bicycle Pedestrian meeting in the spring, the Lee Collier Regional Pathway map was revised based on adding and removing segments, revising the status of segments and updating the Southwest Coastal Regional Trail alignments that were recently added to the State maps. Following those changes, the changes were not adopted by the Collier MPO as there were numerous questions raised by staff and the Collier PAC regarding the status of individual projects, the definition of pathways on some of the road segments and the interpretation of the map by the public and users of the map.

On July 22<sup>nd</sup>, staff from the Lee and Collier MPO's met to resolve the issues, and it was proposed that (1) we show the network in a single color (2) change the title from Pathway to "Non-Motorized" Network as right of way constraints in certain urban areas within the network will not allow the accommodation of new shared use paths and those segments will have to remain as existing sidewalks, and (3) maintain separate maps as part of the respective Bicycle Pedestrian Plans for staff and committees' use that illustrate the status and proposed cross-sections of individual segments on the network.

In addition, due to recent changes in FDOT agreements that include the need for resolutions for the processing of funding agreements for projects, the staff has included a resolution (**Attachment B**) approving the Joint Regional Map.

The TAC, meeting as a Committee of the whole, unanimously approved this item and the CAC, meeting as a Committee of the whole, voted 17 to 1 in support of this item.

**Attachment A:** Regional Non-motorized Transportation Network Map

**Attachment B:** Joint Resolution Designating the Network









**JOINT RESOLUTION 2016 - 03**

**JOINT RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION AND COLLIER METROPOLITAN PLANNING ORGANIZATION APPROVING THE JOINT REGIONAL NON-MOTORIZED TRANSPORTATION NETWORK**

**WHEREAS**, the Lee County and Collier Metropolitan Planning Organizations have conducted formalized joint regional planning activities consistent with the Joint Interlocal Agreement since 2004; and

**WHEREAS**, the Lee County and Collier MPOs have produced joint regional transportation maps and priorities since 2004 seeking funding for transportation projects; and

**WHEREAS**, the Lee County and Collier MPOs have produced and adopted multi-modal transportation facility maps since 2005; and

**WHEREAS**, the Lee and Collier MPOs have updated the Joint Regional Non-motorized Transportation Network map to reflect updates consistent with the recent changes to the Southwest Coastal Regional Trail network.

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

The Joint Regional Non-motorized Transportation Network Map dated October 21, 2016 is approved.

This Resolution was PASSED and DULY ADOPTED JOINTLY by the Lee County MPO and the Collier MPO on October 21, 2016.

Joint Resolution 2016-03  
Duly Adopted Jointly on October 21, 2016

Attest:

COLLIER METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_  
Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_  
Commissioner Penny Taylor  
Collier MPO Chair

Approved as to form and legal sufficiency:

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

Attest:

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION

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

By: \_\_\_\_\_  
Commissioner Brian Hamman  
Lee County MPO Chair

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Derek Rooney  
Lee County MPO Attorney

## **APPROVAL OF A RESOLUTION SUPPORTING THE ADDITION OF SR 82 TO THE NATIONAL HIGHWAY SYSTEM**

**RECOMMENDED ACTIONS:** Approval of a resolution requesting that the FHWA designate SR 82 as a National Highway System facility.

The two MPO's, along with the Heartland TPO representing Hendry County, have been pursuing the addition of SR 82 from Fowler Avenue in Fort Myers to SR 29 in Collier County to the National Highway System (NHS). As an NHS designated facility, SR 82 would then be eligible for National Highway Performance Program (NHPP) funds and FAST lane freight grants. The additional funding programs open up opportunities to program the capacity improvements on SR 82 in Collier County. As part of this process, resolutions of support are needed from the Lee, Collier and Heartland MPOs. A Statement of Justification for designating SR 82 on the NHS is included in **Attachment A** and the Joint Resolution is included in **Attachment B**.

The Joint TAC and Joint CAC, meeting as a Committee of the whole, unanimously approved this item.

**Attachment A:** SR 82 NHS Justification Report

**Attachment B:** Joint Resolution Requesting SR 82 as NHS Facility



## JUSTIFICATION DOCUMENT FOR ADDING SR 82 IN THE NHS

**Introduction:** Section 470.107 – Federal-aid highway systems of the Federal-Aid Policy Guide states *“The National Highway System shall consist of interconnected urban and rural principal arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel. All routes on the Interstate System are a part of the National Highway System.”*

In addition, NHS Modification Procedures, updated February 2016, states that for modification proposals originating with MPOs, the MPO would transmit the request and approval documentation through the state. States would then be responsible for submitting the requests to the FHWA Division Office. The FHWA Division will subsequently review, summarize, and transmit the request with Division recommendation to FHWA HQ.

Accordingly, the Lee County MPO, Collier MPO, and the Heartland Regional TPO are requesting a modification of the National Highway System (NHS) that calls for NHS designation to SR 82 from Fowler Avenue in Lee County to SR 29 in Collier County. **Exhibit A** (below) includes a map that shows the proposed NHS designation for SR 82 that runs through 3 counties including Lee, Hendry and Collier.



Exhibit A – Proposed NHS Facility Location Map

**Existing Conditions:** SR 82 is a component of the Federal Intrastate Highway System (FIHS) and Florida’s Strategic Intermodal System (SIS). It is identified as a Principal Arterial in the federal functional classification/urban boundary maps for Lee and Collier Counties. In Lee County, SR

82 (MLK Jr. Boulevard) is a 4-lane divided roadway from Fowler Avenue to Ortiz Avenue, a 5-lane divided roadway from Michigan Avenue to Ortiz Avenue, and 6 lane divided roadway from Ortiz Road to Colonial Boulevard. East of Colonial Boulevard, SR 82 (Immokalee Road) is a two lane undivided rural design type roadway that terminates at SR 29 in the City of Immokalee in Collier County. The surrounding land uses east of Daniels Parkway/Gunnery Road to SR 29 consist of primarily residential communities, agricultural land, and mining facilities.

The entirety of SR 82 in Lee County is identified as a Tier I regional freight corridor in the Lee MPO's 2040 Long Range Transportation Plan.

Future Conditions: The Lee MPO's 2040 Transportation Plan calls for widening SR 82 (MLK Jr. Boulevard) from Michigan Avenue to Ortiz Avenue from 5 to 6 lanes. Funds have not been committed for this project. The ultimate configuration of SR 82 (Immokalee Road) from east of Colonial Boulevard to SR 29 is 6-lanes, and is proposed to be built in a combination of suburban and rural cross sections. Within Lee County, the segment from Colonial Boulevard to Shawnee Road is programmed for construction in FY 2017 which will expand the roadway to 6 lanes, while the segment from Alabama Boulevard to the Lee/Hendry County line is programmed for construction in FY 2018 which will expand the roadway to 4 lanes. The Hendry County segment, also proposed for a 4-lane expansion, is currently under construction. A revised PD&E for expanding the roadway in Collier County is under way. The ultimate configurations for those segments currently programmed or being built as four lanes will be six lanes.

The SR 82 segment from Colonial Boulevard to Shawnee Road also includes a Continuous Flow Intersection (CFI) at the SR 82 and Daniels Parkway intersection, the first of its kind to be built in Florida.

NHS Criteria: As stated in Section 103(b), of Title 23, U.S.C., MPOs are allowed to propose modifications to the NHS provided the proposed facility satisfies the criteria prescribed in Appendix D of Section 103(b), of Title 23, U.S.C. Below are the criteria, and an explanation of how SR 82 meet the NHS designation criteria.

**1. Proposed additions to the NHS should be included in either an adopted State or metropolitan transportation plan or program.**

In the late 1990s, SR 82 (MLK Jr. Boulevard) from Fowler Avenue to Michigan was expanded from 2 to 4 lanes, and in early 2000s Michigan Avenue to Ortiz Road was expanded from 2 to 5 lanes. Subsequently, the segment from Ortiz to Colonial Boulevard was expanded from 2 to 6 lanes in 2013. The expansion of Michigan Avenue to Ortiz Road from 5 to 6 lanes is included in the Lee MPO's 2040 Transportation Plan (See **Appendix A**). The project, however, is not among the cost feasible project list of the Plan.

The expansion of SR 82 (Immokalee Road) from Colonial Boulevard to Lee County/Hendry County line and Hendry County/Collier County line to SR 29 are included in the 2040 Transportation Plans of Lee County MPO and Collier MPO respectively (**Appendix A**). The 2 to 6 lane expansion of the segment from Colonial Boulevard to Shawnee Avenue is now programmed for construction in FY 2017. The highest phase funded for the 2 to 4 lane expansion of the segment from Shawnee Road to Alabama Road is Right of Way. The 2 to 4-lane expansion of the segment from Alabama to Hendry County line is now programmed for construction in FY 2018. With the commitment of funds for the above projects in Lee County they are all now included in the Lee MPO's Transportation Improvement Program (See **Appendix A**).

The construction of the 4 lane expansion of the SR 82 segment from Lee County/Hendry County line to Hendry County/Collier County line is currently under way. The project is included in the Heartland Regional TPO Transportation Improvement Program (See **Appendix A**).

## **2. Proposed additions to the NHS should connect at each end with other routes on the NHS or serve a major traffic generator**

At its western terminus, SR 82 connects to SR 739 (Fowler Avenue) which is a NHS facility. At its eastern terminus, SR 82 connects to SR 29 which is also a NHS facility. Additionally, SR 82 serves major traffic generators including the Fort Myers Downtown, the Fort Myers River District, and the Southwest Florida International Airport. SR 82 also serves the agribusiness industry in Immokalee with trucks carrying agricultural produce travelling on SR 82 to the Farmers Market in Fort Myers, and to distribution facilities in the Tampa area via I-75. Trucks also use SR 82 to transport agricultural produce from farms in Lee County to the fruit and vegetable packinghouses in Immokalee. SR 82 also serves the existing commercial mines in Lee County's Density Reduction/Groundwater Resource (DRGR) area. Trucks carry limerock, aggregates, and sand from these mines accessing SR 82 via Corkscrew Road in Collier County. However, the bulk of the trucks from these mines use Alico Road to access I 75. See map of existing mines in **Exhibit B**, Page 4.

## **3. Proposals should be developed in consultation with local and regional officials**

SR 82 runs through three counties including Lee, Collier and Hendry County. The Lee MPO has taken the initiative to develop the Statement of Justification documentation and getting the necessary MPO Resolutions for the designation of SR 82 from Fowler Avenue to SR 29 as a NHS Principal Arterial. Lee MPO staff has discussed the proposal to add SR 82 to the NHS with Collier MPO, Lee County DOT, and Collier County Transportation Planning staff and they all support the proposal. Staff has also contact the Heartland Regional TPO. The proposal was also discussed at the MPO's Technical Advisory Committee and Citizens Advisory Committee. An action item for the adoption of a Joint Resolution by the Lee County and Collier MPO requesting FHWA to add SR 82 to the NHS will be in the agenda for the October 19<sup>th</sup> Joint Collier and Lee MPO Board meeting.

## **4. Proposals to add routes to the NHS should include information on the type of traffic served (i.e., percent of trucks, average trip length, local, commuter, interregional, interstate) by the route, the population centers or major traffic generators served by the route, and how this service compares with existing NHS routes**

Traffic Types and Population Centers: Traffic types include local traffic, commuter traffic, interregional, and interstate traffic. Population centers/major traffic generators along SR 82 are Fort Myers Downtown and the Fort Myers River District, Dunbar, Gateway, Lehigh Acres, and the agribusiness freight hub in Immokalee. Major traffic generators also include the shopping centers at the intersection of Colonial Boulevard (within 2 miles from SR 82) and Six Mile Cypress Parkway, the Jet Blue Stadium, Gartner Inc., and the Southwest Florida International Airport on Daniels Parkway (within 3.5 miles of SR 82). See map of existing mines in the Lee County DR/GR area in **Exhibit B**, page 4.



**Truck Traffic:** Based on 2015 traffic counts, the Collier County section of SR 82 carries an average of 11% truck traffic, Hendry County section carries an average of 9.6%, and Lee County section carries the least average percentage of truck traffic partially attributed to the longer mileage of SR 82 in the county. However, there are individual segments of SR 82 in Lee County that carry truck percentages over 5%. See map showing SR 82 segments in Lee County with truck AADTT over 1,000, and truck percent > 5% in **Exhibit C**, Page 5. These numbers are based on FDOT's 2014 traffic counts.

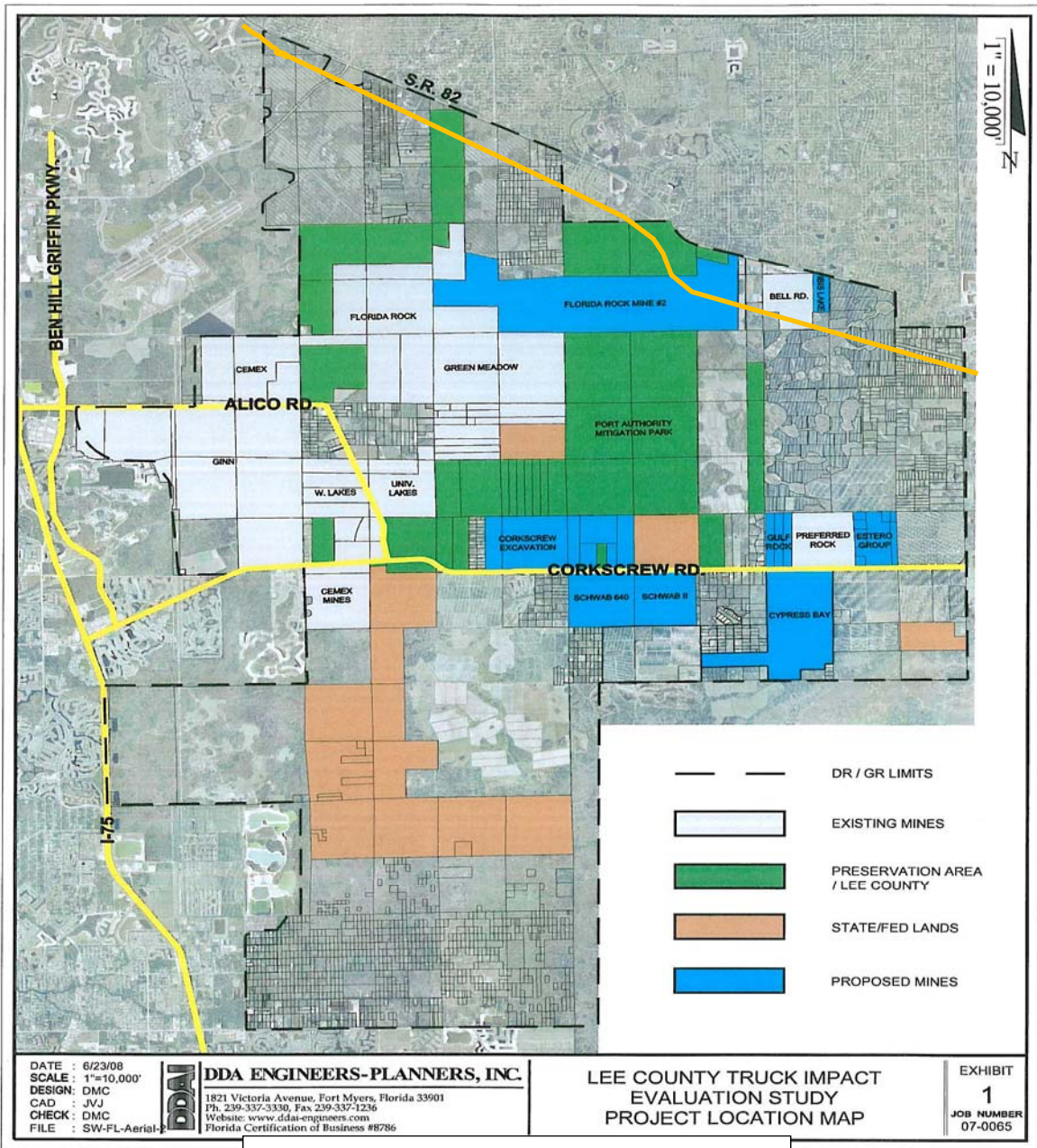


Exhibit B – Map of Existing Mines in Lee County





Source: FDOT, 2014.

Exhibit C – Truck AADT > 1000 & Truck Percent > 5% in Lee County

**Average Trip Length:** The average trip length on SR 82 east of Colonial is 13.4 miles. This was calculated using Trip Distribution from the District 1 Regional Travel Demand Model and dividing the total VMT for selected links by the traffic volumes. The analysis was conducted by Traf-O-Data Corp. on September 30, 2016 at the request of the Lee County MPO.

**Existing NHS Routes:** I 75 is a NHS facility which crosses SR 82 close to Fort Myers in the west. I 75 has predominantly interregional traffic and commuter traffic, and the highest percentage of truck traffic in Lee County. SR 739 (Fowler), another NHS facility, carries local and commuter traffic, and provides last mile freight connections to industrial areas within Freight Activity Centers.

SR 29 is another NHS facility which carries interregional traffic and commuter traffic. There are considerable amount of trucks on this roadway carrying agricultural produce north from Immokalee and into US 27.

## **5. Proposals should include information on existing and anticipated needs and any planned improvements to the route**

The 2013 SR 82 Intersection Analysis Report concluded that the SR 82 segment in Lee County from Colonial Boulevard to Gateway Boulevard operated at a Level of Service (LOS) “F” during PM Peak Hour under existing conditions. The segment from Daniels Parkway to Alabama Road operated at a LOS “F” in both AM and PM Peak Hour. The segment in between Gateway Boulevard and Daniels Parkway operated at a LOS “D” during PM Peak Hour.

At the Daniels Parkway/Gunnery Road intersection, westbound traffic on SR 82 has been observed to back up over 3 miles daily during the AM Peak Hour, and over 1 mile daily in the eastbound direction during the PM Peak Hour.

High traffic volumes on the roadway, aggressive driving, and inadequate roadway capacity have resulted in 21 fatalities and 610 injuries (76 of them incapacitating injuries) from 2013 to October 2015 in the 2 lane stretch from Colonial Boulevard/Lee Boulevard to SR 29. The crash analysis was conducted by the Lee County MPO using Signal 4 Analytics. However, SR 82 is now in the fast track of expansion with the more severe capacity constraint segments with low levels of service being addressed in Lee and Hendry County.

The PD&E Study for SR 82 (Immokalee Road) from Colonial Boulevard in Lee County to SR 29 in Collier County calls for expansion of the roadway from 2 lanes to 6 lanes. The segment from Colonial Boulevard to Shawnee Avenue is programmed for construction in FY 2017 that will expand the existing 2 lanes to 6 lanes. During the construction of this segment, deep muck removal and soil surcharging will be undertaken in the segment east from Shawnee Boulevard to Alabama Boulevard. Construction of the 6-lane widening on this segment is expected to be programmed in FY 2021. Construction of the 4-lane widening of the segment from Alabama to Hendry County line is programmed in FY 2018 while the 4-lane expansion of the segment within Hendry County is under way. The design for these two segments will allow them to be expanded into six lanes in the future. The project development phases for the segment in Collier County from the Hendry County line to SR 29 has not yet been programmed. A revised PD&E Study is currently under way for this segment and the preferred alternative calls for a 4-lane divided roadway with a roundabout at the intersection of SR 82 and SR 29. The ultimate lane configuration will be 6 lanes.

A Continuous Flow Intersection (CFI) at Gunnery and SR 82, the first of its kind in Florida, will be built during the 6-lane construction of the Colonial Boulevard to Shawnee Boulevard segment. A 2006 SR 82 Traffic Study had concluded that a conventional at grade intersection with dual left turn and single right turn lanes at all approaches together with the six lane expansion from Daniels Parkway to Shawnee Road would operate at a level of service F in 2030. This was subsequently verified in a SR 82 Intersection Analysis Report in 2013. A CFI was selected by FDOT as a cost effective solution to reduce delay and improve overall operational efficiency.

The programmed roadway capacity improvements east of Colonial Boulevard in Lee County and the ongoing construction in Hendry County will enhance traffic safety. The programmed

improvements also include buffered bicycle lanes (paved shoulders in the Hendry County segment), a sidewalk on the north side and a multi-use path on the south side.

Also, SR 82 from Michigan Avenue to Ortiz Road is proposed to be widened from 5 to 6 lanes. The project, however, is not among the cost feasible projects in the Lee MPO 2040 Transportation Plan.

**6. Proposals should include information concerning the possible effects of adding or deleting a route to or from the NHS might have on other existing NHS routes that are in close proximity**

SR 80 is the only existing parallel east west NHS facility. At Downtown Fort Myers SR 82 and SR 80 are separated by less than a mile but as they head to the east they continue to diverge out and move away from each other with SR 82 cutting diagonally in a SE direction across Lee, Hendry and Collier County. There are no possible effects to SR 80 with the addition of SR 82 in the NHS. While they both terminate in the west at downtown Fort Myers thereby serving the downtown and the Fort Myers River District, they provide dissimilar service and are separated by large distances in the east, with the roadways serving different communities and traffic generators along the way.

**7. Proposals to add routes to the NHS should include an assessment of whether modifications (adjustments or deletions) to existing NHS routes, which provide similar service, may be appropriate.**

SR 82 is an east west roadway running diagonally and connecting Lee, Hendry and Collier counties. The only other east west facility is SR 80 which is north of SR 82 and separated by approximately 12 miles from each other in the middle, and by approximately 19 miles where SR 82 terminates at SR 29. They do not provide similar service. Traffic in either facility will not be impacted by a NHS designation to SR 82 as they both will continue to carry significant volumes of traffic, and each serving different communities and traffic generators. Both are also SIS facilities.

SR 82 connects to existing north south NHS facilities including SR 739 (in Fort Myers), I 75 and SR 29 (in Immokalee). Adding SR 82 to the NHS will not impact the existing north south NHS facilities.

**8. Proposed modifications that might affect adjoining States should be developed in cooperation with those States.**

Not applicable.

**9. Proposed modifications consisting of connections to major intermodal facilities should be developed using the criteria set forth below. These criteria were used for identifying initial NHS connections to major intermodal terminals. The primary criteria are based on annual passenger volumes, annual freight volumes, or daily vehicular traffic on one or more principal routes that serve the intermodal facility. The secondary criteria include factors which underscore the importance of an intermodal facility within a specific State.**

This criterion only applies to requested designations for NHS Intermodal Connectors. SR 82 is being requested for NHS Principal Arterial designation.

## APPENDIX A

Table C-1: 2040 Needs Plan Projects: Road Projects (cont.)

Road Name	From	To	Improvement		Total Cost (PDC, in millions)
			From (# of Lanes)	To (# of Lanes)	
Pine Island Road Bridge	over Porpoise Pass Canal		Reconstruct Bridge		\$3.00
Pine Island Road Bridge	over Pine Island Creek		Reconstruct Bridge		\$3.00
Rail Intermodal Yard	Alico Road		Intermodal Yard		\$8.00
River Road Bridge 1	over Millers Gulley		Reconstruct Bridge		\$0.75
River Road Bridge 2	over Spansih Creek		Reconstruct Bridge		\$0.75
River Road Bridge 3	over Ficters Creek		Reconstruct Bridge		\$0.75
River Road Bridge 4	over Cypress Creek		Reconstruct Bridge		\$0.75
San Carlos Boulevard	Reconstruction/Transit, Pedestrian, and Capacity Improvements		TBD		Unknown
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2 Lanes		\$23.43
Signal Interconnection	Phase III		Signal		\$8.00
SR 31	SR 80	Charlotte County Line	2	4	\$58.10
SR 78	Business 41	I-75	4	6	\$70.80
SR 78	Chiquita Boulevard	w/o Santa Barbara	4	6	\$26.50
SR 78	24th Ave	US 41	4	6	\$19.90
SR 78	US 41	Business 41	4	6	\$14.60
SR 80	SR 31	Buckingham Road	4	6	\$61.50
SR 82	Colonial Boulevard/Lee Boulevard	Shawnee Road	2	6	Committed
SR 82	at Daniels Parkway/Gunnery Road		CFI		Incl. in Lee to Shawnee
SR 82	Shawnee Road	Alabama Road	2	6	\$35.30
SR 82	Alabama Road	Homestead Road	4	6	\$35.30
SR 82	Homestead Road	Hendry County Line	2	4	\$31.10
SR 82	at Colonial Boulevard		Intersection		Unknown
SR 82	Michigan Avenue	Ortiz Avenue	5	6	\$2.10
Stingfellow Road Bridge	over Monroe Canal		Reconstruct Bridge		\$1.00
Sunshine Boulevard	SR 82	Lee Boulevard	2	4	\$41.50
Surfside Boulevard	Trafalgar Parkway	Pine Island Road	New 4 lanes		\$36.30
Terry Street	Bonita Grande Drive	West of Imperial Parkway	2	4	\$28.70
Three Oaks Extension	North of Alico Road	Daniels Parkway	New 4 lanes		\$40.30



Table 6-5 | Unfunded Highway Needs (continued)

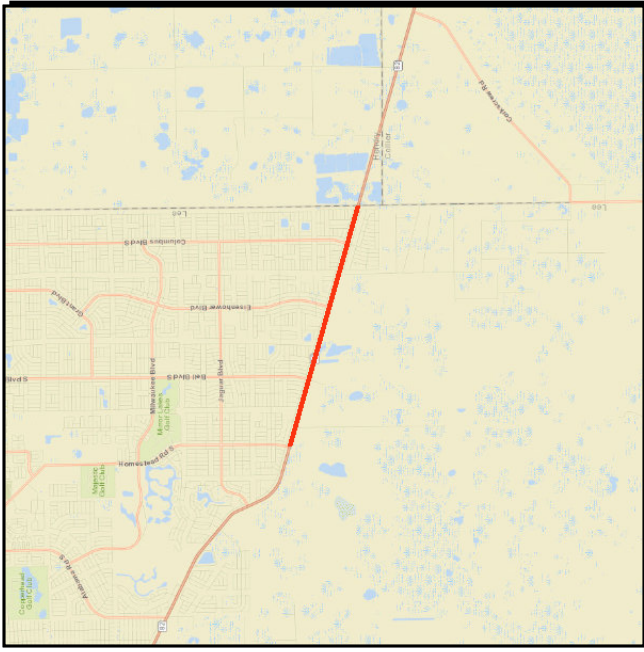
Needs Rank	Improvement	Limits From	Limits To	Improvement Description
29	Wilson Boulevard Ext / Black Burn Rd	Wilson Blvd	End of Haul Road (Corridor Study)	New 2-Lanes of a Future Multi-lane Facility
30	I-75 (SR-93) Managed/ Express (Toll) Lanes	North of Golden Gate Parkway (Exit #105)	Collier/Lee County Line	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD
31	Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
35	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
37	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
38	Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial
39	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard	New 2-Lane Collector
42	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial
44	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
45	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
46	SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
47	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector
48	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Collector
49	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial
50	Everglades Boulevard	Vanderbilt Bch Rd Ext	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
52	Everglades Boulevard	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial
53	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector





**SR 82**

**Project Number: 4258414**      **SIS**



**From:** HOMESTEAD ROAD S      **Work Summary:** ADD LANES & RECONSTRUCT

**To:** HENDRY C/L

**Lead Agency:** FDOT

**Length:** 3.565 MI

**L RTP #:** Appendix B, Table B-11, Project 9

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
RRU	DDR	0	300,000	0	0	0	300,000
RRU	LF	0	300,000	0	0	0	300,000
CST	DIH	0	301,593	0	0	0	301,593
CST	DDR	0	20,006,365	0	0	0	20,006,365
<b>Total</b>		<b>0</b>	<b>20,907,958</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,907,958</b>

**Prior Cost < 2016/17:** 3,929,113

**Future Cost > 2020/21:** 0

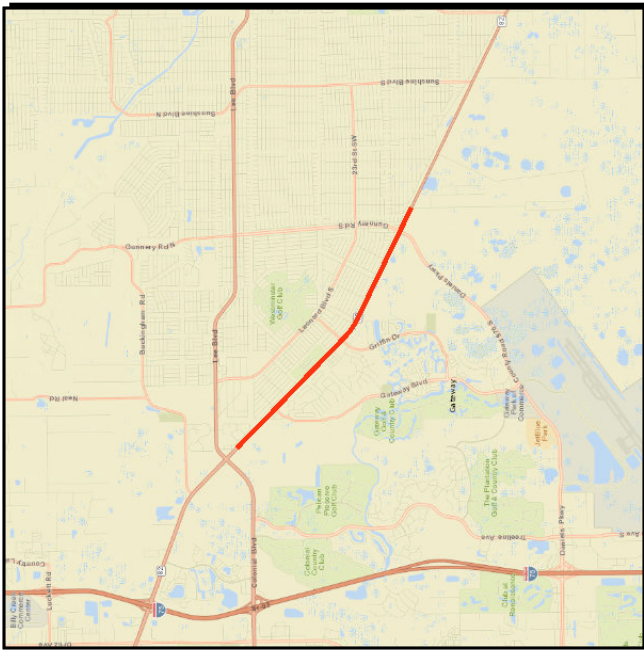
**Total Project Cost:** 24,837,071

**Project Description:** Expand existing two-lane road to a four-lane road, which will be expandable to six lanes in the future. The corridor will have a median separating two 12-foot travel lanes in each direction, five-foot paved outside shoulders, a five-foot sidewalk on the north side of the road and a 10-foot multi-use path on the south side of the road.



**SR 82**

**Project Number: 4258411**      **SIS**



**From:** CR 884 (LEE BLVD)      **Work Summary:** ADD LANES & RECONSTRUCT

**To:** SHAWNEE ROAD

**Lead Agency:** FDOT      **Length:** 4.462 MI

**L RTP #:** Appendix B, Table B-11, Project 7

	<b>Fund Source</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>Total</b>
CST	DI	14,978,369	0	0	0	0	14,978,369
RRU	DDR	800,000	0	0	0	0	800,000
ROW	BNIR	56,000	0	0	0	0	56,000
RRU	LF	2,373,985	0	0	0	0	2,373,985
CST	DIH	703,010	0	0	0	0	703,010
CST	SIWR	42,070,492	0	0	0	0	42,070,492
ENV	DDR	100,000	0	0	0	0	100,000
INC	DI	0	0	0	0	2,500,000	2,500,000

**Total**      **61,081,856**      **0**      **0**      **0**      **0**      **2,500,000**      **63,581,856**

**Prior Cost < 2016/17:** 11,853,451

**Future Cost > 2020/21:** 0

**Total Project Cost:** 75,435,307

**Project Description:** Expand SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5-foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot shared-use path on the south side.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1  
 TRANSPORTATION IMPROVEMENT PROGRAM REPORT  
 July 1, 2015 through June 30, 2020

**HENDRY**

Project: SR 82  
 FROM LEE C/L TO COLLIER C/L

FPN: 4258415 SIS: Yes

Length: 1.273

Work: ADD LANES & RECONSTRUCT

Comments:

PHASE	FUND	<2015/16	2015/16	2016/17	2017/18	2018/19	2019/20	>2019/20	ALL YEARS
CST	DDR	\$0	\$4,031,192	\$0	\$0	\$0	\$0	\$0	\$4,031,192
CST	DIH	\$0	\$331,767	\$0	\$0	\$0	\$0	\$0	\$331,767
CST	DS	\$22,237	\$4,463,082	\$0	\$0	\$0	\$0	\$0	\$4,485,319
ENV	DS	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
PE	DDR	\$1,249,882	\$0	\$0	\$0	\$0	\$0	\$0	\$1,249,882
PE	DIH	\$40,600	\$8,098	\$0	\$0	\$0	\$0	\$0	\$48,698
<b>PROJECT TOTAL:</b>		\$1,312,719	\$8,884,139	\$0	\$0	\$0	\$0	\$0	<b>\$10,196,858</b>

4308481

SR 82 FROM HENDRY COUNTY LINE TO GATOR SLOUGH LANE

SIS



**Project Description:** This is one segment of a larger project.

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** Hendry County Line

**To:** Gator Slough Lane

**Lead Agency:** Managed by FDOT **Length:** 4.022 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ENV	DDR	0	0	380,000	50,000	0	430,000
ROW	SA	0	0	2,570,550	278,113	0	2,848,663
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,950,550</b>	<b>328,113</b>	<b>0</b>	<b>3,278,663</b>

**Prior Year Cost:** 516,641

**Future Year Cost:** 69,791,007

**Total Project Cost:** 73,586,311

**LRTP:** FDOT SIS Plan, LRTP Appendix A

4308491

SR 82 FROM GATOR SLOUGH LANE TO SR 29

SIS



**Project Description:** This is one segment of a larger project.

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** Gator Slough Lane

**To:** SR 29

**Lead Agency:** Managed by FDOT **Length:** 3.036 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DS	1,684,852	0	0	0	0	1,684,852
ENV	DS	360,000	0	20,000	50,000	0	430,000
ROW	DIH	86,520	0	0	0	0	86,520
<b>Total</b>		<b>2,131,372</b>	<b>0</b>	<b>20,000</b>	<b>50,000</b>	<b>0</b>	<b>2,201,372</b>

**Prior Year Cost:** 1,071,425  
**Future Year Cost:** 28,293,728  
**Total Project Cost:** 31,566,525  
**LRTP:** FDOT SIS Plan, LRTP Appendix A

**JOINT RESOLUTION 2016 - 04**

**JOINT RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION AND COLLIER METROPOLITAN PLANNING ORGANIZATION REQUESTING FHWA TO ADD SR 82 FROM FOWLER AVENUE (IN LEE COUNTY) TO SR 29 (IN COLLIER COUNTY) TO THE NATIONAL HIGHWAY SYSTEM**

**WHEREAS**, SR 82 is a component of the Florida Intrastate Highway System (FIHS) and Florida's Strategic Intermodal System (SIS); and

**WHEREAS**, SR 82 from Fowler Avenue in the City of Fort Myers (Lee County) to SR 29 in the City of Immokalee (Collier County) is an interconnected urban and rural principal arterial serving major population centers and traffic generators in Lee, Hendry and Collier County while providing interregional travel, and thereby meeting the criteria for inclusion in the National Highway System (NHS); and

**WHEREAS**, projects along transportation corridors included in the NHS are eligible for National Highway Performance Program funds and FAST Lane Freight Grants; and

**WHEREAS**, the additional funding programs open up opportunities to finance the capacity improvements on SR 82 in Collier County, and the ultimate 6-lane configuration on the segments in Lee and Hendry County which are currently either programmed for expansion to 4-lanes, or where 4-lane expansion is already under way; and

**WHEREAS**, the additional funding programs open up opportunities to finance additional multi-modal corridor, intersection, and safety improvements that may identified as a need in the future.

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

The Lee County MPO and the Collier MPO requests FHWA to add SR 82 from Fowler Avenue in the City of Fort Myers (Lee County) to SR 29 in the City of Immokalee (Collier County) into the National Highway System.

This Resolution was PASSED and DULY ADOPTED JOINTLY by the Lee County MPO and the Collier MPO on October 21, 2016.

Joint Resolution 2016-04  
Duly Adopted Jointly on October 21, 2016

Attest:

COLLIER METROPOLITAN PLANNING  
ORGANIZATION

By: \_\_\_\_\_  
Anne McLaughlin  
Collier MPO Executive Director

By: \_\_\_\_\_  
Commissioner Penny Taylor  
Collier MPO Chair

Approved as to form and legal sufficiency:

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

Attest:

LEE COUNTY METROPOLITAN  
PLANNING ORGANIZATION

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

By: \_\_\_\_\_  
Commissioner Brian Hamman  
Lee County MPO Chair

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Derek Rooney  
Lee County MPO Attorney

## **TRAFFIC INCIDENT MANAGEMENT PRESENTATION**

### **DISCUSSION ITEM:**

Captain Rory, with Parsons Inc., will give a presentation on the Traffic Incident Management Team in our area and will touch on some of the national and local traffic incident issues. The cost of congestion nationally is estimated to be \$800 billion and 50-60% of the congestion is non-recurring incidents. In addition, 20% of the Interstate crashes and 50% of the fatalities are secondary incidents. The presentation will also include how the Traffic Incident Management team helps to save lives and show positive results.





## **UPDATE AND DISCUSSION ON THE FHWA/FTA NOTICE OF PROPOSED RULEMAKING FOR MPO COORDINATION AND PLANNING AREA REFORM**

### **DISCUSSION ITEM:**

On June 27, 2016, the United States Department of Transportation (Federal Highway Administration and Federal Transit Administration) proposed a draft rule proposing changes to the transportation planning regulations to “promote more effective regional planning by States and Metropolitan Planning Organizations (MPO)”. Comments on the proposed rule were due by August 26, 2016. A summary of the proposed rule requirements are listed below:

- Changes to the definition of Metropolitan Planning Area would clarify that it must include the entire urbanized area, plus the contiguous area forecast to become urbanized within the 20 year planning horizon.
  - In practice, Metropolitan Planning Area has been synonymous with the MPO boundary.
  - But in statute, the Metropolitan Planning Area is intended to be the entire urbanized area. In complex areas, the statute envisions there could be multiple MPOs within one metropolitan planning area.
- Governors and MPOs would determine whether multiple MPOs are warranted within a single Metropolitan Planning Area, based on the size and complexity of the area.
- Multiple MPOs within a metropolitan planning area would jointly develop planning products including a single metropolitan transportation plan, TIP, and performance targets.
- In order to improve State coordination with MPOs, States and MPOs would be required to maintain a current planning agreement, which would include a dispute resolution process, and would be required for coordination for analyses of areas within the metropolitan planning area.
- Metropolitan planning agreements must include coordination strategies and dispute resolution procedures between the States and the MPOs and, MPO to MPO for those sharing UZA boundaries.
- Planning data must be consistent between States and MPOs.

The proposed rule is lengthy so a link to it is provided here:

<https://www.federalregister.gov/articles/2016/06/27/2016-14854/metropolitan-planning-organization-coordination-and-planning-area-reform>.

Both MPO's provided comments on the proposed rule by the due date but now the Federal Highway Administration and the Federal Transit Administration have re-opened the comment period through October 24, 2016 to allow the opportunity for reviewers to provide more detailed comments on two areas:

- Specific and detailed comments on the expected costs of implementing the proposed rule.
- Specific and detailed comments that contribute to the understanding of the impact of the proposed requirements for unified planning products where multiple MPOs serve the same urbanized area, potential exceptions that should be included in the final rule, and criteria for applying such exceptions.

The updated notification is **Attachment A** and staff will provide any additional information on the request at the Board meeting.

**Attachment A:** Reopened Specific Questions Related to the Notice of Proposed Rulemaking

**Attachment B:** Collier MPO Letter

**Attachment C:** Lee County MPO Letter



**DEPARTMENT OF TRANSPORTATION**

**[4910-22-P]**

**Federal Highway Administration**

**23 CFR Part 450**

**Federal Transit Administration**

**49 CFR Part 613**

**[Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28]**

**Metropolitan Planning Organization Coordination and Planning Area Reform**

**AGENCY:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA); U.S. Department of Transportation (DOT).

**ACTION:** Notice of proposed rulemaking (NPRM); reopening of comment period.

**SUMMARY:** The FHWA and FTA are reopening the comment period for the NPRM that was published on June 27, 2016, at 81 FR 41473, in order to receive additional public comment on targeted issues. The NPRM proposes revisions to the transportation planning regulations to promote more effective regional planning by States and metropolitan planning organizations (MPO). The original comment period closed on August 26, 2016. The FHWA and FTA received a number of requests to extend the comment period. The FHWA and FTA recognize that those interested in commenting on this important program may not have had the opportunity to provide comments and that the comment period should be reopened. Therefore, the comment period is being reopened.

**DATES:** Comments must be received on or before [INSERT DATE 30 DAYS AFTER

DATE OF PUBLICATION IN FEDERAL REGISTER].

**ADDRESSES:** Mail or hand deliver comments to: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, or submit electronically at <http://www.regulations.gov>, or fax comments to (202) 493-2251. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or may print the acknowledgment page that appears after submitting comments electronically. Anyone is able to search the electronic form of all comments in any one of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, or labor union). You may review the DOT complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477).

### **Electronic Access and Filing**

This document and all comments received may be viewed online through the Federal eRulemaking portal at <http://www.regulations.gov>. The Web site is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded by accessing the Office of the Federal Register's home page at: <https://www.federalregister.gov> and the Government Publishing Office's Web site at: <http://www.gpo.gov>.

**FOR FURTHER INFORMATION CONTACT:** For FHWA: Mr. Harlan W. Miller, Planning Oversight and Stewardship Team (HEPP-10), (202) 366-0847; or Ms. Janet Myers, Office of the Chief Counsel (HCC-30), (202) 366-2019. For FTA: Ms. Sherry Riklin, Office of Planning and Environment, (202) 366-5407; Mr. Dwayne Weeks, Office of Planning and Environment, (202) 493-0316; or Mr. Christopher Hall, Office of Chief Counsel, (202) 366-5218. Both agencies are located at 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 8 a.m. to 4:30 p.m., ET for FHWA, and 9 a.m. to 5:30 p.m., ET for FTA, Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Background**

On June 27, 2016, the FHWA and FTA published a proposed rule to revise the transportation planning regulations to promote more effective regional planning by States and MPOs. See 81 FR 41473. The goal of the proposed revisions is to promote unified planning products for each urbanized area, even if there are multiple MPOs designated within that urbanized area. Specifically, the NPRM proposed that MPOs would develop a single metropolitan transportation plan, a single transportation improvement program (TIP), and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan. If multiple MPOs are designated within that urbanized area, they would jointly prepare these unified planning products. To accomplish this, the proposed

revisions would clarify that the metropolitan planning area (MPA) must include the entire urbanized area and contiguous area expected to become urbanized within 20 years.

As discussed in the NPRM, these proposed revisions would better align the planning regulations with statutory provisions concerning the establishment of MPA boundaries and the designation of MPOs. This includes the statutory requirement for the MPA to include an urbanized area in its entirety together with the contiguous area expected to become urbanized within 20 years, and the exception provision to allow more than one MPO to serve a single MPA if warranted by the size and complexity of the MPA. This return to the original legislative intent is in alignment with the findings of the draft report *Beyond Traffic: Trends and Choices 2045*. *Beyond Traffic* was released by the Department in February 2015. It examines the long-term and emerging trends affecting our Nation's transportation system and the implications of those trends. It describes how demographic and economic trends, as well as changes in technology, governance, and our climate, will increase the importance of our metropolitan regions in making decisions that cross State, political, socioeconomic, and often transportation planning lines. By 2045, the population is anticipated to increase by 70 million people, with most of that growth occurring in metropolitan areas.

The rulemaking would establish clearer operating procedures, and reinstate certain coordination and decisionmaking requirements for situations where there is more than one MPO serving an MPA. The proposed rule would require unified planning products for the MPA, including jointly established performance targets within an MPA, and a single metropolitan transportation plan and TIP for the entire MPA in order to

result in planning products that reflect the regional needs of the entire urbanized area. These unified planning products would be jointly developed by the multiple MPOs in such MPAs where more than one MPO is designated.

The FHWA and FTA propose to phase in implementation of these proposed coordination requirements and the proposed requirements for MPA boundary and MPO boundaries agreements over 2 years.

### **Additional Public Comments Sought on Specific Issues**

The FHWA and FTA are reopening the comment period in order to receive public comment on certain issues raised in the NPRM. Specifically, the FHWA and FTA are looking for specific and detailed comments that contribute to the understanding of the impact of the proposed requirements for unified planning products where multiple MPOs serve the same urbanized area, potential exceptions that should be included in the final rule, and criteria for applying such exceptions. The FHWA and FTA also seek specific and detailed comments on the expected costs of implementing the proposed rule. The FHWA and FTA are seeking comments specific to these issues as we decide whether to finalize any provisions within the scope of the NPRM. Previously submitted comments should not be resubmitted.

The original comment period for the NPRM closed on August 26, 2016. The FHWA and FTA ask commenters to focus on the specific issues open for public comment, as discussed in the above paragraph. Other comments will be considered to the extent practicable. To allow time for interested parties to submit comments on the

targeted issues highlighted above, the comment period is being reopened until [INSERT DATE 30 DAYS AFTER PUBLICATION IN THE FEDERAL REGISTER].

Issued in Washington D.C. on September 19th, 2016, under authority delegated in 49 CFR 1.85 and 1.91:

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Gregory G. Nadeau  
Administrator  
Federal Highway Administration

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Carolyn Flowers  
Acting Administrator  
Federal Transit Administration

[FR Doc. 2016-22907 Filed: 9/22/2016 8:45 am; Publication Date: 9/23/2016]





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2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-8192 • Fax (239) 252-5815

August 12, 2016

**Re: Notice of Proposed Rulemaking (NPRM): MPO Coordination & Planning Area Reform (docket# FHWA-2016-0016)**

I am writing on behalf of the Collier MPO to comment on the NPRM change to the definition of Metropolitan Planning Area (MPA) to require that contiguous urbanized areas (UZAs) and the area expected to become urbanized in the next 20 years be contained within a single MPA; that existing MPOs either merge or, by agreement between the MPOs and the Governor, remain separate but adopt a unified Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Performance Targets for the entire UZA.

The Collier MPO has a long history of voluntary regional collaboration with Lee County MPO, beginning in the mid-90s and formalized in 2002 when the two MPOs held a joint meeting and voted unanimously not to pursue consolidation of the MPOs or to alter their common MPA boundary. The Collier MPO entered into an Interlocal Agreement with Lee County MPO in 2004 (last amended in 2009) to coordinate joint regional transportation planning. Following the 2010 US Census, the two MPO Boards met again in 2013, reviewed the new population data and again opted to remain separate and distinct due to the size and complexity of the Cape Coral (Lee) and Bonita Springs-Naples (Collier) UZAs.

The Collier and Lee County MPOs have jointly adopted a regional road network, a regional pathways network, coordinate on regional transit planning and annually submit regional project priorities to FDOT for inclusion in the 5-Year Work Program. The two MPO Boards hold at least one joint meeting annually. Staff members participate on each entity's advisory committees and the two Pathways Advisory Committees meet at least once annually. This longstanding collaborative relationship has enhanced the separate and distinct needs of both MPOs while promoting their joint regional interests.

Based on this long history of voluntary regional collaboration, the Collier MPO is against the change to the MPA definition in the NPRM and against merging into a single MPO serving the Cape Coral UZA and Bonita Springs-Naples UZA.

Regards,

Penny Taylor, Chairwoman  
Collier MPO

Copy: Mr. Brian Hamman, Chairman, Lee County MPO





P.O. Box 150045, Cape Coral, Florida 33915 • (239) 330-2241 • www.leempo.com

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August 23, 2016

Gregory G. Nadeau, Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

Carolyn Flowers, Acting Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, DC 20590

**RE: Docket Number FHWA-2016-0016  
Notice of Proposed Rulemaking (NPRM) on Metropolitan  
Planning Organization Coordination and Planning Area Reform**

Dear Administrators Nadeau and Flowers:

In response to the USDOT Notice of Proposed Rulemaking (NPRM) for Metropolitan Planning Organization Coordination and Planning Area Reform, the Lee County Metropolitan Planning Organization offers the following comments for consideration.

The proposed rule change, as it is currently written and being interpreted, will cause further coordination issues and will not result in improved planning decisions or be more efficient. The options provided to the MPO's to either reduce boundaries to the UZA, merge or adopt unified plans and programs does not take into consideration the impacts to other planning activities and implementation factors. Changing the MPO boundary to the UZA boundary does not take into account current local governance structures that include land use planning decisions, development of Capital Improvement Elements, economic development activities and emergency planning. Our current MPO boundary follows the County line, which is consistent with the other local planning processes that impacts transportation decisions. But if we reduce the MPA to the UZA boundary, one of our local jurisdictions is then cut in half with the other half now in a different MPO. That change would not make regional transportation coordination easier for the two Counties or the local jurisdictions involved.

The rule complicates this further when the MPO takes into account the areas that will urbanize within the next twenty years, which could then include up and down the east and west coasts of Florida and across the middle of the State in the Orlando area. This seems very contrary to why MPO's were originally created to help provide opportunities for local areas to have input into the planning and development of transportation facilities. The incorporation of a super MPO would reduce or eliminate the input of smaller communities in a very large MPO area.

The MPO's in our region and across the State of Florida have a long history of working cooperatively through formal and informal processes. For the MPO's in our region, this coordination has included joint MPO Board and Committee meetings, regional transportation models, regional priorities, regional freight plans, regional documents and studies and regional public involvement activities. This coordination also includes the Staff Directors participation as voting members on the neighboring MPO's Technical Advisory Committee. The ongoing regional coordination over the last twenty years

has included formalized Interlocal agreements with the Collier MPO since 2004 and with the Charlotte-Punta Gorda MPO since 2010. These coordination activities has worked over the years and continues to work and, as such, we question what problem the rule changes are trying to resolve.

The MPO also questions the statement that combining the MPO's would result in economies of scale and the proposed time frame for implementation. The combining of MPO's may not result in the savings anticipated as this does not account for how the agreements evolve and how the combined MPO's are attached to new entities. This may result in less favorable costs for services, such as rent and employee benefits, as the new combined MPO is being formed quickly and not negotiating services from a favorable position. The requirement that the implementation be within two years is not realistic when you consider that there would need to be changes to State statute along with the time it would take to draft agreements and receive approval through multiple agencies.

The Lee County MPO strongly opposes the proposed changes in the MPA definition as it is proposed and requests that it be withdrawn from further consideration. If you have any questions regarding our comments, please do not hesitate to contact the MPO at 239-330-2241.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Hamman", with a long horizontal flourish extending to the right.

Commissioner Brian Hamman  
MPO Chair

## **Regional Transit Discussion**

### **DISCUSSION ITEM:**

Collier Area Transit (CAT) will be reevaluating the 2 Immokalee Circulator routes (Routes 22 and 23) over the next few months. Staff has already conducted one public meeting to solicit input from the community in an effort to identify origins and destinations that are not currently being served by the system.

As part of the process, staff will be evaluating regional opportunities for a connection into Lee and Hendry counties. For example, service to iTech has been identified as a destination that both residents of the Immokalee community and adjacent counties are interested in accessing with transit.

Additionally, Collier County and Hendry County are partnering with Good Wheels to provide a rural route that would provide public transportation service between the counties as well as connecting with Glades County. Staff has been advised that Good Wheels will be awarded a grant from the Commission for the Transportation Disadvantaged (CTD) to provide this service.

The connection between Lee and Collier has been very successful in the urban area with the LinC. Connections between counties in the rural area should also be made a priority. This planning effort will provide opportunities for grant funding such as Service Development Grants (SDG) towards the implementation of this regional public transportation system.

Both counties will continue to coordinate to expand on regional opportunities to improve access across county lines.



**Update on the District One MPO Chair Summit and Coastal MPO Alliance**

**DISCUSSION ITEM:**

The Charlotte County – Punta Gorda MPO has proposed holding a District One MPO Chair’s Summit to discuss regional planning concerns and the formation of a Coastal MPO Alliance. FDOT has agreed to host the Chair’s Summit at its new operations center in Manatee County. The current proposal is to have the Chair’s Summit coincide with the Coordinated Urban Transportation Studies (CUTS) meeting on January 10, 2017.

**Attachment A:** March 15, 2016 Letter from Charlotte County – Punta Gorda MPO

