

**METROPOLITAN PLANNING ORGANIZATION BOARD
EXECUTIVE COMMITTEE**

1:30 p.m., November 26, 2014
Cape Coral Public Works Building Room 200
815 Nicolas Parkway, Cape Coral, FL 33915



AGENDA

Call to Order

Roll Call

New Business

1. Public Comments on New Business Items
2. Review and Approval of the Long Range Transportation Plan Revised Local Revenue Estimates
3. Distribution of the Long Range Transportation Plan Project Analysis Sheets
4. Approval of the Public Involvement Long Range Transportation Plan Contract
5. Background on the Joint Regional Prioritization Processes and Maps
6. Update on the TIGER Project

Other Business

7. Public Comments on Items Not on the Agenda
8. Announcements
9. Information and Distribution Items

Adjournment

* Action Items + May Require Action

All meetings of the Lee County Metropolitan Planning Organization (MPO) are open to the public. 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 MPO 48 hours prior to the meeting by calling (239) 330-2242; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail jlimbaugh@leempo.com.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (293) 330-2242 or by writing him at P.O. Box 150045, Cape Coral, Florida 33915-0045.

REVIEW AND APPROVAL OF THE LOCAL 2040 LRTP REVENUE PROJECTIONS

RECOMMENDED ACTION: Review and approval of the local revenue projections.

From the previous discussions that staff has had with the Executive Committee, Tindale-Oliver and from the input provided by the local jurisdictions, staff has put together the projected local revenues through 2040 and we will go over the projections at the meeting for the Executive Committee's consideration.

**PROVIDE INPUT AND APPROVAL ON THE DISTRIBUTION
OF THE LONG RANGE TRANSPORTATION PLAN
PROJECT ANALYSIS SHEETS**

RECOMMENDED ACTION: Provide approval of the revised Long Range Transportation Plan project analysis sheets (**attached**) and discuss the distribution, submittal and review of the completed sheets.

The MPO staff has revised the project analysis sheets slightly based on the comments received from the input received at the TAC and CAC meetings and public input. The forms will be used by the local jurisdictions and the public to submit possible projects for consideration to be included in the 2040 Needs and Cost Feasible Plans. One of the obvious benefits from this process will be hearing why a certain agency or person thinks a project is needed and how they think it will benefit them or their community. This will also give the staff the topics/items that we need to address further as we conduct do public outreach activities. One of the items that staff would like to discuss at the meeting is what type of review process the Executive Committee would like to see following the submittal of the project sheets.

2040 LRTP Project Request	Infrastructure
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PROJECT IDENTIFIER			
REQUESTING AGENCY			
PROJECT TYPE & DESCRIPTION			
ROADWAY OR NEAREST INTERSECTION		TERMINI (TO/FROM)	LENGTH (MILES)
IMPROVEMENTS ADDRESS?			
PURPOSE AND NEED			
Benefits to the Region and Local Community			

Existing/Projected Conditions	PROJECT HISTORY		
2013 Traffic Count _____	Previous phases/studies funded _____		
2035 Model Projection _____	Project in 2035 LRTP Y___ N___		
2013 Volume/Capacity _____	Project in Local Plans Y___ N___, If Yes, what plan(s):		
2035 Volume/Capacity _____	_____		
2013 Fatalities _____	_____		
2013 Injuries _____			
Truck Percentage _____	Local Cost Estimate (if available)		
Federal Aid Eligible Y___ N___	Source	Phase	Estimate (PDC)
Regional Facility Y___ N___			
Bike Lanes Y___ N___			
Paved Shoulders Y___ N___			
Sidewalks/Pathways Y___ N___			
Transit Route Y___ N___			

L RTP CANDIDATE PROJECT REQUEST _____

Name		E-mail	
Title		Phone	

Project Request Information	
Improvements Address	Please define the problems or issues that the proposed project will address.
Purpose and Need	Describe the purpose and need for the project that includes why you think the project is needed and a brief discussion on the expected scope of the work. This section should include a description of the facility and how it connects to other existing facilities or future planned projects (i.e. congestion relief, bicycle/pedestrian, transit, economic development, drainage, maintenance, safety etc.). This section should also provide information on other possible alternatives, if applicable.
Benefits to the Region and Local Community	Please describe how this project benefits the region and/or the local community. This would include how it benefits the area in other ways beyond addressing transportation issues, such as providing economic development. This description should also include who/which communities the project benefits will be realized by.
2035 Model Projection	The MPO can provide or fill in this information.

OFFICIAL USE:

Received by: _____

Date: _____

APPROVAL OF THE LONG RANGE TRANSPORTATION PLAN PUBLIC INVOLVEMENT CONTRACT TASK

RECOMMENDED ACTION: Approval of the Long Range Transportation Plan (LRTP) contract task (**attached**) with Jacobs Engineering, one of the MPO's General Planning Consultants.

The scope for the public involvement activities was previously approved by the MPO Board and we have now negotiated the staff hours and fee with Jacobs to conduct the task. The final documentation reports for the project have been removed to fit the budget cap as we have recently found out that single contracts through the use of General Planning Consultants are capped at a \$200,000 maximum. We will be pursuing a task for putting together the final documentation in the spring with most of that work coming out of next year's budget.

DRAFT
2040 LRTP PUBLIC INVOLVEMENT AND
PLAN DOCUMENTATION SCOPE OF SERVICES

BACKGROUND

The Lee MPO conducts a major update to the Long Range Transportation Plan (LRTP) every five years. Based on federal requirements, the MPO is required to adopt the 2040 LRTP by December 15, 2010. The purpose of the plan update is to identify the transportation improvements that are needed to serve the future population of Lee County through the horizon year of 2040. This scope outlines the public involvement tasks that will be conducted through the adoption of the Plan and the project analysis that will make up the final Plan. The development of the following Long Range Transportation Plan elements will be done under a separate task: the congestion management system element, the transit element, the goods and freight element, the bicycle/pedestrian element and the final document.

SCOPE OF SERVICES

The Long Range Transportation Plan Public Involvement Plan (LPIP) will be developed with the intent of encouraging early and continuing participation throughout the development of the 2040 Long Range Transportation Plan. The LPIP must provide opportunities for public participation and input on all applicable tasks in the LRTP update. The CONSULTANT shall undertake explicit outreach efforts to cover the various demographics in Lee County including the efforts needed to reach and include the traditionally underserved such as minority and low-income populations. The analysis should investigate both beneficiaries and those who may be negatively affected by the transportation decisions. The efforts shall be in accordance with Federal Environmental Justice policies as outlined in Executive Order 12898.

The CONSULTANT shall organize a public involvement team, which will develop a detailed LPIP including strategies to promote proactive public participation in accordance with the MPO adopted Public Involvement Plan. The LPIP will include but not be limited to the following activities:

- A. Public Workshops and Meetings
- B. Meetings with local neighborhoods, civic associations and groups
- C. Interactive Surveys
- D. Media outreach
- E. Newsletters and E-mail Notifications
- F. Project Web Pages
- G. Reports

A. Public Workshops and Meetings

The public workshops and meetings, at a minimum, will be conducted following the development of the projects to be analyzed and after the development of the draft Cost Feasible Plan. The Consultant shall plan for one public workshop and one public meeting as part of this task. The meetings will be held in the evening and the Consultant shall organize the meeting locations, develop the invite mailing list, develop the advertisements, prepare the meeting presentation materials, take meeting minutes and provide the necessary staff to assist the MPO staff with the presentations and with answering questions and answers. The Consultant shall document and analyze the public input for use in the LRTP development process. The Consultant shall also produce a frequently asked questions and answers document from the questions received at the meetings and through the development of the Plan.

B. Meetings with local neighborhoods, civic associations, groups and committees

The Consultant shall plan on attending up to ten meetings under this task to assist staff in presenting and collecting public input from the various groups. The purpose of these meetings is to reach out to local groups at their regular scheduled meetings to help raise awareness of the LRTP update, gain public input and find out the public's priorities for investing in transportation improvements. As part of this task, the Consultant may be required to prepare meeting materials, take meeting minutes, make presentations and provide handouts to ensure that each event is productive, interactive and successful. The Consultant shall summarize, document, and analyze the public input for use in the LRTP development process. As part of this task, the Consultant shall develop and maintain an outreach calendar that tracks the dates, times, who is covering and any other pertinent information that is necessary.

C. Interactive Surveys

The MPO's use of interactive surveys to collect input has been shown to get a good response and for the LRTP update we are assuming that we will use this outreach technique at least once during the development of the LRTP. Once the Needs Plan has been developed, we are seeking to use the interactive surveys to gain public input on the preferences that the public would like to see included in the Cost Feasible Plan. The Consultant shall help the staff through various outreach techniques to get a representative sample from each of the planning communities in Lee County. The interactive survey should also be developed in a format(s) that can be filled out by the visually impaired and also for people to respond by paper format if they do not have a computer or prefer to respond in that manner.

D. Media Outreach

Media outreach will be an on-going effort throughout the development of the LRTP. The Consultant shall arrange for news releases in newspapers, magazines, TV and radio stations. The Consultant shall inform the media of public workshops and meetings well

prior to the date of the meetings/workshops and document reviews. The Consultant shall prepare a media list and make all preparations, printing, and distribution of materials as necessary to allow the media outreach to be successful. The Consultant shall take advantage of available cost efficient media outlets to reach the public. These outlets/strategies should include but will not be limited to the following:

- Schedule interviews
- Post key meetings on the project website
- Distribute media advisories
- Distribute press releases prior to key events
- Submit photos/press releases of event highlights to community papers
- Conduct interviews of transportation users or providers and post on website
- Write/distribute public service announcements

E. Newsletters and E-mail Notifications

The Consultant shall update the comprehensive mailing list developed by the Lee MPO to include civic, homeowner associations, media and interested public. The Consultant shall ensure that the mailing list includes all county and municipal elected officials, transportation agencies and that the list is free of duplication. Throughout the process, attendees at meetings and people e-mailing during the project will be encouraged to provide their e-mail or mail addresses to add to the mailing list, which shall be maintained by the Consultant throughout the project. Where people identify the preference, e-mail distribution of information will be utilized in place of regular mail to save project resources. The Consultant shall use the comprehensive mailing list to mail surveys (free return postage), newsletters, project brochures and invitations to public meetings/workshops. The Consultant shall plan on developing three official newsletters for distribution during the project. The newsletter content will be developed by the Consultant for review and approval by the MPO staff.

F. Project Web Pages

The Consultant shall develop content and provide it to the MPO staff for posting on the MPO website. The website will allow citizens to find out what is going on with the project and to interact with the Consultant and the MPO staff. The Consultant shall ensure that all public informational materials are available and transferable to the MPO for inclusion on the MPO website after the completion of the LRTP update.

G. LPIP Reports

The Consultant shall develop the public involvement report documents throughout the development of the Long Range Transportation Plan which will document the public involvement process as well as the results. The LPIP will provide for a minimum thirty day public comment period before the adoption of the final LRTP by the MPO in December 2010. When significant written and oral comments are received on the development of

the LRTP and the final draft LRTP, the Consultant shall prepare a summary, analysis, and report on the disposition of comments which will be made a part of the final LRTP record.

The Consultant will also develop a public comment tracking tool as part of this ongoing task to collect and analyze comments received during the study. MPO Staff will be responsible for inputting comments into the tool.

H. Analysis of Projects

The Consultant will develop performance measures that can be used to analyze the effectiveness and prioritization of the Cost Feasible projects in support of the Committees and the Board making decisions on moving forward with those projects. The performance measures that are developed should be consistent with MAP-21 and recently developed MPO performance measures. It is envisioned that the analysis of the projects will be done using a matrix that will be easy for the public and MPO to see the benefits of the projects being proposed. This effort will also include the Consultant calculating the cost of each of the projects being proposed using FDOT's project costing tool or from better cost estimates provided by the local jurisdictions.

I. Documentation

As part of these scope tasks, the Consultant will develop the following documentation items that will later be used in the final Plan document:

- Public Workshop and Meeting maps, hand-outs, presentation and summary
- Local Neighborhoods and Civic summarized public comments
- Summary report on the online engagement results
- Long Range Transportation Plan Public Involvement Plan report
- Cost feasible plan Tech Memo

Schedule

It is anticipated that this project will be completed by December 30, 2015.

PROJECT: 2040 LRTP Public Involvement, Documentation, Needs Assess, and Cost Feas Plan
CONSULTANT: Jacobs
DATE OF ESTIMATE: 10/29/2014

LEE MPO TASK # JEG 09
FPN#

2040 LRTP Public Involvement and Plan Documentation	Project Mgr	Sr Planner	Planner	GIS Spec	Clerical	Jacobs	
Loaded Rates (2012)	\$ 180.00	\$ 140.00	\$ 100.00	\$ 90.00	\$ 65.00	Sub-total	
Tasks/Deliverables						Hrs	Fee
A. Public Workshops and Meetings	16	32	48	40	24	160	\$ 17,320.00
Developing Alternatives Public Workshop (1)	8	16	24	20	12	80	\$ 8,660.00
Manage logistics (scheduling, reserving location, preparing invitation list, producing advertisements)		2	4		8	14	\$ 1,200.00
Prepare materials for meeting (display boards, printed handouts, and presentation)	2	4	6	16	4	32	\$ 3,220.00
Conduct workshop	6	6	6			18	\$ 2,520.00
Provide meeting summary (including Frequently Asked Questions document from questions received at the meeting)		4	8	4		16	\$ 1,720.00
Cost Affordable - Public Workshop (1)	8	16	24	20	12	80	\$ 8,660.00
Manage logistics (scheduling, reserving location, preparing invitation list, producing advertisements)		2	4		8	14	\$ 1,200.00
Prepare materials for meeting (display boards, printed handouts, and presentation)	2	4	6	16	4	32	\$ 3,220.00
Conduct workshop	6	6	6			18	\$ 2,520.00
Provide meeting summary (including Frequently Asked Questions document from questions received at the meeting)		4	8	4		16	\$ 1,720.00
B. Meetings with Local Neighborhoods, Civic Assoc., Groups, and Committees	8	12	10	14	5	49	\$ 5,705.00
Prepare materials for meetings with local groups (presentations and handouts)		4	6	6		16	\$ 1,700.00
Attend up to 8 meetings for various groups (support MPO staff, take notes, present as needed)	8	8			5	21	\$ 2,885.00
Summarize public comments received at group meetings			4	8		12	\$ 1,120.00
C. Interactive Surveys (MetroQuest)	8	18	28	74	24	152	\$ 14,980.00
Develop content for MetroQuest site		4	14	18	4	40	\$ 3,840.00
Coordinate with the client and MetroQuest to develop site	4	6	6	20		36	\$ 3,960.00
Develop and implement outreach plan to advertise MetroQuest site using data base of media, local governments, chambers, organizations.		4			2	6	\$ 690.00
Develop outreach materials to advertise MetroQuest site	4			20	12	36	\$ 3,300.00
Develop paper format/survey of MetroQuest site and distribute		2	4	10		16	\$ 1,580.00
Summarize MetroQuest results		2	4	6	6	18	\$ 1,610.00

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D. Media Outreach (Media Relations Group)	8	4	16	0	0	28	\$ 3,600.00
Jacobs manage media outreach task led by MRG	6	8				14	\$ 2,200.00
Form media strategy and milestones for media notification	2	2				4	\$ 640.00
Provide materials for media interviews						0	\$ -
Develop contact list of local media and distribute "press kit"	2	2	16			20	\$ 2,240.00
Schedule and Conduct interviews of transportation users and providers and media with MPO staff						0	\$ -
Provide materials, take photo's, and provide updates for website						0	\$ -
Write/devlop public service announcements	2					2	\$ 360.00
E. Newsletters and E-mail Notifications	5	20	42	20	30	117	\$ 11,650.00
Update comprehensive mailing list and incorporate into public engagement database (Task G)			4		16	20	\$ 1,440.00
Create e-mail notification design		4	8			12	\$ 1,360.00
Develop 3 e-mail notifications (1 early outreach, 1 Needs Assessment, 1 Cost Feasible Plan)		3	12			15	\$ 1,620.00
Create newsletter template and design		8	8			16	\$ 1,920.00
Develop 2 newsletters (early outreach and Cost Feasible Plan)	5	5	10	16		36	\$ 4,040.00
Distribute project materials to mailing list (newsletters, project brochures, meeting/workshop invitations, etc.)				4	14	18	\$ 1,270.00
F. Project Web Pages	0	6	0	16	0	22	\$ 2,280.00
Develop content and provide to MPO staff for webpage		2		16		18	\$ 1,720.00
Coordinate with MPO staff to ensure all public materials are transferrable to MPO webpage		4				4	\$ 560.00
G. LPIP Reports	21	42	60	112	86	321	\$ 31,330.00
Public Engagement Database	3	10	12	60	70	155	\$ 13,090.00
Develop or refine JEG public engagement database for use throughout public engagement efforts of LRTP update	4	4	8	24		40	\$ 4,240.00
Input all public meetings and comments into database		8	8	45	45	106	\$ 8,895.00
Input all media outreach including contact information, news releases, etc.					30	30	\$ 1,950.00
Develop LRTP Public Involvement Plan	18	32	48	52	16	166	\$ 18,240.00
Identify strategies to reach the underrepresented communities/citizens (Environmental Justice)		2	2			4	\$ 480.00
Identify strategies to reach those most affected by transportation decisions		2	2			4	\$ 480.00
Identify key messages to communicate benefits to citizens/public (early outreach, Cost Feasible Plan)	6	8	14			28	\$ 3,600.00
Identify "brand" or "look and feel" for documentation and outreach materials	6	8	8	8		30	\$ 3,720.00
Develop results section for Public Involvement Plan for LRTP update	6	12	22	36		76	\$ 8,200.00
Summarize public engagement database content into report				8	16	24	\$ 1,760.00

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Tasks/Deliverables						Hrs Fee
H. Analysis of Projects	39	96	118	188	64	505 \$ 53,340.00
Analysis of Projects and Cost Feasible Projects	39	96	118	188	64	505 \$ 53,340.00
Identify deficiencies in Existing + Committed (E+C) Network	8	8	12	12		
Coordinate performance measures and evaluate forecasting results		4	8	24	8	44 \$ 4,040.00
Develop list of prioritized projects (based on benefit vs. cost and ease of implementation)	4	4	12	16	8	44 \$ 4,440.00
Coordinate with Transportation Improvement Program (consistency with local plans)				8		8 \$ 720.00
Coordinate with SIS Cost Feasible Plan (consistency with State plans)				8		8 \$ 720.00
Develop detailed project cost estimates (roadway)	3	24	20	16		63 \$ 7,340.00
Develop project definitions/characteristics for forecasting		4	8	16	8	36 \$ 3,320.00
Develop Interim Year Plans (five year increments balanced against revenue)		16	6	8	8	38 \$ 4,080.00
Develop Cost Feasible Plan (balanced against revenue)		4	4	24		32 \$ 3,120.00
Document Cost Feasible Plan development in tech memo	24	24	40	40	24	152 \$ 16,840.00
Develop needs plan based on committee, stakeholder, public input and project analysis		8	8	16	8	40 \$ 3,880.00

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Tasks/Deliverables						Hrs Fee
	0	0	0	0	0	0 \$ -
I. Project Management	61	15	26	24	22	148 \$ 19,270.00
Prepare materials for, attend, and summarize Kick-off Meeting	6	4	4	4		18
Prepare presentations for MPO Committees/Board (up to 8 meetings)	3	3	6	20	6	38 \$ 3,750.00
Attend presentations for MPO Committees/Board (up to 8 meetings)	36	8				44 \$ 7,600.00
Project management (16 months of progress meetings, task and budget management, etc.)	16		16		16	48 \$ 5,520.00
	166	245	348	488	255	1,502 \$ 159,475.00
Hourly Rate	\$ 180.00	\$ 140.00	\$ 100.00	\$ 90.00	\$ 65.00	
Labor Cost	\$ 29,880.00	\$ 34,300.00	\$ 34,800.00	\$ 43,920.00	\$ 16,575.00	\$ 159,475.00

Jacobs Labor Total	\$ 159,475.00
Jacobs Expenses	\$ 22,639.60
Subtotal	\$ 182,114.60
MRG	\$ 16,569.08
TOTAL FEE COMPUTATION	\$ 198,683.68

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Tasks/Deliverables						Hrs Fee

BACKGROUND ON THE JOINT REGIONAL TRIP PRIORITIZATION PROCESS AND THE JOINT REGIONAL MAP

Discussion Item:

At the October Joint TAC and CAC meetings with Collier, there was the inclusion of agenda items to have a discussion on whether the Joint Transportation Regional Incentive Program (TRIP) prioritization process, the Joint Regional maps and the Joint Strategic Intermodal System (SIS) should be revised. Based on the input from staff and the input and discussion at the meetings, it was decided to continue to work on revising the Joint SIS priorities (a sub-committee had met previously with recommended changes) but the Joint Committees also decided not to change the TRIP prioritization process or the adopted regional map, at this time. At the Joint MPO meeting, the TAC meeting overview that was given by the Collier MPO staff deviated from what actually happened at the Joint TAC meeting leading to a confusing discussion at the Joint MPO Board. At the Executive Committee meeting, staff will provide the background on how the TRIP prioritization process (**attached** is the TRIP scoring criteria and information from FDOT on the program) was jointly developed and how the criteria for the Joint Regional map was developed (attached is the Joint Regional map with the criteria that was used to develop the facilities).

TRIP Project Prioritization and Evaluation Criteria:

1. Project or new transit service is on SIS facility or relieves an SIS facility:
 - **10 pts** if project is on primary SIS facility or relieves a primary failing SIS facility (LOS E & F) by > 10%
 - **8 pts** if project in on a primary SIS facility or relieves a primary SIS facility (LOS C & D) by > 10%
 - **6 pts** if project is on a primary SIS facility or relieves a primary SIS facility by $\geq 5\%$
 - **3 pts** if project reduces traffic on a primary SIS facility or relieves a primary facility by < 5%
 - **2 pts** if project is on an emerging SIS facility or relieving an emerging SIS facility by $\geq 5\%$
 - **1 pt** if project is estimated to reduce traffic on the emerging SIS facility by < 5%
2. Provide connectivity to the SIS¹:
 - **3 pts** to projects making a new or improving a direct connection to a primary SIS facility
 - **1 pt** to projects making a new or improving a direct connection to an emerging SIS facility
3. County Enterprise Zones, Rural Area Critical Economic Concern:
 - **3 pts** if project improves roads and access or adds new transit service to the Heartland Rural Areas of Critical Economic Concern
 - **2 pts** if project improves roads and access or adds new transit service to a County Enterprise Zone²
4. Subject to local government ordinance that establishes corridor management techniques, including access management strategies, right of way acquisition and protection measures, appropriate land use strategies, zoning and setback requirements for adjacent land use¹:
 - **5 pts** if project or new transit service is on roadway that has a corridor action plan, right of-way acquisition and protection measures and setback requirements.
 - **3 pts** if project or new transit service is on roadway that has access management standards consistent with FDOT standards, right of acquisition and protection measures.
 - **2 pts** if project or new transit service is on roadway that has access management standards and right-of-way protection measures.
5. Production Readiness, determined by phase for which TRIP funding is requested:
 - **5 pts** for Construction
 - **3 pts** for ROW Acquisition
 - **1 pt** for Design

6. TRIP funding not received for a project in this jurisdiction:

- **6 pts** for a project in a jurisdiction that has never received TRIP funding
- **3 pts** for a project in a jurisdiction that has not received TRIP funding for the last three years of funding.
- **2 pts** for a project in a jurisdiction that has not received TRIP funding for the last two years of funding.
- **1 pt** for a project in a jurisdiction that has not received TRIP funding for the last year of funding.

7. Job Access and Economic Stimulus:

- **4 pts** for a project that improves or provides new access or transit service to a commercial development that reduces trip lengths, number of trips made or single occupant vehicle trips.

8. Performance on previous TRIP projects:

- **2 pts** for a project in a jurisdiction that has constructed the previous awarded projects when the funding was requested.
- **-2 pts** for a project in a jurisdiction that has asked for changes on the previous awarded projects versus when the funding was requested.

9. Overmatch (Local+Regional+Private+Federal Share):

- **5 pts** for a project where the TRIP funds will be 10% or less of the total project cost.
- **3 pts** for a project where the TRIP funds are greater than 10% but less than 25% of the project funding.
- **1 pt** for a project where the TRIP funds are greater than 25% of the project funding.

10. Encourage Public Private-Partnerships:

- **8 pts** for a project where the private contribution towards the project is greater than 50% of the funding for the project.
- **5 pts** for a project where the private contribution towards the project is greater than 25% but less than 50% of the funding for the project.
- **2 pts** for a project where the private contribution towards the project is greater than 10% but less than 25%.

Notes:

¹ = This is a statutory prioritization criterion.

² = An Enterprise Zone is a specific geographic area targeted for economic revitalizing.

Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

Program Guidance for Transportation Regional Incentive Program (TRIP) Background

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

Regionally significant transportation facilities include:

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

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

Local/Regional Funding Sources for TRIP Match

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

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

In-Kind Match for TRIP

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

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

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

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

Right of Way Contributions and Acquisition Procedures

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

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

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

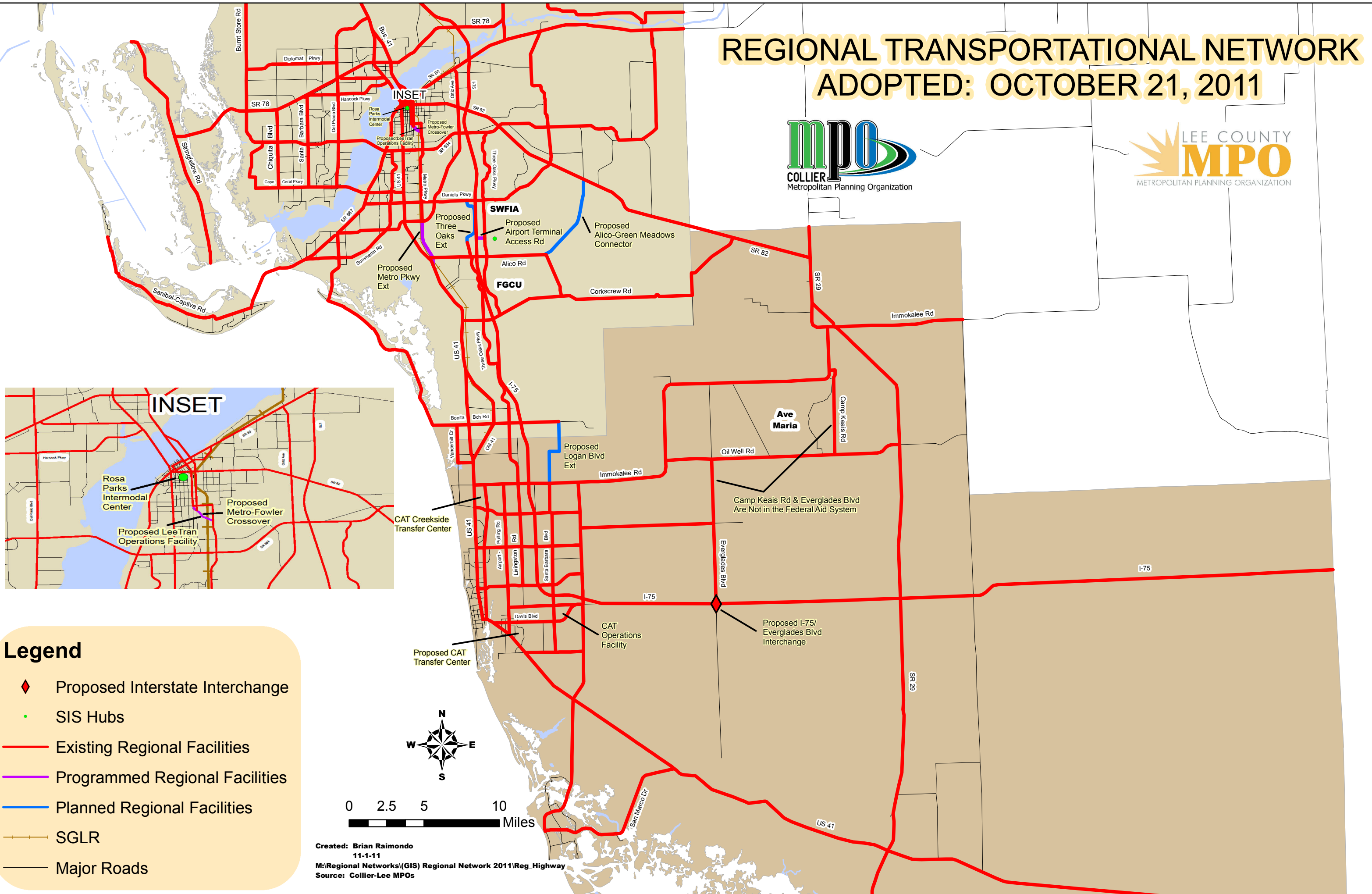
(d) Projects without Federal Funds and off the State Highway System: Rights of way acquired by the local government may be accepted for contribution credit regardless of the acquisition method or procedures used. However, if the acquisition procedures do not comply with the Uniform Act, this will preclude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

Other Match Issues

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

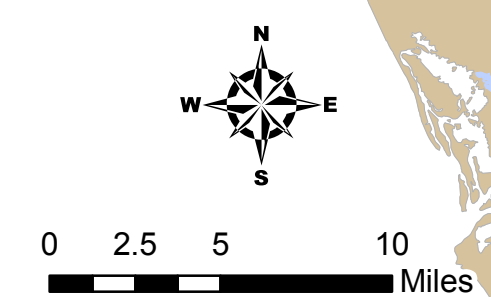
(b) Rural Areas of Economic Concern may be eligible for a waiver of or reduction in the required match for TRIP funds (see section 3.5 of the Work Program Instructions for guidance on the Rural Economic Development Initiative). Only that portion of the project that falls within the qualified Rural Area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

REGIONAL TRANSPORTATIONAL NETWORK ADOPTED: OCTOBER 21, 2011



Legend

- ◆ Proposed Interstate Interchange
- SIS Hubs
- Existing Regional Facilities
- Programmed Regional Facilities
- Planned Regional Facilities
- SGLR
- Major Roads



Created: Brian Raimondo
11-1-11
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Source: Collier-Lee MPOs

**Table 1
FINAL REGIONAL TRANSPORTATION NETWORK CRITERIA**

Criteria	Termini	Comments
1. Regional Interstate and Expressway Facilities	Termini: Must begin/end at another regional facility or County line	Must be Urban or Rural Principal Arterials that are either Interstate Facilities or Expressways. No exceptions.
2. Major Regional Facilities Crossing County Lines	Termini: Must begin/end at a Principal Arterial or a County line.	Must be Principal Arterials that are either State Highways, Limited Access or Controlled Access Facilities crossing county lines. No exceptions.
3. Minor Regional Facilities Crossing County Lines	Termini: Must begin/end at another regional facility or County line	All other Arterials (not Principal Arterials) and Collectors crossing county lines.
4. Regional Connection Facilities with two or more connections to either Interstates, Expressway or SIS Facilities, or a mix of these facilities	Termini: Must begin/end at a Principal Arterial.	Exception may be allowed for the regional facility to terminate at other arterials (not Principal Arterials) at only one but <u>not</u> both ends. Connections to "Planned" SIS facilities could be considered but discretion advised regarding interim SIS facilities marked to be dropped.
5. Future Extension in E+C or MPO Cost Feasible Plan	Termini - Must extend a regional facility at one end and terminate at the other end on a Principal Arterial, or a SIS facility	Includes new roadways and extensions of regional facilities only if they are included in E+C network, or in the two MPOs Cost Feasible Plans. No exceptions.
6. SIS Primary and Emerging Facilities - Corridor, Hubs and Connectors	Termini - Must begin/end at Principal Arterials and as determined by FDOT in SIS Cost Feasible Plan	Planned SIS facilities allowed but discretion should be applied in case of SIS facilities marked to be dropped in the future
7. State Evacuation Routes identified in the Statewide Regional Evacuation Study Program	Termini - Preferably another regional facility. Flexible.	A local or state jurisdiction maintaining a state evacuation route would make the final determination whether that route (or parts of it) is part of the regional transportation network.
8. University/Airport Direct Access and connection to a Major/Minor Regional Facility Crossing County Lines	Termini - Must begin/end at a regional facility with at least one regional facility being a principal arterial	An arterial or a collector providing direct access to an airport/university or a satellite campus of an university with on campus housing , and also terminating on a Major/Minor Regional Facility (as defined in criteria 2 and 3) at least one end, OR an arterial or collector terminating on a Major/Minor Regional Facility at both ends. The airports include SWFIA, Page Field GA , Naples GA and the Universities include Ave Maria and FGCU.

Notes:

- The regional transportation network includes both highway and transit .
- The regional facilities in the transportation network shall also include appurtenant on-road bicycle and pedestrian facilities except on interstate highways and other roadways/bridges where such facilities are not allowed.
- The regional facilities in the transportation network shall also include appurtenant ITS facilities
- The regional transportation network also include the Seminole Gulf Railroad corridor within Lee and Collier Counties which is currently used primarily for freight transportation.
- Transit component of the regional transportation network may only include LeeTran and CAT fixed route services, and amenities along the regional facilities defined in the transportation network. The transit component shall also include those new, future fixed route and premium services, and amenities identified as cost feasible in the MPO Transportation Plans, and the transit agencies' Transit Development Plans. Premium services may include but not limited to BRTs, Express Buses, Water Taxis etc.
- Transit component shall also include all future passenger, commuter, and light rail services and stations identified cost feasible in MPO Transportation Plans
- Transit component shall also include bicycle pedestrian facilities within 1/4 mile of Park and Ride facilities, BRT and Rail Stations, Bus or Intermodal Transfer facilities, and Bus Shelters located along the regional facilities defined in the regional transportation network.
- The current pathways network which include designated greenways and trail corridors will be updated soon. Facilities in these corridors shall include only shared use paths, trail and greenways unless right of way constraints and other factors require including on-road bike lanes and sidewalks in place a shared used apth, trail or greenways in certain corridor segments. All greenway and trail corridors in Lee and Collier County that are identified in the District 1 Regional Trail Inventory Report, Lee County Parks and Recreation Greenways Master Plan, Lee County MPO Countywide Bicycle Pedestrian Master Plan, and Collier MPO Pathways Plan.
- Regional facilities designated in the Lee Collier Regional Network must be in the Federal Aid System. However, exceptions would be made to facilities considered a high priority by at least one of the MPOs, in which case such facilities would carry a label in the map saying "Not included in Federal Aid System"

UPDATE ON THE STATUS OF THE TIGER GRANT PROJECT

DISCUSSION ITEM:

The MPO staff will give an update on the TIGER project that includes the results of the grant site visit that staff had with FHWA staff from Washington D.C. and Tallahassee on November 18th and the upcoming tasks that need to occur to get the Design Build contract executed.