

TECHNICAL ADVISORY COMMITTEE

9:30 a.m. Thursday, February 7, 2013
Lee County Metropolitan Planning Organization
Lake Kennedy Senior Center
400 Santa Barbara Blvd., Cape Coral



AGENDA

Call to Order

Roll Call

Approval of Minutes

1. *Minutes from the January 3, 2013 TAC Meeting
2. Public Comments on Items on the Agenda

New Business

3. *Review and Approval of the Lee MPO/LeeTran Transit Planning Interlocal Agreement (Don Scott)
4. Review and Comment on the Transit Bus Pull Out Study Scope of Services (Ron Gogoi)
5. Review and Comment on the Transit Bus Queue Study Scope of Services (Ron Gogoi)
6. *Approval of the Florida Department of Transportation being the Designated Recipient of FTA 5310 Funds (Don Scott)
7. *Approval of the 5310 Application (Don Scott)
8. Review of the I-75 Sketch Plan Segment Analysis (FDOT/Don Scott)
9. Discussion on the Potential Regional TRIP Project Priorities (Don Scott)
10. Discuss Possible Items for the Upcoming Joint Lee Collier Meetings (Don Scott)

Other Business

11. Public Comments on Items not on the Agenda
12. Member Comments
13. Determine if TAC Report is Necessary at MPO Board and Nominate a Presenter
14. LeeTran Report
15. FDOT Report
16. Announcements
17. Topics for next meeting
18. 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 Ms. Meghan Marion at the Lee MPO 48 hours prior to the meeting by calling (239) 244-2220; if you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. Or, e-mail mmarion@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 Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

Held on January 3, 2013

The following members were present for the regular meeting of the Technical Advisory Committee on January 3, 2013 at the Lake Kennedy Senior Center, 400 Santa Barbara Blvd., Cape Coral, FL.

| | |
|-------------------|---|
| Rick Burris | Lee County Community Development |
| Andy Getch | Lee DOT |
| Daniel Rudge | LeeTran |
| Persides Zambrano | City of Cape Coral Public Works |
| Kitty Sayers | Cape Coral Mini Bus Service |
| Swara Farheen | City of Fort Myers Engineering |
| Walter Fluegel | Town of Fort Myers Beach |
| Ben Pople | City of Sanibel |
| John Gucciardo | City of Bonita Springs |
| Margaret Wuerstle | Southwest Florida Regional Planning Council |
| Bob Herrington | Charlotte County Punta Gorda MPO |

Those also in attendance included: Johnny Limbaugh with FDOT; Bill Spikowski with Spikowski Planning Associates; Ned Baier with Jacobs Engineering; Darla Letourneau with BikeWalkLee; Gary Harrell with Charlotte County Punta Gorda MPO; and Don Scott, Meghan Marion, Ron Gogoi and Anna Bielawska of the Lee County MPO.

The meeting was called to order at 9:31 a.m. by Chairman Fluegel.

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

APPROVAL OF MINUTES

Agenda Item #1 – Minutes from the December 6, 2012 TAC Meeting

MOTION BY MR. RUDGE TO APPROVE THE MINUTES FROM THE DECEMBER 6, 2012 TAC MEETING. SECONDED BY MR. GUCCIARDO. MOTION CARRIED UNANIMOUSLY.

Agenda Item #2 – Public Comments on Items on the Agenda

None.

NEW BUSINESS

Chairman Fluegel moved Agenda Item #3 down on the agenda to be discussed when more committee members arrive.

Agenda Item #4 – Review and Endorsement of the FY 2012/2013 – FY 2013/2014 Unified Planning Work Program Amendments

Mr. Scott presented this item. Mr. Scott said that the MPO staff is working on amending their Unified Planning Work Program to address several items including a reduction in MPO Planning (PL) dollars for next year's budget. All of the changes are listed in the agenda packet. One of the changes is that staff funded tasks are being adjusted to allow for excess funds to be used on several upcoming consultant tasks.

**MOTION BY MS. WUERSTLE TO APPROVE ENDORSEMENT OF THE
FY 2012/2013 – FY 2013/2014 UNIFIED PLANNING WORK PROGRAM.
SECONDED BY MR. RUDGE. MOTION CARRIED UNANIMOUSLY.**

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

Mr. Scott presented this item. He said that the item should be tabled as MPO staff is still coordinating with LeeTran on a draft of the agreement.

Ms. Zambrano arrived at 9:39 a.m.

Mr. Scott said that the MPO auditor has said that the agreement process needs to be more defined in terms of the 5303 funding. The updated agreement will be brought to the committee next month.

Agenda Item #6 – Review and Approval of the Hotel/Motel and School Base Year Model Validation Data

Mr. Scott presented this item. MPO staff has been working on the 2010 base year model validation data for the 2040 LRTP update. The hotel/motel and school data are attached for review.

Mr. Scott said that there has been discussion in the past concerning the hotel/motel data. In the past model, there were about 20,000 hotel units and when you looked at the actual data that number was too high. The final unit hotel count for 2010 was 11,894. The total number for 2010 schools (including staff and student count) was 87,790.

Mr. Pople mentioned that Christ Lutheran School in Cape Coral is no longer operational.

**MOTION BY MR. RUDGE TO APPROVE THE HOTEL/MOTEL AND
SCHOOL BASE YEAR MODEL VALIDATION DATA. SECONDED BY
MR. GUCCIARDO. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #7 – Review and Approval of the Congestion Management Scope of Work

Mr. Gogoi presented this item. The scope identifies the work to be performed to supplement the MPO's 2012 Congestion Management Report. A draft of this report was presented to the committees back in September. The results should provide a chance to evaluate the performance based goals, objectives, measures and targets from the 2035 Long Range Transportation Plan. The scope will be brought before the MPO board for approval.

Mr. Rudge cautioned that an independent cost estimate is wanted when you are using federal funds, which has to be based on loaded rates.

Ms. Farheen arrived at 9:52 a.m.

MOTION BY MS. ZAMBRANO TO APPROVE THE CONGESTION MANAGEMENT SCOPE OF WORK. SECONDED BY MR. POPLER. MOTION CARRIED UNANIMOUSLY.

Agenda Item #8 – Review and Approval of the Video Detection Data Collection Scope of Work

Mr. Gogoi presented this item. He said that traffic counts are critical to the MPO and the local governments' planning efforts. The MPO uses the traffic counts to validate the travel demand model during the development of the Long Range Transportation Plan and to help analyze and set priorities. Mr. Gogoi said that back in 2007 Lee County conducted traffic counts at 310 sites. By 2011, the number of sites counted dropped to 58 due to budgetary constraints. The challenge is to find cost effective alternate ways to count traffic. The county has 151 traffic cameras installed at signalized intersections that may be used to count and classify traffic, which could save the county money for traffic data collection. The scope looks at the accuracy and reliability of using video traffic detectors to do traffic counts. The cost is \$ 24,000.

Mr. Gogoi said that the scope has already been approved by the BPC. Ms. Zambrano asked if the scope was looked at by the TMOC. Mr. Gogoi answered that there have not been any TMOC meetings lately, and most of the BPC members are also part of the TMOC.

Ms. Zambrano asked how the intersections are being picked. Mr. Gogoi said that three intersections will be picked with Aldis cameras and three intersections will be picked with Solo/Terra cameras. Ms. Sayers asked which intersections will actually be used. Mr. Gogoi said that the intersections have not been picked yet.

Mr. Getch asked if these cameras count traffic by lane or give an overall count. Mr. Scott answered that the way the companies describe doing it is by lanes. Mr. Getch said that part of the reason the numbers of sites dropped so drastically is that the county stopped counting the state highway system, since they do their own counts. Also, minor collector roads and even some major collector roads are counted every few years. Mr. Getch said that this will be an interesting experiment to see how it measures up to traditional counting methods.

MOTION BY MS. ZAMBRANO TO APPROVE THE VIDEO DETECTION DATA COLLECTION SCOPE OF WORK. SECONDED BY MR. GETCH. MOTION CARRIED UNANIMOUSLY.

Agenda Item #3 – Election of Officers

Ms. Marion presented this item. She said that she needs a new chair and vice-chair for 2013.

MOTION BY MR. GETCH TO NOMINATE MS. ZAMBRANO AS 2013 CHAIR OF THE TAC AND LEETRAN AS VICE-CHAIR. SECONDED BY CHAIRMAN FLUEGEL. MOTION CARRIED UNANIMOUSLY.

Agenda Item #9 – Discuss the Transportation Alternatives, SRTS, CMS and Multi-Modal Enhancement Projects Submitted

Mr. Gogoi presented this item.

Ms. Zambrano said the best way might be just to fund the plan. Mr. Scott answered that they must talk to FDOT staff to decide. Mr. Limbaugh of FDOT answered that it may be best to have a plan that way FDOT can start funding pieces of it: bicycle, pedestrian, long range, etc.

Mr. Gogoi mentioned that with the City of Cape Coral Ida Baker School Route, the city may be able to just have the design phase rather than an entire plan. Mr. Limbaugh said that he received some new information on Safe Routes to School. He said there is going to be a new application and new criteria. High schools are now eligible to be a part of the program. Mr. Scott asked when the actual deadline for Safe Routes to School will be. Mr. Limbaugh responded that it is February 28th.

Mr. Gogoi continued with his presentation.

There was some discussion regarding the SR 80 project near/within Conservation parcels. Mr. Getch said that the 2020 Conservation Process is a voluntary acquisition. They only work with willing sellers. Some 2020 Conservation parcels have allowances for other uses and some do not.

Agenda Item #10 – Review and Discussion of the Updated Long Range Transportation Plan Requirements

Mr. Scott presented this item.

Other Business

Agenda Item #11 – Public Comments on Items not on the Agenda

None.

Agenda Item #12 – LeeTran Report

None.

Agenda Item #13 – FDOT Report

Mr. Limbaugh of FDOT presented the report. He said that there will be a Metro Crossover public meeting today, January 3, 2013, at 5 p.m. at the Dr. Carrie Robinson Center.

Ms. Zambrano asked how the public hearing on the work program went.

Agenda Item #14 – Announcements – Formation of a TAC Subcommittee for Functional Classification

Mr. Gogoi said that there needs to be a representative from each of the 6 jurisdictions for the TAC subcommittee on functional classification.

Some suggestions made were:

Town of Fort Myers Beach – Josh Overmeyer
City of Bonita Springs – Matt Feeney
City of Cape Coral – Persides Zambrano
Lee County DOT – Andy Getch
City of Sanibel – has to be discussed with Sanibel Public Works
City of Fort Myers – TBD

Mr. Scott said he handed out information on the Bicycle Pedestrian Safety Action Plan. The stakeholders' meeting is on Tuesday afternoon at the FDOT offices on Daniels Pkwy from 1 p.m. to 5 p.m.

Mr. Rudge announced that Wayne Gaither is the new principal planner for LeeTran.

Mr. Gogoi asked the jurisdictions what they are doing with their land development codes, as this needs to be included in the BPC report:

Town of Fort Myers Beach – Mr. Fluegel said that nothing is changing now, but there might be some changes later through evaluation.

City of Cape Coral – Ms. Zambrano said that there will be some big changes at the mid-term.

City of Bonita Springs – Mr. Gucciardo said some changes are being made. He said he will have the city attorney get in touch with the MPO.

City of Sanibel – Mr. Pople said the city is at the early stages of looking at commercial redevelopment.

Mr. Getch said that he was contacted to be on a complete streets advisory group for the City of Fort Myers. They are looking at adopting the Broward County Complete Streets Model.

Agenda Item #15 – Topics for next meeting

Mr. Gogoi asked if Mr. Limbaugh knows when the modified ICAR agreement will be received. Mr. Limbaugh said no.

Mr. Rudge said that at some point there will be a transit task force update.

Agenda Item #16 – Information & Distribution Items

None.

ADJOURNMENT

Meeting adjourned at 10:47 a.m.

REVIEW AND APPROVAL OF THE LEE MPO/LEETRAN TRANSIT PLANNING INTERLOCAL AGREEMENT

RECOMMENDED ACTION: Review and approval of the draft Lee MPO and LeeTran Transit Planning Interlocal Agreement (**attached**).

The Lee MPO and Lee County currently have an Interlocal Agreement that identifies the transit planning coordination that should take place between the two agencies. The agreement includes language about scoping projects, use of MPO consultants, and references to old studies that essentially does not apply today. The Lee MPO and LeeTran have developed a new agreement that outlines the coordination activities and specifically addresses the use of the 5303 transit planning funds for the Committee's consideration.

**INTERLOCAL AGREEMENT FOR SERVICES
BY AND BETWEEN LEE COUNTY TRANSIT AND THE
LEE COUNTY METROPOLITAN PLANNING ORGANIZATION**

THIS INTERLOCAL AGREEMENT, made and entered this _____ day of _____, by and between Lee County, a political subdivision and charter county of the State of Florida, herein after referred to as “County”, acting by and through its Board of County Commissioners, the governing body thereof, and the Lee County Metropolitan Planning Organization, an intergovernmental transportation planning agency, hereinafter referred to as the “MPO” acting by and through its Board, the governing body thereof; collectively the Parties hereto.

RECITALS

WHEREAS, both the County and the MPO are duly empowered pursuant to Florida Statutes, in particular, Section 163.01, to enter into Interlocal Agreements for the sharing of certain governmental powers and obligations; and

WHEREAS, the County owns and operates a mass transit system known as “LeeTran” which provides bus service in Lee County, Florida; and

WHEREAS, the MPO is the designated recipient of Metropolitan and Statewide Planning funds under 49 USC §5303 which are sub-allocated by the Florida Department of Transportation to the MPO by formula to provide funding to support cooperative, continuous and comprehensive transit planning and for making transportation investment decisions; and

WHEREAS, the MPO entered into a Multi-Year Joint Participation Agreement with the Florida Department of Transportation on November 29, 2012, to undertake FTA Section 5303 funded tasks in the MPO’s Unified Planning Work Program (UPWP) in support of the County’s Transit program; and

WHEREAS, the MPO works collaboratively with the County to undertake various planning tasks which are necessary to enhance the integration and connectivity of the transit system across modes and promote efficient transit system management and operation; and

WHEREAS, the County and the MPO find that entering into this Interlocal Agreement serves a public purpose and is to the public’s benefit;

NOW, THEREFORE, in consideration of the above recitations and the mutual covenants herein set forth, the Parties hereto mutually agree as follows:

1. RECITALS

All of the above RECITALS are hereby adopted by the Parties as being true and accurate to the best of their knowledge, and as if set out further at length in this Agreement.

2. PURPOSE

2.0 The purpose of this Interlocal Agreement is to define the terms and conditions by which the parties utilize FTA Section 5303 funds sub-allocated to the MPO and outline the coordination and responsibilities by which the Parties will undertake transit planning activities and for the development of transit services.

2.1 The Parties agree that the above named Parties will enter into this Interlocal Agreement. This Interlocal Agreement shall be binding only upon the Parties that execute this Interlocal Agreement. No Party that executes this Interlocal Agreement shall be bound by its terms to any third party who has not entered into this Interlocal Agreement.

3. TRANSIT PLANNING AND THE EXPENDITURE OF FTA SECTION 5303 FUNDS

3.0 Beginning with the signature of this agreement, the MPO will allocate up to 80% of the FTA Section 5303 funds to the County for their use in performing the planning activities identified in the Unified Planning Work Program, as amended, in support of the transit program. The remainder of the funds will be used by the MPO to undertake transit related studies initiated by MPO consistent with the tasks identified in the MPO's Unified Planning Work Program.

3.1 The MPO agrees to pay the County for the costs incurred to carry out the professional planning services identified in the Unified Planning Work Program and which may be funded through the 49 USC §5303 Metropolitan and Statewide Planning.

3.2 The Lee MPO will work with LeeTran to mutually develop the transit tasks in the Unified Planning Work Program which will be reviewed and approved by the MPO Committees and the MPO Board.

3.3 The County shall invoice the MPO for payments on a quarterly basis for the completed activities as identified in the Unified Planning Work Program along with a progress report identifying what has been completed.

3.4 The Lee MPO will submit annual applications for the FTA Section 5303 grant funds and will include the expenditure of these funds in the MPO's yearly audit.

4. COORDINATION AND RESPONSIBILITIES OF LEETRAN AND THE LEE MPO

4.1 LeeTran shall participate in the MPO transportation planning process by appointing a member to the Technical Advisory Committee (TAC), the Bicycle

Pedestrian Coordinating Committee (BPCC) and the Traffic Management and Operations Committee (TMOC) and the Local Coordinating Board (LCB). In addition, LeeTran staff should also attend the Citizen's Advisory Committee and the MPO Board meetings to help address transit related items. LeeTran shall also attend and participate in the MPO's annual state certifications with FDOT and the MPO's quadrennial certifications with FHWA and FTA. The Lee MPO staff shall participate and coordinate with LeeTran's Transit Authority.

4.2 The Lee MPO and LeeTran shall actively engage each other during the development of the Transit Development Plan, the Long Range Transportation plan and other transportation related studies. Final documents resulting from these studies including but not limited to the Major and Minor Updates of the Transit Development Plan, Comprehensive Operations Analysis, Park and Ride Studies, Bus Rapid Transit Studies, Transit Demand Studies, Bus Pullout Study, Bus Queue Study, Land Use Scenario Project and Bus Fare Studies that affect transit service shall be presented to the MPO committees and the MPO Board.

4.3 LeeTran should make all efforts to help the MPO meet its Public Involvement Plan requirements when it comes to developing the Transit Development Plan, the Long Range Transportation Plan and other coordinated studies.

4.4 The Transit Element of the MPO's LRTP is the accepted twenty year planning document and vision for transit needs in Lee County. The Cost Feasible Transit Plan for the first two 5 year blocks shall be developed consistent with the 10 year Transit Development Plan. MPO shall actively engage LeeTran staff in the development of the Needs Plan, Cost Feasible Plan and the development of the cost estimates for the Transit Element.

5. SCOPE OF SERVICES

5.1 Under this Interlocal Agreement the County will partner with the MPO to undertake professional and technical planning services.

5.2 These professional and technical planning services are identified in the Unified Planning Work Program that is developed bi-annually and adopted by the Lee County MPO Board.

6. MONITORING AND AUDITS

All cost records and accounts shall be subject to audit by representatives of either the County or the MPO at their election, during normal work hours and upon reasonable notice. Said records and accounts shall be made available at the respective Party's offices at a location in Lee County, Florida.

7. LIABILITY

Parties agree that by execution of the Agreement, no Party will be deemed to have waived its statutory defense of sovereign immunity, or increased its limits of liability as provided for in Section 768.28, Florida Statutes, as may be revised or amended from time to time.

8. TERM

This Interlocal Agreement will remain in full force and effect for a term of five (5) years from the date of signing. The County and the MPO, upon mutual agreement, may renew this Interlocal Agreement for an additional five (5) year period on the same basis as set forth herein.

9. UNDERSTANDING

This Interlocal Agreement constitutes the entire understanding between the Parties, and any previous Agreements whether written or oral, shall be superseded by the Interlocal Agreement.

10. MODIFICATIONS AND DISPUTE RESOLUTION

10.1 All modifications to the Interlocal Agreement must be in writing, signed by both Parties with the same formality as that contained therein.

10.2 Any disputes arising from this Interlocal Agreement which cannot be resolved by the Parties may be settled through arbitration of the disputed matters by following the procedures as set forth in Section 44.104, Florida Statutes, or the Parties may utilize any other legal remedies available to either Party with respect to the disputed matters.

11. BREACH OF AGREEMENT AND TERMINATION

Either Party may terminate this Interlocal Agreement for a breach of the material terms of this Agreement which remains uncured after reasonable notice, not to exceed sixty (60) days.

12. NOTICE

All notices or demands are deemed to have been given or made when delivered in person or delivered by certified or registered mail, return receipt requested, postage prepaid, United States mail and addressed to the respective Parties as follows:

Lee County: LeeTran Director
 Lee County Transit
 6035 Landing View Road
 Fort Myers, Florida 33907

MPO: MPO Executive Director
 Lee County Metropolitan Planning Organization
 P O Box 150045
 Cape Coral, Florida 33915-0045

The address to which any notice or demand may be given to either party may be changed in writing.

13. SEVERABILITY

If any provision of this Interlocal Agreement is held invalid, the remainder of the Interlocal Agreement shall not be affected thereby and all other parts of this Interlocal Agreement shall nevertheless be in full force and effect.

14. FILING

This Interlocal Agreement and any subsequent amendments hereto shall be filed with the Lee County Clerk of the Circuit Court, Minutes Department.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed by their duly authorized officers and their official seals hereto affixed, the date and year first above written.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)

ATTEST:

BY: _____
MPO Executive Director

BY: _____
MPO Chair

APPROVED AS TO FORM:

BY: _____
Office of County Attorney

LEE COUNTY BOARD OF COUNTY COMMISSIONERS

ATTEST:
CHARLIE GREEN, CLERK

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: _____
Deputy Clerk

BY: _____
Chair

APPROVED AS TO FORM

BY: _____
Office of the County Attorney

REVIEW AND COMMENT ON THE TRANSIT BUS PULLOUT SCOPE

RECOMMENDED ACTION: Review and comment on a transit bus pullout scope that staff will hand out at the meeting.

The MPO staff proposal for a bus pullout study was among the MPO's 2011 Priorities for Multi-Modal Enhancement Box funds which resulted in the project getting programmed in FY 2015/16. FDOT has now advanced the project to FY 2013/14 in its Work Program, and we now are speeding the process of determining the scope of the project to meet FDOT's new deadlines. The MPO will be hiring a consultant through an RFP process and plan to have the study underway in the Fall of 2013. The project will identify and prioritize a list of 50 potential locations countywide where LeeTran buses can pull out of travel lanes and stop to pick up/drop off passengers safely without causing traffic following behind the bus to wait. The locations will be identified based on the bus stops with high passenger boarding and also by bus routes on high volume roadways with high ridership and revenues per mile. The study will also result in developing conceptual design plans, cost estimates and specifications for constructing bus pullouts at the top 10 locations. The study will also include plans and specifications for constructing accessible bus stops at these locations.

Staff is still working on the scope of services at the time of writing this staff report and the mail-out of the agenda package. A completed scope will be handed out at the February 7th TAC/CAC meetings. Staff will present the scope and invite comments from the committee.

REVIEW AND COMMENT ON THE TRANSIT BUS QUEUE JUMP SCOPE

RECOMMENDED ACTION: Review and comment on the attached transit bus queue scope.

A joint MPO/LeeTran/LCDOT staff proposal for a bus queue jump study was among the MPO's 2011 Priorities for Multi-Modal Enhancement Box funds, and the project was subsequently programmed by FDOT for commencement in FY 2015/16. The FDOT has now advanced the project to FY 2013/14 in its Work Program which means we need to respond to LAP requests due in early March and have the study underway in Fall 2013 (a consultant will be hired through a RFP process to undertake the study).

Bus queue jumps work under the concept that buses jump to the head of the line at traffic signals either using a right turn lane or using a special bus queue lane placed between the right turn lane and through lane. The bus then gets an early green signal to advance through the congested intersection with the special bus signal phase accommodated by reducing the green time in the parallel general traffic movement. This should not be confused with arterial Transit Signal Priority which calls for truncated red/expanded green while the bus is approaching the intersection.

The project will identify 20 to 25 suitable intersections on the high volume US 41 corridor from Immokalee Road in Collier County to SR 78 in Lee County that may have right of way or existing gore area to mark and stripe a bus queue lane only, or widen the existing right turn lane so that it leaves enough room for right turning vehicles to pass the stopped bus, or even use the existing right turn lane at locations which may have minimal impact to right turn movements. In the last treatment, right turning vehicles will have to wait behind the bus. The project also calls for the development of conceptual plans for bus queue jumps at 5 to 10 locations, which could be pushed forward by the MPO as pilot projects for implementation in the next few years.

At their February 7th meetings, the TAC and the CAC will be asked to review and comment on the attached scope.

Lee County Metropolitan Planning Organization Bus Queue Jump Study

Scope of Services

INTRODUCTION

Lee County Transit (LeeTran) operates a fixed route bus service in Lee County which has seen increased ridership over the years. While LeeTran provides good customer service it is important to optimize and enhance the current system so there will be more public buy in for a dedicated funding source to expand the system and offer premium bus services in the future. The current system could be optimized and enhanced by targeting various strategies including but not limited to decreasing the headways between buses at high demand bus routes, increasing the hours of service, providing a “queue jump” to bypass traffic queues at congested intersections in high volume corridors, etc.

PURPOSE OF SCOPE

The purpose of this scope is to conduct a bus queue jump study that will identify and evaluate a total of 15 to 20 locations for potential queue jumps in the high volume US 41 Corridor, and develop conceptual design and specifications for the queue jump treatment that shall be identified by the consultant at 5 to 10 of these locations. Project limits will be from Immokalee Road in Collier County to SR 78 at Lee County. Queue jumps will not only reduce the delay caused by the traffic signal but also improve the operational efficiency of the transit system.

With queue jumps a LeeTran bus will enter either an existing right turn lane, or a separate lane developed for buses only between the through and right turn lane, and then stop at the near side of the intersection. A separate, short bus signal phase would then be provided to allow the bus an early green to move into the through lane ahead of the general traffic. Typically, green time from the parallel general traffic movement is reduced to accommodate the special bus signal phase, which typically is 5 to 10 seconds duration. The duration may be slightly longer if the early signal has to flush right turning cars waiting ahead of the bus at the right turn lane in one signal cycle.

Queue jumps accompanied by a special bus signal phase will preempt and pave the way for operating a premium transit service in mixed traffic in the US 41 Corridor in the future. A Bus Rapid Transit is currently identified in this corridor in both the MPO's 2035 Long Range Transit Element and LeeTran's Transit Development Plan.

IMPACT TO BICYCLISTS AND PEDESTRIANS

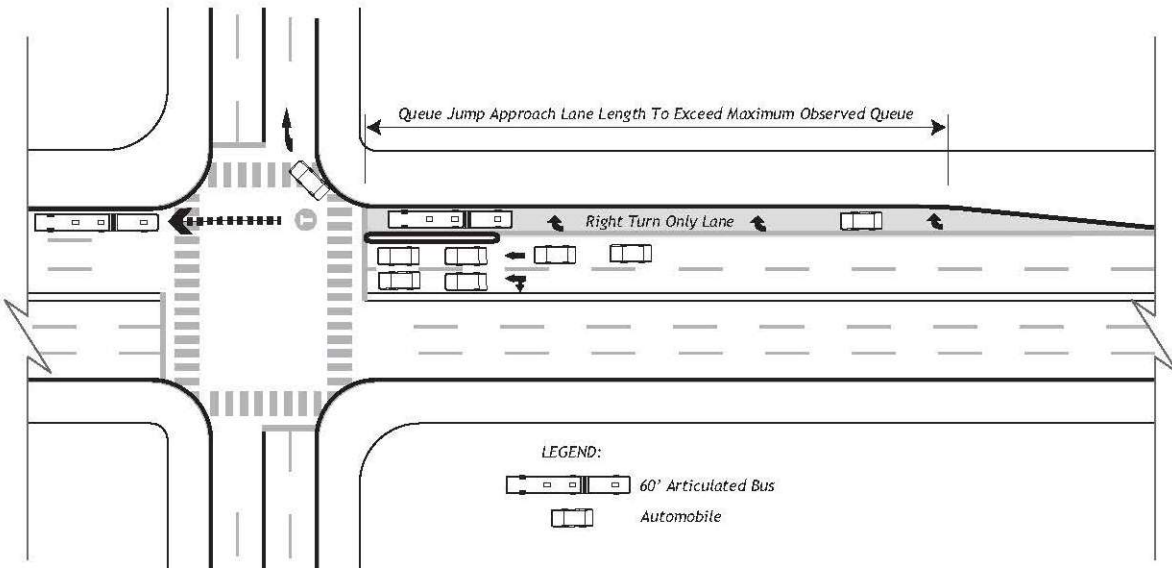
Pedestrian phases can generally run concurrent with a queue jump phase if there is no protected right turn phase also running with the queue jump phase. If the design treatment calls for a queue jump lane for bus only, the lane could be shared with bicyclists with bicyclists allowed to cross the intersection during the queue jump phase.

QUEUE JUMP DESIGN TREATMENTS

Following are some queue design treatments that could be addressed in the study:

- Right-Turn Lane with Transit Exemption (Scenario 1);
- Queue Jump Lane Adjacent to Right-Turn Lane (Scenario 2);
- Queue Jump Lane with Advanced Stop Bar (Scenario 3);
- Queue Jump Lane Integrated with Curbside Bus-Only Lane (Scenario 4); and
- Queue Jump Lane Integrated with Curbside Bus-Only Lane and "Porkchop" Island (Scenario 5).

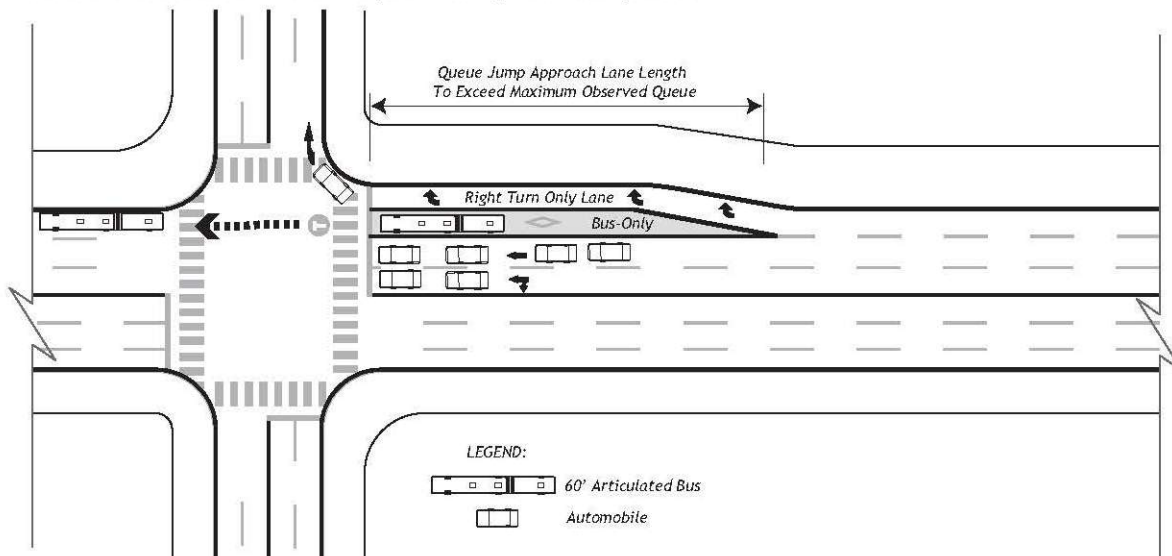
Scenario 1: Right-turn Only Lane as Queue Jump Lane with Transit Exemption



Notes:

- 1.) Only transit vehicles permitted to make straight-ahead movement out of the right-turn lane.
- 2.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

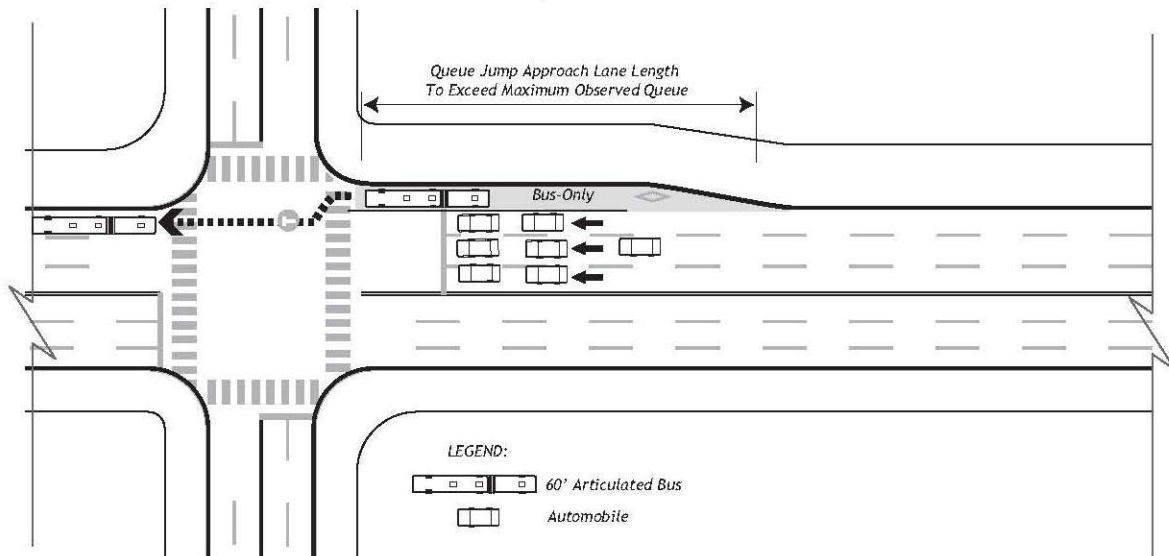
Scenario 2: Queue Jump Lane Adjacent to Right Turn Only Lane



Notes:

- 1.) The length of the queue jump approach shall exceed the maximum observed queue length in the adjacent mixed traffic lanes.
- 2.) Only buses are allowed in the queue jump lane.
- 3.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

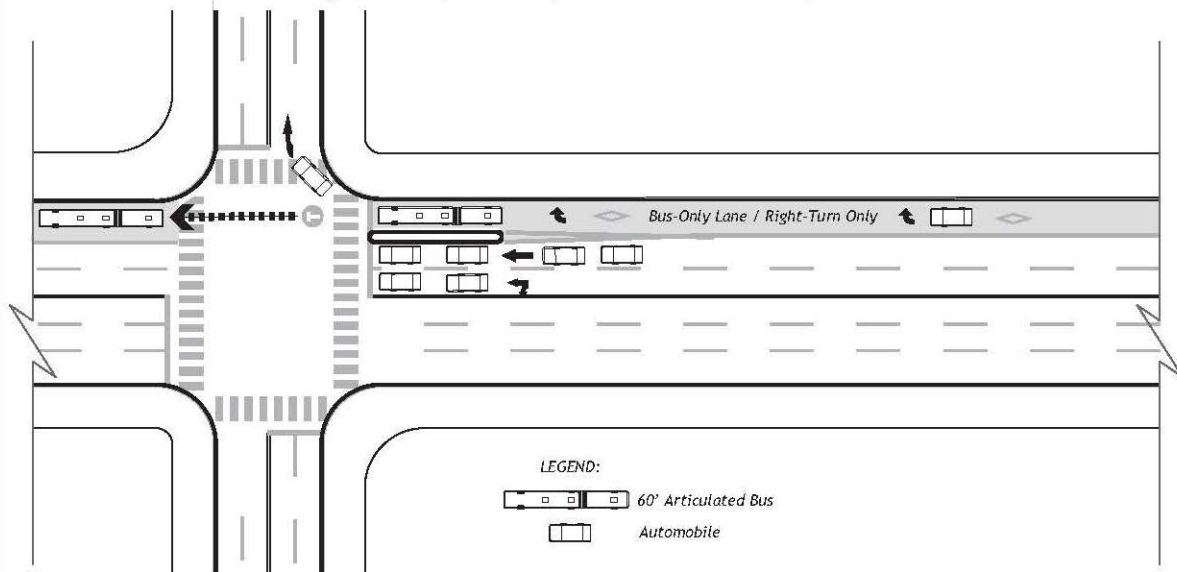
Scenario 3: Queue Jump Lane with Advanced Stop Bar



Notes:

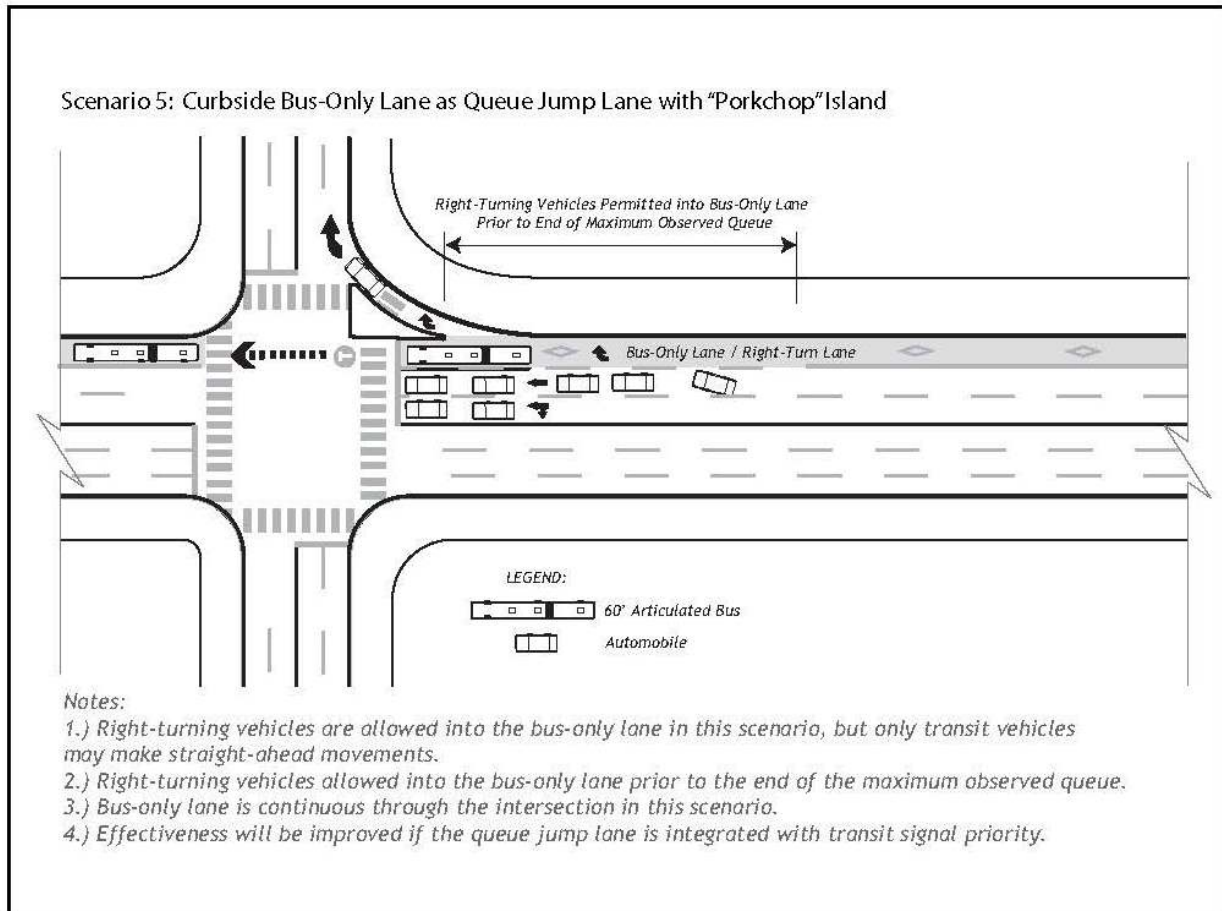
- 1.) Right-turn movements are prohibited in this scenario.
- 2.) This type of queue jump lane may also be employed with a curbside bus-only lane.
- 3.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.

Scenario 4: Curbside Bus-Only Lane as Queue Jump Lane with Transit Exemption



Notes:

- 1.) Right-turning vehicles are allowed into the bus-only lane in this scenario, but only transit vehicles may make straight-ahead movements.
- 2.) In this scenario, mixed traffic may also be banned from entering the bus-only lane and right-turning movements prohibited completely.
- 3.) Bus-only lane is continuous through the intersection in this scenario.
- 4.) Effectiveness will be improved if the queue jump lane is integrated with transit signal priority.



TASK 1. KICKOFF MEETING

The CONSULTANT will schedule and conduct a project kick-off meeting with MPO staff via conference call or in person within two weeks of the issuance of a Notice to Proceed by the MPO. This meeting will be also attended by staff from LeeTran, LC Traffic Division and CAT. Staff from FDOT is optional. At the kick-off meeting the CONSULTANT will do the following:

- ❖ Lead a discussion on specific needs and plans of the study
- ❖ Lead a discussion on the study corridor and the project limits to ensure consensus on the parameters of the effort (This may lead to adjustment of project limits if necessary)

- ❖ Lead a discussion to finalize the number of intersections to be studied for potential queue jumps
- ❖ Take input and identify the intersections to be analyzed for potential queue jumps
- ❖ Lead discussion to finalize the number of queue jumps for which conceptual design and specifications shall be developed.

The Consultant also will present and discuss a list of data/resources that will need to be provided by the Lee MPO, or at least direction given on the most reliable sources to tap for the information. MPO and Consultant staff will agree on how the data/resources will be collected and set an appropriate timeline for completing the effort. Other decisions regarding planned public involvement and deliverables will be decided at the kick-off meeting, as well.

TASK 2: CASE STUDY (Optional)

The CONSULTANT will provide one (1) case study of a successful queue jump anywhere in the country that works in combination with an advanced green signal but not a Transit Signal Priority. The case study shall preferably include a network of queue jumps at signalized intersections in a corridor that operates in mixed use traffic conditions.

TASK 3. Identify Specific Locations for Queue Jumps

The CONSULTANT will develop a final list of 20 to 25 potential queue jump locations on the US 41 Corridor within the project limits after taking input from the staff from the various agencies who attend the kickoff meeting.

Development of criteria for evaluating and ranking queue jumps

The CONSULTANT will develop criteria to evaluate and rank the identified intersections for potential queue jumps and transit priority signals. The Consultant will develop a prioritized list of queue jump locations and identify the type of queue jump treatment best suited for each location, and all other necessary improvements that go with it. Each queue jump treatment shall work in combination with a short bus signal phase (early green time).

TASK 4: Development of Conceptual Design Plans of Queue Jumps and Specifications for Implementation

The CONSULTANT will identify 5 to 10 locations from the prioritized list in Task 3 for implementation of bus queue jumps in the next few years, and develop conceptual plans of the design treatments and other related improvements recommended at each location. The CONSULTANT shall also develop specifications and preliminary cost estimates. The CONSULTANT shall also address bus stops in the design treatments of each location taking into consideration existing stops, and plans for future stops where there are currently none. A Design Concept Technical Memorandum will be developed at the end of this task.

TASK 5: DELIVERABLES

The CONSULTANT will compile the results of each of the technical work tasks into a concise report that includes narrative, graphs, tables, and the Design Concept Memorandum from Task 4. The draft report will be submitted electronically for staff review and comment. After all comments have been received, the CONSULTANT will prepare a final report and submit two (2) bound full-color copies. For both the draft and final reports, the CONSULTANT will provide one (1) clean, unbound black and white original version to MPO staff for copying and distribution. Color pages (maps and figures) will be provided separately. Digital copies of the report (in Adobe PDF format) and all supporting spreadsheets will be supplied to MPO staff for internal use and distribution on the MPO's Web site.

TASK 6. MEETINGS

The CONSULTANT will prepare a PowerPoint presentation and supporting materials conveying the results of the Queue Jump Study at one regularly scheduled meeting each of the Technical Advisory Committee, Citizens Advisory Committee, Traffic Management Operations Committee, and the MPO Board. The presentation will be in Microsoft PowerPoint format and will utilize the MPO's LCD projector. A digital version of the presentation will be supplied for distribution on the MPO's Web site.

F. SCHEDULE AND BUDGET

The CONSULTANT will perform all of the tasks identified within six months. Commencement of work shall begin upon receipt of Notice to Proceed. The budget for this project is \$52,000.

**ENDORSEMENT OF THE FLORIDA DEPARTMENT OF
TRANSPORTATION BEING THE DESIGNATED
RECIPIENT FOR THE 5310 FUNDS**

RECOMMENDED ACTION: Review the issues and endorsement of FDOT being the designated recipient for the 5310 funds.

The new Federal Transportation Bill (MAP-21) made significant changes to the Federal Transit Administration (FTA) Section 5310 program. The FTA Section 5310 funds will be provided to the urbanized areas based on formula and apportioned by a designated recipient. The designated recipient of the funding will be responsible for the solicitation of the 5310 applications, developing the project selection criteria, reviewing the submitted projects for eligibility and ensuring compliance with the FTA requirements of the selected projects. Additional requirements include conducting project audits, oversight and closeout of the projects when they are completed.

The entities that are eligible to be the designated recipient for the FTA Section 5310 funds are the FDOT, LeeTran or the Lee MPO. In a previous meeting with LeeTran, the MPO staff and LeeTran staff discussed having FDOT be named as the designated recipient as they are willing to accept this role and any other alternative will require an additional 10% match from the agencies seeking the grant funding. **Attached** is a draft resolution for the Committee's review that will be brought to the MPO Board for their approval.

RESOLUTION 13-01

A RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION ENDORSING THE FLORIDA DEPARTMENT OF TRANSPORTATION BEING NAMED THE DESIGNATED RECIPIENT FOR THE CAPE CORAL URBANIZED AREA SECTION 5310 FUNDS

Whereas, the new Federal Transportation bill, MAP-21 made significant modifications to the Federal Transit Administration (FTA) Section 5310 funds; and

Whereas, the FTA Section 5310 funds will be provided to the urbanized areas based on formula and apportioned by the designated recipient; and

Whereas, the designated recipient will be responsible for the solicitation of the applications, developing the project criteria for project selection reviewing the submitted projects and awarding the funds. The designated recipient will also be responsible to ensure that the projects are compliant with FTA requirements including conducting project audits, providing oversight of the project and closing the project out; and

Whereas, the entities that are eligible to be the designated recipient for the Section 5310 funds for the Cape Coral urbanized area is the FDOT, LeeTran and the Lee MPO; and

Whereas, the FDOT has stated it is willing to accept the role of designated recipient; and

NOW THEREFORE, BE IT RESOLVED by the Lee County Metropolitan Planning Organization:

1. That the Lee MPO recommends that the Florida Department of Transportation be named the designated recipient for the Cape Coral Urbanized area Section 5310 funds.

PASSED AND DULY ADOPTED this 22nd day of February 2013.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Mayor Kevin Ruane, MPO Chair

Donald Scott, Lee MPO Executive Director

ENDORSEMENT OF THE LIGHTHOUSE OF SOUTHWEST FLORIDA USC 5310 GRANT APPLICATION

RECOMMENDED ACTION: Recommend endorsing the Lighthouse of Southwest Florida grant application for 2013 USC Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities.

In the transportation bill adopted by Congress known as Moving Ahead for Progress in the 21st Century (MAP-21) significant changes were made to programs, including USC Section 5310 Formula Grant for the Enhanced Mobility of Seniors and Individuals with Disabilities. The 5310 program has allocated approximately 2.4% of transit funds under the bill and it now includes USC 5317 New Freedom program. Under the new bill, the Florida Department of Transportation (FDOT) continues to administer the USC Section 5310 Formula Grant program for this year's projects and has issued a call for proposals. The goal of these grant funds is to provide assistance in meeting the needs of seniors and individuals with disabilities where public transit services are unavailable, insufficient or inappropriate. Eligible projects under the 5310 program include capital and/or operating expenses for transportation services provided to elderly persons and/or persons with disabilities.

The Lighthouse of Southwest Florida is seeking \$68,400 in capital funding to purchase three (3) new vehicles and the specifics of the grant application are **attached**.

Checklist for Application Completeness

Name of Applicant: Lighthouse of SW FL, Inc.

Check One: First Time Applicant: _____ Previous Applicant: X

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

- This checklist
- Applicant's cover letter (use FDOT provided cover letter)
- Two (2) copies of the governing board's Resolution
- Exhibit A-1: Fact Sheet
- Application for Federal Assistance (Form 424, Code 20.513)
- Operating and Administrative Expense and Revenue Form
- Current Vehicle and Transportation Equipment Inventory Form
- Capital Request Form
- Exhibit A: Current System Description
- Exhibit B: Proposed Project Description
- Exhibit C: Public Hearing Notice and Publisher's Affidavit (for public agencies only)
- Exhibit D: Coordination
- Exhibit F: Federal Certifications and Assurances
- Exhibit G: Certification of Equivalent Service (if grant is for non-accessible vehicles)
- Exhibit H: Applicant Certification and Assurance to FDOT
- Exhibit K: Applicant Certification of Transportation Disadvantaged Service Plan (TDSP)

Date application was submitted to Local Clearinghouse/Regional Planning Council: 11-27-12
(send one (1) copy of letter received from the Local Clearinghouse/RPC to FDOT)

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

- Copy of Certification of Incorporation

Elderly and Persons with Disabilities Program

5310

Capital Assistance Application

November 26, 2012

**Lighthouse of Southwest Florida, Inc.
35 West Mariana Avenue
North Fort Myers, FL 33903
(239) 997-7797**

RESOLUTION

A **RESOLUTION** of the Board of Directors of the Lighthouse of Southwest Florida, Inc., authorizing the signing and submission of a grant application and supporting documents and assurances to the Florida Department of Transportation, and the acceptance of a grant award from the Department.

WHEREAS, Lighthouse of Southwest Florida, Inc. has the authority to apply for and accept grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Directors of the Lighthouse of Southwest Florida, Inc.,

1. This resolution applies to Federal Program(s) under U.S.C. Section(s) 5310.
2. The submission of a grant application(s), supporting documents, and assurances to the Florida Department of Transportation is approved.
3. Douglas Fowler, Executive Director is authorized to sign the application and accept a grant award, unless specifically rescinded.

DULY PASSED AND ADOPTED THIS NOVEMBER 7, 2012.

By: 

Evan Connell, President

ATTEST:

(Seal)

RESOLUTION

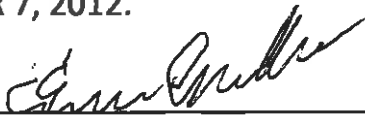
A **RESOLUTION** of the Board of Directors of the Lighthouse of Southwest Florida, Inc., authorizing the signing and submission of a grant application and supporting documents and assurances to the Florida Department of Transportation, and the acceptance of a grant award from the Department.

WHEREAS, Lighthouse of Southwest Florida, Inc. has the authority to apply for and accept grant awards made by the Florida Department of Transportation as authorized by Chapter 341, Florida Statutes and/or by the Federal Transit Administration Act of 1964, as amended;

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Directors of the Lighthouse of Southwest Florida, Inc.

1. This resolution applies to Federal Program(s) under U.S.C. Section(s) 5310.
2. The submission of a grant application(s), supporting documents, and assurances to the Florida Department of Transportation is approved.
3. Douglas Fowler, Executive Director is authorized to sign the application and accept a grant award, unless specifically rescinded.

DULY PASSED AND ADOPTED THIS NOVEMBER 7, 2012.

By: 
Evan Connell, President

ATTEST:

(Seal)

Exhibit A-1 FACT SHEET

| | CURRENTLY | IF GRANT IS AWARDED (Estimate) |
|---|--|--|
| 1. Number of One Way trips provided to elderly and persons With disabilities (E&D) PER YEAR | 3465 | 3800 |
| 2. Number of individual Elderly and Disabled unduplicated riders (first ride per rider per fiscal year) | 450 | 500 |
| 3. Percentage of Elderly and Disable needing wheelchair positions ACTUAL. | 1% | 1% |
| 4. Number of vehicles used to provide services | 4 | 4 |
| 5. Number of ambulatory seats ACTUAL | 0 | 0 |
| 6. Number of wheelchair positions. ACTUAL | 0 | 0 |
| 7. Vehicle miles traveled PER YEAR | 43,069 | 55,000 |
| 8. Average vehicle miles PER DAY | 207 | 250 |
| 9. Normal number of days in operation | 4 | 4 |
| 10. Normal hours of vehicle operation PER DAY | Monday – Thursday & One Saturday per month 7:30am – 5:30 pm | Monday – Thursday & One Saturday per month 7:30am – 5:30 pm |
| 11. Trip Length AVERAGE | 13 | 18 |

**APPLICATION FOR
FEDERAL ASSISTANCE**

OMB Approval No. 0348-0043

| | | | |
|---|-------------------------|--|---------------------------------------|
| 1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction | | 2. DATE SUBMITTED November 27, 2012 | Applicant Identifier |
| | | 3. DATE RECEIVED BY STATE | State Application Identifier |
| Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction | | 4. DATE RECEIVED BY FEDERAL AGENCY | Federal Identifier |
| 5. APPLICANT INFORMATION | | | |
| Legal Name: Lighthouse of Southwest Florida, Inc. | | Organizational Unit: | |
| Address (give city, county, State, and zip code): 35 West Mariana Avenue, North Fort Myers, FL 33903 | | Name and telephone number of person to be contacted on matters involving this application (give area code) Douglas Fowler, (239) 997-7797 | |
| 6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59 - 1665257 | | 7. TYPE OF APPLICANT: (enter appropriate letter in box) | |
| 8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) <input type="checkbox"/> <input type="checkbox"/> A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other(specify): _____ | | A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify) _____ | |
| 10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20 - 153 TITLE: Elderly and Persons with Disabilities Program | | 9. NAME OF FEDERAL AGENCY: Federal Transit Administration (FTA) | |
| 12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): Lee, Hendry, and Glades Counties | | 11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To acquire 3 new vehicles to support rehabilitation and education of blind people to return to or maintain living independently, working, and being productive in their area of residence in concert with the Transportation Disadvantaged Service Plan for the Lee County Service | |
| 13. PROPOSED PROJECT | | 14. CONGRESSIONAL DISTRICTS OF: | |
| Start Date 7/1/13 | Ending Date 6/30/14 | a. Applicant 14 & 16 | b. Project 14 & 16 |
| 15. ESTIMATED FUNDING: | | 16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? | |
| a. Federal | \$ 45,600 ⁰⁰ | a. YES. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: | |
| b. Applicant | \$ ⁰⁰ | DATE 11/27/12 | |
| c. State | \$ 11,400 ⁰⁰ | b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 | |
| d. Local | \$ 11,400 ⁰⁰ | <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW | |
| e. Other | \$ ⁰⁰ | 17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes," attach an explanation. <input checked="" type="checkbox"/> No | |
| f. Program Income | \$ ⁰⁰ | | |
| g. TOTAL | \$ 68,400 ⁰⁰ | | |
| 18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED. | | | |
| a. Type Name of Authorized Representative Douglas Fowler | | b. Title Executive Director | c. Telephone Number (239) 997-7797 |
| d. Signature of Authorized Representative | | e. Date Signed 11.27.12 | |

Projected Transportation-Related Operating and Administrative Expenses and Revenue

Name of Applicant: Lighthouse of Southwest Florida, Inc.

Fiscal Period from July 1, 2013 to June 30, 2014

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE EXPENSES

| EXPENSE CATEGORY | Expense \$ |
|---------------------------------|--------------------|
| Labor (501) | \$0 |
| Fringe and Benefits (502) | \$0 |
| Services (503) | \$0 |
| Materials and Supplies (504) | \$0 |
| Vehicle Maintenance (504.01) | \$2260.00 |
| Utilities (505) | \$0 |
| Insurance (506) | \$7,200.00 |
| Licenses and Taxes (507) | \$380.00 |
| Purchased Transit Service (508) | \$0 |
| Miscellaneous (509) | \$0 |
| Leases and Rentals (512) | \$0 |
| Depreciation (513) | \$3,459.00 |
| TOTAL Expense | \$13,299.00 |

TRANSPORTATION-RELATED OPERATING and ADMINISTRATIVE REVENUES

| OPERATING REVENUE | REVENUE \$ |
|---|--|
| Passenger fares for Transit Service (401) | \$0 |
| Special Transit Fares (402) | \$0 |
| Other (403-407) identify by appropriate code | \$0 |
| TOTAL OPERATING REVENUE | \$0 |
| OTHER REVENUE SOURCES | |
| Taxes levied Directly by the Transit System (408) | \$0 |
| Local Cash Grants and Reimbursements (409) | \$0 |
| Local Special Fare Assistance (410) | \$0 |
| State Cash Grants and Reimbursements (411) | \$0 |
| State Special Fare Assistance (412) | \$0 |
| Federal Cash Grants & Reimbursements (413) | \$0 |
| Interest Income (414) | \$0 |
| Contributed Services (430) | \$0 |
| Contributed Cash (431) | \$0 |
| Subsidy from Other Sectors of Operations (440) | \$0 |
| TOTAL OF OTHER REVENUE | \$See projected revenue report attached |
| GRAND TOTAL ALL REVENUES | \$917,988 |

**Projected Revenue Report Attachment
November 27, 2012**

Lighthouse of Southwest Florida, Inc.

The Lighthouse of Southwest Florida, Inc., is a provider of vision rehabilitation services to people struck by blindness. Our agency does not operate a fee for service transportation program. As such, our vehicle expenses come from program and other funding sources as an expense of providing services.

Below is the breakout of our revenue sources that are utilized to support our services. Vehicle expenses are paid out of each revenue source and allocated to the various program services provided.

| OTHER REVENUE SOURCES | |
|--|------------------|
| Government (state and local) Grants State of Florida Division of Blind Services; Lee County Human Services Partner for Results | \$709,258 |
| United Way of Lee, Hendry, Glades Counties | \$66,000 |
| Fundraising | \$60,500 |
| Public Support | \$47,320 |
| Interest & Other Investments | \$29,010 |
| Program Fees (Art Program Supply Fee) | \$5,900 |
| | |
| GRAND TOTAL ALL REVENUES | \$917,988 |
| | |

Submitted by Douglas Fowler, Executive Director
Lighthouse of Southwest Florida, Inc.

CURRENT VEHICLE AND TRANSPORTATION EQUIPMENT INVENTORY FORM (a)

Name of Applicant: Lighthouse of SWFL, Inc.

Date of Inventory: November 22, 2012

| | | | | |
|----------------------------------|--|--|--|--|
| Funding source (f) | Reserve funds of agency | Reserve funds of agency | Reserve funds of agency | Donation |
| Other Equipment (e) | Not Lift Equipped | Not Lift Equipped | Not Lift Equipped | Not Lift Equipped |
| Expected Retirement Date | September 30, 2013 | September 30, 2013 | September 30, 2013 | September 30, 2012 |
| Current Mileage | 83,292 | 103,442 | 88,945 | 57,711 |
| Average Miles Per Year | 13,321 | 12,593 | 12,523 | 4,632 |
| Seats & W/C Positions | 7 Passenger | 7 Passenger | 7 Passenger | 2 Passenger |
| Ramp or Lift (specify) | N/A | N/A | N/A | N/A |
| FDOT Control # or VIN (d) | 2C4GP44R55 R307719 NON-FDOT | 1GNDV23L 06D235897 NON-FDOT | 1B4GP253 12V662148 NON-FDOT | 4TANL42N6 YZ646868 NON-FDOT |
| Make/Size/Type (C) | Town & Country MiniVan | Uplander MiniVan | Caravan MiniVan | Tacoma Pick Up |
| Model Year (B) | Chrysler 2005 | Chevrolet 2006 | Dodge 2002 | Toyota 2000 |
| * | | | | |
| | | | | |

CAPITAL REQUEST FORM

Name of Applicant: Lighthouse of SWFL, Inc.

VEHICLE REQUEST – Listed in Agency's Priority Order

| GMIS Code FDOT Only | R or E (replace or expand) | Number Requested | Vehicle Description | Estimated Cost |
|------------------------|-------------------------------|------------------|---------------------|----------------|
| 11-__-__ | Replace | 1 | Dodge MiniVan | \$24,000 |
| 11-__-__ | Replace | 2 | Sedans 4 Door | \$34,000 |
| 11-__-__ | | | | |
| 11-__-__ | | | | |
| 11-__-__ | | | | |
| 11-__-__ | | | | |
| 11-__-__ | | | | |
| SUB-TOTAL | | | | \$58,000 |

| | | | | |
|-----------|--|--|--|-----|
| 11-__-__ | | | | |
| 11-__-__ | | | | |
| SUB-TOTAL | | | | \$0 |

VEHICLE SUBTOTAL \$58,000 + EQUIPMENT SUBTOTALS \$__0__ = \$58,000
 \$ 58,000 X 80% = \$46,400

The Lighthouse of Southwest Florida, Inc., (formally the Visually Impaired Persons of Southwest Florida, Inc.) is a 501 C (3), non-profit agency that provides vision rehabilitation to all ages and all cultures living in Southwest Florida. The agency was formed in 1974 as an advocacy service for the blind. Today, the agency has evolved to a staff of eighteen employees that serve over 400 residents of Lee, Hendry, and Glades Counties. The Lighthouse of SWFL, is funded through contracts with the state of Florida, Division of Blind Services, a grant from the United Way of Lee, Hendry, and Glades Counties, two grants from the Lee County Human Services, along with gifts, donations, and fundraisers. No insurance of third party revenue sources pay for our services.

The Lighthouse of SWFL, Inc., provides services through professional, certified staff that provide an array of instruction, support, and rehabilitation to individuals who have lost the major function of their sight and those individuals who live with total blindness. Twenty-two percent of our employees are legally to totally blind. The Lighthouse of SWFL's instructional staff holds master degrees and national certification in their area of specialty.

The Lighthouse of SWFL provides the following services:

- **Orientation and Mobility Training** – This training builds navigation skills in the clients home, community, business's, and in the work setting of the individual client. This services utilizes the white cane and current technology including but not limited to GPS systems for the visually impaired/totally blind individuals.
- **Low Vision/Eccentric Viewing Training** – This training teaches an individual how to utilize their remaining vision taking into account the clients best use of lighting, contrast, and glare. Magnification also is a focus of this training and allows an individual the ability to read multiple items, newspapers, magazines, personal mail and bills, newsletters, prescription bottles, etc...
- **Activities of Daily Living** – This training provides individuals the ability to remain independent and learn ways to prepare meals, complete their laundry, identify coins and currency, complete cleaning tasks, identify colors of clothing, and other daily tasks that allow clients to remain in their home with independence.
- **Assistive Technology** – This training provides specific instruction on numerous tools and resources that are available to the visually impaired and totally blind clients. In today's society the ability to utilize technology is imperative. Training on the IPAD, Smart Phones, computer/desk top, are provided. Voice activated programs and magnification of screens are also taught within this component of service.
- **Transition Program** – This program provides all of the above services to children/young adults' age's fourteen (14) to twenty-two (22) year olds who have a visual impairment and/or legally blind. Assisting the young adults with preparation for attending college, obtaining employment, and maintaining independence are all a component of this service.
- **Early Intervention** – This program focuses on babies that have been born blind or with a major vision loss. These babies require training for basic skills of reaching, eating, and perception. The parents/guardians/caretakers need additional and specific instructions for caring for their child. This training is continuous throughout the first years of life and provides a foundation for learning tactile tasks. This is imperative for their child's future successes.
- **Braille Instruction** – Learning braille is a necessity for blind individuals to maximize their skills in the sighted world.
- **Art and Music** – These classes are provided to individuals who are visually impaired but still have a small portion of light perception remaining. Clients are taught to create art through the power of a paint brush and create beautiful pieces of art that are either sold or displayed throughout the organization. Guitar lessons are also provided as our organization believes music builds confidence and talent that enhances the ability to communicate for an individual living with a visual impairment and blindness.

Services are provided in a multitude of locations and are based on the individual needs of each client. The Lighthouse of SWFL is located in North Fort Myers, Florida. These locations include but are not limited to our organization, in United Way Houses in Lee, Glades, or Hendry counties, client homes, businesses, stores, places of worship, restaurants, virtually any location where the individual client works, resides, or frequents during their daily lives.

The mission of the Lighthouse of SWFL is to teach skills necessary for the person who is losing, or has lost, major vision or living in total blindness to live to their chosen level of independence. Fifteen staff members are employed at the organization. Three of the positions are administration; Executive Director, Accountant, and the Executive Assistant. One position is dedicated to maintenance and upkeep of the physical plant and vehicle maintenance. The remainders of our staff are dedicated to instruction and support of the clients we serve. A Board of Directors consists of ten individuals with various backgrounds, while two currently live in blindness, and provides support to the mission of the agency. All sighted staff provides transportation to clients who are enrolled in our services when public transportation is not available. Four of our staff members are not able to drive due to blindness/visual impairments. Sighted staff members and volunteers provide transportation for these staff members when it is necessary for the services to be provided outside of the agency. This is a necessity on a daily basis. The agency is open Monday through Thursday 7:30 am to 5:30 pm and some Saturdays. Services are consistently provided in Lee, Hendry, and Glades counties. Although transportation is not provided with a fixed route system as our client's scheduled along with the instructor's schedules dictate the transportation that is provided. As every client's needs are different one client may receive services one week in their home, one week at the grocery store, and one week at the agency. Every client's services plan is individual; therefore, there services are individualized and based on their personal and professional needs. The Lighthouse of SWFL currently serves an average of 400 individuals living with blindness each year. Nearly 90% of those clients need services outside of the agency. As such nearly 360 individuals are in need of services that require the use of agency vehicles in order to receive vision rehabilitation services.

The Lighthouse of SWFL currently utilizes four vehicles; three mini vans and one pick-up truck. These vehicles are utilized daily to transport visually impaired/blind staff members and our transition students as well. The transition students are 14 – 22 years of age and all have multiple disabilities and the organization provides transportation to all of these students.

The Lighthouse of SWFL transportation program is administered by the Executive Director and Office Manager (insurance, training, and administration). The Maintenance Supervisor oversees all the vehicles for operational readiness. Mechanical services are provided by certified mechanics.

Commission for the Transportation Disadvantaged 5 yr/20 yr Plan's Mission is "To insure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons". Furthermore, the Transportation Disadvantaged Service Plan for Lee County Service Area addresses the need for transportation for the disadvantaged with jobs, rehabilitation and commerce. In addition, the plan supports the goal of providing transportation for the disadvantaged in educational programs. Our organization is partially funded by the Florida Department of Education, Division of Blind Services, as an education and rehabilitation program. Many of our clients return to work, obtain employment, or maintain their current employment as a result of receiving vision rehabilitation. The agency's transportation program enables persons with disabilities the opportunity to receive educational, vocational, vision rehabilitation according to the TDSP for Lee, Hendry, and Glades Counties.

Proposed Project Description

1. Is this project to continue the existing level of services, to expand present service, or to provide new service? How will a grant award be used? More hours? Service in a larger geographic area? Shorter headways? More trips? Please explain in detail.

The grant, if awarded, will be used to continue and expand the present service and provide new services. At this time, the Lighthouse of SWFL provides services in Lee, Hendry, and Glades County. Prior to July 1, 2011, the Lighthouse of SWFL provided vision rehabilitation services in Lee and Collier Counties. As of June 30, 2011, our service delivery area changed to Lee, Hendry, and Glades County. Simultaneously our organization began a new program for Early Intervention which provides services to newborns to five years of age to children who have been born visually impaired or blind. At this time, we are beginning a new pilot project of providing transportation to individuals who have no other means of transportation but would be best served at our agency. These individuals may live outside of the parameters of the local bus transportation system, have no family members or friends that are able to transport the client, and are best served by attending classes at our agency. This new project also allows for individuals to experience socialization, as they are often in their home alone with little to no company.

With the additional program and pilot project we are estimating our transportation needs will grow approximately 35% within the next three years.

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

The grant, if awarded, will be utilized to replace the three mini vans that are currently in use as their age and mileage and maintenance costs indicate replacement at this time. Currently, the three mini vans are utilized for transporting staff members who are visually impaired or blind, sighted staff who services are completed in the home or the client's community, and transporting client to and from the agency for service. The fourth vehicle is a pick-up truck that is used primarily by the Maintenance Supervisor to maintain the upkeep of the building and grounds. As a last resort this vehicle is utilized to transport staff members and clients, however, the layout of the truck being a 2 seater and a stick shift limits the staff members and clients that can be transported in this vehicle. Often times along with transporting staff members who are visually impaired and blind equipment is also taken to the clients home including but not limited to reading machines, computers, and navigation devices. This also limits the use of the pick-up truck as a means of transportation.

3. Give a detailed explanation of the need for the vehicle and provide evidence of the need.

To provide services to the clients in the most realistic way, we often provide services in their home, place of business, grocery stores, doctor offices etc... This means that a staff member must utilize an agency vehicle, often be transported by a sighted staff member, and transport equipment to

Exhibit B

provide educational and vocational training in vision rehab. Our Orientation and Mobility instructor provides all of his services in the community as he is training blind individuals to travel throughout the community. Therefore, he is always in need of a vehicle when he is providing services.

Our transition students, ages fourteen to twenty-two, often travel as a group to explore job sites, banking institutions, laundry facilities, restaurants, and the local mall. These trips are utilized to educate these students with lifelong skills that are necessary for them to gain independence and live independently.

Although most of our clients have multiple disabilities they are ambulatory and can travel with assistance. When a client is in need of transportation and they are wheelchair bound we contract with Good Wheels Inc., for the services. Signs and indicators regarding buckling of seat belts and safety are placed in the vehicles and are verbally shared with clients who are blind by the driver.

4. Will a grant award be used to replace existing equipment or purchase additional vehicles/equipment? Provide details.

This grant, if awarded, will be utilized to replace the current vehicles that are being utilized for transportation. The current vehicles (three minivans) are becoming quite costly to maintain and will continue to need consistent and costly maintenance, which will be a challenge for the agency to maintain financially throughout the year. As stated above, transportation is a necessity for our agency to provide the best services to those individuals who are visually impaired and living with total blindness.

5. Identify vehicles/equipment being replaced and list them on the "Current Vehicle and Transportation Equipment Inventory" form, provided elsewhere in this manual.

See Attached Current Vehicle and Transportation Equipment Inventory Form

6. Describe how vehicles will be maintained without interruptions in service (who, what, where, and when).

Currently our vehicles are checked daily by the Maintenance Supervisor. Drivers report problems and/or concerns. Vehicles identified with mechanical problems are sent to a certified mechanic for service. When vehicles are out of service staff are notified and either schedules are adjusted or staff can use personal vehicles with mileage reimbursement. However, insurance of both the agency and staff strongly urge employees to not utilize personal vehicles in client transportation and service provisions. Files are kept on each vehicle of mileage, trips, maintenance from date of service.

7. If vehicles/equipment are proposed to be used by a lessee or private operator under contract to the applicant, identify the proposed lessee/operator.

N/A we do not lease or contract our vehicles

Exhibit B

8. Each applicant shall indicate whether they are a government authority or a private non-profit agency, provide a brief description of the project which includes the counties served, whether the applicant shall service minority populations and whether the applicant is minority-owned.

The Lighthouse of SWFL, Inc., is a private not for profit, 501(c)3 agency.

9. Fully explain your Transportation Program:

- a) Service hours, planned service, routes and trip types

Transportation will be provided Monday through Thursday, 7:30 am to 5:30 pm and one Saturday per month. The routes will be based on the needs of the clients that particular day and will be scheduled accordingly. Trips will include but not be limited to, sighted staff transporting visually impaired/blind staff members to provide services in the clients home, place of business, community, doctor office, grocery store etc..., and sighted staff members will transport clients to the agency for services. Sighted staff will also transport the transition program participants to and from the agency and within the community.

- b) Staffing – include plan for training on vehicle equipment such as wheelchair lifts, etc...

All employees and volunteers who transport in agency vehicles have a current Florida Driver's License, and have had a criminal background check and driving record check prior to driving any agency vehicle. Due to not having wheelchair lifts, it is not necessary to train employees on this. However, all employees will be trained on the operation of the vehicle by the Maintenance Supervisor

- c) Records maintenance

Each vehicle has an individual file of all trips completed and maintenance that has also been completed. Each time a vehicle is utilized a log is maintained with the following information; date, time trip begins, time trip ends, employee driving vehicle, start odometer reading, ending odometer reading , type of trip (what program the trip relates to), total mileage, number of staff members as passengers, and number of clients as passengers.

As stated above the Maintenance Supervisor checks each vehicle daily and all staff that are drivers of the vehicles report any issues that may arise with any vehicle.

- d) Vehicle Maintenance

Each vehicle has an individual file of all trips completed and maintenance that has also been completed. Each time a vehicle is utilized a log is maintained with the following information; date, time trip begins, time trip ends, employee driving vehicle, start odometer reading, ending odometer reading , type of trip (what program the trip relates to), total mileage, number of staff members as passengers, and number of clients as passengers.

As stated above the Maintenance Supervisor checks each vehicle daily and all staff that are drivers of the vehicles report any issues that may arise with any vehicle. Oil changes and any ongoing maintenance is completed by a certified mechanic and is always done in a timely manner of the recommendations made by the car manufacturer.

Exhibit B

e) CDL Requirements

The vehicles we are requesting are not in need of a driver with a CDL requirement.

f) System safety plan

All passengers will be required to wear a seatbelt at all times. Those individuals who due to blindness or other disabilities are not able to secure their seatbelt will be provided assistance by the driver. No vehicle will be in motion without the driver ensuring all passengers are secure with a seatbelt.

g) Drug free work place

The Lighthouse of SWFL, Inc., has a policy adopted by the Board of Director's. The policy is below. To help ensure a safe, healthy and productive work environment for our employees and others, to protect The Agency's property, and to ensure efficient operations, The Agency has adopted a policy of maintaining a workplace free of illegal drugs, drug abuse and alcohol. This policy applies to all employees and other individuals who perform work for The Agency.

The unlawful or unauthorized use, abuse, solicitation, theft, possession, transfer, purchase, sale or distribution of controlled substances, drug paraphernalia or alcohol by an individual anywhere on The Agency premises, while on The Agency's business (whether or not on The Agency's premises) or while representing The Agency, is strictly prohibited. Employees and other individuals who work for The Agency also are prohibited from reporting to work or working while they are using or under the influence of alcohol or any controlled substances, except when the use is pursuant to a licensed medical practitioner's instructions and the licensed medical practitioner authorized the employee or individual to report to work.

All candidates for employment with The Agency will be subject to a Level II pre-employment background and drug screening. Employees of The Agency will be subject to random testing for alcohol and controlled substances. This random testing is mandatory and is considered a condition of continued employment. An employee may be tested for drugs and alcohol at any time the employee is at work for The Agency. This random testing is administered in a fair and equal manner to all employees. Selection of employees for random testing will be made by a scientifically valid method, such as a random number table or a computer-based random number generator that is matched with drivers' license, Social Security numbers, payroll identification numbers, or other comparable identifying numbers. Random tests are unannounced and spread throughout the year. Employees, when notified that they have been selected for random testing, will proceed immediately to the collection site with no advance warning.

In addition to random testing, The Agency may also ask an employee to submit to a drug test at any time it feels that the employee may be under the influence of drugs or alcohol, including, but not limited to, the following circumstances: evidence of drugs or alcohol on or about the employee's person or in the employee's vicinity, unusual conduct on the employee's part that suggests impairment or influence of drugs or alcohol, negative performance patterns, or excessive and unexplained absenteeism or tardiness.

Violation of this policy will result in disciplinary action, up to and including termination.

The Agency maintains a policy of non-discrimination and will endeavor to make reasonable accommodations to assist individuals recovering from substance and alcohol dependencies, and those who have a medical history which reflects treatment for substance abuse conditions. We encourage employees to seek assistance before their substance abuse or alcohol misuse renders them unable to

Exhibit B

perform the essential functions of their jobs, or jeopardizes the health and safety of any of The Agency's employee, including themselves, clients and visitors.

10) Have you met with the CTC and if so how are you providing a service that they cannot? Provide detailed information supporting this requirement.

See Attached Agreement

EXHIBIT C
PUBLIC HEARING

Response: N/A

EXHIBIT D

COORDINATION

The _____, (agency name) is a Community Transportation Coordinator, or, a designated Official Planning Agency applying on behalf of a CTC.

OR

The Lighthouse of SWFL, Inc., is NOT a Community Transportation Coordinator, but is a private not for profit organization

CTC Memorandum Agreement is Attached

**COORDINATION AGREEMENT
BETWEEN
COMMUNITY TRANSPORTATION COORDINATOR
AND**

Visually Impaired Persons of Southwest Florida, Inc.

(Agency Name)

WHEREAS, the Good Wheels, Inc. in its role as the Community Transportation Coordinator (CTC) for Lee County, hereafter known as the CTC, and;

WHEREAS, in this capacity, the CTC has initiated a program to provide community transportation service for social service clients, agencies, and organizations, provided such service complies with Chapter 427, Florida Statutes and Chapters 41-2 and 19-90, Florida Administrative Code, and;

WHEREAS, Visually Impaired Persons of Southwest Florida, (hereinafter referred to as AGENCY) is considered to be a bonafide (*private-not-for profit agency* or *private-for-profit enterprise*) operating in Lee County and is eligible for the services of the CTC. The transportation services described herein are deemed to comply with all applicable state laws and regulations, and;

WHEREAS, the AGENCY currently provides service using its own vehicles in the provision of transportation to transportation disadvantaged clients that are unique in nature, and will provide the CTC the opportunity to develop a proposal for any new transportation services needed,

NOW THEREFORE, the CTC and AGENCY, in consideration of the mutual covenants hereinafter set forth, agree as follows:

1. AGENCY shall maintain daily records of ridership and provide such to CTC quarterly.
2. AGENCY shall act as a transportation provider based on the availability of AGENCY vehicles.
3. AGENCY, when acting as provider, shall furnish vehicles which conform to the laws of the State of Florida as provided in Florida Statutes 427, and shall maintain same in good mechanical and clean condition.
4. AGENCY has developed and implemented a System Safety Program Plan (SSPP) and agrees to abide by said policy.

5. AGENCY shall maintain a minimum liability insurance rate of \$ 100,000 per person, and \$ 300,000 per incident in effect at all times.
6. AGENCY shall conduct a criminal background screening, pre-employment drug screening, pre-employment physical for all drivers. AGENCY will provide training to include safety, vehicle operations, and passenger sensitivity in accordance with Florida Statutes 427.
7. AGENCY agrees to submit an Annual Operating Report, Certifications of Compliance, Federal Transit Administration Drug and Alcohol Reports and quality assurance report to the CTC annually.
8. INDEMNIFICATION

The AGENCY shall pay on behalf of or indemnify and hold harmless Lee County, its employees, officers, agents and volunteers from and against any and all claims, actions, damages, fees, fines, penalties, defense costs (including attorneys fees and court costs, whether such fees and costs are incurred in negotiations, collection of attorneys' fees or at the trial level or on appeal), suits or liabilities which may arise out of any actual or alleged negligent act, error, omission, or any default of the AGENCY (or AGENCY's officers, employees, agents, volunteers and subcontractors, if any) performance or failure to perform under the terms of this contract. This indemnification and hold harmless agreement shall survive the termination or expiration of this agreement.

9. No changes to this Agreement or the performance contemplated hereunder shall be made unless the same are in writing and signed by both parties hereto.
10. This Agreement may be terminated by either party by providing five (5) day written notice to the other party. This Agreement shall be for a period beginning June 30, 2011 and expires on July 1, 2012, unless terminated at an earlier date as described above.
11. AGENCY shall not be allowed to assign its rights, duties, and obligations pursuant to the Agreement to any entity (i) with which AGENCY is affiliated, (ii) into which AGENCY may be merged or reorganized, or (iii) to which all or a portion of AGENCY's capital, stock, or assets may be sold without the prior written consent of CTC Lee County which shall not be unreasonably withheld. If approval for assignment is obtained, it shall not release the AGENCY from any liability or obligation under this Agreement.
12. Any notices, invoices, reports or any other type of documentation required by this Agreement shall be sufficient if sent by the parties postage paid in the United States mail, postage paid to the addresses listed below.

| | |
|--|--|
| AGENCY's Authorized Representative: | COUNTY'S Authorized Representative: |
| Name: <u>Doug Fowler</u> | Name: <u>Good Wheels, Inc.</u> |
| Title: <u>Executive Director</u> | Title: <u>Gary L. Bryant President/CEO</u> |
| Address: <u>35 W Marianna Ave</u> | Address: <u>10075 Bavaria Rd, SE</u> |
| <u>North Fort Myers, FL 33903</u> | <u>Fort Myer, FL 33913</u> |
| Telephone: <u>(239) 997-7797</u> | Telephone: <u>(239) 768-7184</u> |
| Fax: <u>(239) 997-8462</u> | Fax: <u>(239) 768-0334</u> |
| Electronic mail address: | Electronic mail address: |
| <u>dfowler@vipcenter.org</u> | |

13. The rights and obligations of the parties under this Agreement shall be governed by the laws of the State of Florida and the venue for any legal or judicial proceedings in connection with the enforcement or interpretation of this Agreement shall be in Lee County, Florida.

IN WITNESS THEREOF, the parties have executed the Agreement as of the date first above written.

COUNTY / CTC:

Good Wheels, Inc.

(Name of COUNTY / County/CTC)

Gary L. Bryant

(Printed or Typed Name)

President/CEO

(Printed or Typed Title)

(Signature)

(Date)

AGENCY:

Visually Impaired Persons of SW Florida, Inc.

(Name of Agency)

Doug Fowler

(Printed or Typed Name)

Executive Director

(Printed or Typed Title)


(Signature)

10/24/11
(Date)

DOT 5310 Vehicle # 96131

Exhibit G
Certification for Agencies Requesting Non-Accessible Vehicles

If the applicant wants to purchase non-accessible vehicles for demand responsive service, the following "Certification of Equivalent Service" must be completed and included in the application.

CERTIFICATION OF EQUIVALENT SERVICE

The Lighthouse of SWFL, Inc., certifies that its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities. Such service, when viewed in its entirety and is provided in the most integrated setting feasible and is equivalent with respect to:

1. Response time;
2. Fares;
3. Geographic service area;
4. Hours and days of service;
5. Restrictions on trip purpose;
6. Availability of information and reservation capability; and
7. Constraints on capacity or service availability.

In accordance with 49 CFR Part 37, public entities operating demand responsive systems for the general public which receive financial assistance under 49 U.S.C. 5310 and 5311 of the Federal Transit Administration (FTA) funds must file this certification with the appropriate state program office before procuring any inaccessible vehicle. Such public entities not receiving FTA funds shall also file the certification with the appropriate state office program. Such public entities receiving FTS funds under any other section of the FTA programs must file the certification with the appropriate FTA regional office. This certification is valid for no longer than one year from its date of filing.

Executed this 26th day of November 2012.

Douglas Fowler, Executive Director
(Name and title of authorized representative)



(Signature of authorized representative)

EXHIBIT H

Applicant Certification and Assurance to FDOT

The Lighthouse of SWFL, Inc., certifies and assures to the Florida Department of Transportation in regard to its Application for Assistance under U.A.C. Section 5310 dated FY2013.

- 1) It shall adhere to all Certifications and Assurances made to the federal government in its Application.
- 2) It shall comply with Section 341.051 Florida Statutes and Chapter 14-73 Florida Administrative Code.
- 3) It has the fiscal and managerial capability and legal authority to file the application.
- 4) Local matching funds will be available to purchase vehicles/equipment at the time an order is placed.
- 5) It will carry adequate insurance to maintain, repair, or replace project vehicles/equipment in the event of loss or damage due to an accident or casualty.
- 6) It will maintain project vehicles/equipment in good working order for the useful life of the vehicles/equipment.
- 7) It will return project vehicles/equipment to the Department, if, for any reason, they are no longer needed or used for the purpose intended.
- 8) It will return project vehicles/equipment to the Department, if, for any reason, they are no longer needed or used for the purpose intended.
- 9) It recognizes the Department's authority to remove vehicles/equipment from its premises at no cost to the Department, if the Department determines the vehicles/equipment are not used for the purpose intended, improperly maintained, uninsured, or operated unsafely.
- 10) It will not enter into any lease of project vehicles/equipment or contract for transportation services with any third party without prior written approval of the Department.
- 11) It will notify the Department within 24 hours of any accident or casualty involving project vehicles/equipment and submit related reports as required by the Department.
- 12) It will submit an annual financial audit report to the Department, if required by the Department.

11/26/12

Date


Doug Fowler, Executive Director

EXHIBIT K

Coordinated Public Transit-Human Services Transportation Plan

To be completed and signed by an individual authorized by the governing board of the applicant agency and submitted with the grant application.

The applicant Lighthouse of SWFL, Inc., certifies and assures to the Florida Department of Transportation in regard to its Application for Assistance under U.S.C. Section 5310 dated November 26, 2012;

- 1) This grant request is derived from a coordinated plan compliant with Federal Transit Administration Circular FTA C 9070 1F
- 2) The name of this coordinated plan is provided below.
The Transportation for the Disadvantaged Service Plan for Lee County Service Area
3. The agency that adopted this coordinated plan is provided below.
Good Wheels Inc.
4. The date the coordinated plan was adopted is provided below.
June 20, 2008 with a minor update May 13, 2011
5. The page number of the coordinated plan that this application supports
31, 38

State of Florida



Department of State

I certify the attached is a true and correct copy of the Articles of Amendment, filed on May 11, 2012, to Articles of Incorporation for VISUALLY IMPAIRED PERSONS OF SOUTHWEST FLORIDA, INCORPORATED which changed its name to LIGHTHOUSE OF SOUTHWEST FLORIDA, INC., a Florida corporation, as shown by the records of this office.

The document number of this corporation is 730754.

Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this the
Fourteenth day of May, 2012



CR2EO22 (1-11)

Ken Detzner

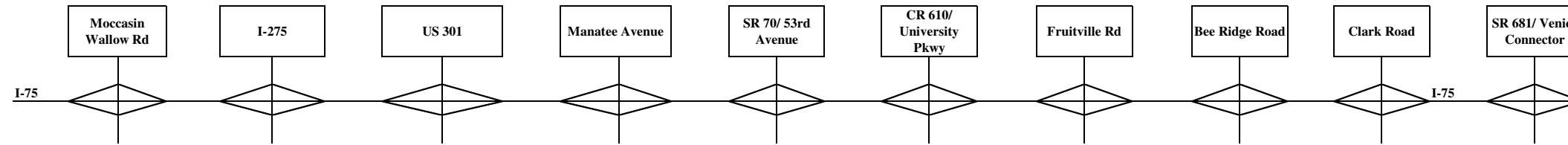
Ken Detzner
Secretary of State

REVIEW OF THE I-75 FUTURE MAINLINE CAPACITY ANALYSIS AND 2040 STRATEGIC INTERMODAL SYSTEM PROJECT LIST

DISCUSSION ITEM

The Florida Department of Transportation has been working on an I-75 Sketch plan that is a high level analysis of the I-75 corridor. As part of this analysis, the FDOT has done an assessment of the future mainline capacity from SR 29 in Collier County to Moccasin Wallow Road in Manatee County (**attached**). The I-75 future mainline analysis projects the year of failure based on a 2.0% growth rate. In addition, an I-75 project list has been developed to tentatively identify the projects that would be planned to be done through the 2040 LRTP planning horizon (**attached**). At the meeting, the MPO staff will provide additional input on the I-75 sketch plan study and the future capacity analysis.

I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



| Area Type | Rural | Urban | | | | | | | | Rural | |
|----------------------------|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
| LOS Standard | LOS C | LOS D | | | | | | | | LOS C | |
| Existing No. of Lanes | 6 Lanes | 8 lanes | 6 lanes | | | | | | | | |
| Interchange Spacing (mile) | 10.8 | 1.3 | 3.9 | 3.7 | 3.6 | 3.7 | 3.5 | 2.7 | 2.0 | 5.4 | |
| 2011 AADT (FTI DVD) | 50,000 | 57,000 | 77,000 | 90,500 | 96,000 | 101,500 | 109,500 | 104,000 | 89,715 | 81,000 | |
| 6- Lane LOS Threshold | 86,600 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 86,600 | |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2039 | NA | 2030 | 2021 | 2019 | 2016 | 2012 | 2014 | 2022 | 2015 |
| | Potential Phasing of Improvements (6 Lanes to 8 Lanes) | 3 | NA | 3 | 2 | | 1 | | 2 | 1 | |
| 8- Lane LOS Threshold | 115,600 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 115,600 | |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2054 | 2059 | 2044 | 2036 | 2033 | 2030 | 2026 | 2029 | 2036 | 2029 |
| | Potential Phasing of Improvements (8 Lanes to 10 Lanes) | 3 | 4 | 3 | 2 | | 1 | | 2 | 1 | |

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

METHODOLOGY:

Historical AADT data gathered from the 2011 FTI DVD was used to develop linear growth rates for each segment. Recent studies were reviewed and the LC-SMC model was used to calculate model growth rates between existing 2011 AADTs and 2035 forecasts. Population growth rates were calculated using Census data from 2000 and 2010 and BEBR Medium Forecast data for projections from 2010 to 2035. The Recommended Growth Rate was developed with consideration for historical traffic growth (FTI DVD), and historical population growth and population projections (BEBR).

CONCLUSIONS:

The potential phasing of improvements was determined by grouping freeway segments by year of needed improvement, such that each segment on the phase typically needed improvement within the same 10-year period.

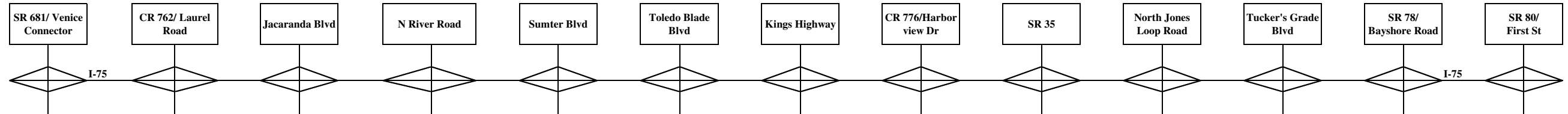
8-Laning:

- Phase 1:
SR 70 to Bee Ridge Rd - Improvements for Phase 1 should occur between 2012 and 2016
Clark Rd to SR 681 - Improvements for Phase 1 should occur in 2015
- Phase 2:
US 301 to SR 70 - Improvements for Phase 2 should occur between 2019 and 2021
Bee Ridge Rd to Clark Rd - Improvements for Phase 2 should occur in 2022
SR 681 to Jacaranda Blvd - Improvements for Phase 2 should occur between 2023 and 2025
- Phase 3:
North of Moccasin Wallow Rd - Improvements for Phase 3 should occur in 2039
I-275 to US 301 - Improvements for Phase 3 should occur in 2030
Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2031 and 2038
Lockett Rd to CR 846 - Improvements for Phase 3 should occur between 2029 and 2040
- Phase 4: Improvements needed beyond year 2040
Sumter Blvd to SR 80
CR 846 to SR 29

10-Laning:

- Phase 1:
SR 70 to Bee Ridge Rd - Improvements for Phase 1 should occur between 2026 and 2030
Clark Rd to SR 681 - Improvements for Phase 1 should occur in 2029
- Phase 2:
US 301 to SR 70 - Improvements for Phase 2 should occur between 2033 and 2036
Bee Ridge Rd to Clark Rd - Improvements for Phase 2 should occur in 2036
SR 681 to Jacaranda Blvd - Improvements for Phase 2 should occur between 2038 and 2040
- Phase 3:
North of Moccasin Wallow Rd - Improvements for Phase 3 should occur in 2054
I-275 to US 301 - Improvements for Phase 3 should occur in 2044
Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2046 and 2053
SR 80 to CR 846 - Improvements for Phase 3 should occur between 2044 and 2053
- Phase 4: Improvements needed beyond year 2055
Moccasin Wallow Rd to I-275
Sumter Blvd to SR 80
CR 846 to SR 29

I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



| Area Type | | Rural | | | | | | Urban | | Rural | | Urban | |
|----------------------------|---|---------|---------|---------|---------|---------|---------|---------|---------|--------------------------------|---------|---------|---------|
| LOS Standard | | LOS C | | | | | | LOS D | | LOS C | | LOS D | |
| Existing No. of Lanes | | 6 Lanes | | | 4 lanes | | | 6 lanes | 4 lanes | under construction for 6 lanes | 4 lanes | | |
| Interchange Spacing (mile) | | 4.4 | 2.4 | 2.3 | 9.1 | 3.0 | 8.9 | 3.2 | 2.8 | 3.3 | 14.3 | 2.4 | |
| 2011 AADT (FTI DVD) | | 68,500 | 66,000 | 58,500 | 51,220 | 47,000 | 41,000 | 45,000 | 51,000 | 46,665 | 41,500 | 38,500 | 54,000 |
| 6-Lane LOS Threshold | | 86,600 | 86,600 | 86,600 | 86,600 | 86,600 | 86,600 | 110,300 | 110,300 | 86,600 | 86,600 | 86,600 | 110,300 |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2023 | 2025 | 2031 | 2038 | 2042 | 2049 | 2057 | 2050 | 2043 | 2049 | 2052 | 2048 |
| | Potential Phasing of Improvements (6 Lanes to 8 Lanes) | 2 | | 3 | | | 4 | | | | | | |
| | 8-Lane LOS Threshold | 115,600 | 115,600 | 115,600 | 115,600 | 115,600 | 115,600 | 146,500 | 146,500 | 115,600 | 115,600 | 115,600 | 146,500 |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2038 | 2040 | 2046 | 2053 | 2057 | 2064 | 2071 | 2065 | 2057 | 2063 | 2067 | 2062 |
| | Potential Phasing of Improvements (8 Lanes to 10 Lanes) | 2 | | 3 | | | 4 | | | | | | |

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

METHODOLOGY:

Historical AADT data gathered from the 2011 FTI DVD was used to develop linear growth rates for each segment. Recent studies were reviewed and the LC-SMC model was used to calculate model growth rates between existing 2011 AADTs and 2035 forecasts. Population growth rates were calculated using Census data from 2000 and 2010 and BEBR Medium Forecast data for projections from 2010 to 2035. The Recommended Growth Rate was developed with consideration for historical traffic growth (FTI DVD), and historical population growth and population projections (BEBR).

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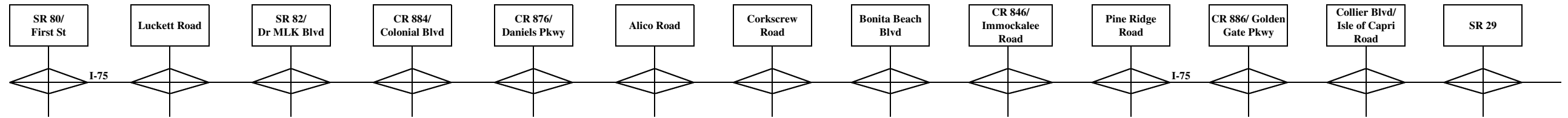
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10-Laning:

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- Phase 4: Improvements needed beyond year 2055
Moccasin Wallow Rd to I-275
Sumter Blvd to SR 80
CR 846 to SR 29

I-75 FUTURE MAINLINE CAPACITY ASSESSMENT



| Area Type | | Urban | | | | | | | | | | | Rural | |
|----------------------------|---|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-------------|-------------|-------------|
| LOS Standard | | LOS D | | | | | | | | | | | LOS C | |
| Existing No. of Lanes | | under construction for 6 lanes | | 6 lanes | | | | | | | | | 4 lanes | |
| Interchange Spacing (mile) | | 1.9 | 1.5 | 1.6 | 4.6 | 3.7 | 4.3 | 7.3 | 4.1 | 4.3 | 2.6 | 3.3 | 21.3 | 30.6 |
| 2011 AADT (FTI DVD) | | 68,000 | 74,500 | 70,500 | 64,500 | 70,160 | 70,000 | 71,500 | 77,500 | 61,224 | 55,000 | 31,500 | 19,204 | 17,200 |
| 6-Lane LOS Threshold | | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 110,300 | 86,600 | 86,600 |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2036 | 2031 | 2034 | 2039 | 2034 | 2034 | 2033 | 2029 | 2041 | 2047 | 2075 | > than 2080 | > than 2080 |
| | Potential Phasing of Improvements (6 Lanes to 8 Lanes) | NA | 3 | | | | | | | | | 4 | | |
| 8-Lane LOS Threshold | | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 146,500 | 115,600 | 115,600 |
| Year Exceeding LOS Std. | Recommended Growth Rate (2.0%) | 2050 | 2046 | 2048 | 2053 | 2049 | 2049 | 2048 | 2044 | 2056 | 2061 | > than 2080 | > than 2080 | > than 2080 |
| | Potential Phasing of Improvements (8 Lanes to 10 Lanes) | 3 | | | | | | | | | 4 | | | |

NA: This segment currently has 8 lanes (6 lanes plus 1 auxiliary lane in each direction)

METHODOLOGY:

Historical AADT data gathered from the 2011 FTI DVD was used to develop linear growth rates for each segment. Recent studies were reviewed and the LC-SMC model was used to calculate model growth rates between existing 2011 AADTs and 2035 forecasts. Population growth rates were calculated using Census data from 2000 and 2010 and BEBR Medium Forecast data for projections from 2010 to 2035. The Recommended Growth Rate was developed with consideration for historical traffic growth (FTI DVD), and historical population growth and population projections (BEBR).

CONCLUSIONS:

The potential phasing of improvements was determined by grouping freeway segments by year of needed improvement, such that each segment on the phase typically needed improvement within the same 10-year period.

8-Laning:

- Phase 1:
 SR 70 to Bee Ridge Rd - Improvements for Phase 1 should occur between 2012 and 2016
 Clark Rd to SR 681 - Improvements for Phase 1 should occur in 2015
- Phase 2:
 US 301 to SR 70 - Improvements for Phase 2 should occur between 2019 and 2021
 Bee Ridge Rd to Clark Rd - Improvements for Phase 2 should occur in 2022
 SR 681 to Jacaranda Blvd - Improvements for Phase 2 should occur between 2023 and 2025
- Phase 3:
 North of Moccasin Wallow Rd - Improvements for Phase 3 should occur in 2039
 I-275 to US 301 - Improvements for Phase 3 should occur in 2030
 Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2031 and 2038
 Lockett Rd to CR 846 - Improvements for Phase 3 should occur between 2029 and 2040
- Phase 4: Improvements needed beyond year 2040
 Sumter Blvd to SR 80
 CR 846 to SR 29

10-Laning:

- Phase 1:
 SR 70 to Bee Ridge Rd - Improvements for Phase 1 should occur between 2026 and 2030
 Clark Rd to SR 681 - Improvements for Phase 1 should occur in 2029
- Phase 2:
 US 301 to SR 70 - Improvements for Phase 2 should occur between 2033 and 2036
 Bee Ridge Rd to Clark Rd - Improvements for Phase 2 should occur in 2036
 SR 681 to Jacaranda Blvd - Improvements for Phase 2 should occur between 2038 and 2040
- Phase 3:
 North of Moccasin Wallow Rd - Improvements for Phase 3 should occur in 2054
 I-275 to US 301 - Improvements for Phase 3 should occur in 2044
 Jacaranda Blvd to Sumter Blvd - Improvements for Phase 3 should occur between 2046 and 2053
 SR 80 to CR 846 - Improvements for Phase 3 should occur between 2044 and 2053
- Phase 4: Improvements needed beyond year 2055
 Moccasin Wallow Rd to I-275
 Sumter Blvd to SR 80
 CR 846 to SR 29

D1 I-75 Project List - FY2014 Tentative SIS Plan

| | | | 1st Five Years | | | | | | | | | | | | 2nd Five Years | | | | | Candidate Cost Feasible Plan (PDC \$) | | | | | | | | | | | | | | | | |
|----------------------|--------------|---|----------------|-----------------|---------------------------|------------------|---------------|-------------------|---------------|----|-------------------------|----|------------------|--------------------------|----------------|----|--------|----|----------------|---------------------------------------|-----------------|-------|-------------------|----|-------------------|-------------------|----------------|------------------|----------------|----|----------------|--|------|-------------------|-------------------|--------------------|
| County | ITEM Segment | Project Description | Improve | PH | FY2013 | PH | FY2014 | PH | FY2015 | PH | FY2016 | PH | FY2017 | PH | FY2018 | PH | FY2019 | PH | FY2020 | PH | FY2021 | PH | FY2022 | PH | FY2023 | PH | FY2024 - 2030 | PH | FY2031 - 2035 | PH | FY2036 - 2040 | | | | | |
| INTERSTATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHARLOTTE | 413042-2 | I-75 FROM LEE C/L TO TUCKERS GRADE | A2-6 | | | ENV \$ 1,550,000 | | | | | | | | | | | | | | | | | CST \$ 49,047,285 | | | | | | | | | | | | | |
| CHARLOTTE | 413042-4 | I-75 FROM S OF N JONES LOOP TO N OF US 17 | A2-6 | | | | | | | | | | | | | | | | | | RW \$ 6,942,000 | | | | CST \$ 64,865,441 | | | | | | | | | | | |
| CHARLOTTE | 413043-2 | I-75 FROM S OF HARBORVIEW ROAD TO NORTH OF KINGS HWY | A2-6 | | | | | ENV \$ 541,000 | | | | | | | | | | | | | | | CST \$ 36,883,366 | | | | | | | | | | | | | |
| SARASOTA | 413044-3 | I-75 FROM S OF TOLEDO BLADE TO N OF SUMTER BLVD | A2-6 | PE \$ 3,110,537 | | | | | | | | | RW \$ 12,764,145 | | | | | | | | | | ENV \$ 945,000 | | | CST \$ 28,283,065 | | | | | | | | | | |
| SARASOTA | 413044-2 | I-75 FROM CHARLOTTE/SARASOTA C/L TO S OF TOLEDO BLADE | A2-6 | | | | | | | | | | | | | | | | | | | | RW \$ 28,639,137 | | | CST \$ 59,139,237 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | ENV \$ 3,030,000 | | | | | | | | | | | | | |
| COLLIER | 406313-4 | I-75 FROM N OF SR 951 TO S OF GOLDEN GATE | A2-6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MANATEE | 201032-4 | I-75 AT UNIVERSITY INTERCHANGE | M-INCH | | | | | ENV \$ 660,000 | | | | | | | | | | | | | | | | | | | | | | | | | | CST \$ 16,788,631 | | |
| SARASOTA | 201277-2 | | | | | | | ENV \$ 120,000 | | | | | | | | | | | | | | | | | | | | RW \$ 21,200,000 | | | | | | CST \$ 39,978,769 | | |
| SARASOTA | 201277-5 | I-75 AT BEE RIDGE ROAD | M-INCH | PE \$ 7,250,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RW \$ 25,921,000 | CST \$ 45,000,000 | |
| MANATEE | 201032-6 | I-75 AT SR 64 | M-INCH | PE \$ 5,250,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CST \$ 46,448,471 | | |
| SARASOTA | 420613-2 | I-75 AT FRUITVILLE ROAD/CR 780 | M-INCH | PE \$ 10,000 | PE \$ 5,500,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RW \$ 35,693,000 | CST \$ 50,075,000 | |
| MANATEE | 201032-2 | I-75 AT SR 70 INTERCHANGE | M-INCH | | | | | ENV \$ 960,000 | | | | | | RW \$ 6,426,656 | | | | | | | | | | | | | | | | | | | | CST \$ 67,738,431 | | |
| SARASOTA | 201277-3 | I-75 AT SR 72 (CLARK ROAD) | M-INCH | | PE \$ 8,000,000 | | | | | | | | | RW \$ 7,673,762 | | | | | | | | | | | | | | | | | | | | CST \$ 94,562,849 | | |
| LEE | 413065-1 | I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE | M-INCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RW \$ 43,351,100 | CST \$ 43,388,239 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ENV \$ 35,000 | | |
| COLLIER | 425843-2 | I-75 AT SR 951 | M-INCH | PE \$ 95,922 | PE \$ 150,000 | PE \$ 5,575,120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RW \$ 52,360,000 | CST \$ 242,382,550 |
| MANATEE | 201032-5 | I-75 AT US 301 | M-INCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RW \$ 29,956,000 | CST \$ 46,655,924 |
| LEE | 406224-2 | I-75 AT DANIELS PARKWAY INTERCHANGE | M-INCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CST \$ 78,143,486 | |
| LEE | 406225-3 | I-75 AT CORKSCREW INTERCHANGE | M-INCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | CST \$ 78,143,486 | |
| FY SUB-TOTALS | | | | | | | \$ 15,716,459 | | \$ 15,200,000 | | \$ 7,856,120 | | \$ 12,764,145 | | \$ 14,100,418 | | \$ - | | \$ 3,112,895 | | \$ 25,957,351 | | \$ 76,604,503 | | \$ 84,591,787 | | \$ 152,287,743 | | \$ 542,065,261 | | \$ 437,613,189 | | \$ - | | | |
| | | | | | ENV - ENVIRONMENTAL PHASE | | | PE - DESIGN PHASE | | | RW - RIGHT OF WAY PHASE | | | CST - CONSTRUCTION PHASE | | | TOTAL | | | | | TOTAL | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | \$ 342,554,278 | | | | \$ 979,678,450 | | | | | | | | | | | | | |

DISCUSSION ON THE POTENTIAL REGIONAL TRIP PROJECTS

Discussion Item:

The Lee County and Collier MPO's updated their list of joint TRIP priorities last May and June and the prioritized projects that were submitted are included on the **attached** list. None of the projects received TRIP funds last year as there were no TRIP projects funded in the District due to a lack of available TRIP funds. Currently there are legislative recommendations that include proposals re-instating and increasing TRIP funds and staff wants to get an idea on what we may want to submit this year.

2012 TRIP Priorities for Lee County and Collier MPO

| Sponsor | Route | From | To | Proposed Improvement | Requested Phase | Total Cost | Requested TRIP Funds | Priority Order |
|----------------|--|--------------------------|------------------|--------------------------------|------------------|--------------|----------------------|----------------|
| 2013/14 | | | | | | | | |
| Collier County | Collier Blvd | Green Blvd | Golden Gate Blvd | 4L to 6L | CST | \$32,700,000 | \$7,000,000 | Funded |
| Collier County | Collier Blvd | Golden Gate Main Canal | Green Blvd | 4L to 6L | ROW | \$24,985,000 | \$2,400,000 | Funded |
| Cape Coral | SR 78 | Burnt Store Rd | Chiquita Blvd | 2L to 4L | ROW/ CST | \$67,000,000 | \$10,000,000 | Funded |
| Collier County | US 41 and Collier Blvd | CR 951 intersections | | Intersection improvements | CST | \$24,985,000 | \$6,000,000 | #1 |
| LeeTran | Bus Shelters | Various locations | | Capital Expenditures | CST | \$1,000,000 | \$500,000 | #2 |
| 2014/15 | | | | | | | | |
| Collier County | Logan Blvd | Immokalee Rd | Bonita Beach Rd | New 2L | CST | \$18,500,000 | \$6,000,000 | #1 |
| Lee County | Burnt Store Rd | SR 78 | Tropicana Pkwy | 2L to 4L | CST | \$7,700,000 | \$3,850,000 | Funded |
| Lee Tran | Beach Park & Ride | Summerlin Square | | Capital Expenditure | Design/ ROW/ CST | \$4,000,000 | \$2,000,000 | #2 |
| 2015/16 | | | | | | | | |
| Collier County | CAT Transfer Station/Operations Center on Radio Rd | | | Facility | CST | \$16,592,825 | \$5,000,000 | #1 |
| LeeTran | LeeTran Maintenance, Administration & Operations | | | Facility | CST | \$30,000,000 | \$6,000,000 | #2 |
| Lee County | Big Carlos Bridge | Bridge Replacement | | 2L | PE | \$3,600,000 | \$1,800,000 | #3 |
| 2016/17 | | | | | | | | |
| Lee County | Burnt Store Rd | Tropicana Pkwy | Diplomat Pkwy | 2L to 4L | CST | \$5,000,000 | \$2,500,000 | #1 |
| 2017/18 | | | | | | | | |
| Collier County | Collier Blvd | Golden Gate Main Canal | Green Blvd | 4L to 6L | CST | \$26,998,738 | \$7,000,000 | #1 |
| Cape Coral | Chiquita Blvd | South of Cape Coral Pkwy | North of SR 78 | 4L to 6L | ROW | \$30,000,000 | \$4,000,000 | #2 |
| LeeTran | Regional Transfer Facility and Connector | | | Facility and New Service Route | CST | \$3,000,000 | \$1,500,000 | #3 |
| LeeTran | LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings | | | Facility | CST | \$1,000,000 | \$500,000 | #4 |

DISCUSS POSSIBLE AGENDA ITEMS FOR THE UPCOMING JOINT LEE COLLIER MEETINGS

Discussion Item

This item is for the Committee to discuss possible agenda items for the March Joint Lee-Collier Committee meetings. At this point staff has identified a few possible items and those are listed below:

- Discussion on future funding opportunities for the Lee Collier Transit Connection
- Discussion on the reapportionment letters and any changes to future regional activities
- Update on the LRTP plans for Old US 41
- Approval of Regional Enhancement Projects
- I-75 Sketch Plan and proposed capacity improvements (to Joint MPO Board)

INFORMATION AND DISTRIBUTION

1. Florida Greenbook Newsletter
2. Financial Guidelines for MPO 2040 Long Range Plan
3. MPOAC 2013 Legislative Priorities

A new chapter for Florida street design

The state Greenbook gives official guidance and seal of approval to the creation of narrow, interconnected, walkable streets.

BILLY HATTAWAY

Like many states, Florida has been a source of design guidance and regulations for local government streets and land use. The State of Florida has a regulatory document that is used by most local governments for development and thoroughfares titled “The Manual of Uniform Minimum Standards for Design Construction and Maintenance for Streets and Highways,” more commonly known as “The Florida Greenbook.” The *Greenbook*, updated every two years, is adopted through the state rule making process and consequently is a regulatory document backed by Florida law.

The *Greenbook*, developed by professional engineers representing every geographic district in the state, has historically supported conventional suburban development patterns and highways. The 2012 *Greenbook* includes a new chapter, number 19, titled “Traditional Neighborhood Development.”

The Traditional Neighborhood Development (TND) chapter was developed using guidance from the current AASHTO *Greenbook* and the 2004 AASHTO document, “A Guide for Achieving Flexibility in Highway Design.” Despite language in the AASHTO *Greenbook* concerning the flexibility allowed in the manual, most engineers and transportation agencies have not exercised that flexibility. A common misunderstanding of engineers is that the criteria is based primarily on safety. However, the criteria is based significantly on maintaining the design speed and capacity of highways.

The TND chapter, which took two years to write and review, supports the compact development patterns embraced by the Congress for the New Urbanism. Having a regulatory document that endorses narrow lanes, reduced street widths, on-street parking, and the compact urban development patterns necessary for walkable neighborhoods removes potential resistance from design professionals who have seen narrow lanes and other such treatments as increasing their exposure to tort liability claims.

COMPANION HANDBOOK

In addition to the TND chapter, a separate document titled the “Traditional Neighborhood Development Handbook” was created. The *Handbook* is not a regulatory document, but is intended to be an educational tool for planners and engineers and includes best practices, definitions, planning guidance, and tools that should create walkable, compact development patterns with a highly connected network of streets. The *TND Handbook* is highly illustrated to clearly provide examples for practitioners who may be new to the New Urbanism. Since it is not a regulatory document, it does not have to go through the rulemaking process and can be updated on an annual basis.

The TND chapter and *Handbook* promote interconnected, low speed streets through the use of smaller blocks, on-street parking, 9- to 11-foot lane widths, smaller curb return radii, sidewalks at the back of curb, and buildings at the back of sidewalk. Standards for yield streets are also provided.

| Movement Type | Design Speed | Travel Lane Width |
|---------------|------------------|-------------------|
| Yield* | Less than 20 mph | N/A |
| Slow | 20-25 mph | 9-10 feet |
| Low | 30-35 mph | 10-11 feet |

The *Greenbook* allows 9-foot lanes and yield streets. Yield streets are typically residential two-way streets with parking on one or both sides. When the street is parked both sides, the remaining space between parked vehicles (10 feet minimum) is adequate for one vehicle to pass through. Minimum width with parking on both sides should be 24 feet curb face to curb face. Minimum width with parking on one side should be 20 feet.

There were concerns from the Committee about potential misuse of the criteria, therefore reducing developer costs while creating conventional suburban development patterns. Consequently, principles were established which could be used to evaluate proposed development plans. The principles from the TND chapter are listed below.

Based on the *Greenbook* TND chapter, a project or community plan may be considered a TND when at least the first seven of the following principles are included:

1. Has a compact, pedestrian-oriented scale that can be traversed in a five to ten-minute walk from center to edge.
2. Is designed with low speed, low volume, interconnected streets with short block lengths, 150 to 500 feet, and cul-de-sacs only where no alternatives exist. Cul-de-sacs, if necessary, should have walkway and bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.
3. Orients buildings at the back of sidewalk or close to the street with off-street parking located to the side or back of buildings, as not to interfere with pedestrian activity.

In urban environments, the “border,” or area between the face of a building or right-of-way and the curb face, serves as the pedestrian realm and includes space to walk, socialize, and for street furniture, landscaping, and outdoor cafes. The border consists of furniture, walking, and shy zones.



4. Has building designs that emphasize higher intensities, narrow street frontages, connectivity of sidewalks and paths, and transit stops to promote pedestrian activity and accessibility.

5. Incorporates a continuous bike and pedestrian network with wider sidewalks in commercial, civic, and core areas, but at a minimum has sidewalks at least five feet wide on both sides of the street. Accommodates pedestrians with short street crossings, which may include mid-block crossings, bulb-outs, raised crosswalks, specialty pavers, or pavement markings.

6. Uses on-street parking adjacent to the sidewalk to calm traffic, and offers diverse parking options, but planned so that it does not obstruct access to transit stops.

7. Varies residential densities, lot sizes, and housing types, while maintaining an average net density of at least eight dwelling units per acre, and higher density in the center.

8. Integrates at least ten percent of the developed area for nonresidential and civic uses, as well as open spaces.

9. Has only the minimum right of way necessary for the street, median, planting strips, sidewalks, utilities, and maintenance that are appropriate to the adjacent land uses and building types.

10. Locates arterial highways, major collector roads, and other high-volume corridors at the edge of the TND and not through the TND.

GETTING EVERYONE ON THE SAME PAGE

Once the goal to create TND development is established, it is critical that all of those involved have the same understanding of the elements necessary to execute a well planned community. Many engineers and planners have been planning and designing conventional suburban developments for decades and have very little understanding of what is considered “urban” or compact development patterns. In order to provide some education and understanding of these concepts, the basis of the context for planning and design contained in both documents is the Transect. The Transect, which is contained in the SmartCode, is used in form based codes by many New Urbanists.

In the TND chapter and *Handbook*, the Transect is illustrated with examples of the development for the various



The Traveled Way illustration from the *TND Handbook*, the guide to Chapter 19 of the *Greenbook*.

Transect Zones. These illustrations and examples are intended to be a guide to help engineers and planners understand context as a basis for proper compact development patterns, both adjacent to and within the transportation right of way.

Once the context is established and when the plan is in the development stage, determining how streets should be designed to support the context must be established. Historically, AASHTO *Greenbook* language concerning design speed was to “use as high a design speed as practical to attain a desired degree of safety, mobility, and efficiency.” The major departure from that conventional suburban street and highway design in the TND chapter is the emphasis on low-speed streets and the elements necessary to create them without law enforcement or vertical traffic calming features such as speed bumps.

Language in the TND chapter states “the goal for TND communities is to establish a design speed that creates a safer and more comfortable environment for pedestrians and bicyclists, and is appropriate for the surrounding context. Design speeds of 20 to 35 mph are desirable for TND streets. Alleys and narrow roadways intended to function as shared spaces may have design speeds as low as 10 mph.” Each of the geometric elements of street design including lane widths such as in the table on page 8 are included in the TND chapter.

While the TND chapter is intended to provide the regulatory framework for TND development, the *TND Handbook* provides guidance for planning and designing greenfield, urban infill, or redevelopment projects using a compact urban form. It also clearly differenti-

ates between conventional suburban and traditional neighborhood design to maximize the possibility that proper design criteria are used to create well executed TND communities. That’s important, because the street geometry, adjacent land use, and other elements must support a higher level of transit, pedestrian, and bicycle activity. The *Handbook* should provide planners and designers the educational tools necessary to create the compact urban form needed for successful TND projects.

The TND chapter in the *Florida Greenbook* and the *TND Handbook* will now provide local governments in the State of Florida a new approach to creating communities or redeveloping areas that are compact urban with low speed streets that support walking and transit. The web addresses for both documents are included below. ♦

Billy Hattaway is district secretary of the Florida Department of Transportation, District One, in Bartow, Florida. Download the Greenbook at: www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf. Download the TND Handbook at: www.dot.state.fl.us/rddesign/FloridaGreenbook/TND-Handbook.pdf

Shared space

FROM PAGE 4

could shatter the established wisdom,” he says. “I think it will begin to open up wider range of applications for shared space than people have tended to use in the past. How busy are the intersections that these principles can applied to? The honest answer is we don’t know.” ♦

Draft Financial Guidelines for MPO 2040 Long Range Plans

Background

The MPOAC adopted “Financial Guidelines for MPO 2035 Long Range Plans” in 2008 as a part of the “MPOAC 2025 Florida Transportation Plan Implementation Action Plan.” The purpose of the guidelines was to improve uniformity in the reporting of financial data, including an estimate of transportation needs in MPO Long Range Transportation Plans, to facilitate a statewide estimate of both total and unfunded transportation needs. This document provides guidelines to continue improvements in uniformity for the next update of those long range plans

Long Range Transportation Plan Needs and Cost Feasible Plan

Guidelines for Defining and Reporting Needs

- All MPOs will include a cost estimate of needs in base year dollars in their adopted LRTP. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes. Estimated needs should be reported by mode.
- The MPO Needs Plan should include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.
- Certain types of projects should not be considered a “needed” project if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:
 - Projects that cannot be implemented due to policy constraints
 - Projects that cannot be implemented due to physical constraints
 - Projects that are unlikely to be implemented due to potential significant environmental constraints
 - Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts
- All MPOs will include an estimate of unfunded costs in base year dollars in their adopted LRTP.

Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans

- Reasonably available revenue should be reported in year of expenditure dollars.
- An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.
- The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.
- MPOs should include full financial information for all years covered by the LRTP, including information from their TIP.
- For their next adopted cost feasible LRTP, MPOs will use:
 - FY 2013/2014 as the base year
 - FY 2039/2040 as the horizon year

Long Range Revenue Forecast for Long Range Transportation Plan Updates

FDOT, in cooperation with the MPOAC and Florida's MPOs, prepares long range revenue forecasts for state and federal funds that "flow through" the FDOT Work Program and other financial planning guidance. FDOT will, in cooperation with the MPOAC and Florida's MPOs, develop an updated revenue forecast through 2040 and guidance for the next updates of metropolitan transportation plans and the Florida Transportation Plan (FTP). The following is guidance for developing and reporting financial estimates in those plans.

Guidelines for Revenue Estimates

- The recommended Base Year is FY 2013/2014 (State Fiscal Year) and recommended Horizon Year is FY 2039/2040 for all metropolitan long range transportation plans.
- The recommended Time Period for estimates is 5 years between the Base Year and the year 2030 (2014-2015, 2016-2020, 2021-2025, and 2026-2030) and 10 years for the remaining years of the plan (2031-2040). This is essentially consistent with previous forecasts and simplifies reporting. The use of 5- and 10-year periods increases flexibility and reduces the need to "fine tune" project priorities.
- For estimates of State and Federal Revenues:
 - FDOT will provide Year of Expenditure (YOE) ~~YOE~~ estimates for state capacity programs for individual MPOs, similar to prior forecasts.
 - FDOT will provide system level estimates of the cost of operating and maintaining the State Highway System at the FDOT District level. MPOs should include the material in long range transportation plan documentation.
 - FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues, FDOT will provide guidance for development of estimates of traditional sources.

Guidelines for Developing Project Costs

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars and will have to be adjusted with inflation factors for the time period during which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
 - FDOT has developed estimates of inflation factors through 2040 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
 - MPOs should document alternative inflation factors, with explanation of assumptions.
- The recommended Time Period for costs are 5 years between the Base Year and the year 2030 (2014-2015, 2016-2020, 2021-2025, and 2026-2030) and 10 years for the remaining years of the plan (2031-2040). Annual inflation factor estimates will be used to estimate "mid-point" factors for project costs during each respective 5- or 10-year period.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the 2040 SIS Cost Feasible Plan to each MPO.

Guidelines for Distribution of Next Long Range Revenue Forecast

- The long range forecast of state and federal revenues will be needed by all MPOs for modeling and financial planning for their next updates. FDOT will provide the new revenue forecast, including the SIS Cost Feasible Plan, by May 2013.

District and MPO Estimates for 2040 Long Range Revenue Forecast¹
Proposed Methodology for Fiscal Years 2019-2040 (Assumes Adopted Work Program will be used for 2014-2018²)

| Major Program Category | Proposed Methodology | Comment on Methodology |
|---|--|---|
| SIS Construction & ROW ³ | Based on the 2040 SIS Cost Feasible Plan, Turnpike excluded. Turnpike estimates provided by Turnpike Enterprise. Funding estimates and projects to be provided to MPOs. SIS projects and cost estimates as identified in the SIS Cost Feasible Plan. | Same as all previous forecasts |
| Other Arterials Construction & ROW ³ | Generally, distribute statewide funding estimates by statutory formula. Also develop estimates for TMA (SU) funds and Transportation Alternatives funds in TMAs, both of which would be taken “off the top” before distributing remaining funds. Apprise MPOs that at least some portion of these funds can be planned for Transit. Develop estimates for “Off System” funds. | Generally, same as 2000, 2006 and 2008 forecasts; modified for MAP-21 |
| Transit | Use statutory formula to distribute statewide estimates to Districts and MPOs. | Same as 2006 and 2008 |
| Aviation | Because the primary use of Aviation funds is for airside improvements not a part of MPO planning, develop only statewide estimates. | Same as 2006 and 2008 |
| Rail | Because majority of funds are for SIS or other statewide projects and low number of commitments to specific non-SIS rail corridors, develop only statewide estimates. | Same as 2006 and 2008 |
| Intermodal Access | The future of this program is not clear, given the creation of the SIS. Develop only statewide estimates. | Same as 2006 and 2008 |
| Seaport Development | Statewide estimates only, because the Florida Seaport Transportation Economic Development Council and FDOT identify projects eligible for funding. | Same as 2000, 2006 and 2008 forecasts |
| All Other Programs | Safety, Product Support, Administration programs: documentation of statewide estimates and objectives for these programs provided to MPOs for inclusion in LRTP documentation. System level Operations and Maintenance estimates will be provided to MPOs at the FDOT District level. | Similar to previous forecasts |
| Notes: | <ul style="list-style-type: none"> — Forecast through 2040; Estimates expressed in Year of Expenditure dollars. Estimates summarized for 5-year periods (2014-2015, 2016-2020, 2021-2025, 2026-2030) and a 10-year period (2031-2040). — Districts will receive estimates at the county level for adjustment for partial- or multi-county MPOs and transmittal to MPOs. — Estimates of Documentary Stamps funds not included in an Adopted Work Program will be identified separately (TRIP, New Starts). | |

¹ State and Federal funds that “flow through” the FDOT Work Program.

² MPOs with LRTP adoption dates after 2014 should use Adopted Work Program information for 2019, 2020, etc., as appropriate.

³ Estimates of PE (PD&E and Design) provided to MPOs: (1) in SIS Cost Feasible Plan and (2) estimates for Other Arterials.

**FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
DRAFT 2013 LEGISLATIVE PRIORITIES**

The MPOAC supports State Legislation that:

1. Implements the interim and long-term recommendations from the MPOAC transportation revenue study on new and innovative funding options. Implementation of the interim recommendations includes restoring the purchasing power of Florida's transportation dollar to the year 2000 through an additional \$12.1 billion over the next eight years. The long-term recommendation is to develop a plan to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax.
2. Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development.
3. Reduces distracted driving by regulating the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

DRAFT 2013 LEGISLATIVE POLICY POSITIONS

Transportation Finance & Funding

The MPOAC supports State Legislation that:

- Implements the interim and long-term recommendations from the MPOAC transportation revenue study on new and innovative funding options. Implementation of the interim recommendations includes restoring the purchasing power of Florida's transportation dollar to the year 2000 through an additional \$12.1 billion over the next eight years. The long-term recommendation is to develop a plan to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax.

Interim Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Redirects to the State Transportation Trust Fund the additional motor vehicle tag and title fees that were enacted by the 2009 Legislature and used for general revenue purposes.
- Increase the state fuel tax by 2 cents per year for the next 5 years.
- Increase the local diesel fuel tax by 5 cents and direct the proceeds to projects that serve or enhance commercial highway traffic.

Long-Term Recommendation

- Directs FDOT to develop a plan to move Florida toward a Mileage Based User Fee in lieu of the traditional fuel tax which does not rely on GPS technology as a tracking device.
- Restores funding for the Transportation Regional Incentive Program in order to promote regional planning and project development.
- Authorizes any county to impose a local option surcharge on the lease or rental of motor vehicles within a county to fund transportation projects.
- Allows counties to impose all local option gas taxes by a simple-majority vote of the county commission or by referendum and repeals the current requirement for a super-majority vote (majority plus one). In those counties presently having the gas tax its repeal should be by a super-majority vote.
- Preserves the transportation disadvantaged coordinated system and provides additional dedicated funding to the Transportation Disadvantaged Trust Fund for paratransit services from existing and nontraditional sources.

Establishes reasonable limits on the amount of business damages awardable in an eminent domain action, authorizes an optional appraisal process using an impartial court-appointed panel of experts, and allows eminent domain actions to be tried by a three member commission in lieu of a jury.

Transportation Planning & Programming

The MPOAC supports State Legislation that:

Strengthens the role of MPOs in growth management, mobility planning and visioning activities in order to promote a stronger linkage between transportation, land use and economic development including an emphasis on transit oriented development.

Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will relieve congestion on the SIS; and allows state funds to be used for improvements to county or local service, collector and distributor roads that provide alternative access to controlled access state facilities.

Increases the percentage of the state's transportation capacity program allocated to non-SIS highways and transit programs in order to improve mobility on regional and metropolitan area transportation facilities.

Requires MPO concurrence for public private partnership agreements related to the lease or sale of transportation facilities that are publicly owned and operated within metropolitan areas and any subsequent modifications to such agreements.

Transportation Safety & Efficiency

The MPOAC supports State Legislation that:

Reduces distracted driving by regulating the use of electronic wireless communications devices and other similar distracting devices while operating a moving motor vehicle.

Promotes pedestrian safety through a statewide public awareness and education campaign and by strengthening pedestrian safety laws, particularly at crosswalks.

Promotes interoperable and multi-modal smartcard technology that must be compatible, universal and accessible for use by all other smartcard technology systems.

Maintains gross vehicle weight limitations and restrictions by not raising the maximum weight limit above 80,000 pounds. Exceptions to the weight restriction should only be granted when it is authorized by state and local governments and adequate compensation is paid by the applicant to mitigate the impacts upon state, county and local transportation systems.

Requires the use of child restraint devices in motor vehicles for children four to seven years of age.

Provides mandatory funding for driver education programs in high schools.