LOCATION-
MPO Offices

TECHNICAL ADVISORY COMMITTEE

9:30 a.m. Thursday, May 2, 2013
Lee County Metropolitan Planning Organization
City of Cape Coral Annex/Public Works Building
815 Nicholas Parkway East, Cape Coral, FL 33990

9:30 a.m.

AGENDA

Call to Order

Roll Call

Approval of Minutes

1. *Minutes from the April 4, 2013 TAC Meeting
2. Public Comments on Items on the Agenda

New Business

3. *Review and Approval of the Transportation Disadvantaged Service Plan (Don Scott)

4. *Review and Approval of the Amendments to the Long Range Transportation Plan (Don Scott)

5. *Review and Approval of the Amendments to the Transportation Improvement Program (Don Scott)

6. *Review and Approval of Amendments to the Unified Planning Work Program (Don Scott)

7. +Review and Comment on the Draft SIS Cost Feasible Plan (Don Scott)

8. Review and Comment on the Draft Transportation Improvement Program for FY 2013/2014 through FY 2017/2018 (Don Scott)

9. Provide Input on the Proposed Draft Priority List (Don Scott)

Other Business

10. Public Comments on Items not on the Agenda
11. LeeTran Report
12. FDOT Report
13. Announcements
14. Topics for next meeting
15. Information and Distribution Items

Adjournment

*Action Items +May Require Action

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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 April 4, 2013

The following members were present for the regular meeting of the Technical Advisory Committee on April 4, 2013 at the City of Cape Coral Annex/Public Works Building, 815 Nicholas Parkway East, Cape Coral, FL.

Matt Noble	Lee County Community Development
Andy Getch	Lee DOT
Josh Philpott	Lee County Port Authority
Wayne Gaither	LeeTran
Dawn Huff	Lee County School Board
Persides Zambrano	City of Cape Coral Public Works
Kitty Sayers	Cape Coral Mini Bus Service
Ben Bullert	City of Fort Myers Engineering
Josh Overmyer	Town of Fort Myers Beach
Ben Pople	City of Sanibel
Lorraine Lantz	Collier County MPO
Jennifer Pellechio	Southwest Florida Regional Planning Council
Bob Herrington	Charlotte County Punta Gorda MPO

Those also in attendance included: Russ Muller and Kellie Spurgeon with FDOT; Gary Harrell with Charlotte County Punta Gorda MPO; Saeed Kazemi with City of Fort Myers Engineering; Darla Letourneau with BikeWalkLee; William Roll with Tindale Oliver; Bill Spikowski with Spikowski Planning Associates; Ned Baier with Jacobs Engineering; Julia Davis with Omnibus Innovations Group and Don Scott, Meghan Marion, Ron Gogoi and Anna Bielawska of the Lee County MPO.

Chairperson Zambrano called the meeting to order at 9:35 a.m.

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

APPROVAL OF MINUTES

Agenda Item #1 – Minutes from the February 7, 2013 TAC Meeting

Mr. Noble had some comments on the minutes. He clarified that on pg. 2 (second to the last paragraph) his main point was that these improvements might be eligible for some type of credit whether it's an impact fee credit vs. the mobility fee. On pg. 3, Mr. Noble explained that his main point in bringing this up was to inquire whether the study should be extended to Shell Factory in that lot. On pg. 4, the FDOT response was important and should be included. FDOT responded that at the time, this was the extent of the improvement and currently improvements will be extended to the county line.

MOTION BY MR. NOBLE TO APPROVE THE MINUTES FROM THE FEBRUARY 7, 2013 TAC MEETING AS AMENDED WITH THE FOLLOWING CHANGES:

- **PG. 2 (SECOND TO THE LAST PARAGRAPH) – IMPROVEMENTS MIGHT BE ELIGIBLE FOR AN IMPACT FEE CREDIT VS. MOBILITY FEE.**

- **PG. 3 (AGENDA ITEM #5) - MR. NOBLE ASKED WHETHER THE TRANSIT BUS QUEUE STUDY SHOULD BE EXTENDED TO THE SHELL FACTORY LOT.**
- **PG. 4 (AGENDA ITEM #8) – FDOT RESPONSE SHOULD BE INCLUDED; AT THE TIME, THIS WAS THE EXTENT OF THE IMPROVEMENT.**

Ms. Huff said that she was present at the last meeting but was not listed.

- **MS. HUFF WILL BE ADDED TO THE ATTENDANCE LIST.**

SECONDED BY MR. POPLE. MOTION CARRIED UNANIMOUSLY.

Agenda Item #2 – Minutes from the March 7, 2013 Joint Lee and Collier TAC Meeting

Ms. Lantz said that on pg. 4, second paragraph, Ms. Arnold actually said that the LinC route was originally funded for two years, but the third year was funded when Collier County turned down the service development grant, and those funds were rolled into what was allocated. This statement should be edited to reflect that.

MOTION BY MR. GETCH TO APPROVE THE MINUTES FROM THE MARCH 7, 2013 JOINT LEE AND COLLIER TAC MEETING AS AMENDED WITH THE FOLLOWING CHANGE: LINC ROUTE IS NOT FUNDED BY COLLIER COUNTY BUT THROUGH THE COLLIER SERVICE DEVELOPMENT GRANT. SECONDED BY MR. OVERMYER. MOTION CARRIED UNANIMOUSLY.

Agenda Item #3 – Public Comments on Items on the Agenda

Chairperson Zambrano asked if the committee is fine with having Ms. Letourneau making public comments during discussion of Agenda Item #5, #6 and #7.

Ms. Davis asked when a major update of the Transportation Disadvantaged Service Plan will be done by Lee MPO staff. Mr. Scott answered that the recommendation for the new CTC coordinator is going in front of the LCB tomorrow then the MPO Board. It will go in front of the Transportation Commission by May 21st.

NEW BUSINESS

Agenda Item #4 – Review and Approval of the Transportation Disadvantaged Service Plan

Mr. Raimondo presented this item.

Mr. Gaither brought attention to pg. 67 (second to the last item) where prioritized trips are discussed as only being medical. LeeTran has concerns about this. Mr. Raimondo replied that for the last several years only medical trips have been funded by the CTC. The LCB decides what the priorities are.

Mr. Raimondo said that the next major TDSP update will be due 180 days after July 1st of this year.

Ms. Pellechio brought attention to the Strategic Regional Policy Plan on pg. 31. This was actually an EAR update only on September 15th 2011 and not a revision of the plan. There should be a note made to reflect that.

MOTION BY MS. HUFF TO TABLE THE TRANSPORTATION DISADVANTAGED PLAN. SECONDED BY MR. GAITHER. MOTION CARRIED UNANIMOUSLY.

Agenda Item #5 – Review and Approval of the MAP-21 Bicycle Pedestrian Disadvantaged Service Plan

Mr. Scott presented this item. The scope was approved unanimously by the Bicycle Pedestrian Coordinating Committee (BPCC).

Chairperson Zambrano asked about ALTA. Ms. Letourneau answered that ALTA is the best bicycle pedestrian planning firm in the country.

Ms. Lantz has asked if this is being updated. There is no budget associated with this. Mr. Scott answered that he wants to get comments first to see if there are any changes. Then, the budget will be negotiated. The previous budget sheet that was shared with the Board showed $45,000.

Mr. Gaither asked if this will be tied into transit.

MOTION BY MR. GETCH TO APPROVE THE MAP-21 BICYCLE PEDESTRIAN DISADVANTAGED SERVICE PLAN. SECONDED BY MR. NOBLE. MOTION CARRIED UNANIMOUSLY.

Agenda Item #6 – Endorsement of Good Wheels 5310 Grant Application

Mr. Scott presented this item.

MOTION BY MR. OVERMYER TO APPROVE THE GOOD WHEELS 5310 APPLICATION. SECONDED BY MS. HUFF. MOTION CARRIED UNANIMOUSLY.

Agenda Item #7 – Presentation and Provide Input on the Proposed US 41 Pedestrian Refuge Islands

Ms. Spurgeon of FDOT presented a PowerPoint on this item.

Chairperson Zambrano suggested that the branding of the project should be pedestrian safety.

Mr. Kazemi said that the City of Fort Myers has been talking about this project for a while. He said that this is one of the highest crash areas in the city. Refuge islands will not be a safe solution according to his engineering experience. This is a very high volume and high speed road. The City of Fort Myers has been looking at this project for

the last ten years. They have a plan that calls for a median. A full median reduces crashes, provides for pedestrian safety, slows down traffic, etc. The whole idea should be to create safety. The city is working with the state on this and is willing to work on this median with the public. Mr. Kazemi said that their plan has gone through a public hearing, workshop, and has been adopted by the city as opposed to the proposed pedestrian refuge islands. The state had a plan for a median there seven years ago. Mr. Kazemi respectfully asked for this item to be tabled in order to bring back a solution that the public, state, city, and agencies are happy with.

Chairperson Zambrano said that she hopes the jurisdictions can work together on this to arrive at a solution.

Ms. Spurgeon said that her department has a follow up meeting with the secretary before the MPO Board meeting.

Chairperson Zambrano asked if this is ready to go before the Board. Mr. Kazemi said that he does not think so. There is still a lot of homework that needs to be done. There need to be more public hearings.

Mr. Philpott asked where the city is with the median plan implementation and whether these refuge pedestrian islands will prohibit future work on the median in those locations. Mr. Kazemi said that there is funding becoming available and should be used toward the median. Ms. Spurgeon said that this funding is safety funds and cannot go to other projects. Mr. Kazemi said he is not talking about a beautification median but a safety one and the funds should be used for this.

Chairperson Zambrano asked if FDOT is not aware of the city's median plans. Mr. Kazemi said they are aware of this. They wanted to put a median there seven years ago. Ms. Spurgeon mentioned that there was a Right-Of-Way issue.

Mr. Philpott said that the fundamental question is whether this project prohibits a future median in that area. Mr. Kazemi answered no it does not, but you will have to go back to take out the pedestrian refuge islands; the median should be put in with the money that is available today. Mr. Scott said that this is not just a funding issue. A representative from FDOT at the BPCC meeting said that it does not fit putting in a median at that location.

Mr. Philpott mentioned that this could be a short term solution for pedestrian safety as there are obvious issues with the median.

Mr. Kazemi wanted to see more engineering data on the safety of the pedestrian refuge islands.

Mr. Getch said there are bigger issues with US 41. These pedestrian refuge islands only cover a small stretch of US 41. He was in agreement with Mr. Kazemi, and a better solution is needed to fix what is wrong with US 41.

Mr. Kazemi said the median standards can be modified if there is not enough room.

Mr. Kazemi asked to do the median project now with the current Right-of-Way.

Ms. Huff asked when the median could actually be completed with what is available. Mr. Kazemi answered that the construction can begin in a year.

Ms. Huff asked if the timeframe for the median construction vs. the pedestrian refuge islands is the same.

Mr. Gogoi asked whether the $7.3 million available will be able to do what Mr. Kazemi would like regarding the median. Mr. Kazemi answered yes it can.

Mr. Muller said that the main focus is to ensure pedestrian safety. A landscape median can be put in later in between the pedestrian refuge islands.

Ms. Letourneau emphasized the need for an immediate solution. She said that inaction to the problem should not be tolerated, and improvements can be continued to be made.

Mr. Spikowski emphasized that the median here has been an issue that has been discussed for a long time. This is a very unsafe corridor. He said he is happy to see an immediate solution to the problem.

Mr. Scott asked how long it took for SR 80 to implement a median from when it was first brought up. Mr. Kazemi responded that it was about 5-6 years.

Mr. Kazemi said that the funding is currently available for this median. Mr. Scott replied that the funds available will not cover the stretch of median needed from Hanson to Martin Luther King.

Ms. Sayers asked if the surfboard shaped pedestrian refuge island has been used safely in other areas. Ms. Spurgeon said that the pedestrian refuge islands will work to break up traffic.

Mr. Getch stated that the Lee County MPO sets the priorities for how FDOT programs its TIP, and this issue should definitely be discussed.

Mr. Kazemi said people will not stop to cross at a pedestrian refuge island; they will cross where there is availability.

Ms. Spurgeon said the schedule for the pedestrian refuge island project is as follows:
Letting – January 2014
Specifications and Production – November 2013
Between now and then, there needs to be a public hearing and completion of Phase IV plans.

Mr. Noble asked FDOT whether they believe there will be money available to install a median as well as do a resurfacing in this timeframe. Mr. Noble also asked Mr. Kazemi how much money there is for landscaping. Mr. Kazemi said there is enough money (between $500,000-$700,000) to do landscaping from Hanson to SR 82.

Mr. Muller answered that he feels the resurfacing funding won’t pay for the median.

Mr. Noble asked if this can be delayed till next month. Ms. Spurgeon answered that this is just for comments.

Ms. Huff asked the latest date this can go in front of the MPO Board. Ms. Spurgeon replied that this project is already slightly delayed.

Mr. Kazemi recommended bringing this project before the committee in two months and the MPO Board in June.

Ms. Spurgeon said she needs 180 days due to the public hearing.

Mr. Getch also emphasized that this stretch of road is not seasonal.

Mr. Muller explained what the Bennett Bill is.

Chairperson Zambrano recommended adding the access management plan information to the pedestrian refuge island presentation.

Mr. Gogoi said there also needs to be a better cost estimate of the project.

Ms. Spurgeon said that it would be better if this went to the Board at the April meeting for production purposes.

MOTION BY MR. KAZEMI FOR THE PROPOSED PEDESTRIAN REFUGE ISLAND US 41 PROJECT TO BE TABLED UNTIL THE CITY OF FORT MYERS AND STATE COME UP WITH A UNIFIED PLAN BEFORE THE JUNE MPO BOARD MEETING.

Ms. Huff asked if this is enough time. Ms. Spurgeon answered no because of the public hearing requirement.

MR. KAZEMI AMENDED HIS MOTION TO HAVING THE PLAN COME BEFORE THE MAY MPO BOARD MEETING.

Mr. Scott asked if anyone wants to make a TAC report regarding this issue in front of the MPO Board. Chairperson Zambrano said that the time frames need to be clarified. Mr. Noble said to also take into consideration that you are not sacrificing pedestrian safety in lieu of what could be a very lengthy project.

MOTION DENIED.

Agenda Item #8 – Presentation on the Bicycle Pedestrian Safety Action Plan

Mr. Roll of Tindale Oliver provided a PowerPoint presentation on this item. The Lee County Metropolitan Planning Organization (MPO) in conjunction with local stakeholders and the Florida Department of Transportation (FDOT) District 1 is developing and implementing a Lee Countywide Bicycle and Pedestrian Safety Action Plan (BPSAP). The main purpose of this plan is to reduce bicycle and pedestrian crashes, especially emphasizing a reduction in fatal and incapacitating injury crashes.

The main vision of this plan is a zero fatality transportation system for pedestrians and cyclists throughout Lee County.

Mr. Getch said that it is important that FDOT should partner with any item that has to do with design or operational decisions. This will help ensure a standard solution.

Mr. Scott said that the workshop notice for this plan will be sent out to the TAC and CAC members.

Ms. Letourneau commented that there will be a series of events coming up regarding bike ped safety.

Chairperson Zambrano suggested using safety clips on TV for education.

Agenda Item #9 – Review of the Public Involvement Evaluation Report

Ms. Marion presented this item. This report contains everything the Lee MPO has done with the public from January to December of last year, meetings attended, plans adopted and amended, and recommendations for a facebook page and a better relationship with Florida Gulf Coast University.

Agenda Item #10 – Review of the Proposed Amendments to the Long Range Transportation Plan

Mr. Scott presented this item. This will be brought in next month for discussion after a 30 day public comment period.

Agenda Item #11 – Update on the MPO Apportionment Letter and Response to FDOT

Mr. Scott presented this item.

Other Business

Agenda Item #12 – Public Comments on Items not on the Agenda

Ms. Davis said that she has been volunteering with the Florida Association of Community Transportation Systems. She introduced the organization.

Agenda Item #13 – LeeTran Report

Mr. Gaither provided the LeeTran report. He thanked everybody who was able to attend the LeeTran groundbreaking ceremony. LeeTran reached a milestone ridership in the first quarter of Fiscal Year 2013 with 1 million riders. The preliminary numbers for the second quarter also showed another milestone by reporting 400,000 trips for the month of March. He also said that FGCU has issued a statement about discontinuing funds for Route 60.

Agenda Item #14 – FDOT Report

None.

Agenda Item #15 – Announcements

None.

Agenda Item #16 – Topics for next meeting

Mr. Scott said that the LRTP amendment, draft TIP, TDSP, and a few other items will be discussed at the next meeting.

Agenda Item #17 – Lee County Port Authority Report

Mr. Philpott provided the Lee County Port Authority Report. This year passenger numbers are up by 6.5% and this upward trend should continue for the rest of the year. At Page Field, operations are down, but there has been a significant amount of flight training activity. Fuel sales have gone up 27%. The result of building the new Page Field facility has caused an interest of aviation groups to come use the facility for training. Page Field towers could be potentially shut down due to the sequester.

ADJOURNMENT

Meeting adjourned at 11:52 a.m.

Agenda Item 3
TAC 5/2/2013

ENDORSEMENT OF THE MINOR UPDATE TO THE TRANSPORTATION DISADVANTAGED SERVICE PLAN

RECOMMENDED ACTION: Review and endorsement of the minor update to the Transportation Disadvantaged Service Plan (**attached**).

The **attached** Transportation Disadvantaged Service Plan (TDSP) includes all of the changes that have been made to date. This item was tabled from the last meeting so that LeeTran could have some additional time to review. The changes that have been made to the document include the following:

- Cover Page: Date Change
- Pg 21-21: Certification Sheet (New ones will be added as needed)
- Pg 23: Roll Call Vote of adoption of the TDSP
- Pg 30: Existing Conditions, Lee Plan update and SWFRPC SRPP update.
- Pg 32: LeeTran TLC
- Pg 33: Public Hearing date change
- Pg 34: Land Use info
- Pg 35: City/Town Map
- Pg 36: Table 2 - Population
- Pg 37: Lee County Major Employers of 2012
- Pg 39: Lee County Major Manufacturers 2012
- Pg 40: Added a Header to Table 6 explaining the table
- Pg 40: Table 6: 2011/12 Trips by Purpose
- Pg 40: Table 7: 2011/12 Passenger Trips Provided by Funding Source
- Pg 42: Table 9- Shopping/Entertainment and Table 10 – Medical Facilities
- Pg 43: Updated Attractors Map
- Pg 44: Education data
- Pg 49: Table 13- Forecasts of TD Population and LeeTran types of services
- Pg 55: CTC CIP
- Pg 59: LeeTran routes
- Pg 59: Updated ADA Paratransit Service
- Pg 60: Senior Friendship Centers of SWFL and Coordination Contract Agencies
- Pg 75: Discussion on prioritized trips only being medical
- Pg 79 and 90: Local service complaint/grievance and added Medicaid phone numbers
- Pg 93: Rate model language
- Updated EXHIBIT C – TD/MEDICAID NON-EMERGENCY TRANS. APPLICATION
- Updated EXHIBIT D – VEHICLE INVENTORIES
- Updated EXHIBIT E – ANNUAL SAFETY CERTIFICATION
- Updated EXHIBIT G – RATE STRUCTURE

DRAFT
Transportation Disadvantaged Service Plan
A Five-year Plan for the Lee County Service Area
Minor Update March 1, 2013

prepared by:

Lee County Metropolitan Planning Organization, the Designated Official Planning Agency
Lee County Local Coordinating Board for the Transportation Disadvantaged and
Good Wheels, Inc., Lee County Community Transportation Coordinator

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EXHIBIT C – TRANSPORTATION DISADVANTAGED/MEDICAID NON-EMERGENCY TRANSPORTATION PROGRAM ELIGIBILITY APPLICATION
EXHIBIT D – VEHICLE INVENTORIES
EXHIBIT E – ANNUAL SAFETY CERTIFICATION
EXHIBIT F – SERVICE COMPLAINT FORM
EXHIBIT G – RATE STRUCTURE

COMMISSION FOR THE TRANSPORTATION DISADVANTAGED GLOSSARY OF TERMS, STATUTES AND ABBREVIATIONS

The following glossary is intended to coordinate terminology within the Florida Coordinated Transportation System. It is imperative that when certain words or phrases are used, the definition must be universally acknowledged.

Accidents: when used in reference to the AOR, the total number of reportable accidents that occurred whereby the result was either property damage of $1000.00 or more, or personal injury that required evacuation to a medical facility, or a combination of both.

(AER) **Actual Expenditure Report:** an annual report completed by each state member agency and each official planning agency, to inform the Commission in writing, before September 15 of each year, of the specific amount of funds the agency expended for transportation disadvantaged services.

Advance Reservation Service: shared or individual paratransit service that is readily delivered with at least prior day notification, seven days a week, 24 hours a day.

Agency: an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private non-profit transportation service providing entity.

(ADA) **Americans with Disabilities Act:** a federal law, P .L. 101-336, signed by the President of the United States on July 26, 1990 providing protection for persons with disabilities.

(AHCA) **Agency for Healthcare Administration:** Our mission is Better Health Care for All Floridians, and together we are responsible for the administration of the Medicaid program, for the licensure and regulation of health facilities and for providing information to Floridians about the quality of the health care they receive in Florida.

(AOR) **Annual Operating Report:** an annual report prepared by the community transportation

coordinator detailing its designated service area operating statistics for the most recent operating year.

(APD) **Agency for Persons with Disabilities:** The Agency Supports Persons with Developmental Disabilities in Living, Learning and Working in their Community. The APD works in partnership with local communities and private providers to assist people who have developmental disabilities and their families. APD also provides assistance in identifying the needs of people with developmental disabilities for supports and services.

(APR) **Annual Performance Report:** an annual report issued by the Commission for the Transportation Disadvantaged that combines all the data submitted in the Annual Operating Reports and the CTD Annual Report.

(ASE) **Automotive Service Excellence:** a series of tests that certify the skills of automotive technicians in a variety of maintenance areas.

Availability: a measure of the capability of a transportation system to be used by potential riders, such as the hours the system is in operation, the route spacing, the seating availability, and the pick-up and delivery time parameters.

(AWI) **Agency for Workforce Innovation:** The Agency for Workforce Innovation is Florida's lead state workforce agency and directly administers the state's Labor Market Statistics program, Unemployment Compensation, Early Learning and various workforce development programs.

Bus: any motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons for compensation.

Bus Lane: a street or highway lane intended primarily for buses, either all day or during specified periods, but used by other traffic under certain circumstances.

Bus Stop: a waiting, boarding, and disembarking area, usually designated by distinctive signs and by curbs or pavement markings.

(CUTR) **Center for Urban Transportation Research:** a research group located at the University of South Florida's College of Engineering.

(CMBE) **Certified Minority Business Enterprise:** any small business concern which is organized to engage in commercial transactions, which is domiciled in Florida, and which is at least 51 percent owned by minority persons and whose management and daily operations are

controlled by such persons. These businesses should be certified by the Florida Department of Management Services.

Chapter 427, Florida Statutes: the Florida statute establishing the Commission for the Transportation Disadvantaged and prescribing its duties and responsibilities.

Commendation: any documented compliment of any aspect of the coordinated system, including personnel, vehicle, service, etc.

(CDL) **Commercial Driver's License:** a license required if a driver operates a commercial motor vehicle, including a vehicle that carries 16 or more passengers (including the driver), or a vehicle weighing more than 26,000 pounds.

Commission: the Commission for the Transportation Disadvantaged as authorized in Section 427.013, Florida Statutes.

(CTD) **Commission for the Transportation Disadvantaged:** an independent agency created in 1989 to accomplish the coordination of transportation services provided to the transportation disadvantaged. Replaced the Coordinating Council on the Transportation Disadvantaged.

(CTC) **Community Transportation Coordinator:** (formerly referred to as "coordinated community transportation provider") a transportation entity competitively procured or recommended by the appropriate official planning agency and local Coordinating Board and approved by the Commission, to ensure that safe, quality coordinated transportation services are provided or arranged in a cost effective manner to serve the transportation disadvantaged in a designated service area.

Competitive Procurement: obtaining a transportation operator or other services through a competitive process based upon Commission-approved procurement guidelines.

Complaint: any documented customer concern involving timeliness, vehicle condition, quality of service, personnel behavior, and other operational policies.

Complete (or Full) Brokerage: type of CTC network in which the CTC does not provide any on-street transportation services itself, but contracts with transportation operators or coordination contractors for the delivery of all transportation services.

Coordinated Transportation System: includes the CTC, the transportation operators and coordination contractors under contract with the CTC, the official planning agency, and local

Coordinating Board involved in the provision of service delivery to the transportation disadvantaged within the designated service area.

Coordinated Trips: passenger trips provided by or arranged through a CTC.

Coordinating Board: an entity in each designated service area composed of representatives who provide assistance to the community transportation coordinator relative to the coordination of transportation disadvantaged services.

Coordination: the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost effective, safe, efficient, and reduces fragmentation and duplication of services. Coordination is not the same as total consolidation of transportation disadvantaged services in any given service area.

Coordination Contract: a written contract between the community transportation coordinator and an agency who receives transportation disadvantaged funds and performs some, if not all of, its own services, as well as services to others, when such service has been analyzed by the CTC and proven to be a safer, more effective and more efficient service from a total system perspective. The Commission's standard contract reflects the specific terms and conditions that will apply to those agencies who perform their own transportation, as well as joint utilization and cost provisions for transportation services to and from the coordinator.

(DCA) **Department of Community Affairs:** The Department of Community Affairs is the state's land planning and community development agency. Its role is to assist Florida's communities as they meet the needs of Florida's ever-expanding population. Expand use of public transportation including buses, commuter rail, waterborne transit and other alternative transportation modes that provide services for pedestrians, bikers and the transportation disadvantaged and increase its role as a major component in the overall regional transportation system.

(DCF) **Department of Children & Families:** The Department of Children & Families' Mission is to protect the vulnerable, promote strong and economically self-sufficient families, and advance personal and family recovery and resiliency.

Deadhead: the miles or hours that a vehicle travels when out of revenue service. From dispatch point to first pick-up, and from last drop-off to home base, or movements from home base to maintenance garage or fuel depot, and return.

Demand Response: a paratransit service that is readily delivered with less than prior day notification, seven days a week, 24 hours a day. **This service can be either an individual or shared ride.**

(DJJ) **Department of Juvenile Justice:** Their vision is that the children and families of Florida will live in safe, nurturing communities that provide for their needs, recognize their strengths and support their success. The mission of the DJJ is to increase public safety by reducing juvenile delinquency through effective prevention, intervention and treatment services that strengthen families and turn around the lives of troubled youth.

(DOE) **The Department of Education** assists with the following programs for those with disabilities: 1) The Division of Blind Services helps to ensure blind and visually impaired persons living in Florida to have the tools, support and opportunity to achieve success; 2) Exceptional Education & Student services administers programs for students with disabilities and for gifted student. Additionally, the bureau coordinates student services throughout the state participates in multiple inter-agency efforts designed to strengthen the quality and variety of services available to students with special needs; 3) The Division of Vocational Rehabilitation serves as an employment resource for businesses and people with disabilities. Our mission is to enable individuals with disabilities to obtain and keep employment.

Designated Service Area: a geographical area subject to approval by the Commission, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Disabled Passenger: anyone with a physical or mental impairment that substantially limits at least one of the major life activities (i.e., caring for one's self, walking, seeing, hearing, speaking, learning).

Dispatcher: the person responsible for having every scheduled run leave the yard or garage on time and maintain a schedule, matching the work force with the work load on a minute-by-minute basis. In demand-response transportation, the person who assigns the customers to vehicles and notifies the appropriate drivers.

DOEA **Department of Elder Affairs:** The Florida Department of Elder Affairs has been constitutionally designated by Florida voters to "serve as the primary state agency" responsible for administering human services programs for the elderly. The Department's purpose, as set out in section 430.03, Florida Statutes, is to serve elders in all possible ways to help them keep their self-sufficiency and self-determination.

DOH **Department of Health:** Their mission is to promote, protect and improve the health of all people in Florida.

Children's Medical Services (CMS) provides care for children with special health care needs and their families. Through two divisions, CMS Network and CMS Prevention and Intervention, CMS strives to protect the health and safety of Florida's youngest citizens, children. Health care of the sick and disabled is a role that public health undertakes when individuals are too poor or otherwise lack access to health care services.

Driver Hour: the period of one hour that a person works whose main responsibility is to drive vehicles.

(E&D) **Elderly & Disabled Program:** provides funding, allocated by a formula, to states for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities.

Economies of Scale: cost savings resulting from combined resources (e.g., joint purchasing agreements that result in a lower cost per gallon or quantity discount for fuel).

Effectiveness Measure: a performance measure that indicates the level of consumption per unit of output. Passenger trips per vehicle mile is an example of an effectiveness measure.

Efficiency Measure: a performance measure that evaluates the level of resources expended to achieve a given level of output. An example of an efficiency measure is operating cost per vehicle mile.

Emergency: any occurrence, or threat thereof, whether accidental, natural or caused by man, in war or in peace, which results or may result in substantial denial of services to a designated service area for the transportation disadvantaged.

Emergency Fund: transportation disadvantaged trust fund monies set aside to address emergency situations and which can be utilized by direct contract, without competitive bidding, between the Commission and an entity to handle transportation services during a time of emergency.

Employees: the total number of persons employed in an organization.

Fixed Route: (also known as Fixed Route/Fixed Schedule) service in which the vehicle (s) repeatedly follows a consistent time schedule and stopping points over the same route, whereby such schedule, route or service is not at the users request (e.g. conventional city bus, fixed guideway).

(FAC) **Florida Administrative Code:** a set of administrative codes regulating the state of Florida.

(FCTS) **Florida Coordinated Transportation System:** a transportation system responsible for coordination and service provisions for the transportation disadvantaged as outlined in Chapter 427, Florida Statutes.

(FDOT) **Florida Department Of Transportation:** a governmental entity. The CTD is housed under the Florida Department of Transportation for administrative purposes.

(FS) **Florida Statutes:** the laws governing the state of Florida.

(FTE) **Full Time Equivalent:** a measure used to determine the number of employees based on a 40-hour work week. One FTE equals 40 work hours per week.

(FAC) **Fully Allocated Costs:** the total cost, including the value of donations, contributions, grants or subsidies, of providing coordinated transportation, including those services which are purchased through transportation operators or provided through coordination contracts.

General Trips: passenger trips by individuals to destinations of their choice, not associated with any agency program.

Goal: broad conditions that define what the organization hopes to achieve.

Grievance Process: a formal plan that provides a channel for the adjustment of grievances through discussions at progressively higher levels of authority, culminating in mediation, if necessary.

In Service: the time a vehicle begins the route to provide transportation service to the time the route is completed.

In-Take Clerk/Reservationist: an individual whose primary responsibility is to accept requests for trips, enter dates on requests, determine eligibility and provide customer service.

(JARC) **Job Access and Reverse Commute Program:** provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

Latent Demand: demand that is not active (i.e., the potential demand of persons who are not presently in the market for a good or service).

(LCHSTP) Lee County Human Services Transportation Plan: should promote a people-based approach to planning, coordinating, and funding transportation services.

Limited Access: the inability of a vehicle, facility or equipment to permit entry or exit to all persons. Lack of accessibility of vehicle, facility or other equipment.

Load Factor: the ratio of use to capacity of equipment or a facility during a specified time period.

Local Government: an elected and/or appointed public body existing to coordinate, govern, plan, fund, and administer public services within a designated, limited geographic area of the state.

Local Government Comprehensive Plan: a plan that meets the requirements of Sections 163.3177 and 163.3178, Florida Statutes.

(LCB) Local Coordinating Board: an entity in each designated service area composed of representatives appointed by the official planning agency. Its purpose is to provide assistance to the community transportation coordinator concerning the coordination of transportation disadvantaged services.

(MIS) Management Information System: the mechanism that collects and reports key operating and financial information for managers on a continuing and regular basis.

(MOA) Memorandum of Agreement: the state contract included in the transportation disadvantaged service plan for transportation disadvantaged services purchased by federal, state, or local government transportation disadvantaged funds. This agreement is between the Commission and the community transportation coordinator and recognizes the community

transportation coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

(MPO) Metropolitan Planning Organization: the area-wide organization responsible for conducting the continuous, cooperative and comprehensive transportation planning and programming in accordance with the provisions of 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3). Also serves as the official planning agency referred to in Chapter 427, F.S.

Network type: describes how a community transportation coordinator provides service, whether as a complete brokerage, partial brokerage, or sole provider.

(NF) **New Freedom Program:** provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 USC. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

Non-coordinated Trip: a trip provided by an agency, entity, or operator who is in whole or in part subsidized by local, state, or federal funds, and who does not have coordination/operator contract with the community transportation coordinator.

Non-sponsored Trip: transportation disadvantaged services that are sponsored in whole by the Transportation Disadvantaged Trust Fund.

Objective: specific, measurable conditions that the organization establishes to achieve its goals.

Off Peak: a period of day or night during which travel activity is generally low and a minimum of transit service is operated.

(OPA) **Official Planning Agency:** the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning. The Metropolitan Planning Organization shall serve as the planning agency in areas covered by such organizations.

Operating Cost: the sum of all expenditures that can be associated with the operation and maintenance of the system during the particular period under consideration.

Operating Cost per Driver Hour: operating costs divided by the number of driver hours, a measure of the cost efficiency of delivered service.

Operating Cost per Passenger Trip: operating costs divided by the total number of passenger trips, a measure of the efficiency of transporting riders. One of the key indicators

of comparative performance of transit properties since it reflects both the efficiency with which service is delivered and the market demand for the service.

Operating Cost per Vehicle Mile: operating costs divided by the number of vehicle miles, a measure of the cost efficiency of delivered service.

Operating Environment: describes whether the community transportation coordinator provides service in an urban or rural service area.

Operating Expenses: sum of all expenses associated with the operation and maintenance of a transportation system.

Operating Revenues: all revenues and subsidies utilized by the operator in the provision of transportation services.

Operating Statistics: data on various characteristics of operations, including passenger trips, vehicle miles, operating costs, revenues, vehicles, employees, accidents, and roadcalls.

Operator Contract: a written contract between the community transportation coordinator and a transportation operator to perform transportation services.

Organization Type: describes the structure of a community transportation coordinator, whether it is a private-for-profit, private non-profit, government, quasi-government, or transit agency.

Paratransit: elements of public transit that provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon between the user and the provider of the service. Paratransit services are provided by sedans, vans, buses, and other vehicles.

Partial Brokerage: type of CTC network in which the CTC provides some of the on-street transportation services and contracts with one or more other transportation operators, including coordination contractors, to provide the other portion of the on-street transportation disadvantaged services, including coordination contractors.

Passenger Miles: a measure of service utilization which represents the cumulative sum of the distances ridden by each passenger. This is a duplicated mileage count. For example: If 10 people ride together for 10 miles, there would be 100 passenger miles.

Passenger Trip: a unit of service provided each time a passenger enters the vehicle, is transported, then exits the vehicle. Each different destination would constitute a passenger trip. This unit of service is also known as a one-way passenger trip.

Passenger Trips per Driver Hour: a performance measure used to evaluate service effectiveness by calculating the total number of passenger trips divided by the number of

driver hours.

Passenger Trips per Vehicle Mile: a performance measure used to evaluate service effectiveness by calculating the total number of passenger trips divided by the number of vehicle miles.

Performance Measure: statistical representation of how well an activity, task, or function is being performed. Usually computed from operating statistics by relating a measure of service output or utilization to a measure of service input or cost.

Potential TD Population: (formerly referred to as TD Category I) includes persons with disabilities, senior citizens, low income persons, and high risk or at risk children. These persons are eligible to receive certain governmental and social service agency subsidies for program-related trips.

Program Trip: a passenger trip supplied or sponsored by a human service agency for the purpose of transporting clients to and from a program of that agency (e.g., sheltered workshops, congregate dining, and job training).

Public Transit: means the transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Public transit specifically includes those forms of transportation commonly known as paratransit.

Purchased Transportation: transportation services provided for an entity by a public or private transportation provider based on a written contract.

(RFB) Request for Bids: a competitive procurement process.

(RFP) Request for Proposals: a competitive procurement process.

(RFQ) Request for Qualifications: a competitive procurement process.

Reserve Fund: transportation disadvantaged trust fund monies set aside each budget year to insure adequate cash is available for incoming reimbursement requests when estimated revenues do not materialize.

Revenue Hours: total vehicle hours used in providing passenger transportation, excluding deadhead time.

Revenue Miles: the total number of paratransit service miles driven while TD passengers are actually riding on the vehicles. This figure should be calculated from first passenger pick-up until the last passenger drop-off, excluding any breaks in actual passenger transport. For example: if 10 passengers rode 10 miles together, there would be 10 revenue miles.

Ridesharing: the sharing of a vehicle by clients of two or more agencies, thus allowing for greater cost efficiency and improved vehicle utilization.

Roadcall: any in-service interruptions caused by failure of some functionally necessary element of the vehicle, whether the rider is transferred or not. Roadcalls exclude accidents.

Rule 41-2, F.A.C.: the rule adopted by the Commission for the Transportation Disadvantaged to implement provisions established in Chapter 427, F.S.

Scheduler: a person who prepares an operating schedule for vehicles on the basis of passenger demand, level of service, and other operating elements such as travel times or equipment availability.

Shuttle: a transit service that operates on a short route, or in a small geographical area, often as an extension to the service of a longer route.

Sole Source: (also referred to as Sole Provider) network type in which the CTC provides all of the transportation disadvantaged services.

Sponsored Trip: a passenger trip that is subsidized in part or in whole by a local, state, or federal government funding source (not including monies provided by the TD Trust Fund).

Standard: something established by authority, custom, or general consent as a model or example.

Stretcher Service: a form of non-emergency paratransit service whereby the rider is transported on a stretcher, litter, gurney, or other device that does not meet the dimensions of a wheelchair as defined in the Americans with Disabilities Act.

Subscription Service: a regular and recurring service in which schedules are prearranged, to meet the travel needs of riders who sign up for the service in advance. The service is characterized by the fact that the same passengers are picked up at the same location and time

and are transported to the same location, and then returned to the point of origin in the same manner.

(SSPP) **System Safety Program Plan:** a documented organized approach and guide to accomplishing a system safety program set forth in Florida Rule 14-90.

Total Fleet: this includes all revenue vehicles held at the end of the fiscal year, including those in storage, emergency contingency, awaiting sale, etc.

(TQM) **Total Quality Management:** a management philosophy utilizing measurable goals and objectives to achieve quality management practices.

Transportation Alternative: those specific transportation services that are approved by rule to be acceptable transportation alternatives, and defined in s. 427.018, F. S.

(TD) **Transportation Disadvantaged:** those persons, including children as defined in s. 411.202 F.S., who because of physical or mental disability, income status, or inability to drive due to age or disability are unable to transport themselves or to purchase transportation and have no other form of transportation available. These persons are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, or medically necessary or life-sustaining activities.

Transportation Disadvantaged Funds: any local government, state or available federal funds that are for the transportation of the transportation disadvantaged. Such funds may include, but are not limited to, funds for planning, Medicaid transportation, transportation provided pursuant to the ADA, administration of transportation disadvantaged services, operation, procurement and maintenance of vehicles or equipment, and capital investments. Transportation disadvantaged funds do not include funds expended by school districts for the transportation of children to public schools or to receive service as a part of their educational program.

Transportation Disadvantaged Population: (formerly referred to as TD Category II) persons, including children, who, because of disability, income status, or inability to drive due to age or disability are unable to transport themselves.

(TDSP) **Transportation Disadvantaged Service Plan:** a three-year implementation plan, with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local Coordinating Board.

Transportation Disadvantaged Trust Fund: a fund administered by the Commission for the Transportation Disadvantaged in which all fees collected for the transportation disadvantaged program shall be deposited. The funds deposited will be appropriated by the legislature to the Commission to carry out the Commission's responsibilities. Funds that are deposited may be used to subsidize a portion of a transportation disadvantaged person's transportation costs which are not sponsored by an agency.

Transportation Operator: a public, private for profit, or private non-profit entity engaged by the community transportation coordinator to provide service to the transportation disadvantaged pursuant to an approved coordinated transportation system transportation disadvantaged service plan.

Transportation Operator Contract: the Commission's standard coordination/operator contract between the community transportation coordinator and the transportation operator that outlines the terms and conditions for any services to be performed.

Trend Analysis: a common technique used to analyze the performance of an organization over a period of time.

Trip Priorities: various methods for restricting or rationing trips.

Trip Sheet: a record kept of specific information required by ordinance, rule or operating procedure for a period of time worked by the driver of a public passenger vehicle in demand-response service. Also known as a driver log.

(UPHC) Unduplicated Passenger Head Count: the actual number of people that were provided paratransit transportation services, not including personal care attendants, non-paying escorts, or persons provided fixed schedule/fixed route service.

Unmet Demand: the number of trips desired but not provided because of insufficient service supply.

Urbanized Area: a city (or twin cities) that has a population of 50,000 or more (central city) and surrounding incorporated and unincorporated areas that meet certain criteria of population size of density.

(USDHHS) U.S. Department of Health and Human Services: a federal agency regulating health and human services.

(USDOT) U.S. Department of Transportation: a federal agency regulating the transportation field.

Van Pool: a prearranged ride-sharing service in which a number of people travel together on a regular basis in a van. Van pools are commonly a company-sponsored van that has a regular volunteer driver.

Vehicle Inventory: an inventory of vehicles used by the CTC, transportation operators, and coordination contractors for the provision of transportation disadvantaged services.

Vehicle Miles: the total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

Vehicle Miles per Vehicle: a performance measure used to evaluate resource utilization and rate of vehicle depreciation, calculated by dividing the number of vehicle miles by the total number of vehicles.

Vehicles: number of vehicles owned by the transit agency that are available for use in providing services.

Volunteers: individuals who do selected tasks for the community transportation coordinator or its contracted operator, for little or no compensation.

Will-Calls: these are trips that are requested on a demand response basis, usually for a return trip. The transportation provider generally knows to expect a request for a will-call trip, but cannot schedule the trip in advance because the provider does not know the exact time a passenger will call to request his/her trip.

LEE COUNTY LOCAL COORDINATING BOARD MEMBERSHIP CERTIFICATION

MPO Name: Lee County Metropolitan Planning Organization; 1926 Victoria Ave.; Ft. Myers, FL 33901
The Lee County Metropolitan Planning Organization named above hereby certifies to the following:

1. The membership of the Lee County Local Coordinating Board, established pursuant to Rule 41-2.012(3), *FAC*, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: Bob Raymond Date: December 16, 2011
MPO Chairperson

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
1	The MPO or DOPA shall appoint one elected official to serve as the official Chairperson for all Coordinating Board meetings.	**Brian Bigelow** (Chairman)	**December 2013**	No alternate by law	
2	A. A local representative of the Florida Department of Transportation (FDOT)	Julia B. Davis	Agency	Richard Shine	Agency
3	B. A local representative of the Florida Department of Children and Families (DCF)	Dianne Ledbetter	Agency	Kesley Crawford	Agency
4	C. A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible	**Randy Teston**	**December 2013**	(Vacant)	
5	D. In areas where they exist, a local representative of the Division of Vocational Rehabilitation Services or the Division of Blind Services, representing the Department of Education	Mary Watford	Agency	Flora Gonzalez	Agency
6	E. A person recommended by the local Veterans Service Office, representing Veterans of the county	Linda Carter	January 2013	James Scollen	September 2013
7	F. A person recognized by the Florida Association for Community Action representing the economically disadvantaged	Kim Hustad	Agency	Robin Jewett	Agency
8	G. A person over age 60 representing the Elderly in the county	Vacant		Vacant	

	The Lee LCB has a Representative of:	Voting Member	Term Expires	Alternate's Name	Term Expires
9	H. A person with a disability representing the disabled in the county	Brian Powers	April 2012	(Vacant)	
10	I--1.[One of Two] Citizen Advocates in the County	Michael Pierce	May 2012	Vacant	Vacant
11	I--2. [One of two] Citizen Advocates this one must be a person who uses the transportation service(s) of the system as their primary means of transportation.	David Lane (Vice-Chairman)	May 2013	Vacant	
12	J. A local representative for children at risk	Selena Hinsdale	Agency	Lacey Binkley	Agency
13	K. In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator.	Steve Myers	Agency	Peter Gajdjis	Agency
14	L. A local representative of the Florida Department of Elder Affairs	Angela Wood	Agency	Sue Clarke	Agency
15	M. An experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator	Kitty Sayers	February 2012	Mildred Hammer	February 2012
16	N. A local representative of the Florida Agency for Health Care Administration	Joe Martinez	Agency	Karen Brooks	Agency
17	O. A representative of the Regional Workforce Development Board established in Chapter 445, *Florida Statutes*	Jim Wall	Agency	Joe Belardinelli	Agency
18	P. A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, hospitals, local health department or other home and community based services, etc.	Vacant		Vacant	

TRANSPORTATION DISADVANTAGED SERVICE PLAN
LOCAL COORDINATING BOARD

TDSP ROLL CALL VOTE

REPRESENTATION	MEMBER	VOTED FOR	VOTED AGAINST	ABSENT FROM VOTING
1. Chairperson	Commissioner Kiker	**x**		
2. FDOT	Richard Shine	**x**		
3. DCF	Dianne Ledbetter	**x**		
4. Lee School District	Randy Teston			**x**
5. FDOE	Flora Gonzalez			**x**
6. Veterans	Linda Carter	**x**		
7. Community Action	Kim Hustad	**x**		
8. Elderly	Vacant			
9. Representing the Disabled	Brian Powers			**x**
10. Citizen Advocate	Michael Pierce	**x**		
11. Citizen Advocate Using the System	David Lane	**x**		
12. Children at Risk	Selena Hinsdale			**x**
13. Public Transit	Peter Gajdjis	**x**		
14. DEA	Angela Wood			**x**
15. Private for profit transportation	Michael Griffin	**x**		
16. AHCA	Joe Martinez	**x**		
17. Reg. Workforce Dev. Board	Deb Reardon	**x**		
18. Local medical community	Sue Maxwell			**x**

The Coordinating Board hereby certifies that an annual evaluation of this Community Transportation Coordinator was conducted consistent with the policies of the Commission for the Transportation Disadvantaged and all recommendations of that evaluation have been incorporated in this Transportation Disadvantaged Service Plan. We further certify that the rates contained herein have been thoroughly reviewed, evaluated and approved. This Transportation Disadvantaged Service Plan was reviewed in its entirety and approved by this Board at an official meeting held on March 9, 2012.

_____ _____

Date Larry Kiker, Lee County Local Coordinating Board Chairperson

Approved by the Commission for the Transportation Disadvantaged

_____ _____

Date Steven Holmes, Executive Director

I. DEVELOPMENT PLAN

A. INTRODUCTION TO THE SERVICE AREA

1. Background of the Transportation Disadvantaged Program

The purpose of this section is to provide information about the organization and development of Florida's Transportation Disadvantaged Program in Lee County. This Plan shall serve as the Coordinated Public Transit-Human Services Transportation Plan under the federal Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The transportation disadvantaged are defined in Chapter 427, Florida Statutes as:

> ***"those persons who because of physical or mental disability, income status, age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are person with a disability or high-risk or at risk as defined in s. 422.202, Florida Statutes."***

The 1979 Florida Legislature passed the Transportation Services Act, (Chapter 427, *Florida Statutes*), which called for the coordination at the County level of all Federal and State expenditures for the "transportation disadvantaged." At that time, the Coordinating Council of the Transportation Disadvantaged (CCTD) was formed. Besides overseeing the coordination of state and federally funded programs that provided or purchased transportation for its clients, the Council also provided evaluation and identification of policies, laws, and rule changes to improve mobility for those people in need of access to transportation for their daily living.

In 1989, the Florida Legislature reviewed Chapter 427, *Florida Statutes*, according to the States Regulatory Sunset Act, Chapter 11.61, *Florida Statutes*. During this legislative review, the Legislature reenacted Chapter 427, *Florida Statutes*, with major revisions. As a result, the Commission for the Transportation Disadvantaged is the agency authorized to implement the transportation disadvantaged program in Florida. Through Chapter 427, *Florida Statutes*, and Rule 41-2, *Florida Administrative Code*, the Commission for the Transportation Disadvantaged is responsible for accomplishing the coordination of transportation services provided to transportation disadvantaged individuals in the state of Florida.

The following sections identify each of the major components of Florida's Transportation Disadvantaged Program.

Florida Commission for the Transportation Disadvantaged (CTD)

The Florida Commission for the Transportation Disadvantaged is an independent commission housed administratively within the Florida Department of Transportation and reports to the Governor and the Legislature. The purpose of the Commission is to accomplish the coordination of transportation services to the transportation disadvantaged. The Commission is responsible for establishing policies, procedures and standards for the delivery of statewide coordinated transportation disadvantaged services; administering the Transportation Disadvantaged Trust Fund; providing statewide training and technical assistance to local partners in establishing coordinated transportation systems, managing contracts, and

developing a five-year plan to address the transportation needs of transportation disadvantaged persons.

The commission works cooperatively with state, local and federal agencies to assure that state agencies purchase transportation services from within the coordinated system unless a more cost-effective provider outside the system can be found. Currently, all of Florida's 67 counties have coordinated systems managed by 49 community transportation coordinators. Some of these community transportation coordinators serve regional areas.

The Florida Commission for the Transportation Disadvantaged (CTD) is comprised of seven (7) members all of whom are appointed by the Governor, five (5) of the members must have significant experience in the operation of a business, and it is the intent of the Legislature that, when making an appointment, the Governor selects persons who reflect the broad diversity of the business community in this state, as well as the racial, ethnic, geographical and gender diversity of the population of this state. Two of the members must have a disability and use the transportation disadvantaged system.

Each member shall represent the needs of the transportation disadvantaged throughout the state. A member may not subordinate the needs of the transportation disadvantaged in general in order to favor the needs of others residing in a specific location in the state.

Members are appointed to a term of four years and may be reappointed for one additional four year term. According to Florida Statute 427.012, at any given time, at least one member must be at least 65 years of age. The Governor may remove any member of the Commission for cause.

The Chairperson shall be appointed by the Governor and the Vice-Chairperson of the Commission shall be elected annually from the membership of the Commission.

Designated Official Planning Agencies (DOPA)

The designated official planning agency is responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are metropolitan planning organizations (MPOs). In the rural areas of the state, organizations which are eligible to serve as planning agencies are:

- County or city governments;
- Regional Planning Council's;
- Metropolitan Planning Organizations;
- Local planning organizations that are currently performing planning activities in the service area.

The planning agency is responsible for:

* Preparing a Transportation Improvement Program that includes a TD element.
* Recommending a Community Transportation Coordinator to the TD Commission.
* Appointing a Local Coordinating Board for the Transportation Disadvantaged.
* Providing staff support to the Local Coordinating Board.
* Preparing and submitting grant applications to the Commission.
* Preparing and submitting the Coordinated Transportation Development Plan, (TDSP) and its annual updates to the Commission.

The Lee County Metropolitan Planning Organization (MPO) was designated by the CTD to oversee the TD planning functions for Lee County.

Local Coordinating Board (LCB)

The designated official planning agency is responsible for appointing a local coordinating board in each county. The purpose of the coordinating board is to provide advice and direction to the Community Transportation Coordinator (CTC) concerning the coordination of transportation services. According to Rule 41-2 of the Florida Administrative Code, there are 16 members appointed to the local coordinating board. The designated official planning agency appoints an elected official to serve as the official chairperson for all local coordinating board meetings. The Vice-Chairperson is elected annually by the voting members of the Board.

The duties of the Local Coordinating Board include:

- Review and approve the Memorandum of Agreement and the Transportation Disadvantaged Service Plan drafted by the CTC, prior to submittal to the Commission.
- Evaluate services provided by the CTC under the approved Transportation Disadvantaged Service Plan.
- In cooperation with the CTC, review and provide recommendations to the Commission on funding applications affecting the transportation disadvantaged.
- Review the coordination strategies of service provision to the transportation disadvantaged in the designated service area.
- Evaluated multi-county or regional transportation opportunities.
- Appoint a Grievance Committee to serve as a mediator.
- Prepare a consolidated Annual Budget Estimate.
- Review and approve the Coordinated Transportation Development Service Plan (TDSP) and its updates for consistency with approved guidelines, goals and objectives of the Local Coordinating Board.
- Work in conjunction with the planning agencies in the recommended selection of the Community Transportation Coordinator.

Community Transportation Coordinator (CTC)

The Community Transportation Coordinator is the agency or organization in each county responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged. The Community Transportation Coordinator may provide all or a portion of transportation disadvantaged service in a designated service area. Community Transportation Coordinators may also subcontract or broker services if it is cost effective and efficient. The Community Transportation Coordinator (CTC) is responsible for the short-range operational planning, administration, monitoring, coordination, arrangement and delivery of transportation disadvantaged services originating within their designated service area on a full-time basis. In that context they have the following powers and duties:

- Develop, implement and monitor an approved Coordinated *Transportation Disadvantaged Service Plan.*
- Execute uniform contracts for service.
- Collect annual operating data for submittal to the TD Commission.
- Review annually all transportation operator contracts.
- Maximize the utilization of school bus and public transportation services in accordance with Chapter 427.0158.

- In cooperation with a functioning Coordinating Board, review all applications for local government, federal and state transportation disadvantaged funds, and develop and implement cost effective coordination strategies.
- In cooperation with the Coordinating Board, develop and implement and monitor a one year approved Transportation Disadvantaged Service Plan.
- In cooperation with the Coordinating Board, develop and negotiate a Memorandum of Agreement outlining the services planned for submittal to the Commission.
- Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in Chapter 427.015(2), *F.S.*

Based on either negotiations or a competitive proposal process, the official planning agency selects a Community Transportation Coordinator (CTC) for recommendation to the Florida Commission for the Transportation Disadvantaged which has final approval.

Good Wheels, Inc. is the designated CTC for Lee County. The CTC contracts out some of the service to transportation operators.

2. Community Transportation Coordinator Designation Date/History

Lee County's Transportation Disadvantaged program has a long history. In the late 1970's and early 1980's, service was provided through the Dr. Ella Piper Center and the Senior Friendship Center with assistance from Lee County Transit's "Help Bus." Later, Community Transit was designated the Community Coordinated Transportation Provider, and then their parent company, Care Cab, provided the service. When Care Cab resigned in May of 1990, Goodwill of Southwest Florida, Inc. was appointed the Community Transportation Coordinator. Goodwill formed a separate organization, Good Wheels, Inc., to perform the duties of the TD program. In March 1995, the Lee County Local Coordinating Board completed its Request for Proposal for a Community Transportation Coordinator by selecting COMSIS as the CTC for Lee County. That selection was recommended by the Lee County MPO, and then COMSIS was designated the CTC for Lee County by the Commission for the Transportation Disadvantaged in April 1995. COMSIS began their brokerage operations in Lee County on July 1, 1995. Later in 1995, COMSIS became Comsis Mobility Services, Inc. and, during FY 1996-97, Comsis Mobility Services, Inc, also known as COMSIS, or CMS, became, *Intelitran, Inc*.

During the 1999-2000 FY, the Lee MPO conducted a competitive procurement process for a complete brokerage community transportation coordinator. Through that process, on May 18, 2000 the Commission for the Transportation Disadvantaged designated *Intelitran* to be the CTC for Lee County for a three year contract starting July 1, 2000. (*Intelitran* eventually became ATC-Paratransit.)

During the 2002-03 FY, the Lee MPO conducted a competitive procurement process for a community transportation coordinator. Through that process, on April 25, 2003 the Commission for the Transportation Disadvantaged designated Good Wheels, Inc. to be the CTC for Lee County for a three year contract starting July 1, 2003. In September 2003 that contract was extended through a CTD executive order to June 30, 2008.

During the 2007-08 FY, the Lee MPO conducted a competitive procurement process for a community transportation coordinator. Through that process, on June 20, 2008, the Commission for the Transportation Disadvantaged designated Good Wheels, Inc. to be the CTC for Lee County for a five-

year contract for the period of July 1, 2008 through June 30, 2013. A copy of the letter dated July 10, 2008 in which the Commission designated Good Wheels, Inc. as the CTC for Lee County is attached in ***Exhibit A.***

Existing Conditions

The Cape Coral-Ft. Myers Metropolitan Statistical Area's (MSA) unemployment rate dropped 0.4 percentage point in September to 9.1 percent (not seasonally adjusted). The September 2012 rate is down 2.2 percentage points from September 2011.

The Cape Coral-Ft. Myers MSA also experienced positive indicators in housing, manufacturing and online job demand. Housing starts in the Cape Coral-Ft. Myers metro area were up over the year in August 2012 (the latest available data) by 35.0 percent, while foreclosures were down in Lee County in September 2012 by 22.5 percent over the month and 29.5 percent over the year. Eight metro areas in the state gained jobs over the year in manufacturing, led by the Cape Coral-Ft. Myers MSA and the Ocala MSA, both of which experienced an increase of 200 jobs. These data are not seasonally adjusted. Lastly, the Cape Coral-Ft. Myers metro area tied with the Lakeland metro area for the highest over-the-year percentage growth in online job demand at 9.0 percent.

Also in September, South Florida Works along with the state's other 23 Regional Workforce Boards reported a record of more than 52,983 Floridians placed in jobs. An individual who receives employment and training assistance through a One-Stop Career Center and finds a job within 180 days is deemed a placement and may be reported by a regional workforce board. Of these individuals, 15,514 previously received reemployment assistance. Since January, more than 287,000 Floridians were placed in jobs, with nearly 69,500 former claimants finding employment.

Florida's September unemployment rate declined to 8.7 percent (seasonally adjusted) and 3,500 new private sector jobs were created. The September 2012 rate was 1.7 percentage points lower than the year-ago rate of 10.4 percent. Since Governor Scott has been in office, the state's unemployment rate has dropped 2.4 percentage points and 156,800 private sector jobs have been created. (Floridajobs.com/The Florida Department of Economic Opportunity)

According to BEBR, the Population for Lee County in 2012 was 638,029 which was a slight increase from 618,754 in 2011. This is a much slower growth than what was experienced in the early to mid-2000's. The unemployment rate for the transportation disadvantaged is much higher than the countywide average and for those prospective workers transportation is a big issue and a barrier for them finding work. At the current time the funding available for the TD program is not even enough to cover all of the necessary medical trips, let alone transportation to work or to the store. Future trends on funding and need are expected to widen as the population of Lee County and Florida gets older and the funding continues to decrease. The percentage of people over 65 years of age in Florida is currently at 17% and this is expected to increase to over 27% by 2030 further exacerbating the problem.

3. Organization Chart

Exhibit B identifies all those involved in the provision of transportation disadvantaged service in Lee County.

4. Consistency Review of Other Plans

a. Local Government Comprehensive Plans

The local comprehensive planning process involves essentially four basic steps:

1. The collection and analysis of pertinent data concerning the physical and socio-economic characteristics of the study area;
2. The formulation of goals for future growth and development;
3. The development of objectives and policies guided by the goals which are the essence of the Comprehensive Plan; and
4. The implementation of the Comprehensive Plan.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County Comprehensive Plan, "*The Lee Plan 2012 Codification As amended through June 2012."*

b. Strategic Regional Policy Plan

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the *Strategic Regional Policy Plan* of the Southwest Florida Regional Planning Council, Adopted September 15, 2011.

c. LeeTran Ten-Year Transit Development Plan 2006-2015

The transit development plan (TDP) is the long-range financial and planning document of Lee County's transit system (LeeTran), and must be consistent with local government comprehensive plans. Transit providers must develop and maintain a TDP in accordance with state statutes in order to remain eligible for state transit block grants. The transit agency must provide an annual progress report to the Florida Department of Transportation in September of every year. A major update is required every five years. The current effort for which this TDP has been prepared for is the 2006-2015 TDP major update. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County Transit Development Plan.

d. Commission for the Transportation Disadvantaged 5 yr/20 yr Plan

"Our Mission" – To insure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons."

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Commission for the Transportation Disadvantaged's 5 year/20 year plan.

e. 2035 Long Range Transportation Plan for the Fort Myers-Cape Coral Metropolitan Area Adopted: December 8, 2010

The purpose of the Lee County Metropolitan Planning Organization's (MPO) 2035 Long Range Transportation Plan (LRTP) is to develop a process and a plan to address the future multimodal transportation needs of the Lee County area. It is a plan which coordinates and guides the capital

improvement programs of the Florida Department of Transportation (FDOT) and its member local governments, as well as recognizes the ongoing maintenance and operational activities of these entities. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Long Range Plan.

f. Transportation Improvement Program (TIP)

The TIP lists those highway, aviation, transportation enhancement, transit, transportation disadvantaged program, and intermodal projects that are currently programmed in the Florida Department of Transportation (FDOT) *Five-Year Work Program*, including the amount and source of funding, the implementation phases for which funds have been allocated (i.e., design, right-of-way acquisition and construction) and the years in which each phase is currently programmed. In order for these projects to be eligible for federal transportation funding, they must appear in this TIP. Projects programmed in the Lee County, City of Cape Coral, City of Fort Myers, City of Bonita Springs, Town of Fort Myers Beach and City of Sanibel capital improvement programs are also included in the TIP, for information purposes only. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Transportation Improvement Program, TIP.

g. LeeTran TLC Plan Locally Coordinated Human Services Transportation Plan

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

The LCHSTP was developed using an extensive public involvement process to gain input on transportation deficiencies. Two public workshops were held to help shape the LCHSTP (on May 13, 2008 and June 17, 2008) as well additional public input that was received through the TAC, CAC and MPO Board meetings prior to finalizing the document. A project selection process and scoring criteria was developed using the input that was provided and a selection committee was formed and approved by the MPO Board. The LCHSTP was adopted in August and the entire document can be found on the MPO's website at www.leempo.com under documents.

Here is a list of the priorities for the TLC Plan:

- Increased Fixed Route Frequencies;
- Increased Fixed Route Weekend Service;
- Subsidized Vanpools; Educational Programs;
- Expand Para-transit Service;
- Later Evening Fixed Route Service;

- Transit Infrastructure;
- Circulator/Flexible Routes;
- Park & Ride Lots; and
- Connection of Service to Collier County.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Lee County MPO Locally Coordinated Human Services Transportation Plan.

Additionally, the coordinated transportation disadvantaged program as coordinated by the Community Transportation Coordinator, (CTC) has identified these funding needs:

- Operating assistance
- Match for operating assistance
- Capital assistance for vehicles
- Match for capital assistance for vehicles
- Capital assistance to upgrade and maintain the CTC facility
- Match for capital to upgrade and maintain the CTC facility

5. Public Participation

The Lee County Transportation Disadvantaged Coordinating Board includes representatives of public, private and non-profit transportation and human services providers as well as the public to participate in the development and update of the Lee County Transportation Disadvantaged Service Plan. The Transportation Disadvantaged Service Plan is developed through input of the Lee County Transportation Disadvantaged Board whose membership includes citizens and human service providers.

The Local Coordinating Board meetings are held in ADA accessible locations and open to the public. In addition to the membership listed above, the mailing list for the LCB quarterly agendas include transportation partners, transportation disadvantaged passengers and advocates, human service organizations, faith-based and community based organizations, local school districts and others. The Lee County LCB seeks input from the public at all its meetings and makes a concerted effort to include many community partners and advocacy groups in the planning, evaluation and service development processes throughout the year. In addition, an annual public hearing was held on March 1, 2013 and advertised to the public as required under the CTD regulations.

As part of the development of the Transportation Disadvantaged Service Plan, input was solicited from the Lee County Metropolitan Planning Organization (MPO), the MPO's Technical Advisory Committee and the MPO's Citizen Advisory Committee.

B. SERVICE AREA PROFILE/DEMOGRAPHICS

1. Service Area Description

Lee County, Florida was founded on May 12, 1887 and named in honor of General Robert E. Lee. The County, located on the Gulf coast of Florida, encompasses approximately 811 square miles including several small islands in the Gulf of Mexico. The County is bordered by Charlotte County to the north,

Hendry County to the east, Collier County to the south and the Gulf of Mexico to the west. Three incorporated municipalities are located on the mainland: Fort Myers (the county seat); Bonita Springs and Cape Coral. Fort Myers Beach, a fourth municipality, is located on Estero Island and a fifth municipality, Sanibel, is situated on the island of the same name. A map showing the municipalities and the unincorporated area is on page. The unincorporated communities include Alva, Captiva Island, Estero, Lehigh Acres, Matlacha, North Fort Myers, Pine Island and Tice.

Table 1 shows the number of square miles within each incorporated municipality and the County:

TABLE 1

Land Area	**Square Miles**
Fort Myers	48.865
Cape Coral	109.9
Sanibel	15.3
Fort Myers Beach	2.5
Bonita Springs	39.6
Unincorporated Area	603.8
TOTAL SQUARE MILES	819.965

Source: Lee County Property Appraiser's Office GIS Dept. (2010)

Demographics

a. **Land Use**

Several years ago Lee County was ranked as one of the fastest growing areas in the nation. Current large scale developments of regional impact (DRIs) included Coconut Point, Gateway, Pelican Landing, Bonita Bay and Arborwood. However, after the 2008 national economic downturn, Lee County was negatively impacted relative to land development and DRI sized projects. Over the past several years there have been no new DRIs submitted for review and approval in the region. Currently, all the previously approved DRIs are still on-going and continue to grow although at a slower rate than previously. These existing DRIs remain important to the Transportation Disadvantaged program in Lee County because the demand for TD trips are still increasing as the DRI's are building out and population in those areas continue to grow.

Insert Lee County City or Town Boundaries Map (2012)

Population/Composition

TABLE 2
POPULATION

Area	2012 Estimate	2011 Estimate	2010 Estimate	2009 Estimate	2000 Actual
Florida	18,827,664	18,801,310	18,537,969	18,537,969	15,982,378
Lee County	638,029	618,754	613,546	615,124	440,888
Bonita Springs	45,129	43,914	44,793	46,425	32,797
Fort Myers Beach	6,253	6,277	6,767	6,919	6,561
Fort Myers	66,835	62,298	68,190	68,819	48,208
Sanibel	6,489	6,469	6,211	6,329	6,064
Cape Coral	160,184	154,305	164,673	162,852	102,286

Source: U.S. Census Bureau (February 2012) / BEBR April 2012

TABLE 3
LEE COUNTY POPULATION PROJECTIONS
2010 THROUGH 2035

	2010	2015	2020	2025	2030	2035
Low	585,600	620,400	649,800	667,800	673,800	668,500
Medium	622,900	701,000	789,600	875,700	957,100	1,034,400
High	660,300	789,600	935,000	1,089,500	1,251,400	1,420,700

Source: Office of Economic & Demographic Research, the Florida Legislature
http://edr.state.fl.us (Demographic Estimating Conference Database – January 2011)

b. Employment

Good Wheels, Inc., Community Transportation Coordinator for Lee County, does not have the funding to provide employment transportation in Lee County. Table 4 provides a listing of the top private employers in Lee County. Some of the companies on the listing have a centralized employment center, e.g., one big office. Other companies have locations throughout the County, for example the Publix Supermarkets have numerous locations in Lee County. In future editions of the TDSP Development Plan component, the locations of these companies will be mapped, in order to show specific areas where work trips are clustered.

Table 4

LEE COUNTY MAJOR EMPLOYERS 2012

COMPANY	PRODUCT/SERVICE	EMPLOYEES
1 Lee Memorial Health System	Non-profit hospital/healthcare system	10,249
2 Lee County School District	Public schools	9,394
3 Publix Super Markets	Grocer, retail	4,362
4 Lee County Administration	County government	2,538
5 Wal-Mart	General merchandise--retail	1,967
6 Lee County Sheriff's Office	Public safety, sheriff	1,585
7 U.S. Postal Service	Postal Service	1,291
8 Chico's FAS, Inc.	National store support center for women's apparel companies	1,253
9 City of Cape Coral	City Government	1,197
10 Target	General Merchandise-retail	1,100
11 Florida Gulf Coast University	State University	1,083
12 Hope HealthCare Services	Care/services for people at the end of life	1,000
13 City of Fort Myers	City Government	908
14 Shell Point Retirement Comm.	Life care facility	900
15 Comcast	Telecommunications	705
16 21st Century Oncology.	Hqs. for radiation facilities across the US	627
17 Lowe's Home Improvement	Building materials	602
18 Edison State College	State college	596
19 Alorica, Inc.	Customer service provider	520
20 South Seas	Resorts, call center	500
21 CenturyLink	Telephone local communications, wireless/PCS, broadband	500
22 Bank of America	Financial institution	500
23 Gartner, Inc.	IT business intelligence, finance & inside sales	469
24 Hyatt Regency Coconut Point	Hotel	450
25 Crowther Roofing	Roofing company, light gauge truss framing	428
26 LCEC, Inc.	Electric utility	423
27 Kelly Services, Inc.	Employment services	400
28 Goodwill Industries-Southwest	Non Profit Organizations	381
29 COSTCO	General merchandise store	375
30 Sunstream Hotels & Resorts	Hotels and resorts	374
31 LYNX Services, LLC	Insurance claims processing center	374
32 Lee County Port Authority	International airport/port authority	360
33 Lee County Clerk of Courts	Constitutional officer	352
34 Radiology Regional Center	Medical office	350
35 Lehigh Regional Medical Center	Community hospital	350
36 Florida Cancer Specialists	Administration office of Florida cancer specialist	341
37 The News-Press Media Group	Daily newspaper; weekly community newspaper; web publ.	320
38 G4S Secure Solutions Inc.	Guard and security service	320
39 Bonita Bay Group	Land developer	302
40 Winn Dixie, Inc.	Grocer, retail	300
41 Pall Corporation	Manufacturing of aerospace & industrial filtration	300
42 B & I Contractors, Inc.	Mechanical, electrical & plumbing contractor; mfg of ducts	300
43 Source Interlink	HQ media & leading publisher, sales & service distrib.	296
44 Internal Medicine of SWFL	Physicians & surgeons	287

45 Physicians' Primary Care	Multi-specialty medical practice	284
46 Cypress Cove	Assisted living	284
47 Florida Power & Light	Electric utility	272
48 Syngenta Flowers	Unrooted chrysanthemum cuttings	270
49 Fort Myers Toyota Family Store	Automobile sales	267
50 Sam Galloway Ford, Inc.	Auto dealership	264
51 Keepsake Plants	Flower grower	250
52 Heinz North America	Mfg., frozen food snacks	237
53 Southwest Florida College	College of business	225
54 Beall's Department Store	General merchandise--retail	222
55 Securitas Security Services, Inc.	Security Services	220
56 Miromar Development Corp.	Real estate development (retail & housing)	216
57 Coca-Cola Refreshments	Carbonated beverage distribution, non-carbonated beverages	210
58 Apollo Info Services/ECI	Medical billing processing	209
59 Lee County Tax Collector	Constitutional officer	205
60 Raymond Building Supply	Lumber & millwork	200
61 LeeSar Regional Service Center	Medical supply distributor, record retention services	200
62 Fifth Third Bank	Financial institution	197
63 SunTrust/Southwest Florida	Financial institution	194
64 WCI Communities, Inc.	Real estate developer, residential builder	192
65 Waterman Broadcasting	Television broadcasting	185
66 Stilwell Enterprises	Hospitality services	182
67 Pink Shell Beach Resort & Spa	Hotel	181
68 Fort Myers Broadcasting	TV broadcasting & commercial radio-WINK-TV, WINK-FM	181
69 J. J. Taylor Distributing FL	Wholesale of Beer, wine spirits, water, etc.	171
70 Eye Centers of Florida	Eye care clinics	167
71 Sam's Club	General merchandise stores	165
72 AIM Engineering	Civil engineering, surveying,design, environmental, planning	165
73 Salvation Army of Lee County	Community Service Organization	161
74 FL DEP	Environmental Protection	161
75 United States Service	Janitorial Service	160
76 Suncoast Beverage Sales	Beverage distribution	160
77 ABT SRBI	Market and opinion research	158
78 Coral Trace Health Care	Skilled nursing care facility	153
79 UPS	Package delivery service	152
80 United Mechanical, Inc.	Air conditioning, plumbing, mechanical contractor	150
81 Wells Fargo Company	Financial institution	145
82 HendersonFranklinStarnes&Holt	PA Law office	145
83 Shaw Development LLC	Manufacturing	141
84 Gulf Coast Readers	Magazines	140
85 RE/MAX Realty Group	Real estate-commercial & residential	139
86 Orthopedic Specialists of SW FL	Orthopedic doctors office	137
87 Home-Tech	AC, major appliances, plumbing & electrical contractor	135
88 'Tween Waters Inn	Hotel, resort	130
89 Regions Bank	Financial institution	130
90 Paramount Trans. Logistics Ser.	Corporate Hqs. for transporattion logistics	128
91 Scanlon Auto Group	Auto dealership	125
92 Rehabilitation & Health Care	Nursing home	125
93 JRL Ventures, Inc.	Marine Concepts Fiberglass design, tooling & parts	125
94 Broadway Palm Dinner	Theatre Entertainment/Theatre	125

95 Pepsi Beverages Company	Carbonated beverage & water distribution	120
96 GE Global Business Services	Accounting, payroll services & finance for GE businesses	120
97 Consulate Health Care	Nursing Homes	118
98 DSI Laboratories	Medical & toxicology laboratory	115
99 Crowne Plaza	Full service hotel, banquets & meetings	115
100 Breeze Newspapers	Newspaper publishing	115

Source: Lee County Economic Development Office, February 2013

Table 5

LEE COUNTY MAJOR MANUFACTURERS 2012

COMPANY	PRODUCT/SERVICE	EMPLOYEES
1 The News-Press Media Group	Daily newspaper; weekly community newspaper;web publ.	320
2 Pall Corporation	Manufacturing of aerospace & industrial filtration	300
3 Heinz North America	Mfg., frozen food snacks	237
4 Raymond Building Supply	Lumber & millwork	200
5 Shaw Development LLC	Manufacturing	141
6 JRL Ventures, Inc	Fiberglass design, tooling & parts	125
7 Breeze Newspapers	Newspaper publishing	115
8 Smart Companies	Retail shutter/windows, hurricane screen mgf, impact windows	114
9 West Coast Florida Enterprises	Roofingcontractor & steel truss manufacturing	100
10 Saminco, Inc.	Electric traction drives for vehicles	90
11 Fusion Industries	Cabinetry, casework, solid surface & stone countertops	85
12 Cornerstone Kitchens, Inc.	Kitchen cabinet refacing, remodeling & granite counters	80
13 AJAX Paving Industries of FL	Paving	78
14 Kings Brand LLC	Food processing	75
15 Creative Door & Millwork	Hardware, doors, millwork, windows, hollow metal	70
16 Forestry Resources, Inc.	Horticultural products, mulch, fertilizers, landscape supplies	62
17 Munters Corporation	Humidification/dehumidification equipment mfg.	60
18 Cement Industries, Inc.	Manufacturer pre-cast & pre-stressed concrete bldg. product	60
19 Air Science USA, LLC	Import, manufacture, distribution, sales lab equip	60
20 Nor-Tech Hi-Performance	Boat Builder, custom high performance	58
21 Gulf Paving Company, Inc.	Ready mix, emulsified & hot mix asphalt	57
22 Dean Steel Buildings, Inc.	Pre-engineered buildings	53
23 Suncoast Aluminum Furniture	Manufacturing of pool and patio furniture	50
24 Klocke of America, Inc.	Packaging of samples & uni-dose items	50
25 Fox Electronics	Manufacture of electric crystals, oscillators, filters	50
26 Ecological Laboratories	Manufacture of natural biological coumpounds	50
27 Prestige Packaging, Inc.	Pharmaceutical packaging	49
28 Vault Structures, Inc.	Vaults, safes & vault doors, redi mix	47
29 TriCircle Pavers, Inc.	Interlocking pavers & pool coping, hardscape materials	45
30 Precision Econowind, Inc.	Manufacture of custom wound electric coils	45
31 DexOne	Publishers of the CenturyLink yellow pages	45
32 Camp-Rigby	Roofing-Sheet Metal Roofing & sheet metal	45
33 U.S. Sign & Mill Corporation	Interior & exterior design signs; commercial signage	44
34 Oldcastle Precast East, Inc.	Concrete sanitary storm structures & bldgs.	44
35 Liberty Aluminum Company	Screen enclosures, railing, carports	44
36 Preferred Materials	Road construction materials, concrete, rebar	41
37 HFscientific	Turbidimeters & chlorine measuring instru. for testing water	40

38 Coastal Fire Protection	Fire sprinkler contractors and designers	40
39 All About Closets, Inc.	Wood closet manufacturing & installation	38
40 Crystek Crystals Corporation	Electronic components & quartz crystal oscillators	37
41 Creative Cabinet Concepts, Inc.	Custom wooden & laminated cabinets	36
42 Dekoron/Unitherm	Heat hose & heat trace bundles equipment mfg.	35
43 CMC Rebar	Florida Steel fabricating	35
44 Micro Control Systems	Microprocessor control systems for the HVAC/Chiller industry	33
44 Micro Control Systems	Microprocessor control systems for the HVAC/Chiller industry	33
45 Roadsafe Traffic Systems	Barricade rentals, pvmt markings, traffic/custom signs, mail	31
46 S & S Precast, Inc.	Prestress Concrete Products	30
47 Press Printing Enterprises	Inc Printing	30
48 Easy Picker Golf Products	Manufacturing of golf course driving equip.	30
49 California Closet, Inc.	Closet installation & manuf.	30
50 D & D Machine & Hydraulics	Manuf. of hydraulically driven submersible dewatering pumps	28

Source: Lee County Economic Development Office, February 2013

Table 6 provides a breakdown of passenger trips by trip purpose.

TABLE 6
TD TRIPS BY PURPOSE IN LEE COUNTY

Purpose	Number of Trips FY 2010/11	Number of Trips FY 2011/12	Difference
Medical	71,904	72,361	457
Employment	0	0	0
Education/Training/Daycare	48,214	34,763	-13,451
Nutritional	4,154	3,457	-697
Life Sustaining/Other	107	120	13
Total Trips	124,379	110,701	-13,678

Source: CTD ARP 2012

Table 7 provides a breakdown of the total number of trips provided by funding source.

TABLE 7
PASSENGER TRIPS PROVIDED BY FUNDING SOURCE

Source	Number of Trips FY 2010/11	Number of Trips FY 2011/12	Difference
CTD	19,946	22,590	10,644
AHCA	47,026	51,334	4,308
APD	43,798	24,288	-19,510
DOEA	6,772	4,978	-1,794
DOE	0	0	0
Other	6,837	7,511	674
Total Trips	124,379	110,701	-13,678

Source: CTD ARP 2012

Major Trip Generators/Attractors

Tables 8, 9, 10 and 11 and the map on the next page show the major trip generators and attractors in Lee County, Florida.

When the TDSP is annually updated, that is the opportunity for the Local Coordinating Board, the Community Transportation Coordinator, as well as the Designated Official Planning Agency, to identify new facilities that have been opened, or are in the planning stages and to identify whether it is feasible for the CTC to provide service to these locations.

TABLE 8

SHOPPING/ENTERTAINMENT	
Edison Mall	Page Field Commons
Gulf Coast Town Center	Coconut Point Mall
Miromar Outlets	Wal-Mart (US 41 North)
Coral Point Mall (Cape Coral)	Coralwood Mall (Cape Coral)
Lee County Sports Complex	Lakes Regional Park
City of Palms Park	Lovers Key State Park
Lee Civic Center	Koreshan State Park
Greyhound Track	Lynn Hall Park
Bonita Beach Park	Ding Darling Refuge
Sunsplash Water Park (Cape Coral)	Harborside Convention Center
Edison Home	Southwest Florida International Airport
jetBlue Park	

Source: Lee County MPO 2013

TABLE 9

RECREATION FACILITIES	
Regional Parks (including 11 beach parks and 4 sports complexes)	29
Community parks (including 14 rec. centers or community centers)	28
Neighborhood parks	8
Large boat ramps	7
School shared park sites	21
Pools	11
TOTAL	104

Source: Lee County Office of Economic Development 2008

TABLE 10

MEDICAL FACILITIES	
Lee Memorial Hospital	Health Park Medical Center
Cape Coral Hospital	Rehabilitation Center
Children's Hospital	Health Park Care Center
Lehigh Reg. Medical Center	Gulf Coast Hospital
VA Hospital	

Source: Lee County MPO 2013

Insert Shopping, Entertainment & Medical Map (2013)

Education

As of January 2013, The Lee County school system operates 118 schools, 45 elementary, 17 middle, 4 K-8, 13 high schools, 16 Special Centers, 2 High Tech Centers and 21 charter schools. A total of 85,466 students were enrolled. Sixty private schools are also located in the County.

The following colleges and universities serve the region: Edison State College, Florida Gulf Coast University, Barry University, Hodges University, Southwest Florida College, Rasmussen College, Keiser University and Nova Southeastern University. Florida Gulf Coast University offers bachelor and graduate degrees while Edison State College offers certificate, associate and bachelor degrees. Barry University offers certificates, bachelor degrees and master degrees. Hodges University offers associate, bachelor and master degrees while Southwest Florida College offers certificates and associate degrees. Rasmussen College offers bachelor, associate and certificates. Keiser University offers certificates, associate, bachelor and master degrees. Nova Southeastern University offers bachelor, master and professional degrees.

TABLE 11
Universities

Edison State College	Florida Gulf Coast University
Barry University	Hodges University
Southwest Florida College	Rasmussen College
Keiser University	Nova Southeastern

Source: Economic Development Office of Lee County 2011

e. Inventory of Available Transportation Services

TABLE 12

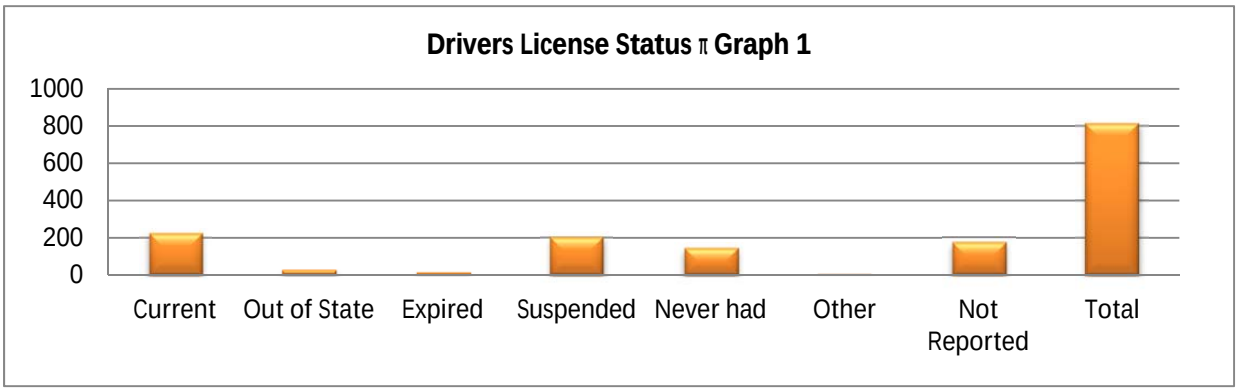
Metro Cab 1685 Target Ct,Fort Myers, FL33905 **(239) 274-5000**	Porter's Taxi 18442 Fern Rd.,Fort Myers,FL 33967 **(239) 822-7688**	Bluebird Taxi 3252 Palm Ave,Fort Myers, FL33901 **(239) 275-8294**
Yellow Cab Fort Myers,FL33901**(239) 332-1055**	Airport Taxi Inc 15501 Old McGregor Blvd,Fort Myers, FL 33908 **(239) 768-5400**	Cape Cab 1538 NW 16th Pl,Cape Coral, FL 33993 (**239) 841-0000**
Cape Cab 1538 NW 16th Pl,Cape Coral, FL 33993 **(239) 841-0000**	Aaron Airport Limo & Taxi 13233 Greywood Cir,Fort Myers, FL 33966 **(239) 768-1898**	Errol's Taxi Svc 15560 McGregor Blvd # 6, Fort Myers, FL33908 **(239) 275-0333**
Paradise Taxi 260 Fairweather Ln,Fort Myers Beach ,FL 33931 **(239) 470-7500**	Parrot Taxi Inc 14600 S Tamiami Trl # 80, Fort Myers, FL 33912 **(239) 200-5306**	Yellow Group 14261 Jetport Loop W Ste 1, Fort Myers, FL33913 **(239) 939-5700**
Amber Taxi Fort Myers, FL 33901 **(239) 243-0900**	Hawks Transportation Fort Myers, FL 33901 **(239) 645-2138**	Pine Island Taxi and Limo Inc 5576 Doug Taylor Cir, Saint James City, FL 33956 **(239) 283-7777**
Coconut Cab Taxi	Aaa Palm Taxi Svc	Sanibel Limo

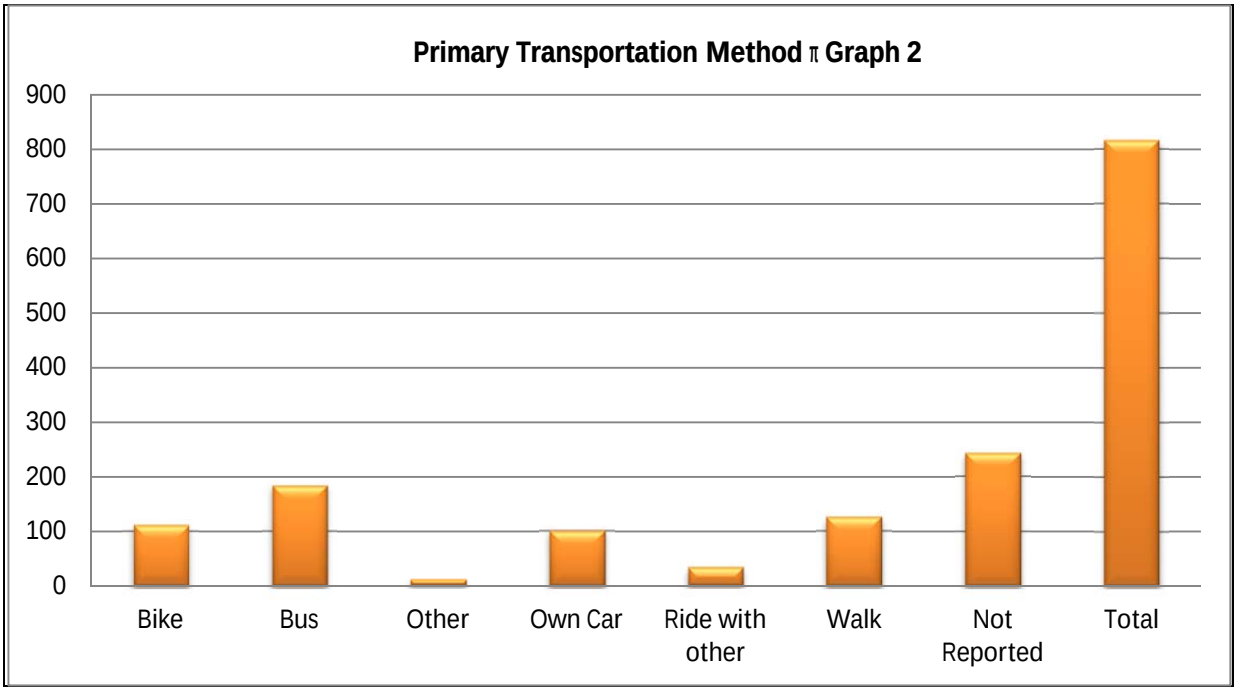
201 Primo Dr, Fort Myers Beach, FL 33931 (**239) 765-6666**	11921 Seabreeze Cove Ln # 104, Fort Myers, FL33908 **(239) 590-0014**	Fort Myers, FL 33901 **(239) 258-9420**
Uschi's Gulfcoast Trnsprtn Fort Myers, FL33907 **(239) 671-7386**	Caribbean Taxi 2861 Work Dr, Fort Myers, FL 33916 **(239) 226-0190**	Bluebird Checker Yellow 3252 Palm Ave,Fort Myers, FL 33901 (**239) 275-8294**
Orange Taxi 3252 Palm Ave, Fort Myers, FL 33901 **(239) 454-8294**	Cuffley Cars 3252 Palm Ave, Fort Myers, FL 33901 (**239) 995-1122**	Union Cab Inc 3252 Palm Ave,Fort Myers, FL 33901 **(239) 334-6366**
Only Way To Go Transport LLC 13141 Corbel Cir Apt 412, Fort Myers, FL 33907 (**239) 878-9473**	Aaa Airport Causeway Cab Co 11708 Pointe Cir, Fort Myers, FL 33908 **(239) 433-1122**	A-1 Cadillac Transportation 9001 San Carlos Blvd # 1, Fort Myers, FL 33967 **(239) 566-7600**
C & C Taxi of Lehigh Fort Myers, FL 33912 **(239) 810-2828**	Orange Taxi Fort Myers, FL 33911 **(239) 454-8294**	C-4 P's Inc 7070 Watts Rd, Fort Myers, FL 33905 **(239) 337-0268**
Local Motion Taxi 12601 Watercress Ln,Fort Myers, FL 33908 **(239) 463-4111**	Airport Express 24/7 Fort Myers , FL 33919 **(239) 565-9994**	Metro Cars 2459 Market St, Fort Myers, FL 33901 **(239) 463-8888**
Royal Taxi Service USA 10150 Metro Pkwy, Fort Myers, FL 33966 **(239) 243-3071**	Fort Myers Express Taxi Service 2101 Crystal Drive, Fort Myers, FL 33907 **(260) 301-6277**	Naples Florida Airport Shuttle & Taxi 6900 Daniels Pkwy Ste 29, Fort Myers, FL 33912 **(239) 961-7100**
AAA Palm Taxi Service 16208 Mercury Way, Fort Myers, FL 33908 **(239) 590-0014**	Pine Island Taxi & Limo Inc 2922 York Rd, Saint James City, FL 33956 **(239) 283-6400**	Manuel Jesus Taxi 1043 Lovely Ln, North Fort Myers, FL 33903 **(239) 362-8047**
Preferred Platinum Limousine 265 Ohio Ave, Fort Myers Beach, FL 33931 **(239) 687-8585**	John's Where U Wantta Go 2830 Garden St, North Fort Myers, FL 33917 **(239) 997-8294**	Porter's Taxi Serving the Fort Myers Area **(239) 822-7688**
Christopher Graham Taxi Service Serving the Fort Myers Area **(239) 895-5475**	Above All Airport Rides, LLC Serving the Fort Myers Area **(239) 330-1854**	Maxi Transportation Serving the Fort Myers Area **(239) 598-2600**
A Aardvark Svc Serving the Fort Myers Area **(239) 542-4396**	Lou's Taxi & Airport Transportation Serving the Fort Myers Area **(239) 549-5272**	TopLimo,Inc Serving the Fort Myers Area **(239) 352-9538**
A OnTime Ride OR 30% OFF LLC Lehigh Acres, FL 33936 **(888) 910-6221**	Skyline Taxicabs Inc 23346 Gellert Ave,Punta Gorda, FL 33950 **(941) 639-0957**	Captiva Limousine Svc Inc 6055 Macbeth Ln, Fort Myers, FL 33908 **(239) 994-0167**
Naples Luxury Taxi Transportation Services Serving the Fort Myers Area **(239) 444-4300**	Airport Express Transportation 1106 SW 37th St, Cape Coral, FL 33914 **(239) 597-9001**	A Flat Rate Airport Taxi Inc. 3825 Cleveland Ave, Fort Myers, FL 33901 **(239) 707-1969**

Perfect Gentlemen Taxi & Airport Shuttle Service 9450 Ivy Brook Run, Fort Myers, FL 33913 **(239) 768-6888**	Angel Transportation Service Fort Myers, FL 33911 **(239) 410-4800**	Ron's Airport Transportation 3530 SW 14th Pl, Cape Coral, FL 33914 **(239) 541-8536**
DannyBoys Transportation 3748 Richard Road, Fort Myers, FL 33903 **(239) 823-3144**	Ambassador Transportation Fort Myers, FL 33907 **(239) 204-0783**	Airport Taxi 15501 McGregor Blvd, Fort Myers, FL 33908 **(239) 489-4473**
BEACH TAXI INC Fort Myers Beach, FL 33931 **(239) 314-8693**	1st Class Limousine Service Serving the Fort Myers Area **(239) 440-3448**	A Platinum Ride Serving the Fort Myers Area **(239) 810-5654**
Veterans Car Service Cape Coral, FL 33914 **(239) 810-6178**	24/7 Airport Transportation 3252 Palm Ave, Fort Myers, FL 33901 **(239) 204-4487**	

f. Homeless Coalition Transportation Data

The Lee County Homeless Coalition conducted a survey in January 2011 to obtain homeless statistics. Part of the data collected included transportation data from the 2011 Point In Time Count. The following graphs depict the results showing only the transportation data.




Primary Transportation Method π Graph 2
900
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700
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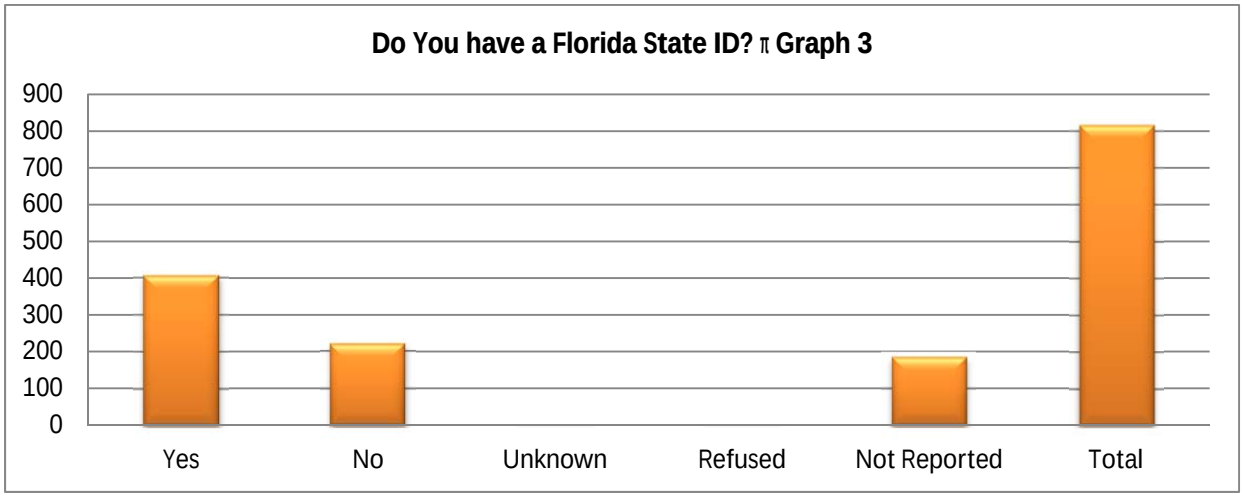
100
0
Bike
Bus
Other
Own Car
Ride with other
Walk
Not Reported
Total


Do You have a Florida State ID? π Graph 3
900
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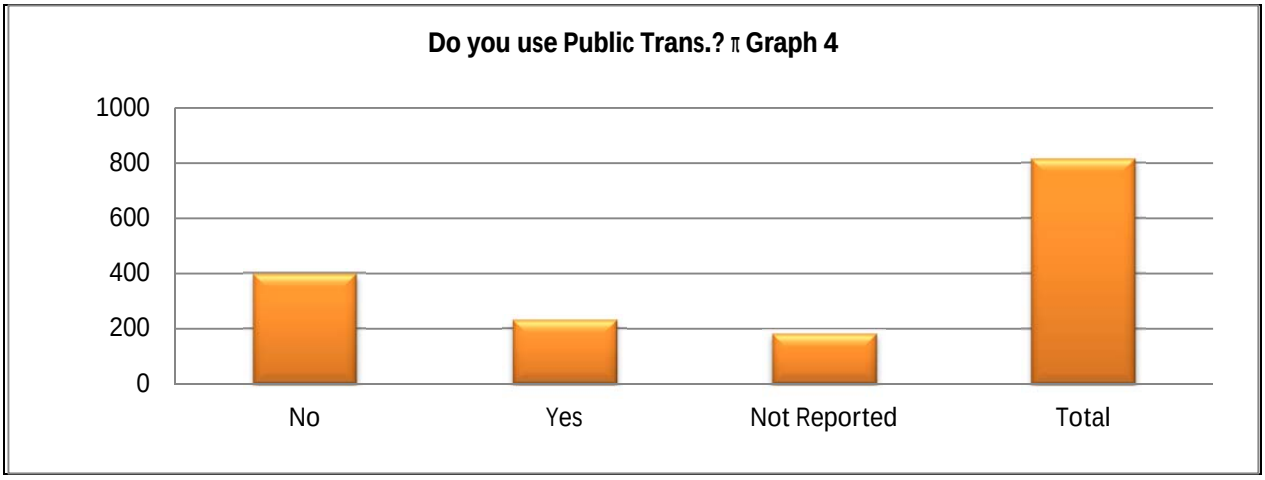
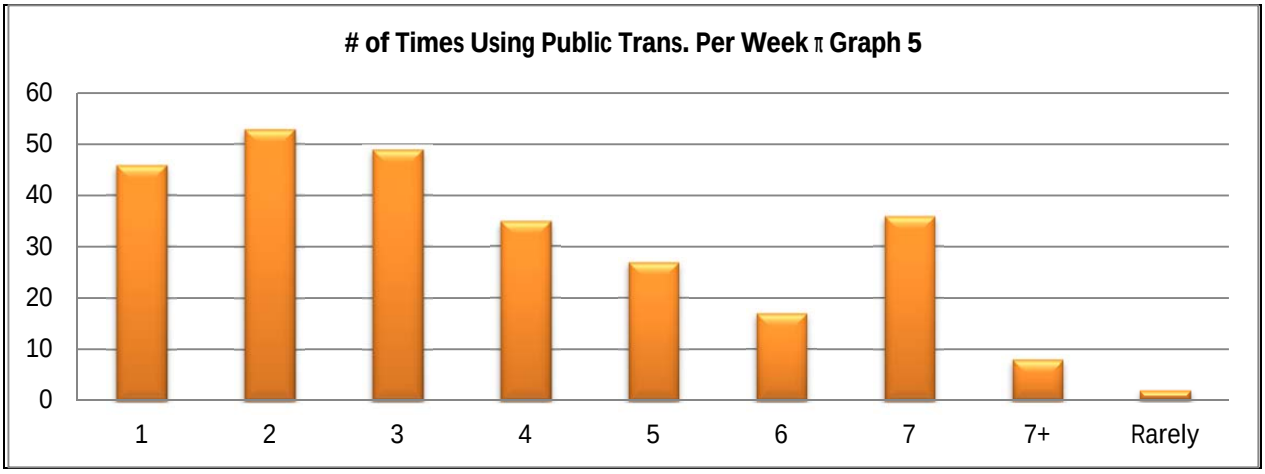
500
400
300
200
100
0
Yes
No
Unknown
Refused
Not Reported
Total





C. SERVICE ANALYSIS

This section provides estimates of the need and demand for transportation services within the Transportation Disadvantaged (TD) population in Lee County, Florida.

1. TD Population Forecasts

There are two categories of TD population in the State of Florida – "Potential TD Population" also known as TD Category I. This category includes disabled, elderly, low-income persons and children who are "high-risk" or "at risk". TD Category II includes persons who are unable to transport themselves or to purchase transportation. These individuals are eligible to receive the same subsidies as those in Category I, plus they're eligible to receive TD Trust Fund monies for non-sponsored general trips. Tables 12, 13 and 14 break down the two categories of the TD population in the State of Florida.

TABLE 13
Forecasts of TD Population in Lee County, Florida

TD Pop. Figures	Year				
	2013	**2014**	**2015**	**2020**	**2025**
Category I	251,081	257,974	265,071	303,829	348,683
Category II	44,754	45,925	47,431	53,697	61,268

Source: **http://www.dot.state.fl.us/ctd** 2013

TABLE 14
2012 Lee County Potential Transportation
Disadvantaged Population (Category I) Estimates

Segments	**Population Estimates**
Disabled, Non-Elderly, Low Income	2,408
Disabled, Non-Elderly, Non-Low Income	20,524
Disabled, Elderly, Low-Income	2,990
Disabled, Elderly, Non-Low Income	44,470
Non-Disabled, Elderly, Low Income	8,379
Non-Disabled, Elderly, Non-Low Income	124,616
Non-Disabled, Non-Elderly, Low Income	34,074
Total Potential Transportation Disadvantaged Population	237,461

Source: **http://www.dot.state.fl.us/ctd** 2012

TABLE 15
2012 Lee County Potential Transportation
Disadvantaged Population (Category II) Estimates

Segments	**Population Estimates**
Transportation Disabled, Non-Elderly, Low Income	1,021
Transportation Disabled, Non-Elderly, Non-Low Income	8,708
Transportation Disabled, Elderly, Low Income	1,785
Transportation Disabled, Elderly, Non-Low Income	26,546
Non-Transportation Disabled, Low Income, No Auto, No Fixed-Route Transit	4,249
Total Transportation Disadvantaged Population	42,309

Source: **http://www.dot.state.fl.us/ctd** 2012

2. Needs Assessment

The purpose of this section is to assess the transportation needs and demand for individuals with disabilities, elderly, low income and high risk and at risk children. This section attempts to identify any

gaps in transportation services that are needed in the service area.

The Community Transportation Coordinator, (CTC) has identified these funding needs:

- Operating assistance
- Match for operating assistance
- Capital assistance for vehicles
- Match for capital assistance for vehicles
- Capital assistance to upgrade and maintain the CTC facility
- Match for capital to upgrade and maintain the CTC facility

FY 12-13 PROJECT	LOCATION	ESTIMATED COST	FUNDING SOURCE
Purchase 4 replacement vehicles for high level service to the elderly and persons with disabilities.	Glades, Hendry, Lee Counties	$427,077	U.S.C. Section 5310

3. Barriers to Coordination

The main Barrier to Coordination in Lee County is the Medicaid and Agency for Persons with Disabilities funding restrictions. Those funding restrictions cause extreme stress on the system and hinder the CTC's ability to coordinate transportation.

A significant Barrier to Coordination is the responsibility of the various social services agencies (both federally and State of Florida funded) to coordinate and purchase their transportation through the CTC, Good Wheels. The social service agencies should have enough funding to ensure that transportation is properly included in their cost for agency sponsored programs. Transportation for agency programs is currently being shifted to the Lee County ADA Program, or the TD non-sponsored system. This shifting degrades the efficiency of the overall community transportation system and serves as a barrier.

Another barrier to coordination is that caused by the separation of services provided by purchasing agencies. This separation by purchasing agencies, including the provision of funds, trips or reporting activities, and the duplicative nature of reports, monitoring efforts and evaluations is a problem. If these practices were rolled together and streamlined, then the Community Transportation Coordinator could devote more of its resources to the day-to-day job of providing trips. The Lee County Local Coordinating Board recommends that the Commission for the Transportation Disadvantaged re-examine this issue.

Equal program knowledge and development among the Local Coordinating Board, Planning Agencies, CTC, the purchasers of services, and operators is one of the keys to coordinated transportation. Education and training must be made available to all entities and they must, in turn, take full advantage of these opportunities if coordinated transportation is to be achieved. The CTC, LeeTran and the Cape Coral Mini Bus System must partner in order to help educate all parties and stakeholders concerned.

D. GOALS, OBJECTIVES AND STRATEGIES

Goal 1: Coordination of Service

Strategy 1: Coordinate all public transportation services funded with local, state or federal funds.

1.1 The CTC will on a quarterly basis, provide the local TD planning staff with a monthly report that includes the number of sponsored and non-sponsored passenger trips coordinated by the CTC which shows the number of passenger trips delivered for each funding source. Local TD planning staff will provide these reports to the LCB at their next meeting.

1.2 Continue to utilize wheelchair accessible, air-conditioned, comfortable vehicles in order to better serve all riders.

1.3 Continue the TD Bus Pass Program, to move eligible TD passengers on to the County fixed-route transportation system, pursuant to the LCB's policy on fixed-route utilization.

1.4 The CTC together with the LCB and the DOPA shall conduct an ongoing monitoring of the service area, in order to ensure that routes and services are expanded to the areas of the County where growth is occurring.

1.5 The CTC will monitor subcontracted operators on a continuous basis and evaluate annually, according to the CTC's Evaluation process, contained in the TDSP.

1.6 The CTC, as the CTD's subcontracted Medicaid non-emergency transportation provider ("MED-NET STP") will comply with the LCB's adopted compromise agreement for provision of services involving Lee Tran and the ADA program.

Goal 2: Provision of Service

Strategy 2: Provide a comfortable, cost-efficient and cost-effective coordinated transportation service that meets the needs of the transportation disadvantaged within funding limitations.

2.1 Should the need arise for additional capacity arise, as determined by the LCB, the CTC will initiate a competitive procurement process and subcontract with qualified operators to provide needed service.

2.2 Provide on-time service as defined in the Lee TDSP standards.

2.3 Deploy sufficient quantity of vehicles each day to meet the demand for scheduled trips, mindful of the peak periods.

Goal 3: Service Quality

Strategy 3: Assure that quality transportation service is being provided.

3.1 The CTC will conduct random sample ridership surveys in order to evaluate customer satisfaction with transportation service. The CTC will provide the surveys to the planning agency, within a month after the survey is conducted. Planning staff will (with assistance from the LCB committee, if necessary) tabulate the surveys and provide the report to the LCB's at their next meetings.

3.2 The CTC will handle complaints and grievances in a timely fashion as detailed in the CTC's complaint and Grievance Procedures.

3.3 The CTC will, on a quarterly basis, provide monthly, quarterly and cumulative reports to the local TD planning staff of the number of complaints and grievances received, the nature of the complaints and grievances, and a summary of how they were resolved.

Goal 4: Training about and Marketing of Service

Strategy 4: Continue to market and promote transportation service that can be provided within the limits of available resources.

4.1 Carry out a public information program to assist current and prospective riders in the proper use of the transportation system.

4.2 Have brochures, reservation information, complaint and grievance procedures and other useful information available to riders on all vehicles and at agencies.

4.3 Provide opportunities designed to educate the community regarding the need for sponsored transportation, the services available and the need for the expansion of services, by speaking to clubs and other networks.

4.4 Investigate and implement new training programs and topics, as appropriate, such as Passenger Travel training.

Goal 5: Resource Management

Strategy 5: Maximize the use of human and financial resources and equipment.

5.1 Increase revenue by identifying and taking advantage of existing and new private and public funding sources.

5.2 To reduce and/or control expenses, continue to monitor and analyze the cost of administration and operations.

5.3 Plan for the acquisition of air conditioned, comfortable and ADA accessible vehicles to replace an aging fleet or to expand services.

5.4 Continue to monitor the price of fuel per gallon and make adjustments to the Per Trip Fuel Surcharge as needed.

Goal 6: Safety

Strategy 6: Continue to operate a safe transportation system as set forth in the CTC's Systems Safety Program Plan (SSPP).

6.1 Update the SSPP at least on an annual basis.

6.2 Continue to make safety and loss prevention the responsibility of all personnel.

6.3 Continue to conduct annual safety checks on all equipment.

6.4 Continue to provide a hazard-free environment and a safe, drug and alcohol free workplace.

6.5 Require physical examinations for all personnel as set forth in the SSPP.

6.6 Continue drug and alcohol testing as set forth in the Substance Abuse Policy (an addendum to the SSPP, ***Appendix A***).

6.7 To improve its awareness of accidents, the CTC shall contact the subcontractors quarterly to obtain reports including any police reports as appropriate.

6.8 The subcontractors should have Good Wheels be a named insured in their insurance policies.

6.9 Monitor subcontracted transportation operators to ensure that vehicles are maintained in accordance with Florida Department of Transportation's recommended Preventive Maintenance and Safety Programs. Invite FDOT or its designated representatives along when CTC conducts their inspections of subcontractors.

6.10 Ensure that subcontracted transportation operators carry out appropriate training programs for all driving personnel including sensitivity training, basic First Aid and CPR.

E. IMPLEMENTATION SCHEDULE

The Implementation Schedule is tied directly into the goals, objectives and strategies. The implementation schedule is updated annually.

STRATEGY	IMPLEMENTATION DATE
1.1 Provide the number of trips coordinated by the CTC by funding source to the LCB monthly.	Monthly
1.2 Continue to utilize wheelchair accessible, air-conditioned, comfortable vehicles in order to better serve all riders.	Ongoing
1.3 Continue the TD Bus Pass Program to move TD passengers to the County fixed-route transportation system.	Ongoing
1.4 Conduct an ongoing monitoring of the service in order to ensure that routes and services are expanded to the areas of the County where growth is occurring.	Ongoing
1.5Monitor subcontracted operators on a continuous basis and evaluate annually according to the CTC's evaluation process contained in the TDSP.	Annually
1.6 The CTC as the subcontracted Medicaid non-emergency transportation provider shall comply with the LCB's adopted compromise agreement for provision of services involving Lee Tran and the ADA Program.	Ongoing
2.1 If the LCB and CTC determine a need for additional	As Needed

capacity in the system, the CTC shall initiate a competitive procurement process and subcontract with qualified operators to provide needed service.	
2.2 The CTC shall provide on-time service as defined in the TDSP standards.	Ongoing
2.3 The CTC shall deploy a sufficient quantity of vehicles each day to meet the demand for scheduled trips being mindful of peak periods.	Ongoing
3.1 The CTC will conduct random sample ridership surveys in order to evaluate customer satisfaction with transportation service. The surveys will be provided to the Planning Agency and the LCB.	Monthly
3.2 The CTC will handle complaints and grievances in a timely fashion as detailed in the CTC Complaint and Grievance Procedures.	Ongoing
3.3 The CTC will, on a quarterly basis, provide monthly, quarterly and cumulative reports to the Planning Agency staff of the number of complaints and grievances received the nature of the complaints and grievances and a summary of how they were resolved.	Quarterly
4.1 Carry out a public information program to assist current and prospective riders in the proper use of the transportation system.	Ongoing
4.3 Provide opportunities designed to educate the community regarding the need for sponsored transportation, the service available and the need for the expansion of services, by speaking to clubs and other networks.	Ongoing
4.4 Investigate and implement new training programs and topics, as appropriate, such as passenger travel training.	Ongoing
5.1 Increase revenue by identifying and taking advantage of existing and new private and public funding sources.	Ongoing
5.2 To reduce and/or control expenses, continue to monitor and analyze the cost of administration and operations.	Annually
5.3Plan for the acquisition of air conditioned, comfortable and accessible vehicles to replace and aging fleet or to expand services.	Annually
5.4 Continue to monitor the price of fuel per gallon and make adjustments to the per trip fuel surcharge as needed.	As Needed
6.1 Update the SSPP at least on an annual basis.	Annually
6.2 Continue to make safety and loss prevention the responsibility of all personnel.	Ongoing
6.3 Continue to conduct annual safety checks on all equipment.	Ongoing
6.4 Continue to provide a hazard-free environment and a safe drug and alcohol free workplace.	Ongoing
6.5 Require physical examinations for all personnel as set forth in the SSPP.	Ongoing
6.6 Continue drug and alcohol testing as set forth in the Substance Abuse Policy.	Ongoing
6.7 To improve its awareness of accidents, the CTC shall contact the subcontractors quarterly to obtain reports including any police reports as appropriate.	Quarterly

6.8 The subcontractors should have Good Wheels be named insured in their insurance policies.	As Needed
6.9 Monitor subcontracted transportation operators to ensure that vehicles are maintained in accordance with Florida Department of Transportation's recommended preventative maintenance and safety programs.	Annually
6.10 Ensure that subcontracted transportation operators carry out appropriate training programs for all driving personnel including sensitivity training, basic First Aid and CPR.	As Needed

Source: Good Wheels, Inc. (2011)

5-Year Transportation Disadvantaged Capital Improvement Program

The TD Transportation Capital Improvement Program identifies transportation improvements in the way of purchases, such as vehicles and communications equipment. It groups improvements into staging periods and includes realistic estimates of costs and revenues for the program period. This section will be updated on an annual basis.

Implementation Date	Estimated Cost	Description of Purchase	Anticipated Funding Source	New or Replacement	Date Priority Established
2012-13	$206,996	3 Doge Mini Vans and 1 Wide Body	FTA 5310 funds	Replacement	June 2012
2013-14	$171,496	2 Wide Body	FTA 5310 funds	Replacement	June 2013
2014-15	$450,175	5 Wide Body	FTA 5310 funds	Replacement	June 2014
2015-16	$472,685	5 Wide Body	FTA 5310 funds	Replacement	June 2015
2016-17	$496,320	5 wide Body	FTA 5310 funds	Replacement	June 2016

Source: Good Wheels 2013

II. SERVICE PLAN

A. Operations Element

1. Types, Hours and Days of Service

a) Types of Service

Provider	Ambulatory	Wheelchair	Stretcher	Advance Reservation	Subscription	Door to Door	Curb to Curb	Door through Door
Good Wheels	√	√	√	√	√	√		√
LeeTran	√	√		√	√	√		

1) Group Trips

A group trip is defined as five or more individuals traveling on a vehicle at the same time.

2) Subscription Service

Subscription service is defined as a regular and recurring service in which schedules are prearranged to meet the travel needs of riders who sign up for the service in advance. The service is characterized by the fact that the same passengers are picked up at the same location and time and are transported to the same location and then returned to the point of origin in the same manner.

Passengers must submit requests for subscription service no later than noon the day before service is to start (72 hour advance notification is required for Medicaid Program sponsored trips). The purchaser or passenger shall submit timely revisions to the subscription service request in writing to Good Wheels. Standing orders are encouraged for regularly scheduled Medicaid trips.

3) Demand Responsive Service

Demand response trips are trips scheduled on the day of service. Demand responsive service is generally available from 6:00 a.m. until 6:30 p.m. Monday through Friday.

4) Non-Emergency Medical Stretcher Service

Requests for non-emergency medical stretcher service must be made at least two hours before the required time of travel. Those accessing service can expect to be picked up from 1 to 2 hours before their appointment time depending on travel distance.

5) Wheelchair Service

Wheelchair service is offered countywide. Drivers are not permitted to assist persons in wheelchairs up or down any steps. When a wheelchair, scooter or other assistance device is needed, passengers must notify the reservationist making the trip reservation.

6) Florida Agency for Health Care Administration Medicaid Program Trips

Good Wheels is the designated Medicaid Subcontracted Transportation Provider to the Florida Commission for the Transportation Disadvantaged (CTD). The Florida Commission for the Transportation Disadvantaged, is the designated vendor to The Florida Agency for Health Care Administration Medicaid Program. Under this arrangement, Medicaid pays the CTD to make sure that Medicaid trips are provided, according to Medicaid policies.

b) Hours and Days of Service

Office Hours: 9:00 a.m. to 6:00 p.m. Monday through Friday excluding holidays (see below).

General Service hours are 5:00 a.m. to 8:00 p.m. Monday through Saturday. Passengers are

advised to be ready for pickup one hour before their scheduled appointment time. All return trips are scheduled in advance. There is a 30 minute pickup window for return trips. Passengers should expect their return trip to arrive at the scheduled time or up to 30 minutes after their scheduled pickup time. Passengers can expect their return trip to take up to 90 minutes from the time they are seated on the vehicle.

Demand responsive service is generally available from 6:00 a.m. to 6:30 p.m. Monday through Friday.

Non-emergency medical stretcher service is available under the Medicaid Program 24 hours per day, seven days per week.

After hours service is provided to Medicaid Program sponsored individuals. Phone numbers to call for after hours service are: 239-768-2900 or 1-800-741-1570. Bluebird is contracted by Good Wheels to provide after hours dispatch service. Bluebird is able to determine passenger eligibility and authorize transportation.

2. Accessing Services

Reservations:

Requests for transportation are made with Good Wheels. Trip reservations must be made Monday through Friday from 8:00 a.m. to 5:00 p.m. Special arrangements may be made for trips outside of these hours of operation. Trips must be scheduled by noon the day before service is provided. 72 hour advance notification is required for Medicaid Program sponsored service.

Return trips must be scheduled in advance. Passengers should also be advised that some trips cannot be picked up before 10:00 a.m., and "take homes" are based on when the vehicle is available (not when the person is ready). Passengers should be advised there will be extended waits for their return pickups.

Peak travel times are 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 5:30 p.m. Good Wheels has limited capacity to transport passengers during these times. Therefore, passengers are encouraged to schedule their reservations for trips during these times as soon as possible.

Holidays:

Service will not be provided on the following days: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

No-Shows:

When the passenger fails to cancel their pick-up arrangement more than an hour prior to a driver's arrival, then their trip is defined as a no-show. No-shows effect the provision of service, because the no-show takes up resources (of time, fuel, vehicles, etc.) that could be otherwise used to transport an actual client.

Cancellations:

Trip cancellations must be made to Good Wheels at least one hour prior to the driver's arrival. If a passenger needs to cancel a trip, they should call Good Wheels as soon as they know this, at 239-768-2900 in Fort Myers or 800-741-1570, to make a cancellation. Cancellations affect the efficiency that can be achieved through coordination. A cancellation is defined as a trip reservation made but canceled more than an hour, prior to the drivers' arrival. If a passenger does not call to cancel their trip, they may be fined.

Passenger Fares:

Coordinated transportation is offered to the general public. Any individual may call Good Wheels to schedule a trip, and pay the full cost of the services provided. Generally, the cost of this service is comparable to taxi service.

Passengers sponsored by Florida's Transportation Disadvantaged Program must pay a $2.00 passenger fare. Medicaid Non-Emergency Program sponsored passengers must pay a $1.00 per trip fare.

Transportation Disadvantaged Program Eligibility:

- No other means of transport
- Age
- Disability
- Income: The LCB's policy is for the CTC to provide transportation to persons' whose household income is at 80% of the poverty levels.

Individuals must apply for Transportation Disadvantaged Program eligibility for their transportation to be sponsored by the Florida Commission for the Transportation Disadvantaged. Good Wheels shall implement the application/eligibility process. ***Exhibit C*** is an example of the application used for Transportation Disadvantaged Program eligibility.

Transportation Disadvantaged Program Trip Priorities Policy:

Only medical trips are provided with the Transportation Disadvantaged Trust Funds.

Service Complaints:

People with complaints can call either the Good Wheels 1-800-741-1570 phone number or the Florida Commission for the Transportation Disadvantaged's Ombudsman Hotline number at 1-800-983-2435. Both numbers are posted in the vehicles.

3. Transportation Operators and Coordination Contractors

According to Rule 41-2, F.A.C., the CTC shall jointly develop and enter into a coordination contract with agencies who receive government transportation disadvantaged funds and who, from a total system approach, can meet more effectively and efficiently their own transportation

needs than the CTC. The contract shall include the requirements of reporting, insurance, safety, and other terms outlined in the MOA that apply equally to any transportation operator. The contract also shall include any relevant information regarding joint utilization and cost arrangements for the provision of transportation services to and from the coordinator.

The CTC may provide the trips itself, or subcontract them to qualified operators. The rates paid to transportation operators are negotiated between each transportation provider and the CTC. The rates are covered in the sample carrier contract, a copy of which can be obtained from the CTC.

Lee County Transit (LeeTran)

Lee County Transit, known as LeeTran, is operated by Lee County and is responsible to the Lee County Board of County Commissioners. The County assumed official ownership of the transit service in February of 1977. At that time, the system consisted of several fixed-route bus lines connecting the City of Cape Coral, the City of Fort Myers and the unincorporated County. Since the beginning of transit service operations in Lee County, many improvements and service expansions have been implemented that have assisted in improving the public transportation services provided within the county.

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

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

ADA Paratransit Service

The ADA (American Disabilities Act) requires that entities that operate fixed-route transit service also provide complementary door-to-door paratransit service for individuals living within a ¾ mile of fixed bus routes who are unable to use the fixed-route service due to a disability. To meet

the requirements of the ADA, LeeTran has created Passport, LeeTran's ADA paratransit service. This service is available to ADA-eligible persons in Lee County during regular fixed bus route service hours seven days a week. Passport is used to complement the fixed-route system by serving ADA-eligible elderly and persons with a disability who live within the prescribed distance from a fixed bus route.

Up until February 2005, LeeTran met its provision of the complementary paratransit service by subcontracting it out to a series of different contractors. The last of these was the County's CTC, Good Wheels, Inc., which had been operating the ADA service since July 2003. In February 2005, LeeTran began managing its own ADA program trips. LeeTran now takes reservations, schedules and provides its own transportation for all ADA-related trips.

Senior Friendship Centers of Southwest Florida

Services provided by Senior Friendship Centers of Southwest Florida include adult day care and health care, personal care, case management, home making, respite care, medical transportation, and emergency alert response services. The agency was one of the major specialized transportation providers in Lee County before Chapter 427, *F.S.* took effect. Currently, SFC purchases approximately 5,193 trips a year through the CTC.

The agency's clients come mainly from South and North Fort Myers and the Lehigh area. The destination of the Fort Myers residents is the main Senior Friendship Center in Fort Myers, while the clients in the Lehigh area receive services at the Senior Friendship Center in Lehigh.

Coordination Contract Agencies				
Name of Agency	**Address**	**City, State, Zip**	**Telephone Number**	**Contact**
United Cerebral Palsy of SW Florida (Clewiston)	9040 Sunset Drive	Miami, Fl 33173	305-273-3055	James Weeks
Lighthouse of SW Florida	35 West Marianna Ave	North Fort Myers, Fl 33903	239 997-7797	Douglas Fowler, Ex Dir

At the time of the development of the 2013 TDSP, Good Wheels, Inc. had Coordination Contracts with the above mentioned agencies.

4. Public Transit Utilization

The CTC initiated a bus pass program during November, 1996. This means that when appropriate, the CTC will arrange for a person to travel on Lee Tran's Fixed Route system rather than on the door-to-door system. The passenger is issued a monthly bus pass. This saves money for the Transportation Disadvantaged Non-sponsored Trip Grant.

LeeTran – fixed route
Mr. Steve Myers, Director
Lee Tran

LeeTran – ADA paratransit / "Passport" system
Peter Gajdjis
LeeTran Passport

6035 Landing View Road	5711-1 Independence Circle
Fort Myers, FL 33907	Fort Myers, FL. 33912

5. School Bus Utilization

School buses are not currently utilized in the coordinated system. LeeTran is working with the School District to address joint use topics.

6. Vehicle Inventory

Vehicle inventories are shown as ***Exhibit D***.

7. System Safety Program Plan Certification

Good Wheels Annual Safety Certification is shown as ***Exhibit E***.

8. Intercounty Services

Intercounty services are provided by local carriers. Medicaid passengers traveling to medical appointments may arrange transportation by contacting the CTC. The necessity to travel out of the service area will be verified by the CTC. In the past, Good Wheels operated an intercounty service between the cities of Clewiston, LaBelle and Fort Myers from September 1995 to April 1999. This was discontinued in April 1999.

Good Wheels is presently operating a Dial-A-Ride program. This service is funded through FTA 5311 funds. A passenger calls Good Wheels to schedule a trip. This service operates in the Hendry/Glades service area and passengers can arrange trips to Lehigh Acres. The Dial-A-Ride flyer is provided at the end of the Service Plan component.

Good Wheels receives federal and state grant funds to operate a regularly scheduled route from Clewiston in Hendry County to Belle Glade in Palm Beach County. This service connects to routes operated by Palm Tran.

9. Emergency Preparedness & Response

Procedures for transportation in the time period before an evacuation due to natural disasters and/ or emergencies are addressed by the LCB's Standard/Policy 2.11.

Good Wheels, Inc**.** takes an active role in Lee County's Emergency Transportation Operations Plan during emergencies. (A copy of the Plan is available upon request.)

The CTC, through contractual agreements with carriers and in the System Safety Program Plan (SSPP) establishes policies for the handling of emergencies, accidents and delays. Carriers are required to notify the CTC and appropriate emergency personnel immediately if an emergency, accident or delay occurs. Appropriate emergency personnel can include police, fire or ambulance. Solicit appropriate medical or emergency assistance, if an accident or other emergency occurs. The CTC must also be notified of schedule delays. The carrier must also

submit a written accident or incident report and management analysis, within 24 hours. If bodily injury and/or property damage exceeds levels outlined in U.S. DOT, the driver is required to undergo drug and alcohol testing as per Federal guidelines. If delays occur, the CTC may reassign trips. Where possible, passengers will be notified of extended delays and alternate arrangements.

In the event of an accident, the carrier must follow up with a written accident report and a management analysis within 24 hours. In the event of bodily injury or property damage in excess of U.S. DOT guidelines, the driver must submit to drug and alcohol testing in accordance with U.S. DOT and Federal Transit Administration (FTA) guidelines. To handle delays, each carrier is required to have one back-up vehicle for every six vehicles in service. If delays occur, the CTC may reassign trips to other service providers. If an extended delay results, the passenger will be notified and a satisfactory resolution will be reached.

10. Educational Efforts/Marketing:

Good Wheels has an extensive marketing plan, which includes public information brochures and "Passenger's Guide Transportation Disadvantaged and Medicaid". In addition to the brochure, the Good Wheels Director makes frequent public appearances at various government, community and social service agency meetings. Passenger newsletters are distributed. Good Wheels also utilizes media sources such as radio advertisements to inform the public about transportation services.

The LCB has identified the need for Good Wheels to keep the community informed. Reaching out to the customary user groups of the coordinated system will continue to be an important part of this effort. Good Wheels and the LCB will need to work together to keep the passengers, the sponsoring agencies and the public informed regarding changes in service delivery.

Along with continually educating the users and the LCB, another important aspect of training will be for Good Wheels to maintain its program to train its employees. The types of training required will be for new employees, continuing driver education for current staff, and on-going operations training for current staff.

Brochures describing the coordinated transportation system briefly discussing eligibility criteria and the scope of the services provided, have been distributed to social service agencies within the service area. The CTC meets with social service agencies' staff and advocacy groups on a frequent basis, to ensure that those individuals eligible for service use it.

The CTD is now utilizing social media such as Facebook and their website is: http://www.goodwheels.org/index.html

11. Acceptable Alternatives

There have been no acceptable alternatives for the provision of transportation service identified in Lee County.

12. Service Standards

TABLE ONE: Lee County TDSP – Policies and Standards, Evaluation and Monitoring			
Rule 41-2.006 (4)(a), F.A.C.	Drug and alcohol testing for safety sensitive job positions within the coordinated system regarding preemployment, randomization, post-accident and reasonable suspicion, return to duty and follow-up as required by Federal Highway Administration (FTA).	A review conducted by FDOT, FHWA or FTA will determine compliance with this standard.	All safety sensitive job positions comply with the preemployment, randomization, post accident and reasonable suspicion testing requirements of the Federal Transit Administration.
Rule 41-2.006 (4)(b), F.A.C.	An escort of a passenger and dependent children are to be transported as locally negotiated and identified in the local Service Plan.	This can be evaluated by vehicle inspection.	In order to enhance the safety of passengers and drivers, children under age 15 or other people who, due to age or disabilities may be at risk to themselves or others, must be accompanied by an escort or attended to by an attendant. Escorts must be provided by the passenger or the agency paying for their trip. The escort must be able to provide the necessary assistance to the passenger. Escorts are transported at no additional charge. The CTC reserves the right to refuse to transport a passenger or group of passengers if they need an escort, but do not have one. The need for an escort is determined in advance of the trip. "Traveling companions" are not the same as required. Escorts that have to be picked up or dropped off before/after passengers are not considered escorts, but are regular trips. {See notes to this policy, at end of Table One.}
Rule 41-2.006(4)(c), F.A.C.	Use of Child restraint devices shall be determined locally as to their responsibility and cost of such device in the local Service Plan	Evaluated by inspection of the vehicle.	All passengers under the age of 5 and/or under 45 pounds will be required to use a child restraint device. This device will be provided by parent or sponsoring agency, or by Good Wheels upon arrangement.
Rule 41-2.006(4)(d), FAC	Passenger property that can be carried by the passenger and/or driver in one trip and can safely be stowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be	Evaluated by inspection of the vehicle.	Passengers shall be allowed to have four pieces of personal property which they can place in their lap or stow under their seat. Passengers must be able to independently carry all items brought onto the vehicle. Passenger property

	negotiated for carrying and loading rider property beyond this amount. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices or intravenous devices.		does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices or intravenous devices.

Rule 41-2.006 (4)(e),FAC	Vehicle transfer points shall provide shelter, security and safety of passengers	This standard can be evaluated by the inspection of transfer points.	The CTC does not generally use transfers in the coordinated system, but if they are used, vehicle transfer points shall be located in a safe, secured place that provides shelter.
Rule 41-2.006(4)(f), FAC	A local toll-free phone number for complaints or grievances shall be posted inside the vehicle. The local complaint process shall be outlined as a section in the Local Service Plan including advising the dissatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the local Coordinating Board.	This standard can be evaluated by inspection of the vehicle.	The local toll free phone number will be included in the complaint process. This number will be posted on right visor of all vehicles in 3" sized numbers. It is (800) 741-1570. [See *Component III of the TDSP for the Service Complaint and Formal Grievance Procedures.]*
Rule 41-2.006(4)(g), FAC	Out of service area trips shall be provided when determined locally and approved by the Local Coordinating Board, except in instances where local ordinances prohibit such trips.	This standard can be evaluated by the inspection of records of out-of-service area trips.	The CTC will provide out of service area trips as necessary for specified reasons. Out of county trips must be verified by contacting the passengers' Medicaid provider.
Rule 41-2.006(4)(h), FAC	Interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger; (Vehicle cleanliness)	Inspection of the contracted operators and CTC vehicles will determine if this standard is being met.	Interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger. All vehicles shall be cleaned (interior and exterior) on a regular schedule.
Rule 41-2.006((4)(i), FAC	Billing requirements of the Community Transportation Coordinator to subcontractors shall be determined locally by the Local Coordinating Board and provided in the local Service Plan. All payments shall be paid to subcontractors within seven (7) calendar days after receipt of said payment by the Community Transportation Coordinator. If the contractor (CTC) receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with each subcontractor receiving a prorated portion based on the amount due on the payment. A Vendor Ombudsman within Commission of Banking and Finance has been established to advocate for vendors. (Except in instances where the Community Transportation Coordinator is a non-governmental entity)	The LCB will be able to evaluate this standard based on the evaluation of [records of] payments made to operators.	The CTC shall pay all bills to the subcontracted transportation operator within seven days after receipt of payment. Task I-C of the TD Planning Grant states that the Planning Agency shall ensure that operator payments are addressed as a standard LCB agenda item.
Rule 41-2.006(4)(j), FAC	Passenger/trip database must be maintained or accessible by the Community Transportation Coordinator	Review of random sample of records.	For each passenger transported within the system, the CTC will collect the name, phone number, address, funding

	on each rider being transported within the system.		source eligibility and special requirements on each passenger in a database. *See **2.10 (2.15)** for HIPPA Compliance.*
Rule 41-2.006(4)(k), FAC	Adequate seating for paratransit services shall be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate seating or standing space will be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time.	Random inspection of vehicles.	Vehicle seating should not exceed the manufacturer's recommended capacity.
Rule 41-2.006(4)(i), FAC	Drivers for paratransit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with the specific passenger, upon pickup of each rider, group of riders or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions or badges that affix to driver clothing are acceptable. For transit services, the driver photo identification shall be in a conspicuous location in the vehicle.	This standard may be measured at the time of vehicle inspection (Route supervision).	Drivers shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, upon pickup except in situations where the driver regularly transports the rider on a recurring basis. All drivers will have a name badge displayed at all times when transporting passengers. Drivers have photo-id on their person that they can show to the passenger upon request.

Rule 41-2.006(4)(m), FAC	The paratransit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seatbelt or utilization of wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. In door-through-door paratransit service categories, the driver shall also be required to open and close doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining on the vehicle. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down more than one step, unless it can be performed safely as determined by the passenger, guardian and driver.	This standard may be evaluated upon inspection of the vehicle.	All drivers shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include holding hands, or allowing the passenger to hold an arm; opening the vehicle door, fastening the seat belt or utilization of wheelchair securement devices, storage of mobility assistive devices and closing the vehicle door. Other assistance may be provided as needed and accepted. Assisted access must be in a dignified manner. Drivers may not assist wheelchair up or down any steps; only ramps are to be used.
Rule 41-2.006(4)(n), FAC	Smoking is prohibited in any vehicle. Requirements for drinking and eating on board the vehicle will be addressed in the local Service Plan.	This standard may be evaluated upon inspection of the vehicle.	There will be no smoking on any vehicles in the coordinated system. Eating and drinking on board the vehicles is prohibited.
Rule 41-2.006(4)(o), FAC	The Community Transportation Coordinator and the Local Coordinating Board shall jointly develop a policy on passenger no shows**.** Assessing fines to passengers for no shows is acceptable but such policy and process shall be identified in the local Service Plan.	A policy which defines no-shows and establishes a procedure by which the no-shows will be handled should be developed and addressed in the service plan.	Passenger no-shows are defined as trips not canceled one hour before scheduled pickup. When a passenger is considered a no-show, the driver will attempt to communicate with them through CTC dispatch. They will be notified through the use of a door hanger which notes the time the driver arrived. For a TD Grant non-sponsored trip, upon the third no-show, the CTC will send a letter to the person to advise that their service will be suspended for thirty days. {See copy of CTC's "no-show" letter.} For trips sponsored by other funding sources, the CTC shall contact the agency when a no-show occurs. Agencies should also contact the CTC when they become aware of cancellations or no-show situations. ---------- The Medicaid policy on no-shows is incorporated into this policy by reference.

			---------- The Policy on no-shows shall be communicated to the passengers and agencies by the CTC when adopted, and thereafter to all newly enrolled passengers. The information shall be distributed to all newly enrolled passengers. The information shall be distributed in the appropriate format and shall be available in alternative formats upon request.
Rule 41-2.006(4)(p), FAC	All vehicles ordered or put into service after the adoption of this section of the Rule, and providing service within the coordinated system, shall be equipped with two-way communications in good working order and be audible to the driver at all times to the base. All vehicles that are not equipped with two-way communications shall have two years to be in compliance after May 1, 1996.	This standard can be evaluated by inspection of the vehicles.	All vehicles are equipped with two-way radios or cell phones.
Rule 41-2.006(4)(q), FAC	All vehicles ordered or put into service after the adoption of this section of the rule and providing service within the coordinated system, shall have working air conditioners and heaters in each vehicle. Vehicles that do not have a working air conditioner or heater will be scheduled for repair or replacement as soon as possible. All vehicles that are not equipped with an air conditioner and/or heater shall have two years to be in compliance after May 1, 1996.	This standard can be evaluated at the time of vehicle inspection.	All vehicles in the coordinated system shall have working air conditioning and heating. Vehicles that do not have a working air conditioner and heater will be scheduled for repair or replacement as soon as possible. Should a vehicle incur a problem, it will be repaired as soon as possible. The owner/operator is responsible for repair. The priority of the LCB is that the CTC provide transportation. If a vehicle's air conditioning or heating is not functioning properly, and if there are no other vehicles available, the passengers will be transported.
Rule 41-2.006(4)(r), FAC	First Aid policy shall be determined locally and provided in the local Service Plan.	Inspection of the drivers' records.	All drivers will be trained in First Aid every two years. All vehicles are equipped with a First Aid kit.
Rule 41-2.006(4)(s), FAC	Cardiopulmonary Resuscitation [CPR] policy shall be determined locally and provided in the local Service Plan.	This standard can be evaluated by an inspection of the drivers' records.	All drivers will be trained in Cardiopulmonary Resuscitation [CPR] every two years.
Rule 41-2.006(4)(t), FAC	Driver criminal background screening shall be determined locally, dependent upon purchasing agencies' requirements and provided in the local Transportation Disadvantaged Service Plan.	This standard can be evaluated by an inspection of the drivers' records.	All drivers in the coordinated system have a favorable FDLE background, ("favorable" according to the Department of Children and Families policies and procedures.)

Rule 41-2.006(4)(u), FAC	In areas where fixed route transportation is available, the Community Transportation Coordinator should jointly establish with the Local Coordinating Board (LCB) a percentage of total trips that will be placed on the fixed route system. (Fixed-Route Utilization)	In areas where fixed route transportation is available, the performance indicator will be used to measure the effective use of public transit systems within the coordinated system.	The LCB has established a goal of 2.2% to be placed with the fixed-route transit system.
Rule 41-2.006(4)(v), FAC	The Community Transportation Coordinator should establish and address the passenger pick-up window in the local Transportation Disadvantaged Service Plan. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.	This can be measured by a sampling of trips and through a review of customer complaints This Policy does not apply to ADA trips.	Passengers are not given a set pick-up time. Instead, they are told to be ready for their ride to arrive up to an hour before their APPOINTMENT time. The CTC may negotiate special pick-up arrangements with the customer, in advance, as the situation dictates. Passengers will be dropped off at their appointment before the appointment with certain exceptions negotiated in advance.
			All return trips are scheduled in advance. There is a 30-minute window. Passengers should expect their return vehicle to arrive at the scheduled time, up to 30 minutes after the scheduled return time. Passengers can expect their return trip to take up to 90 minutes from the time they are seated on the vehicle. (Policy amended 04-02-2004)
Rule 41-2.006(4)(w), FAC	The Community Transportation Coordinator and the LCB should jointly establish and address the percentage of trips that will be on-time in the local Transportation Disadvantaged Service Plan. This performance measure should be communicated to contracted operators, drivers, purchasing agencies and passengers.	This can be measured by a sampling of trips and through a review of customer complaints. This Policy does not apply to ADA trips.	The CTC will have an 85% on-time performance rate for all completed trips. The Evaluations of the CTC's on-time performance will be measured based upon the time the person is to be dropped off for their appointment and the time the person is to be picked up on a scheduled return trip. These are considered separate trips.
Rule 41-2.006(4)(x), FAC	The Community Transportation Coordinator should establish and address in the local Transportation Disadvantaged Service Plan a minimum 24 hour advanced notification time to obtain services. This policy should also be communicated to contracted operators, drivers, purchasing agencies and	Not identified.	There will be a minimum 24 hour notice requirement for all trips scheduled within the coordinated system. (72 business hours for Medicaid trips.) Non-Medicaid reservations must be made before Noon the day before the requested trip. Passengers with an urgent need to travel should call the

	passengers.		CTC. Same day trip requests cannot be guaranteed, however, the CTC will attempt to assist the passenger. (See Procedures for (1.x), at Notes on Table One).
Rule 41-2.006(4)(y), FAC	The Community Transportation Coordinator and the LCB should jointly establish and address in the service plan a performance measure to evaluate the safety of the coordinated system. This measure should be used in the Community Transportation Coordinator's evaluation of its contracted operators and the LCB's evaluation of the Community Transportation Coordinator. This measure should be used in the Community Transportation Coordinator's evaluation of its contracted operators and the LCB's evaluation of the Community Transportation Coordinator.	This information can be gathered from the AOR.	The standards for accidents will be 1.2, or fewer, accidents per 100,000 miles for the evaluation period, based on the AOR definitions of accidents.
Rule 41-2.006(4)(z), FAC	The Community Transportation Coordinator and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the reliability of the vehicles used in the coordinated system. This measure should be used in the Community Transportation Coordinator's evaluation of its contracted operators and the LCB's evaluation of the Community Transportation Coordinator.	This information can be obtained from the AOR.	The standard for road calls will be an average of 10,000 miles or more between each road call (e.g., the system wide total, not each individual vehicle).
Rule 41-2.006(4)(aa), FAC	This performance measure can be used to address the accessibility of the service. The Community Transportation Coordinator and the LCB should jointly determine if a standard for call hold time is needed in the coordinated system and address this in the local service plan. If determined to be necessary, this standard should be included in the LCB's evaluation of the Community Transportation Coordinator.	The Call Hold Time standard can only be evaluated with computerized phone systems.	The customer should not be put on hold for more than 3 minutes on average.
Rule 41-2.006(4)(bb), FAC	The CTC and the LCB should jointly establish and address in the local service plan a performance measure to evaluate the quality of service provided within the coordinated system. This measure should be used in the CTC's evaluation of its contracted operators, and the LCB's evaluation of the Community	Complaint files. Service Complaints are defined in the Quality Assurance Component; Service Complaint and Formal Grievance Procedures Section of the TDSP.	Complaints shall not exceed 1% of total trips provided during the evaluation period. The LCB should evaluate the CTC based upon the number of complaints that are resolved, versus unresolved. A noticeable increase in the number of complaints as reported in the quarterly report to the LCB, shall be

	Transportation Coordinator.		discussed by the LCB.

TABLE TWO – Standards			
2.01	Service Effectiveness 2.01a – Expense 2.01b – Revenue 2.01c – Subsidy 2.01d – Ridership 2.01.e – Service Quality 2.01f – Level of Service 2.01g -- Safety	The data for measuring these standards can be found in the CTC's Annual Report (AOR)	CTC: The CTC shall continually look for methods to: 1. Increase the number of passenger trips per driver hour; 2) Minimize any yearly increase to the cost per passenger trip; and 3) Minimize any yearly increase to the cost per Driver Hour.
2.02	Contract Monitoring	Review of the CTC's operators monitoring files.	The CTC monitors its contracted operators. The CTC will perform an annual evaluation of the contracted operators using the Local Coordinating Board evaluation process, using applicable portions of the evaluation materials, and provide a copy of the annual evaluation of the operators, to the DOPA.
2.03	Ride time	The CTC needs to document which agencies have ride time limits and other exceptions. Community Care for the Elderly (CCE) = 90 minutes. This Policy does not apply to ADA trips.	The CTC will make every effort to abide by funding agencies stated ride times. Passengers can expect to return home within two hours of their pick up. In situations where it becomes apparent that the ride time will exceed two hours (accidents and vehicular breakdowns), the CTC will make every effort to contact the families of the passengers by telephone.
2.04	Voice Mail Changes	Voice mail changes—make sure the recording says, "We have recently changed "xyz" or "we will be changing xyz on a date in the future."	Voice Mail Changes – The CTC must ensure that customers are provided with sufficient notification of pending MAJOR changes to the phone system for scheduling trips or for reporting complaints. The recording should offer in English and in Spanish, the date of the change (and providing a thirty-day notice, if possible) and describing the changes that will take place.
2.05	Contracts – standardization of transportation operator and coordination contracts. Transportation Operator Contracts: Rule	Contract file will be reviewed during the annual review of the CTC.	The suggested contract format is used.
2.06	Eligibility Criteria	Not addressed	The CTC will transport the general public who shall be charged the going rate for trips. Persons are eligible for transportation if their trip is sponsored by a funding agency. If no funding agency is available, and if the person meets the definitions of transportation disadvantaged, then they are eligible for transportation. The LCB's policy is for the CTC to provide transportation to persons whose household income is at 80% of the

			poverty levels. Persons wishing to be transported shall contact the CTC.
2.07	Prioritization of Trips	Evaluated by review of records on file	See Prioritization Policy at the end of Table 2.
2.08	Insurance	The CTD requires that the Community Transportation Coordinators carry $100,000 per person/$200,000 per incident in insurance, pursuant to Rule 41-2.006, *Florida Administrative Code.* Monitor: files	The CTC carries $1 million per County regulations. The CTC only requires its subcontracted operators to carry $100/$200. The subcontractors must have the CTC named as an additional insured. Insurance requirements for subcontractors are covered in more detail in the operators' contracts.
2.09	System Safety Program Plans (SSPP)	See Chapter 341.061(2)(a) *Florida Statutes*, and Rule 14-90, *Florida Administrative Code.*	Updated annually.
2.10	LCB's Policy on the $2.00 fare co-payment on the non-sponsored trip grant; other copayment issues.	Not addressed.	The CTC charges a $2.00 fare on each non-sponsored trip. The monies collected are to be used for the local match for the trip grant, to in effect purchase more trips. All co-payments are $2.00 except Medicaid, which has a $1.00 copayment.

2.11	LCB's Policy on Transportation during "storms."	Presence of letters on file; Copies of Agencies' contingency plans on file with the CTC; CTC is to monitor storm warnings and weather conditions.	The LCB has a policy regarding provision of transportation to persons during storms. Components of the policy include: 1. The CTC is closed when Lee Tran is closed; when ADA services stop. The CTC becomes a member of the Lee County Emergency Operations Team. 2. The CTC has the right to not transport (out) clients of a center, if they believe that they will not be able to get a person back. [The CTC has the right to cancel trips.] 3. The program director (at a center) has the right to call the CTC the morning of the trip, and cancel trips for the day, if they feel the weather is too severe. Their signal shall be if the Lee County Schools are not transporting that day. [On weekends, or days when schools are shut, the CTC shall use its best judgment.] 4. Centers must work with the CTC to develop a Contingency Plan that outlines what the center will do with its clients, in the event that the CTC cannot come pick the clients up at the "normal time," due to severe storms. The contingency plan should be developed with the understanding that the delay may be for an unknown length of time. Centers should make sure that the family members of clients receive a copy of the contingency plan (or a page that outlines what the family members should expect.) 5. The features in 2, 3 and 4 should free up enough trips to allow the CTC to go get people who were transported out to a location without a contingency plan. 6. Clients at centers will be picked up as soon as it is safe to do so, and as soon as there are trips available. 7. For the purpose of this policy, a storm was defined as "sustained wind of 39 miles per hour or more, and/or major flooding of streets." "Gale force" winds are 39 to 46 mph.
2.12	Distribution of replacement vehicles acquired through grants.	The CTC will provide the TDSP with an annually updated vehicle inventory of all vehicles used in the coordinated transportation system.	02-09-2001: Vehicles received through any grant funding source will be used to replace existing ADA-compliant or non-ADA regulation compliant vehicles currently in the system, according to the following priorities: 1.) Gasoline vehicles with over 175,000 miles, or diesel vehicles with over 225,000 miles, or vehicles over 5 years old; 2.) Non-ADA accessible vehicles; 3.) All other vehicles including sedans, standard vans, and other ADA accessible vehicles. It is the goal to have each vehicle in our system ADA compliant.

2.13	Required use of seatbelts	CTC will ensure that all appropriate vehicles are equipped with functioning seatbelts.	Adopted 05-11-2001. Passengers riding vehicles equipped with seatbelts will be required to use them. Persons utilizing wheelchairs will have the chair restrained, and will be required to utilize a personal securement device to ensure that they stay in the chair**.** All wheelchairs for transport must be complete and well maintained and in good working order to include fully operational brakes**.** Section 37.165©(3) of the DOT's ADA regulations allows a transit operator to establish a policy that requires all riders to have their common wheelchairs secured while aboard a transit vehicle. Therefore, service will be denied to a rider who refuses to allow his or her common wheelchair to be secured. Wheelchairs will be adequately secured or stored. If a passenger refuses to be secured, the passenger will not be transported. The CTC is to implement this policy immediately, and communicate it to all passengers and funding agencies. Under Section 37.5 of the DOT's ADA regulations, a transit operator is not permitted to mandate the use by wheelchair users of seatbelts and shoulder harnesses, unless the operator mandates the use of these devices by all passengers, including those sitting in vehicle seats. All passengers are required to use seatbelts.
2.14	CTC's right to refuse to transport persons with disruptive behavior.	This is monitored through a review of accident records.	When an agency has an existing policy regarding behavioral problems, the CTC abides by the agencies' existing policy. Unless such behavior endangers other passengers, the driver or other motorists. In that case, the CTC may take whatever action is necessary to insure the safety of all concerned. If no policy exists, the CTC will deal with behavioral problems including, but not limited to: fighting, intoxication and abusive behaviors as follows: 1. First incident, a written warning to advise the person or his/her parent, guardian or responsible agency that an incident has occurred. (Unless the First Incident is of a serious, life threatening nature, then skip immediately to Step #3. It is also understood that the Driver may call 911 or the Police as needed.). 2. Second incident shall be reported to the person or his/her parent, guardian or sponsoring agency in writing for possible corrective action.

			3.Third incident, the CTC will meet with all concerned parties and decide if transportation on the paratransit system is appropriate.
2.15	Compliance with HIPPA	(Not addressed)	The CTC is compliant with HIPPA regulations.
2.16	Use of "scooter" type mobility devices	Daily Observation	Good Wheels is unable to transport clients in scooters because they cannot be secured safely in our vehicles. Passengers who ride in scooters must be able to transfer to a seat or use an approved wheelchair when being transported by Good Wheels, Inc. This is a safety issue and we are concerned for your safety as well as other passengers and our driver.
2.17	Definition of "group trip"		A group trip shall be defined as 5 individuals.

Standard/Policy (2.07) LEE COUNTY LCB PRIORITIZATION POLICY FOR NON-SPONSORED TRIPS BY TRIP PUPOSE

Annually, the LCB prioritizes non-sponsored trips by purpose. For the past several years, due to funding, only medical trips have been provided by the CTC. However, since not all of the medical trips can be provided the rest of the priorities remain unmet.

Priority Order	Trip Purposes – Categories and Definitions
1	**MEDICAL**- medical, dental, or therapeutic services including hospital appointments; clinic visits; dialysis; health department; mental health centers; speech, occupational, physical therapies; psychiatric, psychological services, pharmaceuticals, etc.
2	**NUTRITIONAL** – adult congregate meal programs, breakfast programs, food stamp procurement and food shopping trips.
3	**EMPLOYMENT** – work or employment related education
4	**SOCIAL** – agency related support services, churches, senior citizen programs (excluding nutritional programs.)
5	**PERSONAL BUSINESS** – non-agency activities essential to maintenance of independence including banking, shopping (non-food shopping), legal appointments, etc.
6	**RECREATION** – non-essential, non-employment related trips to activities such as: bowling, bingo, beach, parks, restaurants, libraries, theaters, etc.

13. LOCAL SERVICE COMPLAINT AND FORMAL GRIEVANCE PROCEDURE/PROCESS

This section was reviewed by the LCB and approved on March 1, 2013.

The LCB has a service complaint procedure, and a formal grievance procedure. This section of the TDSP has four parts, and is reviewed annually*:*

- A summary of the Service Complaint process is provided.
- A summary of the Formal Grievance Procedures is provided.
- The summaries are designed to fit on brochures. The CTC must make its brochures available in alternative formats, upon request.
- The Service Complaint Process is provided in full, and
- The Formal Grievance Procedures is provided in full.

The LCB's complete Service Complaint and Formal Grievance Procedures as contained in the TDSP, are consistent with the Commission for the Transportation Disadvantaged's *Uniform Service Reporting*; January 1996; this document is available upon request from the Commission for the Transportation Disadvantaged.

Existence of Complaint Policy and Procedures:

The Lee County Local Coordinating Board for the Transportation Disadvantaged has adopted procedures for the Community Transportation Coordinator to use to address complaints from agencies, users, potential users, subcontractors, and other interested parties. The policies are to be followed by the Community Transportation Coordinator (CTC) – Good Wheels, Inc. and any of its operators. These procedures provide definitions of terms used in the process, identify how complaints are received by the CTC; provide a process and forms for the CTC to record complaints, and how the complaints were resolved; explains how the CTC is to collect monthly and annual data for reporting to the LCB, and explains what to do when a complaint cannot be resolved. The procedures also provide contact names and addresses.

Definitions:

Service inquiries are requests for information about the service and can occur once or several times in the course of a day's service. An example of a service inquiry is when a customer calls the CTC and says, "My bus is a few minutes late, where is it?" Service inquiries are reported to the driver or dispatcher or to other individuals involved with the daily operations, and are usually resolved by the CTC immediately or within the course of a reasonable time period suitable to the complainant. Service inquiries do not have to be 'recorded' as a complaint.

Service complaints are routine incidents that occur on a daily basis, are reported to the driver or dispatcher, or to other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. Service complaints should be recorded as 'complaints.' The CTC is to total these service complaints on a yearly basis for the CTD's Annual Operating Report, (AOR). Service Complaints may include but are not limited to:

- "My bus is late." [beyond the On-Time Policy for the service area.] Late trips (late pickup and or late drop-off;)
- No-show by transportation operator;
- No-show by client;
- Client behavior;
- Driver behavior;
- Passenger discomfort;
- Service denial (refused service to client without an explanation as to why, e.g. may not qualify, lack of TD funds, etc.)

If unresolved, a routine service complaint can result in a **formal grievance**. [The Local Coordinating Board has a separate "Formal Grievance Procedure," contained in the TDSP. Please review it for additional information.] Local service complaints are driven by the inability of the community transportation coordinator or transportation operators to meet local service

standards established by the CTC and local coordinating board.

Introduction

The Lee County Local Coordinating Board for the Transportation Disadvantaged has established rules and procedures to address grievances from agencies, users, potential users, subcontractors, and other interested parties relating to the coordination of non-emergency transportation services.

A Formal Grievance is a concern regarding the operation or administration of coordinated Transportation Disadvantaged services by transportation operators, the CTC, the Designated Official Planning Agency, or the LCB. A formal grievance may also be a service complaint that has been left unresolved for more than 45 days. A sample of this form is attached in ***Exhibit F***.

The LCB shall "appoint a Grievance Committee to serve as a mediator to process and investigate complaints, from agencies, users, potential users of the system and the CTC in the designated service area, and make recommendations to the Coordinating Board for improvement of service. The Coordinating Board shall establish procedures to provide ... opportunities for issues to be brought before such committee and to address them in a timely manner..."

The LCB does not have "adjudicative" or "determinative" powers.

The *Formal Grievance Procedures as contained in the LCB's TDSP* contains the following sections:

Section 1:	Creation
Section 2:	Definitions
Section 3:	Objectives
Section 4:	Membership
Section 5:	Terms of Members
Section 6:	Grievance Procedures
Section 7:	Filing the formal grievance
Section 8:	If Mediation is not successful:
Section 9:	A meeting of the ad hoc grievance resolution committee is held
Section 10:	If the grievance is not resolved through the meeting of the ad hoc grievance resolution committee
Section 11:	Prohibition against Retaliation Appeals to the Commission for the Transportation Disadvantaged

Forms to Use to record a complaint:

The CTC shall utilize the form below to log complaints. This form is consistent with that provided by the **Commission for the Transportation Disadvantaged's *Uniform Service Reporting* [for Service Complaints] *January 1996***. This document, which is available upon request from the Commission for the Transportation Disadvantaged, is a guide to the proper method to identify a complaint, determine its validity, complete a service report, and achieve customer satisfaction. Carriers are to use the same forms. Each complaint shall be assigned a Log Number to assist in tracking the resolution of each complaint. All service complaints should

be recorded.

Letting the Consumer know how to complain:

The Community Transportation Coordinator shall make reasonable efforts to ensure that its customers know how to complain. The CTC should announce the existence of its complaint process in its brochures and other printed material, in its telephone recordings, and in signs posted inside of the vehicles. The CTC should ensure that its information on how to complain is provided to persons in accessible formats as needed.

Posting Of Contacts in the Vehicles:

The CTC must ensure that the contact numbers for the CTC, for the CTD's Ombudsman Hotline, are posted in each vehicle.

Reporting Complaints:

A monthly summary of all complaints and their status of resolution should be provided by the Community Transportation Coordinator to the Designated Official Planning Agency (see sample below). The Designated Official Planning Agency will then provide the most current summaries to the Local Coordinating Board for its next meeting. The Community Transportation Coordinator shall collect service complaint statistics by operator, and by county.

Monthly Summary of Service Complaints received by the CTC [or other Doorways] ***and how they were resolved.***

Service (ride time, schedules, timeliness, attitude/conduct)
Policy (fares, co-payments, operation hours, prioritization, "won't go to...")
Vehicle (safety, equipment, cleanliness)

Log #	**Date of Contact**	**Involved What?** **Service** **Policy** **Vehicle**	**Which Contracted Operator?**	**Status of Resolution**

Surveying customers to determine satisfaction levels and to make route improvements based on future demand:

The LCB requires the CTC to conduct periodic surveys of consumers in order to determine their level of satisfaction with services. These surveys are also used by the LCB to evaluate the CTC

on factors associated with customer satisfaction. The surveys also can be used to determine where the demand for service is. The CTC is to conduct random surveys of consumers each year. It is suggested that they conduct some surveys each month. The CTC is to 'send out' enough surveys, in order to obtain 150 responses. These surveys shall be On-Board surveys conducted by drivers, and telephonic surveys conducted by LCB members. In addition to this, the Commission for the Transportation Disadvantaged's Quality Assurance team conducts random sample surveys of passengers telephonically, during the biannual review of the CTC's.

The CTC will provide the surveys to the Designated Official Planning Agency within a month after the survey is conducted. And, the DOPA will request the CTD's QAPE to provide the DOPA with results of its surveys. Planning staff, with assistance from the LCB's appropriate committee will tabulate the surveys and provide a report to the Local Coordinating Board for its next meeting.

Agency Surveys:

The DOPA will conduct mailed out surveys of the agencies each September to determine their levels of satisfaction with the County TD Program. The CTC shall provide the DOPA with current mailing list of agencies they provide transportation to by September 15th.

Standards & Policies:

The Local Coordinating Board sets performance standards for the Community Transportation Coordinator. The Local Coordinating Board evaluates the Community Transportation Coordinator's performance based upon these standards and policies.

Commission's Ombudsman Hotline:

The Commission for the Transportation Disadvantaged has an Ombudsman Program to assist individuals with complaints. The toll-free Ombudsman Hotline is-1-800-983-2435.

LEE COUNTY LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED CONTACTS FOR SERVICE COMPLAINTS

ENTITY	CONTACT NAME & ADDRESS	PHONE
Community Transportation Coordinator	Tom Nolan, President Good Wheels, Inc.	(239) 768-6184 customer service (239) 768-2900 reservations (800) 741-1570
MPO -- Designated Official Planning Agency (DOPA)	Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220

Local Coordinating Board Chairperson	Hon. Larry Kiker c/o Mr. Brian Raimondo Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Commission for the Transportation Disadvantaged	Ombudsman Hotline	(800) 983-2435 TDD (800) 648-4084
Medicaid	Ombudsman Hotline and Local	(800) 983-2435 (239) 335-1300

The Lee County Local Coordinating Board for the Transportation Disadvantaged has established the following rules and procedures to address grievances from agencies, users, potential users, subcontractors, and other interested parties.

Authority

According to Rule 41-2.012(5)(c), *Florida Administrative Code*, the Local Coordinating Board shall "appoint a Grievance Committee to serve as a mediator to process and investigate complaints, from agencies, users, potential users of the system and the Community Transportation Coordinator in the designated service area, and make recommendations to the Coordinating Board for improvement of service. The Coordinating Board shall establish procedures to provide ... opportunities for issues to be brought before such committee and to address them in a timely manner..."

It should be noted that there is a difference between "hearing" a grievance and "hearing and determining" a grievance. Neither the Grievance Resolution Committee nor the Local Coordinating Board has the authority to "hear and determine" a grievance. They only have the authority to "Hear" and advise. When an entity makes a determination of the rights, duties, privileges, benefits, or legal relationships of a specified person or persons, it is exercising "adjudicative" or "determinative" powers. Deciding a grievance between two independent parties

may fall within these parameters, depending on the nature of the grievance. Chapter 427, *Florida Statutes*, grants no adjudicative powers to anyone.

Even though the Local Coordinating Board does not have determinative authority, the recognition of problems by the various members of the Local Coordinating Board is a very useful method to resolve many issues. In addition, it should be noted that since the Local Coordinating Board is involved in the development and approval of the Community Transportation Coordinator's Transportation Disadvantaged Service Plan, and since the Local Coordinating Board also conducts the annual evaluation of the Community Transportation Coordinator, there are significant opportunities for the Local Coordinating Board to make changes where needed.

Formal Grievance Policy and Procedures:

Section 1: Creation

1.1 There is hereby created a formal grievance procedure for the Lee County transportation disadvantaged program as specified by the Commission for the Transportation Disadvantaged pursuant to Chapter 427, *Florida Statutes,* and Rule 41-2.012, *Florida Administrative Code*, hereinafter referred to as the Grievance Process. The following rules and procedures shall constitute the grievance process to be utilized in the Coordinated Community Transportation System in Lee County.

Section 2: Definitions

2.1 As used in these rules and procedures the following words and terms shall have the meanings assigned therein. Additional transportation disadvantaged program definitions can be found in Chapter 427, *Florida Statutes,* and Rule 41-2, *Florida Administrative Code*.

A) **Community Transportation Coordinator**: (CTC) Means a transportation entity recommended by a Metropolitan Planning Organization or by the appropriate designated official planning agency as provided for in Chapter 427 *Florida Statutes*, in an area outside the purview of a Metropolitan Planning Organization and approved by the Commission for the Transportation Disadvantaged, to ensure that coordinated transportation services are provided to serve the transportation disadvantaged population in a designated service area.

B) **Designated Official Planning Agency** (DOPA) means the official body or agency designated by the Commission for the Transportation Disadvantaged to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations.

C) **Transportation Disadvantaged** (TD) user of the system, means, 427.0___ "Those persons who because of physical or mental disability, income status, or age, or who for other reasons are unable to transport themselves or to purchase transportation, and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities, or children who are disabled or high risk or at risk as defined in Chapter 411.202, *Florida Statutes.*

D) **Agency**: Means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit entity providing transportation services as all or part of its charter.

E) **Transportation Operator**: Means one or more public, private for-profit or private non-profit entities engaged by the community transportation coordinator to provide service to transportation disadvantaged persons pursuant to a Transportation Disadvantaged Service Plan, (TDSP).

F) **Service Complaint**: events that may occur on a daily basis and are reported to the driver or dispatcher or other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. For more

information, see the Local Coordinating Board's policy on Complaints, [elsewhere in the TDSP].

G) **Formal Grievance** documents any concerns regarding the operation or administration of Transportation Disadvantaged services by the transportation operator, the Community Transportation Coordinator, the Designated Official Planning Agency, or the Local Coordinating Board. A formal grievance may also be a service complaint that has been left unresolved for more than 45 days. The formal grievance should demonstrate or establish their concerns as clearly as possible. Formal Grievances may include but are not limited to:

- Recurring or unresolved **Service Complaints**. (See above definition ;)
- Violations of specific laws governing the provision of TD services i.e. Chapter 427 *F.S.*, Rule 41-2 *F.A.C.* and accompanying documents, Sunshine Law, Americans with Disabilities Act, (ADA;)
- Coordination disputes;
- Agency compliance;
- Conflicts of interest;
- Supplanting of funds;
- Billing and/or accounting procedures;
- Policies of the Local Coordinating Board (LCB), particularly the Prioritization Policy.

H.) **Administrative Hearing process**: Chapter 120, *Florida Statutes*.

I.) **Ombudsman Program** means a toll free phone number established and administered by the Commission for the Transportation Disadvantaged to enable persons to access information and /or file complaints or grievances regarding transportation services provided under the coordinated effort of the community transportation coordinator. See contact information for phone numbers.

Section 3: Objectives

3.1 The objective of the local coordinating board's grievance process shall be to process, investigate and make recommendations in a timely manner on formal grievances that are not resolved

between the grievant and the other party (or parties.) It is not the objective of the grievance process to have "adjudicative" or "determinative" powers.

3.2 The community transportation coordinator and its service operators and other transportation subcontractors must post the contact person's name and telephone number regarding the reporting of complaints [and the reporting of grievances] in each vehicle.

3.3 The grievance procedures and all documents pertaining to the grievance process will be made available to the grieving party.

3.4 The grievance procedures and all documents pertaining to the grievance process will be made available, upon request, in a format accessible to persons with disabilities.

3.5 Other than this grievance process, aggrieved parties with proper standing may also have recourse through Chapter 120, *Florida Statutes*, the Administrative Hearing Process, or through the judicial court system.

Section 4: Membership

4.1 The local coordinating board's ad hoc grievance resolution committee shall be composed of a minimum of three (3) voting members or alternates of the local coordinating board. Members shall be appointed to the ad hoc grievance resolution committee by the LCB chairperson or his/her designee. The ad hoc grievance resolution committee membership shall include a representative of users of the coordinated transportation system. The LCB chairperson or his/her designee reserves the right to make reappointments to the ad hoc grievance resolution committee should any conflicts of interest arise.

4.2 The LCB chairperson or his/her designee shall appoint one member of the Ad hoc grievance resolution committee to serve as its chairperson.

4.3 The LCB chairperson's designee shall be a member of the TD planning staff from the designated official planning agency. The TD planning staff serves as facilitators to the grievance process. Every effort shall be made by the participants of the ad hoc grievance resolution committee to conduct the process as diplomatically as possible.

4.4 In cases where a grievance involves the private or personal or professional interests of a member of the ad hoc grievance resolution committee, such member shall be disqualified from hearing such a grievance.

4.5 Local Coordinating Board members who represent affected agencies will be invited to grievance hearings as advisors.

4.6 No member of the Local Coordinating Board shall appear before the Grievance Committee as an agent or attorney for any person.

Section 5: Terms of Members

5.1 The members of the ad hoc grievance resolution committee shall serve at the pleasure of the LCB chairperson or his/her designee, for the duration of the grievance for which they are appointed.

5.2 The members of the ad hoc grievance resolution committee may be removed for cause by the LCB chairperson or his/her designee.

5.3 The quorum shall be a simple majority. Meetings shall be held at such times as the ad hoc grievance resolution committee may determine and/or as necessitated by the formally filed grievance.

Section 6: Grievance Procedures

6.1 Grievance procedures have been developed by the Local Coordinating Board, based upon guidelines from the Commission for the Transportation Disadvantaged.

6.2 The Local Coordinating Board's grievance procedures are for the purposes of listening to the grievance, providing advice and making recommendations to the affected parties of the grievance. The Local Coordinating Board may not exercise adjudicative powers. Aggrieved parties with proper standing may also have recourse through Chapter 120, *Florida Statutes*, Administrative Hearing Process, or the judicial court.

6.3 When necessary, the designated official Planning agency's Transportation Disadvantaged Program staff shall provide assistance to individuals to prepare written grievances.

6.4 The formal grievance process shall be open to any person or agency wishing to address concerns involving: purchasing agencies, users, potential users, private for-profit operators, private non-profit operators, the Coordinator, the Designated Official Planning Agency, elected officials, and drivers.

6.5 The administrators of the grievance process shall make every effort to ensure that the grieving party has exercised the other procedures in place, including the LCB's Complaint procedures or the CTC's internal complaints procedures for its subcontractors.

Note: If it is an unresolved service complaint, the grievant will be asked if they have contacted the CTC for assistance in resolving their complaint. The grievant should have made reasonable effort to have their service complaint resolved by the CTC. The community transportation coordinator is responsible for resolving service complaints.

If the CTC has an internal grievance policy, appropriate grievances will be forwarded back to the CTC for resolution, prior to being considered as a formal grievance for the local coordinating board.

Section 7: Filing the formal grievance

7.1 The grievant should demonstrate or establish their concerns as clearly as possible. The grievance should try to demonstrate or establish a clear violation of a specific law, regulation, or contractual arrangement. Copies of pertinent laws and regulations may be obtained from the Designated Official Planning Organization's Transportation Disadvantaged Program staff.

7.2 The grievance must be filed to the Grievance Committee within ninety (90) days after the occurrence of the event giving rise to the grievance. The grievance shall be sent to:

Lee County Metropolitan Planning Organization, PO BOX 150045, Cape Coral, FL 33915

7.3 The grievance shall include:

a. the name and address and telephone number of the grievant; They do not have to have an address or phone in order to file a grievance, but they need a place which will receive

mail for them, and a phone where we may contact them.

b. a statement of the grounds for the grievance, supplemented by supporting documentation, made in a clear and concise manner. This shall include a description of the efforts taken by the grievant to resolve the issue; and

c. an explanation by the relief desired by the grievant.

If the grievant does not supply the above information to substantiate the grievance(s) no further action will be taken. [See section 6.3, above, about assistance in getting formal grievances reduced to writing,]

7.4 The date the formal grievance containing items a, b, and c, above, is received in writing shall be the date the formal grievance was filed.

7.5 Upon receipt of the formal grievance, the designated official planning agency transportation disadvantaged planning staff will have 10 working days to contact the grievant by telephone*, to discuss the materials received, and ask for additional information which may be necessary in order to file the grievance. (* when the designated official planning agency makes or attempts to make these telephonic contacts, they will enter records of the calls into a log for that grievance.)

7.6 If the designated official planning agency transportation disadvantaged planning staff is unable to establish contact by telephone within the ten (10) working days; they will write a letter to the grievant, and send it by certified mail to the grievant. The letter will indicate that the formal grievance has been received, and that telephonic contact was unsuccessful, and that the grievance has either been filed, or that additional information is necessary in order to file the grievance.

7.7 The designated official planning agency will have ten (10) working days from the date the grievance was filed to contact the chairperson of the local coordinating board, telephonically to inform of the receipt of the formal grievance, and proceed with the selection of the ad hoc grievance resolution committee. If the chairperson is not available, the DOPA staff may then contact the vice-chairperson.

7.8 The designated official planning agency will have ten (10) working days from the date the grievance was filed to contact the CTC (if the grievance involves the CTC,) to inform that a formal grievance has been filed.

7.9 The designated official planning agency will have 10 working days from the date the LCB chair was contacted about the grievance [in Section 7.7] to contact members of the LCB to establish the membership of the ad hoc grievance resolution committee. Pursuant to Section 4.2 of this Process, the chairperson of the ad hoc grievance resolution committee will be established at this time.

7.10 After the designated official planning agency has received an agreement to serve as a member of the ad hoc grievance resolution committee from the sufficient amount of LCB members, the designated official planning agency will have ten (10) working days to set up a meeting to mediate the grievance. The grievant, the chairperson of the ad hoc grievance resolution

committee, and the designated official planning agency staff will attend the mediation. (The CTC will be included in this meeting, if the grievance involves the CTC.)

7.11 After the mediation meeting, the DOPA shall prepare a report regarding the meeting outcome. The report shall be sent to the grievant, the LCB chairperson, and the chairperson (and all members) of the ad hoc grievance resolution committee within 10 working days of the date of the meeting.

7.12 The Chairperson of the ad-hoc Grievance Committee or DOPA staff will check with the grieving party in 10 working days, to determine whether they are resolved.

7.13 If mediation is successful, the grievance is closed.

Section 8: If Mediation is not successful:

8.1 If the grievance is not resolved through mediation the grievant may request in writing that their grievance be heard by the ad hoc grievance resolution committee. The grievant has 10 days from their receipt of the report (mentioned in Section 7.11) to notify the chairperson of the ad hoc grievance resolution committee through the DOPA.

8.2 Upon receipt of the written notice described in Section 8.1, the designated official planning agency has 15 working days to contact the chairperson and other members of the ad hoc grievance resolution committee, the grievant, and the involved parties, to set a grievance meeting date and location.

8.3 The grievant and all involved parties shall be notified of the meeting date and location at least seven (7) working days prior to the meeting date by certified mail, return receipt requested.

Section 9: A meeting of the ad hoc grievance resolution committee is held:

9.1 All involved parties have a right to present their views to the Grievance Committee, either orally or in writing. In addition, all parties may present evidence.

9.2 The Grievance Committee may at any time during the course of the meeting question the parties and their witnesses on any facts which it deems material to the alleged improper action.

9.3 The entire meeting shall be recorded electronically, on tape. Any party requesting a copy of the transcription shall pay all costs incurred in furnishing the copy of the transcription.

9.4 The Grievance Committee will follow a meeting agenda in accordance with the procedures herein set forth:

A. Call to Order;

B. Presentation of Grievance;

1. Presentation of Grievance by Grievant, which will also include witnesses, if applicable

2. Response of concerned parties, which will include witnesses, if applicable.

C. Discussion of grievance, which shall take place in accordance with Roberts Rules of Order amongst the Grievance Committee, staff, the grievant and other interested parties. Discussion shall focus solely on the grievance as filed by the grievant;

D. Following discussion of the grievance, the Grievance Committee may submit a recommendation to the Coordinating Board in response to the grievance; and

E. Close meeting.

9.5 Upon conclusion of the grievance meeting, the ad hoc grievance resolution committee must submit a written report of the meeting proceedings to the chairperson of the local coordinating board within 10 working days. The report must outline the grievance, and provide the findings/recommendations of the ad hoc grievance resolution committee.

9.6 If the grievance is resolved through the Meeting process, the grievance process will end. The final report will be forwarded to the members of the local coordinating board.

Section 10: If the grievance is not resolved through the meeting of the ad hoc grievance resolution committee

10.1 If the grievance is not resolved through the meeting of the ad hoc grievance resolution committee, the grievant may request in writing that their grievance be heard by the local coordinating board. This request shall be sent to the Chairperson of the Local Coordinating Board, through the designated official planning agency, and must be made within 10 working days of their receipt of the ad hoc grievance resolution committee's report (in Section 9.5) Immediately following the meeting of the ad hoc grievance resolution committee, the grievant may make their request that their grievance be heard by the Local Coordinating Board, however, the time frame will "wait" until the ad hoc grievance resolution committee's report is prepared and received, as described in 9.5.

10.2 The Local Coordinating Board chairperson shall have 15 working days to set a meeting date. Members of the Local Coordinating Board shall have at least 10 working days notice of such meeting. The meeting of the local coordinating board shall be advertised appropriately.

10.3 The grievance shall be presented at the meeting of the local coordinating board. The Local Coordinating Board will follow a meeting agenda in accordance with the procedures herein set forth:

A. Call to Order;

B. Presentation of Grievance;

1. Presentation of Grievance by Grievant, which will also include witnesses, if applicable

2. Response of concerned parties, which will include witnesses, if applicable.

C. Discussion of grievance, which shall take place in accordance with Roberts Rules of Order amongst the Local Coordinating Board, staff, the grievant and other interested parties. Discussion shall focus solely on the grievance as filed by the grievant;

D. Following discussion of the grievance, the Local Coordinating Board may submit a recommendation to the appropriate parties in response to the grievance; and

E. Close meeting.

10.4 The results, findings and recommendations of the LCB shall be outlined in a final report to be completed within 10 working days of the meeting. The report shall be forwarded to the grievant, members of the Local Coordinating Board, the Community Transportation Coordinator, and all other persons/agencies directly involved in this grievance process.

10.5 If the grievance has not been resolved through these LCB procedures, the grievant may request that their grievance be heard by the Commission for the Transportation Disadvantaged.

Section 11: Prohibition against Retaliation

11.1 No individual shall be unlawfully denied Transportation Disadvantaged services because such individual has filed a grievance related to the Transportation Disadvantaged Program or has testified or is about to testify in any such proceeding or investigation related to the Transportation Disadvantaged Program. (This shall be monitored by the DOPA.)

Appeals to the Commission for the Transportation Disadvantaged

Should a grievant remain dissatisfied with the Local Coordinating Board or Community Transportation Coordinator's recommendation, he or she may contact the Commission for the Transportation Disadvantaged at the following address:

Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, Florida 32399-0450

The Commission for the Transportation Disadvantaged also has an Ombudsman Program to assist individuals with complaints. The CTD’s toll-free Ombudsman Hotline is-1-800-983-2435.

Chapter 427, *F.S.* does not expressly confer the power or authority for the Commission for the Transportation Disadvantaged to “hear and determine” a grievance between two third parties. The Commission for the Transportation Disadvantaged may choose to listen to grievances and it can investigate them from a fact-finding perspective. It cannot be the "judge" or "arbiter" of the grievance in the sense of determining that one party's version of the facts is right and the other is wrong, and order the wrong party to somehow compensate the right party. On the other hand, the grievance may bring to light a problem within the system.

However, if the grievance showed that one of the parties with whom the Commission for the Transportation Disadvantaged contracts was acting so aberrantly as to not be in compliance with its contract, the Commission for the Transportation Disadvantaged could exercise whatever contractual rights it has to correct the problem. Accordingly, the Commission for the Transportation Disadvantaged may take part in the grievance process, if it wants to, for purposes of listening to the grieving parties and gathering the facts of the matter. It may not decide the grievance, where doing so would amount to an exercise of adjudicative powers.

LEE COUNTY LCB GRIEVANCE RESOLUTION CONTACTS

ENTITY	CONTACT NAME & ADDRESS	PHONE
Community Transportation Coordinator	Tom Nolan, President Good Wheels, Inc.	(239) 768-6184 customer service (239) 768-2900 reservations (800) 741-1570
MPO -- Designated Official Planning Agency (DOPA)	Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Local Coordinating Board Chairperson	Hon. Larry Kiker c/o Mr. Brian Raimondo Lee Metropolitan Planning Org. 815 Nicholas Pkwy, Cape Coral, FL 33915	(239) 244-2220
Commission for the Transportation Disadvantaged	Ombudsman Hotline	(800) 983-2435 TDD (800) 648-4084
Medicaid	Ombudsman Hotline and Local	(800) 983-2435 (239) 335-1300

CTD's Medicaid Complaint & Grievance Procedures

1. To issue a complaint, a customer must first contact the local transportation provider. The complaint may be made verbally over the telephone or may send the complaint in writing. All complaints, even if the problem is resolved while on the phone, must be recorded. The customer may obtain the local provider's contact information for filing a complaint from their local Rider's Guide or by calling the toll free TD Helpline 1-800- 983-2435 or from the website www.dot.state.fl.us/ctd. All complaints will be documented by the provider to include the date/time, customer's name & contact information, Medicaid ID number, subject of the concern, provider's findings, response, and actions taken to resolve the concern. These complaint records will be forwarded to the Commission for the Transportation Disadvantaged on a quarterly basis.

2. After the local transportation provider receives the complaint, the provider will investigate the complaint and inform the customer of the findings, including any actions taken (either verbally or in writing, or both.) If the customer is not satisfied with the findings/actions, the customer may request to file a formal grievance with the Local Coordinating Board. The local provider will be responsible for providing the customer with the Local Coordinating Board's contact information and an accessible copy of the local Grievance Procedures.

3. The Local Coordinating Board will hear all customer grievances not resolved satisfactorily by the provider. If the LCB does not resolve the grievance, the customer will be informed of his/her right to file a formal grievance with the Commission for the Transportation Disadvantaged. The customer may begin this process by contacting the Commission through the TD Helpline at 1-800-983-2435 or via mail at: Florida Commission for the Transportation Disadvantaged; 605

Suwannee St., MS-49; Tallahassee, FL 32399-0450 or by email at www.dot.state.li.us/ctd. Upon request of the customer, the Commission will provide the customer with an accessible copy of the Commission's Grievance Procedures.

4. If the Commission is unable to resolve the grievance, the customer will be referred to the Office of Administrative Appeals or other legal venues appropriate to the specific nature of the grievance.

All of the steps above must be attempted in the listed order before a complaint or grievance will move to the next step. The customer should be sure to try and have as many details as possible, when filing a complaint, such as dates, times, names, vehicle numbers, etc.

There is an Ombudsman Program, provided by the Commission for the Transportation Disadvantaged, which is available to anyone who requests assistance in resolving complaints. The Ombudsman Program may be reached through the toll free TD Helpline at 1-800-983-2435 or via email at www.dot.state.fl.us/ctd. By requesting assistance of the Ombudsman Program in resolving complaints, the complaint will still follow, in order, all of the established steps listed above. The Ombudsman will document each complaint and upon request of the customer, file the complaint with the local provider on the customer's behalf, to begin the local complaint process. If the customer has already filed the complaint locally and remains unsatisfied, the Ombudsman will assist the customer with the next step in the complaint or grievance process.

The customer has the right to file a formal grievance with the Office of Administrative Appeals or other venues appropriate to the specific nature of the complaint.

Medicaid Fair Hearing Requirements

In addition, the customer has the right to request a Medicaid fair hearing. A Medicaid compensable service provider acting on behalf of the customer and with the customer's written consent may request a Medicaid fair hearing. Parties to the Medicaid fair hearing include the Commission, as well as the customer and his or her representative or the representative of a deceased customer's estate.

A. Request Requirements

The customer or provider may request a Medicaid fair hearing within ninety (90) calendar days of the date of the notice of action. The customer or provider may request a Medicaid fair hearing by contacting:

Department of Children and Families
Office of Public Assistance Appeals Hearings,
1317 Winewood Boulevard, Building 1, Room 309
Tallahassee, Florida 32399-0700

B. General Plan Duties

The Commission for the Transportation Disadvantaged will:

1. Continue the customer's benefits while Medicaid fair hearing is pending if:

    a. The Medicaid fair hearing is filed timely, meaning on or before the later of the following:

        - Within 10 workdays of the date on the notice of action (Add 5 workdays if the notice is sent via U.S. mail); and

        - The intended effective date of the plan's proposed action.

    b. The Medicaid fair hearing involves the termination, suspension, or reduction of a previously authorized course of treatment;

    c. The services were ordered by an authorized provider;

    d. The authorization period has not expires; and

    e. The customer requests extension of benefits.

2. Ensure that punitive action is not taken against a provider who requests a Medicaid fair hearing on the customer's behalf or supports a customer request for a Medicaid fair hearing. If the Commission for the Transportation Disadvantaged continues or reinstates customer benefits while the Medicaid fair hearing is pending, the benefits must be continued until one of the following occurs:

    a. The customer withdraws the request for a Medicaid fair hearing.

    b. 10 workdays pass from the date of the Commission's adverse decision and the customer has not requested a Medicaid fair hearing with continuation of benefits until a Medicaid fair hearing decision is reached. (Add *5* workdays if the notice is sent via U.S. mail.)

    c. A Medicaid fair hearing decision adverse to the customer is made.

    d. The authorization expires or authorized service limits are met.

The Commission must authorize or provide the disputed services promptly, and as expeditiously as the customer's health condition requires, if the services were not furnished while the Medicaid fair hearing was pending and the Medicaid fair hearing officer reverses a decision to deny, limit, or delay services.
The Commission must pay for disputed services, in accordance with state policy and regulations, if the services were furnished while the Medicaid fair hearing was pending and the Medicaid fair hearing officer reverses a decision to deny, limit, or delay services.

Medicaid Beneficiary Appeals Notice

(Section 10B.2.14)

When the Vendor or its subcontracted transportation provider denies eligibility of transportation services

to a beneficiary, the beneficiary must be informed of his/her right to appeal by sending, by mail, an initial decision letter outlining the reason the Vendor or subcontracted transportation provider is denying transportation services. This letter shall be provided to the beneficiary no later than seven (7) calendar days following such decision to deny.

The Vendor must establish, as part of its implementation plan, a formal beneficiary appeals process whereby a beneficiary may bring his/her complaint for resolution prior to the beneficiary beginning the formal Medicaid grievance procedures.

Beneficiary transportation cannot be limited or suspended during the review period while the appeal is being reviewed. Beneficiaries must be allowed to schedule and receive transportation services throughout the appeal process.

14. CTC Monitoring Procedures of Operators and Coordination Contractors

The Community Transportation Coordinator will perform an annual evaluation of contracted operators ensuring compliance with the System Safety Program Plan, locally approved standards, Commission for the Transportation Disadvantaged standards, annual operating data and insurance requirements.

15. Coordination Contract Evaluation Criteria

Good Wheels in cooperation with the LCB will determine whether agencies, from a total system approach, can perform more effectively and more efficiently their own transportation.

B. Cost/Revenue Allocation and Rate Structure Justification

Good Wheels' FY 2013/14 rate model is shown in ***Exhibit G.***

III. QUALITY ASSURANCE

A. ANNUAL EVALUATION OF THE COMMUNITY TRANSPORTATION COORDINATOR

The purpose of this section is to identify process used by the Local Coordinating Board and the planning agency in the evaluation of the Community Transportation Coordinator. This section will address what steps the Local Coordinating Board will take to monitor and evaluate the services provided by or coordinated through the Coordinator, based on the locally established service standards, and consistent with those of the Florida Commission for the Transportation Disadvantaged Commission.

Pursuant to Chapter 427 *Florida Statutes* 427.015(2), the performance of the coordinator shall be evaluated based on the commission's approved evaluation criteria by the coordinating board at least annually.

Although a committee is not required by Rule 41-2, *Florida Administrative Code (FAC)* in order to conduct the required annual evaluation, sometimes the LCB makes use of a committee to carry out the

evaluation. In those cases this is the process the committee follows:

At the December LCB meeting, the LCB appoints two or three members to a Committee for the Evaluation of the CTC, composed of voting and advisory members of the LCB. The Committee will be assisted by DOPA Planning staff and the staff of the CTC.

DOPA planning staff is responsible for providing the committee with the materials needed to conduct the evaluation. This includes gathering documents such as the annual operating reports, previous evaluation reports, system safety plan reports, lists of contacts, and other documents from the CTC.

The CTC's staff is responsible for conducting surveys of passengers and of agency representatives twice during the course of their fiscal year. The CTC is also responsible for providing the results of these surveys to the planning staff. The CTC is encouraged to sample a random 10% of the passengers in each survey.

Planning staff and the CTC also work together on preparing the blank evaluation booklet for the committee to use. Planning staff locates the last evaluation report and updates it so that the previous year contains the most current information, and the evaluation year is blank. Planning staff also locates the most current reports with recommendations and accompanying status reports, and updates the blank evaluation report in those sections.

The Evaluation Committee meets initially to conduct the following tasks: Review the evaluation process, agree to a schedule of events, review the evaluation resources and distribute the work-load fairly among the participants. The Evaluation Committee can meet any time for this initial briefing and could do so in the 10 minutes just after the December LCB meeting. However, there are some significant constraints to when the evaluation must be completed: Keeping in mind that the TDSP must be annually updated by the end of May, and that the Evaluation process feeds into the TDSP update, the Evaluation process must be completed in time for the draft evaluation report to go to the LCB in March. Since much of the data for the evaluation year column in the Evaluation Report is taken from the CTD's *Annual Performance Report*, which is not published until January, the Evaluation must be completed in February.

The Evaluation Committee makes use of several resources in order to conduct the Evaluation. These resources include standardized worksheets and reports from the Commission for the Transportation Disadvantaged; material from different sections of the TDSP, including the goals and objectives and standards and policies, and passenger surveys compiled by the CTC, and, previous evaluations.

Committee members and Planning staff conduct interviews with the CTC's staff to complete the Worksheets. Then the Committee evaluates the CTC based on the findings obtained during these interviews. The Committee communicates findings, suggestions, and develops recommendations which are forwarded through planning staff to the LCB as draft final report.

The Draft Evaluation Report contains findings, suggestions and recommendations. These are distributed to the Local Coordinating Board, for its review and approval. If the LCB has additional recommendations, planning staff adds these to the Report, and then Planning staff sends the LCB's approved evaluation report on the Coordinator to the CTD, and uses the recommendations to prepare the annual update of the *Transportation Disadvantaged Service Plan.*

EXHIBIT A

LEE COUNTY COMMUNITY TRANSPORTATION COORDINATOR DESIGNATION MEMORANDUM OF AGREEMENT TD 0812

EXHIBIT B

TD ORGANIZATIONAL CHART

EXHIBIT C

Transportation Disadvantaged/Medicaid Non-Emergency Transportation Program Eligibility Application

EXHIBIT D

Vehicle Inventories

EXHIBIT E

Annual Safety Certification

EXHIBIT F

SERVICE COMPLAINT FORM

EXHIBIT G

RATE STRUCTURE

Agenda Item 4
TAC 5/2/13

REVIEW OF THE PROPOSED AMENDMENTS TO THE 2035 LONG RANGE TRANSPORTATION PLAN

RECOMMENDED ACTION: Review and comment on the proposed amendments to the 2035 Long Range Transportation Plan (LRTP).

The MPO staff is proposing several amendments to the 2035 LRTP based on recent project funding and status changes identified in FDOT's Tentative Work Program, changes to the Strategic Intermodal System (SIS) projects and to match recent amendments made by the Collier MPO on Old US 41 (to widen from two to four lanes in the Cost Feasible Plan). **Attached** are the underline and strike through changes to the Existing plus Committed table, the State/Other Arterial Cost Feasible table and the SIS table from the LRTP.

Lee County MPO 2035 LRTP
Table 6-1: E+C Network

Proj #	Roadway	Limit From	Limit To	# Lanes Currently	# Lanes Programmed	Phase Funded (Year Funded)
1	US 41 (Tamiami Trail)	Corkscrew Road	San Carlos Blvd.	4	6	CST (under CST)
2	SR 739 (Metro Parkway Ext.)	US 41/Alico Road	Six Mile Cypress Pkwy	N/A	6	CST ~~(under CST)~~ (Completed)
3	Santa Barbara Blvd	Gleason Pkwy.	SR 78	4	6	Completed
4	Summerlin Road	Cypress Lake Drive	Boy Scout Drive	4	6	Completed
5	Summerlin Road	Overpass at College Parkway		N/A	Overpass	Completed
6	SR 82 (Dr. Martin Luther King Blv	Ortiz Avenue	E. of SR 884 (Colonial Blvd.)	2	6	CST (under CST)
7	SR 884 (Colonial Blvd.)	I-75	SR 82	4	6	Completed
8	Six Mile Cypress Pkwy	N. of Daniels Pkwy	S. of Colonial Blvd.	2	4	CST (under CST)
9	Daniels Parkway	Chamberlain Pkwy	Gateway Blvd.	4	6	Completed
10	I-75	SR 884 (Colonial Blvd.)	Luckett Road	4	6	Completed
11	I-75	Luckett Road	SR 80 (Palm Beach Blvd.)	4	6	CST (under CST)
12	I-75	Interchange at SR 80			Interchange	CST (under CST)
13	I-75	SR 80	SR 78	4	6	CST ~~(FY 13/14)~~ (Under CST)
14	I-75 Airport Direct Connect	I-75 to Airport Entrance Road				CST ~~(to Start Fall 2012)~~ (Under CST)
15	SR 739 (Metro Parkway)	Winkler Avenue	Fowler Avenue	N/A	6	CST (to Start Fall 2012) (Under CST)
16	Burnt Store Road	SR 78 (Pine Island Rd)	Tropicana	2	4	CST (FY 14/15)
17	SR 78 (Pine Island Road)	Burnt Store Road	Chiquita Blvd.	2	4	ROW (underway), CST (FY 12/13)
18	I-75	Interchange at SR 884 (Colonial Blvd.)			Interchange	PE (underway)
19	SR 82 (Immokalee Road)	Shawnee Road	Alabama	2	6	PE (underway), ROW (FY 16/17)
20	Business US 41	Littleton Road	US 41	2	4	CST (FY 12/13)
21	SR 82 (Immokalee Road)	Colonial/Lee Blvd.	Shawnee Road	2	6	PE (PE underway), ROW (FY 16/17 & 17/18)
22	SR 82 (Immokalee Road)	Alabama Road	Homestead Road	2	4	PE (underway), CST (FY 17/18)
23	SR 82 (Immokalee Road)	Homestead Road	Hendry County line	2	4	PE (underway)
24	Alico Road	Ben Hill Griffin Pkwy.	Airport Haul Road	2	4	PE (underway), CST (FY 14/15)
25	Bonita Beach Road	Old US 41	Lime Street	4	6	CST (under CST)
26	Homestead Road	Sunrise	Alabama	2	4	ROW (underway), CST (FY 15/16)
27	North Airport Rd Ext.	Current Terminus P.O.	Metro Parkway	N/A	2	CST (FY 13/14)
28	Ortiz Avenue	Luckett Road	SR 80 (Palm Beach Blvd.)	2	4	ROW (underway)
29	Hanson Street Ext.	Ortiz Avenue	SR 82 (Immokalee Rd)	N/A	4	PE (underway)
30	SR 31	SR 80 (Palm Beach Blvd.)	CR 78 (N. River Road)	2	4	PDE (underway), PE (FY 12/13)
31	Signal Interconnection Project Phase I					CST (underway)
32	Signal Interconnection Project Phase II					PE (15/16), CST (FY 16/17)
33	Ortiz Avenue	SR 82 (Dr. Martin Luther King Blvd.)	Luckett Road	2	4	ROW (underway)
34	Luckett Road	Ortiz Avenue	I-75	2	4	ROW (underway)
35	I-75	S. of SR 78 (Bayshore Rd)	Lee/Charlotte Co.L	4	6	CST (underway)
36	Bus Replacements - 13.9 M.					CAPITAL (FY 11/12 purchase underway)
37	US 41 (Tamiami Trail) at CR 865 (Bonita Beach Road)			Overpass/Intersection		PD&E (FY ~~16/17~~ 13/14)
38	SR 739 (Metro Parkway)	Daniels Parkway	Winkler Avenue	4	6	PE (FY 12/13)
39	LeeTran Bus Facility Funding - 5.0 M FTA 5309					CAPITAL (FY 12/13)
40	LeeTran Bus Arrival Notification System - 1.3592 M FTA 5312					CAPITAL (FY 12/13)
41	San Carlos Trolley Lane Study			5	5	PD&E (FY 14/15)
42	Fowler Street	Hanson Street	SR 82 (Dr. Martin Luther King Blvd.	4	?	PE (14/15)

Acronyms:
PD&E - Project Development & Environment Study
PE - Preliminary Engineering/Design Phase
ROW - Right-of-Way Phase
CST - Construction Phase

2035 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2016-2020	2021-2025	2026-2030	2031-2035	Total Project Cost	Comments
State/Other Arterial										
Business 41	Littleton Road	US 41	Widen 2L to 4L	CST	$11,308	$0	$0	$0	$11,308	
Countywide Signal System Updates			ITS		$16,440	$0	$0	$0	$16,440	
Del Prado Ext.	US 41	I-75	Study New Interchange	IJR				$2,650	$2,650	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	PLN	$610				$610	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	PE	$2,930	$0	$0	$0	$2,930	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	ROW	$0	$14,000	$0	$0	$14,000	
Fowler St.	Metro/Fowler	SR 82	4L to 3L One Way	CST	$0	$24,430	$0	$0	$24,430	
Incident Management System Bridges			ITS		$8,220	$0	$0	$0	$8,220	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	PE	$4,088	$0	$0	$0	$4,088	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	ROW	$31,000	$0	$0	$0	$31,000	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	$0	$0	$62,540	$0	$62,540	
SR 78 Payback			Widen 2L to 4L		$9,800	$0	$0	$0	$9,800	
SR 78 Payback			Widen 2L to 4L		$0	$0	$0	$0	$0	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	PD&E	$0	$630	$0	$0	$630	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	PE	$0	$1,880	$0	$0	$1,880	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	ROW	$0	$0	$13,230	$0	$13,230	
SR 82	Michigan Ave.	Ortiz Ave.	Widen 5L to 6L	CST	$0	$0	$13,630	$0	$13,630	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	PD&E	$1,710	$0	$0	$0	$1,710	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	PE	$0	$10,270	$0	$0	$10,270	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	ROW	$0	$20,940	$0	$0	$20,940	
US 41	Victoria Ave.	Pondella Rd.	Widen 4L to 6L	CST	$0	$0	$0	$104,880	$104,880	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	PD&E	$0	$1,310	$0	$0	$1,310	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	PE	$0	$3,920	$0	$0	$3,920	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	ROW	$0	$4,910	$0	$0	$4,910	
US 41	Pondella Road	Diplomat Pkwy	Widen 4L to 6L	CST	$0	$0	$34,060	$0	$34,060	
US 41/Bonita Beach Rd. Interchange/Intersection			Interchange/intersectio	PD&E	$1,100	$0	$0	$0	$1,100	
US 41/Bonita Beach Rd. Interchange/Intersection			Interchange/intersectio	PE	$0	$8,860	$0	$0	$8,860	
US 41/Daniels Pkwy. Interchange/Intersection			Interchange/intersectio	PD&E	$0	$0	$0	$3,780	$3,780	
San Carlos Trolley Ln.	Summerlin Road	Mantanzas Pass Br.	Exclusive Trolley Ln.	PLN	$610				$610	
San Carlos Trolley Ln.	Summerlin Road	Mantanzas Pass Br.	Exclusive Trolley Ln.	PE/CST	$1,200				$1,200	PE/CST assuming design/build project
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PD&E	$700				$700	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	$2,100				$2,100	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW		$4,580			$4,580	CST Phase est. at $17,520 in 2021-2025
		Total Cost			**$91,816**	**$95,730**	**$123,460**	**$111,310**	**$422,316**	
		Grand Total								

2035 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2016-2020	2021-2025	2026-2030	2031-2035	Total Project Cost	Comments
SIS Highways/FIHS										
SR 82	Shawnee	Alabama	Widen 2L to 6L	ROW	$2,645	$0	~~$14,249~~	$0	$2,645	
SR 82	Shawnee	Alabama	Widen 2L to 6L	CST	$0	$19,630	~~$132,584~~	$0	$19,630	
SR 82 (4199503)	Colonial Blvd./Lee	~~Daniels Pkwy~~. Shawnee	Widen 2L to 6L	ROW	~~40272.1~~ 11,079	$0	$0	$0	$11,079	
SR 82 (4199503)	Colonial Blvd./Lee	~~Daniels Pkwy.~~ Shawnee	Widen 2L to 6L	CST	$0	~~113545.25~~ 38,484	$0	$0	$38,484	
SR 82	Alabama	Homestead	Widen 2L to 6L	CST	$9,407				$9,407	
I-75	South of SR 78	Charlotte Co/Line	Widen 4L to 6L	CST	$30,960	$0	$0	$0	$30,960	
		Total Cost			**$54,091**	**$58,114**	**~~$146,832~~**	**$0**	**$112,205**	
		Grand Total								

REVIEW AND APPROVAL OF THE PROPOSED AMENDMENTS TO THE FY 2012/13 THROUGH FY 2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

RECOMMENDED ACTION: Review and approval of the proposed Amendments to the FY 2012/13 through FY 2016/17 Transportation Improvement Program (TIP).

Listed below are the descriptions for the proposed Transportation Improvement Program Amendments that include the addition of the Section 5309 FTA funds and the addition of a design phase for the lighting project on US 41:

- Add the design phase and change the project limits for project #4327551 for the lighting that will be installed on US 41 from Coconut Road to San Carlos Blvd. (original project limits was from Corkscrew Road to San Carlos Blvd). The design funding added to the project is for this fiscal year (FY 2012/2013) and the cost is $50,000 coming from Highway Safety Funds.

- Add the Federal Transit Administration (FTA) Section 5339 Bus and Bus Facility funds in the amount of $655,100.

Agenda Item 6
TAC 5/2/13

ADOPTION OF AMENDMENTS TO THE FY 2012/2013 AND FY 2013/2014 UNIFIED PLANNING WORK PROGRAM

RECOMMENDED ACTION: Review and adoption of amendments to the FY 2012/2013 and FY 2013/2014 Unified Planning Work Program (UPWP) to recognize additional carry-forward funding for FY 2013/2014, update task descriptions, include the 2012 FDOT Certification Statement and a draft of the 2013/2014 FTA 5303 application.

The MPO staff is proposing amendments to the Unified Planning Work Program (the MPO's budget) to address the addition of carry-forward funds for FY 2013/2014, updated certification sheets, FDOT Certification Statement from the MPO and FDOT Joint Certification meeting held in January, and an updated application for FTA 5303 funds. The changes are listed below and are included on the **attached** sheets:

- The addition of $216,171 in FY 2013/2014 in Task 4.4 to recognize the carry-forward funds from the year before.
- The addition of language to Tasks 1.6 and 4.4 to update schedules and to add additional project description.
- Adding to the Appendix the updated FTA Section 5303 Grant Application for FY 2013/2014.
- Add to Appendix E-H the updated Certification sheets for the new fiscal year.
- Add to Appendix D the 2012 Joint Certification Statement.

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEARS 2012/13 – 2013/14

(July 1, 2012 – June 30, 2014)

Adopted May 11, 2012

Amended: September 21, 2012, January 18, 2013, May 17, 2013

Mayor John Sullivan, Chairman

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

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www.leempo.com

Prepared by the staff and the participating agencies of the Lee County Metropolitan Planning Organization. This report was financed in part by the U.S. Department of Transportation, Federal Highway and Transit Administrations; the Florida Department of Transportation (FDOT); and participating local governments.

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration (FTA), U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code (USC). The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

CFDA # 20.205, Highway Planning and Construction
Federal Aid Project Number 0261 (049)
FDOT financial project number 423642-1-14-01 for FY 12/13 & FY 13/14

CFDA # 20.505, Federal Transit Technical Studies Grant (Metropolitan Planning)
FDOT financial project number 410115-1-14-22&23

Section: ADMINISTRATION_____ UPWP Task No: 1.6
Task: TRANSIT RELATED PROGRAM MANAGEMENT AND SUPPORT (CONTINUED)

PREVIOUS WORK (CONTINUED)

- Annual participation in the development and implementation of Lee County's Hurricane Evacuation Plan (44.26.10).
- Monthly: Analysis of the use of alternative fuels and equipment (44.26.15).
- Completion of a Comprehensive Operations Analysis which led to a new route structure and increased frequency on specific routes without significant increases in budget (44.16.14).
- Summer/Fall 2009: Develop the Program Management Plan and the Locally Coordinated Human Services Transportation Plan for JARC and New Freedom Programs and project selection process (44.26.12).
- Work on the development of the online trip planner (44.26.14).
- Completion of the bus shelter study (44.26.15).
- Work with Collier County on the development of an interlocal agreement to connect service between Lee and Collier (44.21.00).
- Spring 2012: Implementation of the State of Good Repair Grant to purchase 24 new hybrid buses (44.26.15, 44.25.00).
- Winter 2011: Development of Beach Trolley Lane Study (44.23.02).
- Completion of Phase I and II of the Alternative Transportation in Parks and Public Lands Study (44.26.15).
- Spring 2012: Completion of the Cape Coral Transit Study (44.23.02).

END PRODUCT

- Monthly: Attendance and participation in the MPO Committee and Board meetings (44.21.00).
- Annual: Financial and progress reporting (44.21.00).
- Annually: Annual LeeTran Audit (44.21.00).
- January 2013 and 2014: National Transit Database information filing (44.21.00).
- Monthly: National Transit Database Report filing (44.21.00).
- Quarterly: Quality evaluations from "Mystery Rider" program (44.21.00).
- Monthly: Quarterly Safety and Security Reports (44.26.16).
- Monthly: Transit reporting, forecasting, management and planning (44.21.00).
- Annual: Publish transit performance data in accordance with Transit Block Grant requirements (44.21.00).
- Spring 2013 and 2014: Update special needs transportation plans before hurricane season (44.26.16).
- Annually: Transit Security Plan update (44.26.16).
- Carbon Emission Reduction/Fuel Savings Efforts (44.26.14).
- Annually, only if required: Review and update *ADA Complementary Paratransit Plan* (only if there are changes to Federal ADA law) (44.21.00).
- Annually, only if required: Review and update *CTC Transition Plan*. These are contingency plans which will be put into effect should the CTC resign or be terminated (44.26.12).
- Summer 2012 and 2013: Update of the Locally Coordinated Human Services Plan as needed (44.26.12).
- Fall 2012 and 2013: Solicit eligible JARC and New Freedom projects (44.26.12).
- Winter 2012: Complete Countywide Park and Ride Study (44.26.14).
- Summer 2013: Planning and design of park and ride facilities identified in the Countywide study (44.26.14).
- Summer/Fall 2013: Development of transit data and revenue items for the transportation model and the LRTP update.
- Fall 2013: Conduct bus shelter study to determine feasibility and location.

Section: PROJECT PLANNING_____ UPWP Task No: 4.4
Task: ADMINISTRATIVE AND PLANNING CONSULTANT SERVICES (CONTINUED)

END PRODUCTS

- Summer 2012: Development of scope for the development of land use scenarios in support of the 2040 LRTP update and begin project.
- Summer 2012: Develop a Bicycle/Pedestrian Action Plan scope and begin project.
- Summer 2012 and 2013: Scope, RFP and conduct 2011/2012 and 2012/2013 audits.
- Summer/Fall 2012: Scope ~~and conduct study~~ analyzing 2010 census impact to funding allocations and MPO Board apportionment and propose options for implementation.
- Ongoing: IT Support Services.
- Other transportation planning studies, as needed.
- 2012: Continue the development of the Rail Feasibility Study to determine future multi-modal options for the rail corridor.
- End of ~~Spring~~ Fall 2013: Completion of the Rail Feasibility Study and identify future tasks and recommendations.
- Spring/Summer 2013: Develop a Bicycle/Pedestrian Task Scope and start project to address a new tasks recommended from the Bicycle Pedestrian master Plan including an updated prioritization process, benchmarking project implementation consistent with MAP-21. The project completion will be Fall of 2013.
- Spring/Summer 2013: Conduct study to determine data collection options using existing technology supplement vehicle, bicycle and pedestrian.
- Spring 2013/2014: Develop scope and conduct tasks to assist the MPO staff in the feasibility analysis of Congestion Management, Bicycle/Pedestrian, Safety and ITS projects consistent with funding requirements.
- Summer 2013/Fall 2013: Develop LRTP scope to assist the MPO Board and the staff with the development of LRTP revenues, maintenance costs, demographic data, travel data and projections necessary for the LRTP 2040 update.
- Spring 2013: Allocate $50,000 in PL Consultant funding for FDOT's effort to develop, fund and maintain Lee County's portion of the Districtwide Model.

FINANCIAL PARTICIPATION – 2012/13		RESPONSIBLE AGENCY
PL staff	$12,000	Lead Agency: Lee County MPO **The Consultant Services include the rail feasibility study, modeling land use scenarios, developing a Bike/Ped Action Plan, LRTP amendments, Audit services and CMS studies.
PL consultant**	$372,653	
State (soft match)	$84,837	
State Grant	$131,089	
Total	$600,579	
FINANCIAL PARTICIPATION – 2013/14		
PL staff	$12,000	
PL consultant**	~~$212,436~~ 428,607	
State (soft match)	~~$49,500~~ 97,178	
Total	~~$273,936~~ 537,785	

JOINT CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134 (k)(5), 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Lee County Metropolitan Planning Organization with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21

3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;

7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities. Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on January 18, 2013.

Based on a joint review and evaluation, the Florida Department of Transportation and the Lee County Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lee County Metropolitan Planning Organizations be certified with conditions.

_____	_____
District Secretary (or designee)	Date
_____	_____
MPO Chairman (or designee)	Date

On January 18, 2013, the Lee County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) District One conducted a joint certification review based upon the process outlined in the FDOT Metropolitan Planning Organization Program Management Handbook. This review addressed all of the planning requirements mandated by law referenced in the Joint Certification Statement and the questions outlined in Section 7.11 of the MPO Handbook.

As a result of the review, both the MPO and FDOT staff agree the Lee Metropolitan Planning Organization's metropolitan planning process should be conditionally certified. Below is a list of noteworthy achievements, as well as corrective actions and recommendations that must be addressed by the MPO:

NOTEWORTHY ACHIEVEMENTS

Public Involvement Plan

- ü The MPO has continued its efforts to further involve the public in the transportation decision making process. The MPO Board has now been meeting in the City of Cape Coral City Council Chambers for over a year where the meetings are broadcast over the internet and on the local jurisdictions television stations which has afforded more people to watch and comment on the various issues. The meetings are also video recorded for further distribution. The MPO has also included some agenda items over the last year that have helped increase public attendance, interest and input including the Revenue Study presentation in October and the Round-a-bout presentation in November.

- ü The MPO continues to update its website regularly. The website (www.leempo.com) serves as a vehicle for public notice for transportation issues, MPO and Committee meeting notices and agendas. The website also contains MPO planning documents for easy access and use. The MPO has also developed regional web pages with the Collier MPO that includes regional agreements, maps, upcoming coordination meetings and items of regional interest.

- ü The MPO staff has taken on additional public outreach through safety fairs and presentations, speaking engagements, booths at various events and working together with other agencies that are holding events. For example, some of these opportunities over the last year have included the Commuter Service Exhibit at the City of Cape Coral library or the Senior Workshop at the Cape Coral Police Department. The MPO has put presentation boards, hand-out materials and made presentations that are tailored for the various events and has been successful in presenting the MPO Plans and Programs and discussing ongoing and upcoming projects as well as educating the public on what the MPO does.

Regional Coordination

- ü Regional planning participation has been commended as a noteworthy practice by FDOT, FHWA and FTA in the past. The MPO regularly participates in a number of regional planning meetings including quarterly Coordinated Urban Transportation Studies (CUTS) meeting, quarterly Metropolitan Planning Organization Advisory Council (MPOAC) meetings and biannually MPOAC Director meetings, Joint Lee and Collier TAC, CAC, CMS, BPAC/BPCC and MPO meetings, Joint Charlotte MPO meetings and Transit Coordination meetings with Collier and Charlotte Counties

- ü The Lee MPO continued to enhance their regional coordination activities with the Collier MPO consistent with the joint planning coordination agreement. Over the last year the MPO's adopted new TRIP, regional enhancement and SIS priorities and also coordinated on ongoing items such as LRTP amendments, MAP-21 requirements, transit projects and certification items.

- ü The Regional Coordination agreement with the Charlotte MPO was updated and approved by the Joint MPO in April to include provisions for the development of Joint TRIP priorities, Strategic Intermodal System (SIS) priorities and to add the Staff Directors to each other's Technical Advisory Committee's as well as having a formal process where members from each CAC attend each other's CAC when regional items of mutual interest are discussed.

Long Range Transportation Plan

- ü The 2035 Long Range Transportation Plan (LRTP) had three minor amendments this past year to address changes in project funding, project schedules and to take advantage of grant opportunities. The MPO is currently working on various projects that will feed into the development of the 2040 LRTP. These tasks include the development of performance measures, the development of a District-wide model that will be developed and maintained by FDOT and the development of a land use scenario project that will be used to produce a preferred land scenario that reduces trips, trip lengths and increases transit viability.

Multi-modal Transportation Planning

- ü The MPO staff and Consultants, with the assistance of a working stakeholder group, began working on the development of a Bicycle Pedestrian Safety Action Plan to address the high occurrence of bicycle and pedestrian injuries and fatalities throughout the County. The development of a Bicycle Pedestrian Safety Action Plan was a recommendation that came out of the Countywide Bicycle Pedestrian Master Plan. The Bicycle Pedestrian Safety Action Plan project included two days of training for the various stakeholders and is now in the process of recommending solutions.

- ü The MPO has been participating with the County's Transit Task Force that is primarily made up of the business community representatives to help identify long term transit funding opportunities to fund current transit operations as well as future expanded and improved operations.

- ü The MPO is currently working on the Rail Feasibility Study which looking at multi-modal options for the rail corridor that transverses through the County and extends from North Collier to Arcadia in Desoto County. The study is looking at the various options for the existing corridor as well as how the use of this corridor compares with the feasibility of using the I-75 multi-modal corridor. The study includes the collection of existing physical data, exploring passenger and freight options, determination of value and the future use alternatives.

Congestion Management Process (CMP)

- ü The MPO is currently working on the development of updated and improved performance measures for the evaluation of the transportation system that will also be used to analyze the Congestion Management projects at a system and corridor level. The MPO has a Multi-modal Enhancement Box that is set annually at $5,000,000 with a portion of this funding (about a million per year) being used for Congestion Management projects.

Administration

- ü The MPO became a totally independent MPO within the last year and is currently working out of rental space provided by the City of Cape Coral. These changes have led to a cost savings that have allowed the MPO to conduct additional Planning studies such as the Bicycle Pedestrian Safety Action Plan and the Land Use Scenario Project.

Title VI Policy

- ü The MPO continues to demonstrate its commitment to non-discrimination by incorporating appropriate language in all of its consultant contracts during the procurement process. These contracts will continue to be reviewed and updated as necessary to ensure that new and revised Title VI language is incorporated and followed.

- ü The MPO staff includes language on all of the agendas and public notices regarding Title VI requirements.

- ü The MPO staff attends Title VI training when it is available.

Bylaws and Agreements

- ü The MPO updated and approved the bylaws for the MPO Board, the Bicycle Pedestrian Coordinating Committee (BPCC), the Traffic Management Operations

Committee (TMOC), the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC) and the Local Coordinating Board (LCB) this past year.

- ü The MPO updated and approved the Section 5303 Joint Participation Agreement with FDOT and the Joint Interlocal Agreement with the Charlotte County Punta Gorda MPO.

Joint Certification

- ü On January 18, 2013, the Florida Department of Transportation (FDOT) and the Lee County MPO conducted a joint certification review of the Lee County MPO Planning Process.

CORRECTIVE ACTIONS

1. Administration of Federal Transit Administration (FTA) Section 5303

The MPO is the responsible planning agency for the Federal Transit Section 5303 Transit Planning activities. Since the MPO is responsible for the completion of the responsibilities of the planning agency, it is recommended that the MPO staff be more involved in the planning activities to ensure that all funds are expended and activities completed in compliance with all applicable federal, state, local or MPO regulations.

OMB Number: 4040-0004
Expiration Date: 03/31/2012

Application for Federal Assistance SF-424

* 1. Type of Submission:
- ☐ Preapplication
- ☐ Application
- ☐ Changed/Corrected Application

* 2. Type of Application:
- ☐ New
- ☐ Continuation
- ☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

d. Address:

* Street1:

Street2:

* City:

County:

* State:

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code:

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Middle Name:

* Last Name:

Suffix:

Title:

Organizational Affiliation:

* Telephone Number:

Fax Number:

* Email:

Application for Federal Assistance SF-424

9. Type of Applicant 1: Select Applicant Type:

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding ($):

* a. Federal

* b. Applicant

* c. State

* d. Local

* e. Other

* f. Program Income

* g. TOTAL

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.) Applicant Federal Debt Delinquency Explanation**

☐ Yes ☐ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☐ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

Item:	Entry:
1.	**Type of Submission:** (Required): Select one type of submission in accordance with agency instructions. • Pre□application • Application • Changed/Corrected Application – If requested by the agency, check if this submission is to change or correct a previously submitted application. Unless requested by the agency, applicants may not use this to submit changes after the closing date.
2.	**Type of Application: (**Required) Select one type of application in accordance with agency instructions. • New – An application that is being submitted to an agency for the first time. • Continuation □An extension for an additional funding/budget period for a project with a projected completion date. This can include renewals. • Revision □Any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter(s). More than one may be selected. If "Other" is selected, please specify in text box provided. A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration E. Other (specify)
3.	**Date Received:** Leave this field blank. This date will be assigned by the Federal agency.
4.	**Applicant Identifier:** Enter the entity identifier assigned buy the Federal agency, if any, or the applicant's control number if applicable.
5a.	**Federal Entity Identifier:** Enter the number assigned to your organization by the Federal Agency, if any.
5b.	**Federal Award Identifier:** For new applications leave blank. For a continuation or revision to an existing award, enter the previously assigned Federal award identifier number. If a changed/corrected application, enter the Federal Identifier in accordance with agency instructions.
6.	**Date Received by State:** Leave this field blank. This date will be assigned by the State, if applicable.
7.	**State Application Identifier:** Leave this field blank. This identifier will be assigned by the State, if applicable.
8.	**Applicant Information:** Enter the following in accordance with agency instructions: a. **Legal Name: (**Required): Enter the legal name of applicant that will undertake the assistance activity. This is that the organization has registered with the Central Contractor Registry. Information on registering with CCR may be obtained by visiting the Grants.gov website. b. **Employer/Taxpayer Number (EIN/TIN):** (Required): Enter the Employer or Taxpayer Identification Number (EIN or TIN) as assigned by the Internal Revenue Service. If your

	organization is not in the US, enter 44π4444444. c. **Organizational DUNS:** (Required) Enter the organization's DUNS or DUNS+4 number received from Dun and Bradstreet. Information on obtaining a DUNS number may be obtained by visiting the Grants.gov website. d. **Address:** Enter the complete address as follows: Street address (Line 1 required), City (Required), County, State (Required, if country is US), Province, Country (Required), Zip/Postal Code (Required, if country is US). e. **Organizational Unit:** Enter the name of the primary organizational unit (and department or division, (if applicable) that will undertake the assistance activity, if applicable. f. **Name and contact information of person to be contacted on matters involving this applicant required),** organizational affiliation (if affiliated with an organization other on: Enter the name (First and last name than the applicant organization), telephone number (Required), fax number, and email address (Required) of the person to contact on matters related to this application.
9.	**Type of Applicant**: (Required) Select up to three applicant type(s) in accordance with agency instructions. A. State Government B. County Government C. City or Township Government D. Special District Government E. Regional Organization F. U.S. Territory or Possession G. Independent School District H. Public/State Controlled Institution of Higher Education I. Indian/Native American Tribal Government (Federally Recognized) J. Indian/Native American Tribal Government (Other than Federally Recognized) K. Indian/Native American Tribally Designated Organization L. Public/Indian Housing Authority M. Nonprofit N. Nonprofit O. Private Institution of Higher Education P. Individual Q. ForπProfit Organization (Other than Small Business) R. Small Business S. Hispanicπserving Institution T. Historically Black Colleges and Universities (HBCUs) U. Tribally Controlled Colleges and Universities (TCCUs) V. Alaska Native and Native Hawaiian Serving Institutions W. NonπdomesticπUS) Entity X. Other (specify)
10.	**Name Of Federal Agency:** (Required) Enter the name of the Federal agency from which assistance is being requested with this application.
11.	**Catalog Of Federal Domestic Assistance Number/Title:** Enter the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested, as found in the program announcement, if applicable.
12.	**Funding Opportunity Number/Title:** (Required) Enter the Funding Opportunity Number and

	title of the opportunity under which assistance is requested, as found in the program announcement.
13.	**Competition Identification Number/Title:** Enter the Competition Identification Number and title of the competition under which assistance is requested, if applicable. C. Increase Duration D. Decrease Duration E. Other (specify)
14.	**Areas Affected By Project:** List the areas or entities using the categories (e.g., cities, counties, states, etc.) specified in agency instructions. Use the continuation sheet to enter additional areas, if needed.
15.	**Descriptive Title of Applicant's Project:** (Required) Enter a brief descriptive title of the project. If appropriate, attach a map showing project location (e.g., construction or real property projects). For pre‐applications, attach a summary description of the project.
16.	**Congressional Districts Of:** (Required) 16a. Enter the applicant's Congressional District, and 16b. Enter all District(s) affected by the program or project. Enter in the format: 2 characters State Abbreviation – 3 characters District Number, e.g., CA‐005 for California 5th district, CA012 for California 12th district, NC‐103 for North Carolina's 103rd district. • If all congressional districts in a state are affected, enter "all" for the district number, e.g., MD‐all for all congressional districts in Maryland. • If nationwide, i.e. all districts within all states are affected, enter US‐all. • If the program/project is outside the US, enter 00‐000.
17.	**Proposed Project Start and End Dates:** (Required) Enter the proposed start date and end date of the project.
18.	**Estimated Funding:** (Required) Enter the amount requested or to be contributed during the first funding/budget period by each contributor. Value of in‐kind contributions should be included on appropriate lines, as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses.
19.	**Is Application Subject to Review by State Under Executive Order 12372 Process?** Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process. Select the appropriate box. If "a." is selected, enter the date the application was submitted to the State.
20.	**Is the Applicant Delinquent on any Federal Debt?** (Required) Select the appropriate box. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include: But may not be limited to; delinquent audit disallowances, loans and taxes. If yes, include an explanation in an attachement.
21.	**Authorized Representative:** (Required) To be signed and dated by the authorized representative of the applicant organization. Enter the name (First and last name required) title (Required), telephone number (Required), fax number, and email address (Required) of the person authorized to sign for the applicant. A copy of the governing body's authorization for you to sign this application as the official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)

APPENDIX A

FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Lee County Metropolitan Planning Organization

The Applicant agrees to comply with applicable provisions of Groups 01 – 24. Yes

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

Group	Description	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute (JARC) Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Funding to a State Infrastructure Banks.	_____

APPENDIX A

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Lee County Metropolitan Planning Organization

Name and Relationship of Authorized Representative: Mayor Kevin Ruane, Chair

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances, should apply, as provided, to each project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2012.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: 5/17/2013

Name Mayor Kevin Ruane
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Lee County Metropolitan Planning Organization

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature_____ Date: 5/11/2012

Name Scott Coovert, Assistant Lee County Attorney
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Section 5303
Approved Project Budget for FY 2012-2013
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	$_37,500_____
44.22.00	General Development and Comprehensive Planning	_$12,500_____
44.23.01	Long Range Transportation Planning: System Level	_____
44.23.02	Long Range Transportation Planning: Project Level	_$28,750_____
44.24.00	Short Range Transportation Planning	_____
44.25.00	Transportation Improvement Program	_$18,750_____
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	_$37,083_____
44.26.13	Participation of Transit Operators in Metropolitan Planning	_____
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	__$15,000____
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	__$18,750_____
44.26.16	Incorporating Safety & Security in Transportation Planning	__$7,500_____
44.27.00	Other Activities	_____
	Total Net Project Cost	$ 175,833_

Accounting Classifications

44.30.01	Personnel	$_105,499.80___
44.30.02	Fringe Benefits	_$ 70,333.20___
44.30.03	Travel	_____
44.30.04	Equipment	_____
44.30.05	Supplies	_____
44.30.06	Contractual	_____
44.30.07	Other	_____
44.30.08	Indirect Charges	_____
	Total Net Project Cost	$ 175,833__

Fund Allocations

44.40.01	MPO Activities	$_____
44.40.02	Transit Operator Activities	_$175,833_____
44.40.03	State and/or Local Agency Activities	_____
	Total Net Project Cost	$175,833_____
	Federal Share (80%)	$140,667_____
	Local Share (20%)	$35,166_____

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	$175,833_____

Section 5303
GMIS Planning Line Item Codes - FY 2012-2013
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	$ 30,000
44.22.00	General Development and Comprehensive Planning	$10,000
44.23.01	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning: Project Level	$23,000
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	$15,000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	$29,667
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	$12,000
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	$15,000
44.26.16	Incorporating Safety & Security in Transportation Planning	$6,000
44.27.00	Other Activities	
	Total Net Project Cost	$ 140,667

Accounting Classifications

44.30.01	Personnel	$ 84,400.20
44.30.02	Fringe Benefits	$56,266.80
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Project Cost	$ 140,667

Fund Allocations

44.40.01	MPO Activities	$
44.40.02	Transit Operator Activities	$140,667
44.40.03	State and/or Local Agency Activities	
	Total Net Project Cost	$ 140,667

FEDERAL FY 2012-2013 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000.00 and not more that $100,000.00 for each such failure.

_____ _____

Date Chairperson for the MPO

FEDERAL FY 2012-2013 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

(1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,

(d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

_____ _____

Chairperson for the MPO Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the **Lee County MPO** that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The **Lee County MPO**, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the **Lee County MPO** in a non-discriminatory environment.

The **Lee County MPO** shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

Mayor Kevin Ruane, Chairman
Lee County Metropolitan Planning Organization
May 17, 2013

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Government wide Debarment and Suspension at 49 CFR 29.510

(1) The **Lee County MPO** hereby certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and

(d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.

(2) The **Lee County MPO** also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.

_____

Mayor Kevin Ruane, Chairman
Lee County Metropolitan Planning Organization
May 17, 2013

LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the **Lee County MPO** that:

(1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the **Lee County MPO**, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The **Lee County MPO** shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds $100,000, and that all such subrecipients shall certify and disclose accordingly.

(4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each failure.

_____

Mayor Kevin Ruane, Chairman
Lee County Metropolitan Planning Organization
May 17, 2013

TITLE VI/ NONDISCRIMINATION POLICY STATEMENT

The **Lee County Metropolitan Planning Organization (MPO)** assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The **Lee County Metropolitan Planning Organization (MPO)** further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendix A* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

_____

Mayor Kevin Ruane, Chairman
Lee County Metropolitan Planning Organization
May 17, 2013

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

(1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

(2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

(4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

(5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
b. cancellation, termination or suspension of the contract, in whole or in part.

(6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

Agenda Item 7
TAC 5/2/13

REVIEW AND COMMENT ON THE DRAFT STRATEGIC INTERMODAL SYSTEM (SIS) COST FEASIBLE PLAN

RECOMMENDED ACTION: Committee review and comment on the Draft SIS Cost Feasible Plan.

The SIS is a statewide network of high priority transportation facilities and a map illustrating the SIS facilities in Lee County is **attached.** The FDOT has now completed the Cost Feasible Plan and the proposed Plan is **attached** for the Committee's review. The FDOT staff has requested that comments be submitted by May 30, 2013 and the MPO is currently working on a coordinated response.

4
570
27
60
60
17
64
27
441
70
17
70
70
75
17
27
Gulf Coast Shipping Lanes
29
80
80
82
29
75
75

STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY
LONG RANGE COST FEASIBLE PLAN 2024-2040

District 1

ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
907	I-75	at University Pkwy	(Manatee County)							21,200	37,234	**58,434**					M-INCH	1st 5	1st 5		
1687	I-75	at University Pkwy	(Sarasota County)								16,789	**16,789**					M-INCH				
1407	I-4	at SR 557									40,596	**40,596**					A2-4				
1402	I-4	at CSX Railroad Bridge									7,161	**7,161**					BRIDGE				
1252	US 17	West 9TH St	N of West 3rd St (Zolfo Springs)								8,186	**8,186**					A2-4				
1259	SR 710	US 441	L-63 Canal					28,369	**28,369**								NR				
1260	SR 710	L-63 Canal	Sherman Wood Ranches		3,500	**3,500**											A2-4				
1287	I-75	at Bee Ridge Rd								25,921	49,500	**75,421**					M-INCH				
1390	I-75	at SR 64									46,448	**46,448**					M-INCH				
909	I-75	at Fruitville Rd						55,000	**55,000**	35,693		**35,693**					M-INCH	1st 5	1st 5		
908	I-75	at SR 70 Interchange					29,498	80,232	**109,730**								M-INCH		1st 5		
1288	I-75	at SR 72 (Clark Rd)						67,049	**67,049**								M-INCH				
1258	SR 29	Spencer	N of Cowboy Way				11,630	25,849	**37,479**								A2-4				
1257	SR 29	CR 832 (Keri Rd)	Spencer		7,125	**7,125**		16,947	**16,947**	3,790		**3,790**					A2-4				
1248	SR 82	Homestead Rd S	Hendry C/L				8,215	19,998	**28,213**								A4-6				
1381	SR 29	SR 82	Hendry C/L		3,000	**3,000**	750	7,056	**7,806**								A2-4				
1392	US 27	CR 630A	Presidents Dr		5,600	**5,600**		33,892	**33,892**	2,470		**2,470**					A2-6				
1393	US 27	Presidents Dr	SR 60		6,050	**6,050**	2,348		**2,348**		28,511	**28,511**					A2-6				
1384	SR 29	Whidden Rd (CR 731)	Bermont Rd (CR 74)		750	**750**				2,000		**2,000**					A2-4				
1689	I-4	SR 570 (Polk Pkwy)	US 27 (SR 25)		3,750	**3,750**					727,421	**727,421**					A4-SUL				
1383	SR 29	CR 80-A (Cowboy Way)	Whidden Rd (CR 731)		7,500	**7,500**		98,300	**98,300**	6,000		**6,000**					A2-4				
1256	SR 29	Collier C/L	CR 832 (Keri Rd)		7,335	**7,335**		12,764	**12,764**	11,716		**11,716**					A2-4				
1391	US 27	Highlands C/L	CR 630A		8,100	**8,100**		49,260	**49,260**	677		**677**					A2-6				
1385	SR 29	Bermont Rd (CR 74)	US 27		3,500	**3,500**		8,400	**8,400**	1,900		**1,900**					A2-4				
1249	SR 82	Lee C/L	Collier C/L					11,856	**11,856**	275		**275**					A2-4				
1250	SR 82	Hendry C/L	Gator Slough Ln					42,063	**42,063**	2,155		**2,155**					A2-4				
1251	SR 82	Gator Slough Ln	SR 29					22,142	**22,142**	1,739		**1,739**					A2-4				
1387	I-75	at SR 951						44,000	**44,000**								M-INCH				
910	I-75	at US 301					29,956		**29,956**								M-INCH				
1388	I-75	at SR 884 (Colonial Blvd) Interc								43,351		**43,351**					M-INCH				
1403	I-4	SR 570 (Polk Pkwy)	US 98		1,625	**1,625**		316,329	**316,329**								A4-SUL				
1688	I-4	US 98	SR 570 (Polk Pkwy)		2,500	**2,500**					476,914	**476,914**					A4-SUL				
1261	SR 710	Sherman Wood Ranches	CR 714 (Martin C/L)		6,500	**6,500**											A2-4				
1386	SR 70	Jefferson Ave	CR 29		4,000	**4,000**											A2-4				

LEGEND

Fiscal Year 2024 - 2025	Mega Projects Phased Over Time
Fiscal Year 2026 - 2030	Programmed, Planned, or Completed
Fiscal Year 2031 - 2035	Unfunded Needs Plan
Fiscal Year 2036 - 2040	

NOTES

(1) All values in thousands of Present Day Dollars (2013).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
ACCESS: Access
BRIDGE: Bridge
M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
RE_SUR: Widen/Resurface Existing Lanes
TUPGRD: Track Upgrade
UP: Ultimate Improvement

STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY
LONG RANGE COST FEASIBLE PLAN 2024-2040

District 1

ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
1589	SR 70	Lorraine Rd	Singletary Rd (Myakka City)	3,000	8,500	**11,500**											A2-4				
1590	SR 70	Singletary Rd (Myakka City)	American Legion Dr (Arcadia)	3,000	10,500	**13,500**											A2-4				
1591	SR 70	American Legion Dr (Arcadia)	Jefferson Ave	5,000	17,900	**22,900**											A2-4				
1592	SR 70	CR 29	US 98 (Eagle Bay Dr)	5,000	18,000	**23,000**											A2-4				
1593	SR 60	CR 630	Kissimmee River Bridge	750	4,500	**5,250**											A2-4				
1379	SR 29	I-75	Oil Well Rd	2,015	6,000	**8,015**	3,630		**3,630**								A2-4				
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,045	1,000	**2,045**											A2-6				
	Funded CFP Totals					**157,045**			**1,025,533**			**1,597,647**									

LEGEND

Fiscal Year 2024 - 2025	Mega Projects Phased Over Time
Fiscal Year 2026 - 2030	Programmed, Planned, or Completed
Fiscal Year 2031 - 2035	Unfunded Needs Plan
Fiscal Year 2036 - 2040	

NOTES

(1) All values in thousands of Present Day Dollars (2013).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
ACCESS: Access
BRIDGE: Bridge
M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
RE_SUR: Widen/Resurface Existing Lanes
TUPGRD: Track Upgrade
UP: Ultimate Improvement

Agenda Item 8
TAC 5/2/13

REVIEW AND COMMENT ON THE DRAFT FY 2013/2014 – FY 2017/2018 TRANSPORTATION IMPROVEMENT PROGRAM

DISCUSSION ITEM:

Attached is the draft FY 2013/2014 - FY 2017/2018 Transportation Improvement Program (TIP) for the Committee's review. Again this year, there are some additional format changes to keep up with new requirements that have now led us to use an 8.5"x14" size to accommodate the additional columns. The approval of the final TIP is scheduled for the June meeting.

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEAR 2012/2013 THROUGH FISCAL YEAR 2016/2017

ADOPTED:
June 21, 2013

P.O. Box 150045
Cape Coral, Florida 33915
239-244-2220
www.leempo.com

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Mode	Score	Criterion/Measures of Effectiveness	Weight
	3	Project provides marked & signed bike lanes and/or shared used paths in transitioning urbanized areas or rural areas	
	0	Project does not meet any of the above two requirements	
ITS	5	No existing ITS facilities	
	3	Project provides incentives to car/van pool	
	0	Other ITS projects	
TDM	5	Project makes vehicles available for van/carpooling	
	3	Project provides other TDM opportunities	
	0	No TDM opportunities	
Pedestrian	5	Project provide safe, comfortable pedestrian facilities in urbanized areas including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	3	Project provide safe, comfortable pedestrian facilities in transitioning urban or rural area including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	0	Project does not meet any of the requirements	
		6. Improving Access to Activity Centers (Shopping, Jobs, Tourism, Education and/or Medical)	**10%**
Highway	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	Project connects to Tier III Activity Centers only	
Transit	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	Project connect to Tier III Activity Centers only	
Bike	5	Bicycling project address bicycle gaps in roadways with Tier I or at least two Tier II Activity Centers	
	3	Bicycling project parallel & adjacent to a road segment with bicycle gaps connecting to a Tier I or Tier II Activity Center	
	0	Other Bicycling project	
ITS	5	Project improves traffic progression on road corridor connecting to-two or more Tier II Activity Centers, or at least one Tier I Activity Center	
	3	Project improves traffic progression on road corridor connecting at least two Tier II Activity Centers	
	0	Does not meet requirements	
TDM	5	Project provides TDM options to a Tier I Activity Center	
	3	Project provides options to a Tier II or Tier II Activity Center	
	0	Other TDM projects	

Mode	Score	Criterion/Measures of Effectiveness	Weight
Pedestrian	5	Pedestrian project on roadway with sidewalk gaps and connecting to two or more Tier II or at least one Tier I Activity Center	
	3	Pedestrian project on parallel to or alternative access to roadway with sidewalk gaps and connecting to a Tier I or Tier II Activity Centers	
	0	Does not meet requirements	
		7. Enhancing Goods Movement	**7%**
Highway, Rail & ITS	5	Project enhances highway and rail capacity in Regional Freight Corridors, Regional Freight Connectors, and Active Rail Lines identified in the Lee County Goods and Freight Mobility Study, or adds a Rail Truck Transfer Facility that reduces truck use, or ITS deployments that reduces traffic congestion on these corridors and connectors	
	3	Project corrects geometrical design standards in Regional Freight Corridors and Regional Freight Connectors, or they are identified as congestion hot spots in the Goods and Freight Mobility Study	
	0	Project does not meet any of the above requirements	
Transit & TDM	5	Project reduces single occupant vehicles within Regional Freight Corridors and Connectors in Lee County	
	3	Project adds service in dedicated ROW parallel to Regional Freight Corridors and Connectors	
	0	Other Transit or TDM projects	
Bike & Pedestrian	5	Project adds bicycle pedestrian facilities on Regional Freight Corridors	
	3	Project adds bike ped facilities on Regional Freight Connectors	
	0	Other bicycle and pedestrian projects	
		8. Safety (Reducing Crashes)	**17%**
Highway	5	Capacity or traffic operation projects on limited access facilities with one or more top 50 Lee County Crash locations within its project limits	
	3	Project on roadways with one or more top 50 Lee County crash location~~s~~ within its project limits(Proposed new roads will consider crashes on existing parallel facilities)	
	0	Project does not meet requirements	
Transit	5	Project adds bus pull-off bays, signal prioritization/bus bypass, sidewalks or shared use connections to transit stops	
	3	Project improves transit passenger safety (lighting, surveillance, stops and bus shelters)	
	0	Other Transit projects	
Bike	5	Bicycle project with a total of 5 or more bicycle crashes or at least one fatality within the project limits	
	3	Bicycle project with a total of 1 - 4 bicycle crash~~es~~ within project limits	
	0	Project does not meet the above two requirements	

Mode	Score	Criterion/Measures of Effectiveness	Weight
ITS	5	ITS deployments including ATMS, IMS, FMS	
	3	Projects that result in active traffic management strategies such as Speed Harmonization, Dynamic Merge Control- etc.	
	0	All other ITS projects	
TDM	0	All TDM Projects	
Pedestrian	5	Pedestrian project with a total of 5 or more pedestrian crashes or a at least one fatality within project limits	
	3	Pedestrian project on road segment with 4 or more pedestrian crashes within project limits	
	0	Project does not meet the above requirements	
		9. Long Term Maintenance Costs	**5%**
All Modes	5	Project reduces long term maintenance costs	
	3	Project increases long term maintenance costs	
	0	Other project	
		10. Improving Existing Facilities	**7%**
All Modes	5	Project is within existing ROW including in parallel corridors or maintains ongoing function of existing transit services	
	3	Project is on an existing roadway but additional ROW may be needed	
	0	Other project	

Tier I - Lee Memorial Hospital, Gulf Coast Hospital, Edison Mall, Coconut Mall, Gulf Coast Town Center, Florida Gulf Coast University, Edison College, Regional Parks, Page Field Airport, SWFIA, Government Office Block, Mixed Use Downtown, Chicos

Tier II - Echo Park, CREW, Caloosa Nature Center, Shell Park, shopping centers anchored by Supermarkets, Libraries, Charter and Lee County Schools, isolated government office building, commercial corridor (e.g. US 41, SR 80, Pine Island Road), Community Parks (e.g. Lakes Park)

Tier III - Neighborhood Parks, Non continuous Strip Malls, Pharmacies, gas stations, Post Offices,

STP AND STATE FUNDED PRIORITIES FOR FY 2017/18
Adopted by Lee County MPO on June 22, 2012

2012 Priority	FM #	Project	From	To	Improvement Type	Length (miles)	Next Phase	PDC Estimate (in $1,000)
1	4299601	Funding for County Traffic Operations Center[1]						$300
2	1957641	Multi-Modal Enhancement Box[1]	-	-				$4,700
3		SR 739 (Fowler St)	Metro/Fowler	SR 82 (Dr. Martin Luther King Jr. Blvd)	4L 2 way to 3L 1 way	1.4	Planning Study	$610
4		San Carlos Trolley Lane	Summerlin Road	Matanzas Pass Bridge	Run an exclusive trolley lane service	4.4	Planning Study[2]	$610
5		US 41	Victoria Avenue	Pondella Road	4L to 6L	5.1	PD&E	$3,030
6	4126363	Countywide ATMS			Phase III Implementation		CST	$16,440
7		Metro Pkwy (SR 739)	Daniels Pkwy	South of Winkler Ave	4L to 6L	4.6	ROW	$31,000
8		Caloosahatchee Bridges Incident Management System			Phase II implementation		CST	$8,220

Notes:

[1]The top two priorities are set asides that the Lee County MPO request annually from off the top of XU funds allocated to the Lee County urbanized area.

[2]This project may be withdrawn or modified if FDOT is successful in obtaining FTA 5339 Alternative Analysis Discretionary Grant Program funds

Lee County and Collier MPO's Joint SIS Priority Order List – Adopted 10/19/2012

PRIORITY ORDER	Project	From	To	Improvement Type	Next Unprogrammed Phase	LRTP Status
1	SR 82	Lee Blvd	Daniels Pkwy	2-6L	ROW	CF
2	I 75	@ SR 951/SR 84		Major Interchange Improvements	ROW	NP
3	I 75	@ Everglades Blvd		New Interchange	ROW	NP
4	I 75	SR 951	Golden Gate Pkwy	4-6L	ROW	NP
5	I 75	@ Colonial Blvd		Major interchange improvements	CST	NP
6	SR 82	Daniels Pkwy	Alabama Rd	2-6L	ROW	CF
7	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	NP
8	I 75	@ Daniels Pkwy		Major interchange improvements	CST	NP
9	I 75	@ Corkscrew Rd		Major interchange improvements	PE	NP
10	SR 29 Loop Rd	SR 29 (South)	Immokalee Rd/CR 846	New 2L	PE	CF
10	SR 29 Loop Rd	Immokalee Rd/CR 846	Florida Tradeport Blvd	New 4L	PE	CF
10	SR 29 Loop Rd	Florida Tradeport Blvd	SR 29 (North)	New 4L	PE	NP
11	I 75	@ Bonita Beach Rd		Major interchange improvements	PE	NP
12	SR 29	Immokalee Dr	New Market Rd North	2-4L	PE	NP
13	I 75	Pine Ridge Rd	Bonita Beach Road	6-10L	PE	NP
14	I 75	Bonita Beach Rd	Daniels Pkwy	6-10L	PE	NP
15	I 75	Daniels Pkwy	Luckett Rd	6-10L	PE	NP
16	I 75	Luckett Rd	SR 80	6-8L	PE	NP
17	I 75	@ SR 82		Major interchange improvements	PE	NP
18	I 75	@Luckett Rd		Major interchange improvements	PE	NP
19	I 75	@SR 78		Major interchange improvements	PE	NP
20	SR 82	Lee/Hendry County Line	SR 29	2-6L	ROW	NP
21	SR 82	Alabama Rd	E of Lee County Line	2-6L	ROW	NP

22	I 75	CR 951	SR 29	4-6L	PE	SIS Needs
23	SR 29	New Market Road North	Hendry County Line	2-4L	PE	NP
24	SR 29	9th St North	Immokalee Dr	2-4L	PE	NP
25	SR 29	Immokalee Rd Ext	Immokalee Rd/CR 846	2-4L	PE	NP
26	SR 29	Immokalee Road Ext	I 75	2-4L	PE	NP
27	I 75	Golden Gate Pkwy	Pine Ridge Rd	6-8L	PE	NP
28	I 75	@Del Prado Blvd		New Interchange	IJR	NP
29	I 75	@SR 29		Major Interchange Improvements	PE	SIS Needs

Acronyms

PE - Design

ROW - Right-of-Way

CST - Construction

CF - Project Phase in Cost Feasible Plan

NP - Project Phase in Needs Plan

IJR - Interchange Justification Report

DSB - Design Build Project

TRIP Project Prioritization and Evaluation Criteria

1. Project or new transit service is on SIS facility or relieves and SIS facility:

10 points	If project is on a primary SIS facility or relives a primary failing SIS facility (LOS E & F) by > 10%
8 points	If project is on a primary SIS facility or relieves a primary SIS facility (LOS C & D) by >10%
6 points	If projects is on a primary SIS facility or relieves a primary SIS facility by ≥ 5%
3 points	If project reduces traffic on a primary SIS facility or relieves a primary facility by < 5%
2 points	If projects is on an emerging SIS facility or relieving an emerging SIS facility by ≥ 5%
1 point	If project is estimated to reduce traffic on the emerging SSI facility by < 5%

2. Provide connectivity to the SIS[1]:

3 points	To projects making a new or improving a direct connection to a primary SIS facility
1 point	To projects making a new or improving a direct connection to an emerging SIS facility

3. County Enterprise Zones, Rural Area Critical Economic Concern:

3 points	If project improves roads and access or adds new transit service to the Heartland Rural Areas of critical Economic Concern
2 points	If project improves roads and access or adds new transit service to a County Enterprise Zone[2]

4. Subject to local government ordinance that establishes corridor management techniques, including access management strategies, right of way acquisition and protection measures, appropriate land use strategies, zoning and setback requirements for adjacent land use[1]:

5 points	If project or new transit service is on roadway that has a corridor action plan, right-of-way acquisition and protection measures and setback requirements.
3 points	If project or new transit service is on roadway that has access management standards consistent with FDOT standards, right-of-way acquisition and protection measures.
2 points	If project or new transit service is on roadway that has access management standards and right-of-way protection measures.

5. Production Readiness, determined by phase for which TRIP funding is requested:

5 points	Construction
3 points	ROW Acquisition
1 point	Design

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

6 points	For a project in a jurisdiction that has never received TRIP funding
3 points	For a project in a jurisdiction that has not received TRIP funding for the last three years of funding (FY 2010, 2011, or 2012)
2 points	For a project in a jurisdiction that has not received TRIP funding for the last two years of funding (FY 2011 and 2012)
1 point	For a project in a jurisdiction that has not received TRIP funding for the last year of funding (FY 2012)

7. Job Access and Economic Stimulus:

4 points	For a project that improves or provides new access or transit service to a commercial development that reduces trip lengths, number of trips made or single occupant vehicle trips

8. Performance on previous TRIP projects:

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

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

5 points	For a project where the TRIP funds will be 10% or less of the total project cost
3 points	For a project where the TRIP funds are greater than 10% but less than 25% of the project funding
1 point	For a project where the TRIP funds are greater than 25% of the project funding

10. Encourage Public – Private Partnerships:

8 points	For a project where the private contribution towards the project is greater than 50% of the funding for the project
5 points	For a project where the private contribution towards the project is greater than 25% but less than 50% of the funding for the project
2 points	For a project where the private contribution towards the project is greater than 10% but less than 25% of the funding for the project

[1]This is a statutory prioritization criterion.
[2]An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries.

Notes:

- An application form must be completed for every project for which TRIP funds are requested.

- For highway projects, Lee County and Collier MPO staffs will conduct two (2) E + C network model runs using 2015 zonal data for each submitted project within their jurisdictions, one (1) with the proposed project and one (1) without. For all other types of projects, including ITS, transit, and intermodal projects, appropriate analysis results must be submitted by applicant to receive credit.

- A copy of the relevant provisions of the ordinance that establishes corridor management practices for the specific corridor on which the project is proposed must accompany the application.

- A resolution or letter signed by the County Commission Chairperson or the Mayor or an authorized local government/agency official committing local match for TRIP funding must be submitted with the application.

- The TRIP program is designed to address growth and development by expanding infrastructure to provide additional or new service and capacity.

2012 TRIP Priorities for Lee and Collier Counties - Adopted May 2012

	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	1. Utilizing or relieveing an SIS Facility	2. SIS Connecti vity	3. County Enterprise Zones, Rural Area Economic Concern	4. Corridor Managem ent Technique s	5. Producti on Readine ss	6. TRIP Funding Not Receive d	7. Job Access and Econom ic Stimulu s	8. Peformanc e on Previous TRIP Projects	9. Overmat ch	10. Public Private-Partnerships	Total Points	Scoring Priority Order
2011/12																			
Collier County	CAT Intermodal Center	Government Center on US 41			CST	$2,257,500	$1.05 million	0	0	3	3	5	0	4	2	1	0	18	Funded
2013/14																			
Collier County	Collier Blvd	Green Blvd	Golden Gate Blvd	4L to 6L	CST	$32,700,000	$7,000,000	3	3	0	3	5	0	4	2	3	0	23	Funded
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd	4L to 6L	ROW	$24,985,000	$2,400,000	3	3	0	3	3	0	4	2	5	0	23	Funded
Cape Coral	SR 78	Burnt Store Rd	Chiquit a Blvd	2L to 4L	ROW/CST	$67,000,000	$10,000,00 0	1	3	0	5	3	6	4	2	5	2	31	Funded
Collier County	US 41 and Collier Blvd	CR 951 intersecti ons		Intersectio n improveme nts	CST	$24,985,000	$6,000,000	3	3	2	3	5	0	4	2	5	0	27	#2
LeeTran	Bus Shelters	@ Various locations		Capital Expenditur es	CST	$1,000,000	$500,000	1	1	2	0	5	3	4	2	1	0	19	#3
2014/2015																			
Collier County	Logan Blvd.	Immokale e Road	Bonita Beach Rd	New 2L	CST	$18,500,000	$6,000,000	3	0	0	3	5	0	4	2	1	8	26	#1
Lee County	Burnt Store Rd	SR 78	Tropica na Pkwy	2L to 4L	CST	$7,700,000	$3,850,000	3	3	0	3	5	3	4	2	1	0	24	Funded
LeeTran	Beach Park & Ride	@ Summerlin Square		Capital Expenditur es	Design/ROW/ CST	$4,000,000	$2,000,000	1	0	0	3	5	0	4	2	3	0	18	#2
2015/2016																			
Collier County	CAT Transfer Station/Operations Center			Facility	CST	$16,592,825	$5,000,000	1	3	0	3	5	1	4	2	1	0	20	#1
LeeTran	LeeTran			Facility	CST	$30,000,000	$6,000,000	1	0	0	3	5	1	4	2	3	0	19	#2

	Maintenance, Administration & Operations																		
Lee County	Big Carlos Bridge	Bridge Replacement		2L	PE	$3,600,000	$1,800,000	0	0	0	3	1	1	4	2	1	0	12	#3
2016/2017																			
Lee County	Burnt Store Road	Tropicana Pkwy	Diplom at Pkwy	2L to 4L	CST	$5,000,000	$2,500,000	3	3	0	3	5	2	4	2	1	0	23	#1
2017/2018																			
Collier County	Collier Blvd	Golden Gate Main Canal	Green Blvd.	4L to 6L	CST	$26,998,738	$7,000,000	3	3	0	3	5	3	4	2	1	0	24	#1
Cape Coral	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	$30,000,000	$4,000,000	0	0	0	5	3	6	4	0	3	0	21	#2
LeeTran	Regional Transfer Facility and Connector			Facility and New Service Route	CST	$3,000,000	$1,500,000	3	0	0	5	1	3	4	2	0	0	18	#3
LeeTran	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings			Facility	CST	$1,000,000	$500,000	0	0	0	3	5	3	0	2	0	0	13	#4

JOINT MPO STAFF RECOMMENDED TRIP PRIORITIES
(LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO)
Adopted: 4/20/2012

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Joint Staff
2016/17								
Lee County	Burnt Store Rd	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	$5,000,000	$2,500,000	#1
2017/18								
Charlotte County	Burnt Store Rd	Point North of Tern Bay Blvd	Scham Rd	2L to 4L	CST	$37,110,000	$2,500,000	#1
Lee County	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	$30,000,000	$4,000,000	#2
Charlotte County	Piper Rd North	Henry St	US 17	New 4L	CST	$22,191,000	$2,000,000	#3
LeeTran	Regional Transfer Facility and Connector			Build bus facility and develop new service route	CST	$3,000,000	$1,500,000	#4
Charlotte County	US 41 @ Carmalita St Ext.			Make Carmalita St 2 Way between NB and SB US 41; Add traffic signals at both US 41 intersections at Carmelita; Extend multi-use trail along US 41 from Helena Ave to Carmalita and along Carmalita to Taylor St	CST	$1,700,000	$850,000	#5
LeeTran	LeeTran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings			Build bus facilities	CST	$1,000,000	$500,000	#6

FPN: 4206471
PROJECT: **ALICO ROAD**
from US 41 to Dusty Road
DESC. New Road Construction
PROJ. LENGTH: 0.900
BEGIN MILE POST: 0.000
END MILE POST: 0.900
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table D-2, 2020 Plan

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
RRU	**SA**	***FDOT***	49,909	0	0	0	0	0	0	49,909
CST	**DS**	***FDOT***	601,125	0	0	0	0	0	0	601,125
CST	**MG**	***FDOT***	1,153,315	0	0	0	0	0	0	1,153,315
CST	**SA**	***FDOT***	5,996,705	0	0	0	0	0	0	5,996,705
CST	**SIB1**	***FDOT***	10,397,760	0	0	0	0	0	0	10,397,760
ADM	**SA**	***FDOT***	336,361	0	0	0	0	0	0	336,361
RPY	**EB**	***FDOT***	3,397,760	0	0	0	0	0	0	3,397,760
RPY	**SA**	***FDOT***	6,000,000	1,000,000		0	0	0	0	7,000,000
TOTAL			27,932,935	1,000,000	0	0	0	0	0	28,932,935

FPN: 4137141
PROJECT: **BONITA SPRINGS TRAFFIC SIGNAL**
Reimbursement
DESC. Traffic Signals
PROJ. LENGTH: 3.296
BEGIN MILE POST: 1.124
END MILE POST: 4.420
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	**FDOT**	72,995	12,000	13,000	13,000	13,500	14,000	0	138,495
TOTAL			72,995	12,000	13,000	13,000	13,500	14,000	0	138,495

FPN: 4136361
PROJECT: **CAPE CORAL TRAFFIC SIGNALS**
Reimbursement
DESC. Traffic Signals
PROJ. LENGTH: 2.243
BEGIN MILE POST: 7.514
END MILE POST: 9.757
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	**FDOT**	54,683	12,000	13,000	13,000	13,500	13,500	0	119,683
TOTAL			54,683	12,000	13,000	13,000	13,500	13,500	0	119,683

FPN: 4298141
PROJECT: **CR 765 (BURNT STORE)**
from SR 78 (Pine Island) Rd. to Tropicana Pkwy.
DESC. Add Lanes & Rehabilitate Pvmnt.
PROJ. LENGTH: 2.019
BEGIN MILE POST: 0.026
END MILE POST: 2.045
COMMENTS: ***NON-SIS;*** Less than 2011 includes limits up to Van Buren.

LRTP REFERENCE: Table 6-1, Page 6-4, Project #16

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**LFP**	**LEE County**	0	0	8,460,860	0	0	0	0	8,460,860
CST	**TRIP**	**LEE County**	0	0	2,813,366	0	0	0	0	2,813,366
TOTAL			0	0	11,274,226	0	0	0	0	11,274,226

FPN: 4136381
PROJECT: **FT. MYERS BEACH TRAFFIC SIGNALS**
Reimbursement
DESC. Traffic Signals
PROJ. LENGTH: 0.050
BEGIN MILE POST: 0.000
END MILE POST: 0.050
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	**FDOT**	6,105	800	800	800	800	900	0	10,205
TOTAL			6,105	800	800	800	800	900	0	10,205

FPN: 4136371
PROJECT: **FT. MYERS TRAFFIC SIGNALS**
Reimbursement
DESC. Traffic Signals
PROJ. LENGTH: 3.617
BEGIN MILE POST: 19.694
END MILE POST: 23.311
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	**FDOT**	838,066	100,000	103,000	106,000	109,000	113,000	0	1,369,066
TOTAL			838,066	100,000	103,000	106,000	109,000	113,000	0	1,369,066

FPN: 4130661
PROJECT: I 75
from N of SR 80 to S of SR 78
DESC. Bridge Rehab & Add Lanes
PROJ. LENGTH: 1.583
BEGIN MILE POST: 26.577
END MILE POST: 28.160
COMMENTS: *SIS*

LRTP REFERENCE: Table 6-1, Page 6-4, Project 13

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
ROW	**BNIR**	*FDOT*	66,083	0	0	0	0	0	0	66,083
ROW	**DIH**	*FDOT*	22,133	0	0	0	0	0	0	22,133
PE	**NHAC**	*FDOT*	8,399,771	0	0	0	0	0	0	8,399,771
CST	**CFA**	*FDOT*	71,607,500	0	0	0	0	0	0	71,607,500
CST	**DS**	*FDOT*	67,043	0	0	0	0	0	0	67,043
CST	**ACSA**	*FDOT*	125,000	0	0	0	0	0	0	125,000
CST	**DIH**	*FDOT*	44,646	0	0	0	0	0	0	44,646
CST	**NHAC**	*FDOT*	5,642,529	0	0	0	0	0	0	5,642,529
CST	**NHAC**	*FDOT*	250,091	0	0	0	0	0	0	250,091
ADM	**DS**	*FDOT*	2,307,801	0	0	0	0	0	0	2,307,801
ADM	**NHAC**	*FDOT*	449,580	0	0	0	0	0	0	449,580
ADM	**SA**	*FDOT*	35,000	0	0	0	0	0	0	35,000
RPY	**DDR**	*FDOT*	150,000	0	0	0	0	0	0	150,000
RPY	**ACNH**	*FDOT*	0	71,607,500	0	0	0	0	0	71,607,500
TOTAL			89,167,177	71,607,500	0	0	0	0	0	160,774,677

FPN: 4126363
PROJECT: LEE COUNTY COMPUTER SIGNAL SYSTEM
Update Phase II
DESC. ATMS - Arterial Traffic MGMT
PROJ. LENGTH: 0.002
BEGIN MILE POST: 0.000
END MILE POST: 0.001
COMMENTS: ***NON-SIS;*** Design-Build Criteria Package for 412636-4

LRTP REFERENCE: Table 6-1, Page 6-4, Project 32

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	**FDOT**	0	0	0	424,940	0	0	0	424,940
TOTAL			0	0	0	424,940	0	0	0	424,940

FPN: 4126364
PROJECT: **LEE COUNTY COMPUTER SIGNAL SYSTEM**
Update Phase II
DESC. ATMS - Arterial Traffic MGMT
PROJ. LENGTH: 0.002
BEGIN MILE POST: 0.000
END MILE POST: 0.001
COMMENTS:

LRTP REFERENCE: ***NON-SIS;*** Table 6-1, Page 6-4, Project 32

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**TALT**	***FDOT***	0	0	0	0	60,000	0	0	60,000
DSB	**DDR**	***FDOT***	0	0	0	0	10,266,402	0	0	10,266,402
DSB	**DIH**	***FDOT***	0	0	0	0	112,300	0	0	112,300
DSB	**DS**	***FDOT***	0	0	0	0	705,520	0	0	705,520
DSB	**SA**	***FDOT***	0	0	0	0	793,101	0	0	793,101
DSB	**TALT**	***FDOT***	0	0	0	0	610,318	0	0	610,318
TOTAL			0	0	0	0	12,547,641	0	0	12,547,641

FPN: 1957641
PROJECT: **LEE MPO IDENTIFIED OPERATIONAL**
Improvements Funding
DESC. Traffic OPS Improvement
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS:

LRTP REFERENCE: Table 12-7, Page 12-8

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**SU**	**FDOT**	0	0	0	0	3,489,491	6,393,713	0	
CST	**TALU**	**FDOT**	0	0	0	0	667,810	667,730	0	
TOTAL			0	0	0	0	4,157,301	7,061,443	0	

Transportation Improvement Program
FY 2013/14 through FY 2017/18

FPN: 4136951

PROJECT: **SR 78 (PINE ISLAND)**

from Burnt Store Road to W of Chiquita Blvd.

DESC. Add Lanes & Reconstruct

PROJ. LENGTH: 1.940

BEGIN MILE POST: 5.467

END MILE POST: 7.407

COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 6-1, Page 6-4, Project 17

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	296,134	0	0	0	0	0	0	296,134
PE	**DS**	***FDOT***	24,660	0	0	0	0	0	0	24,660
PE	**EB**	***FDOT***	815,187	0	0	0	0	0	0	815,187
PE	**SIBI**	***FDOT***	1,500,000	0	0	0	0	0	0	1,500,000
PE	**SU**	***FDOT***	672,214	0	0	0	0	0	0	672,214
ROW	**BNDS**	***FDOT***	261,288	0	0	0	0	0	0	261,288
ROW	**DDR**	***FDOT***	73,805	0	0	0	0	0	0	73,805
ROW	**DIH**	***FDOT***	573,139	258,465	0	0	0	0	0	831,604
ROW	**DS**	***FDOT***	254,002	0	0	0	0	0	0	254,002
ROW	**EB**	***FDOT***	8,101,000	0	0	0	0	0	0	8,101,000
RRU	**DDR**	***FDOT***	1,031,899	0	0	0	0	0	0	1,031,899
RRU	**DS**	***FDOT***	5,600	0	0	0	0	0	0	5,600
RRU	**LF**	***FDOT***	1,296,400	0	0	0	0	0	0	1,296,400
CST	**ACSU**	***FDOT***	13,375	0	0	0	0	0	0	13,375
CST	**SIBI**	***FDOT***	8,706,887	0	0	0	0	0	0	8,706,887
CST	**SU**	***FDOT***	43,546	0	0	0	0	0	0	43,546
ADM	**DDR**	***FDOT***	349,200	0	0	0	0	0	0	349,200
ADM	**SIBI**	***FDOT***	100,000	0	0	0	0	0	0	100,000
RPY	**SU**	***FDOT***	1,500,000	0	0	0	0	0	0	1,500,000
RPY	**ACSA**	***FDOT***	0	0	0	5,000,000	3,806,887	0	0	8,806,887
TOTAL			25,618,336	258,465	0	5,000,000	3,806,887	0	0	34,683,688

FPN: 4313171
PROJECT: **SR 78 (PINE ISLAND)**
from US 41 (SR 45) to New Post Rd
DESC. Resurfacing
PROJ. LENGTH: 2.292
BEGIN MILE POST: 14.723
END MILE POST: 17.015
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	105,000	0	0	0	0	0	0	105,000
PE	**DS**	***FDOT***	15,950	0	0	0	0	0	0	15,950
CST	**DIH**	***FDOT***	0	0	0	163,800	0	0	0	163,800
CST	**NHRE**	***FDOT***	0	0	0	2,909,744	0	0	0	2,909,744
CST	**SA**	***FDOT***	0	0	0	482,664	0	0	0	482,664
TOTAL			120,950	0	0	3,556,208	0	0	0	3,677,158

FPN: 4298941
PROJECT: **SR 82 (IMMOKALEE RD)**
at Homestead Road
DESC. Add Left Turn Lane(s)
PROJ. LENGTH: 0.020
BEGIN MILE POST: 17.881
END MILE POST: 17.901
COMMENTS: ***SIS***

LRTP REFERENCE: Table 2.1, Appendix D, Page 17

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**ACTU**	***FDOT***	0	10,000	0	0	0	0	0	10,000
PE	**SU**	***FDOT***	0	87,223	0	0	0	0	0	87,223
CST	**DIH**	***FDOT***	0	0	0	76,440	0	0	0	76,440
CST	**SU**	***FDOT***	0	0	0	100,724	0	0	0	100,724
CST	**TALU**	***FDOT***	0	0	0	664,571	0	0	0	664,571
TOTAL			0	97,223	0	841,735	0	0	0	938,958

Transportation Improvement Program
FY 2013/14 through FY 2017/18

FPN: 1954882

PROJECT: **SR 82 (MLK BLVD)**

E of Ortiz Ave (CR 865) to S of Lee Blvd. (CR 884)

DESC. Add Lanes & Rehabilitate Pvmnt.

PROJ. LENGTH: 3.298

BEGIN MILE POST: 3.842

END MILE POST: 7.140

COMMENTS: ***SIS***

LRTP REFERENCE: Table 6-1, Page 6-4, Project 6

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	84,871	0	0	0	0	0	0	84,871
PE	**LF**	***FDOT***	217,929	0	0	0	0	0	0	217,929
PE	**LFR**	***FDOT***	34,369	0	0	0	0	0	0	34,369
PE	**DS**	***FDOT***	699,490	0	0	0	0	0	0	699,490
PE	**LF**	***FDOT***	320,085	0	0	0	0	0	0	320,085
PE	**LFR**	***FDOT***	2,648,502	0	0	0	0	0	0	2,648,502
PE	**SU**	***FDOT***	501,148	0	0	0	0	0	0	501,148
ROW	**BNDS**	***Fort Myers***	300	0	0	0	0	0	0	300
ROW	**DIH**	***Fort Myers***	46,933	0	0	0	0	0	0	46,933
ROW	**DS**	***Fort Myers***	615	0	0	0	0	0	0	615
RRU	**GMR**	***Fort Myers***	11,335	0	0	0	0	0	0	11,335
CST	**DC**	***Fort Myers***	42	0	0	0	0	0	0	42
CST	**DDR**	***Fort Myers***	192,811	0	0	0	0	0	0	192,811
CST	**DIH**	***Fort Myers***	26,287	0	0	0	0	0	0	26,287
CST	**DDR**	***Fort Myers***	149,973	0	0	0	0	0	0	149,973
CST	**GMR**	***Fort Myers***	7,225,762	0	0	0	0	0	0	7,225,762
CST	**LF**	***Fort Myers***	15,924,599	0	0	0	0	0	0	15,924,599
CST	**SIBG**	***Fort Myers***	15,000,000	0	0	0	0	0	0	15,000,000
ADM	**DDR**	***Fort Myers***	8,962,965	5,946,499	0	0	0	0	0	14,909,464
ADM	**DS**	***Fort Myers***	340,538	0	0	0	0	0	0	340,538
ADM	**LF**	***Fort Myers***	250,000	0	0	0	0	0	0	250,000
ADM	**SU**	***Fort Myers***	2,682,871							2,682,871
TOTAL			55,321,425	5,946,499	0	0	0	0	0	61,267,924

FPN: 4308861
PROJECT: **SR 865 (SIX MILE CYPRESS PKWY)**
at US 41 (SR 45)
DESC. Intersection Improvement
PROJ. LENGTH: 0.314
BEGIN MILE POST: 9.457
END MILE POST: 9.771
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 12-7, Page 12-8

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	0	0	0	10,000	0	0	0	10,000
PE	**SU**	***FDOT***	0	0	0	114,924	0	0	0	114,924
CST	**SU**	***FDOT***	0	0	0	0	516,109	0	0	516,109
TOTAL			0	0	0	124,924	516,109	0	0	641,033

FPN: 4126721
PROJECT: **LEE COUNTY TRAFFIC SIGNALS**
Reimbursement
DESC. Traffic Signals
PROJ. LENGTH: 9.184
BEGIN MILE POST: 0.900
END MILE POST: 10.084
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	**FDOT**	1,327,052	167,000	172,000	178,000	184,000	189,000	0	2,217,052
TOTAL			1,327,052	167,000	172,000	178,000	184,000	189,000	0	2,217,052

FPN: 4317031
PROJECT: **US 41 (SR 45)**
at Caloosahatchee River Bridge Number 120002
DESC. Bridge - Repair/Rehabilitation
PROJ. LENGTH: 0.939
BEGIN MILE POST: 23.647
END MILE POST: 24.586
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**BRRP**	***FDOT***	0	0	0	200,000	0	0	0	200,000
PE	**DIH**	***FDOT***	0	0	0	10,000	0	0	0	10,000
CST	**BRRP**	***FDOT***	0	0	0	0	2,499,044	0	0	2,499,044
CST	**DIH**	***FDOT***	0	0	0	0	32,567	0	0	32,567
TOTAL			0	0	0	210,000	2,531,611	0	0	2,741,611

FPN: 4313321
PROJECT: **US 41 (SR 45)**
at CR 865 (Bonita Beach Road)
DESC. PD&E/EMO Study
PROJ. LENGTH: 1.000
BEGIN MILE POST: 0.490
END MILE POST: 1.490
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 12-9, Page 12-10

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PDE	**ACSU**	***FDOT***	0	230,253	0	0	0	0	0	230,253
PDE	**SU**	***FDOT***	0	869,747	0	0	0	0	0	869,747
TOTAL			0	1,100,000	0	0	0	0	0	1,100,000

FPN: 4290991
PROJECT: **US 41 (SR 45)**
from North Fork Road to Sabal Springs Blvd.
DESC. Resurfacing
PROJ. LENGTH: 0.767
BEGIN MILE POST: 28.818
END MILE POST: 29.585
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DDR**	***FDOT***	60,380	0	0	0	0	0	0	60,380
PE	**DIH**	***FDOT***	28,360	0	0	0	0	0	0	28,360
PE	**DS**	***FDOT***	8,112	0	0	0	0	0	0	8,112
CST	**DDR**	***FDOT***	0	888,521	0	0	0	0	0	888,521
CST	**DIH**	***FDOT***	0	145,113	0	0	0	0	0	145,113
TOTAL			96,852	1,033,634	0	0	0	0	0	1,130,486

FPN: 4295471
PROJECT: **US 41 (SR 45)**
from Sabal Springs Blvd. to Charlotte C/L
DESC. Resurfacing
PROJ. LENGTH: 3.676
BEGIN MILE POST: 29.665
END MILE POST: 33.341
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DDR**	***FDOT***	124,125	0	0	0	0	0	0	124,125
PE	**DIH**	***FDOT***	43,138	0	0	0	0	0	0	43,138
PE	**DS**	***FDOT***	162,782	0	0	0	0	0	0	162,782
CST	**DDR**	***FDOT***	0	594,566	0	0	0	0	0	594,566
CST	**DIH**	***FDOT***	0	67,015	0	0	0	0	0	67,015
CST	**DS**	***FDOT***	285	0	0	0	0	0	0	285
CST	**SA**	***FDOT***	0	5,513,346	0	0	0	0	0	5,513,346
TOTAL			330,330	6,174,927	0	0	0	0	0	6,505,257

FPN: 4313131
PROJECT: **US 41 (SR 45)**
from Winkler Avenue to SR 82
DESC. Resurfacing
PROJ. LENGTH: 2.388
BEGIN MILE POST: 21.033
END MILE POST: 23.421
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 9, Appendix F, Page 12

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	45,000	0	0	0	0	0	0	45,000
CST	**DIH**	***FDOT***	0	0	218,400	0	0	0	0	218,400
CST	**DS**	***FDOT***	0	0	6,216,879	0	0	0	0	6,216,879
TOTAL			45,000	0	6,435,279	0	0	0	0	6,480,279

FPN: 4308851
PROJECT: **VERONICA SHOEMAKER**
at SR 884 (Colonial Blvd.)
DESC. Add Left Turn Lane(s)
PROJ. LENGTH: 0.107
BEGIN MILE POST: 0.000
END MILE POST: 0.107
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**LFP**	***FM***	0	0	0	74,552	0	0	0	74,552
CST	**SU**	**FM**	0	0	0	131,738	0	0	0	131,738
TOTAL			0	0	0	206,290	0	0	0	206,290

FPN: 4299601
PROJECT: **LEE COUNTY TRAFFIC MANAGEMENT**
Center Operations
DESC. Traffic Management Centers
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**ACSU**	*LEE*	0	0	0	300,000	0	0	0	300,000
OPS	**SU**	*LEE*	0	300,000	300,000	0	300,000	300,000	300,000	1,500,000
TOTAL			0	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000

FPN: 1957187
PROJECT: **SR 739 (FOWLER STREET)**
from Hanson Street to SR 82 (MLK)
DESC. Preliminary Engineering
PROJ. LENGTH: 1.261
BEGIN MILE POST: 2.295
END MILE POST: 3.556
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 6-4, Table 6-1, Project 42

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	*FDOT*	0	0	250,000	0	0	0	0	250,000
TOTAL			0	0	250,000	0	0	0	0	250,000

FPN: 4332371
PROJECT: **SIGNAL TIMING**

DESC. Traffic Signal Update
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**		0	0	135,518	0	0	0	0	135,518
PE	**TALU**		0	0	114,482	0	0	0	0	114,482
TOTAL			0	0	250,000	0	0	0	0	250,000

FPN: 4332221
PROJECT: **SR 78**
at Santa Barbara Blvd
DESC. Add Left Turn Lane(s)
PROJ. LENGTH: 0.001
BEGIN MILE POST: 9.756
END MILE POST: 9.757
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix D, Page 51, Table 7.1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	*FDOT*	0	0	71,014	0	0	0	0	71,014
CST	**DS**	*FDOT*	0	0	0	7,603	0	0	0	7,603
CST	**SU**	*FDOT*	0	0	0	190,805	0	0	0	190,805
TOTAL			0	0	71,014	198,408	0	0	0	269,422

FPN: 4332231
PROJECT: **SR 78**
at Chiquita Blvd
DESC. Add Left Turn Lane(s)
PROJ. LENGTH: 0.001
BEGIN MILE POST: 7.513
END MILE POST: 7.514
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	*FDOT*	0	0	67,598	0	0	0	0	67,598
CST	**DS**	*FDOT*	0	0	0	5,717	0	0	0	5,717
CST	**SU**	*FDOT*	0	0	0	151,014	0	0	0	151,014
TOTAL			0	0	67,598	156,731	0	0	0	224,329

FPN: 4329031
PROJECT: **I-75 (SR 39)**
Collier County Line Corkscrew Road
DESC. Drainage Improvements
PROJ. LENGTH: 8.400
BEGIN MILE POST: 0.000
END MILE POST: 8.400
COMMENTS: ***SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DDR**	**FDOT**	100,000	0	0	0	0	0	0	100,000
PE	**DIH**	**FDOT**	2,636	0	0	0	0	0	0	2,636
CST	**DDR**	**FDOT**	0	497,000	0	0	0	0	0	497,000
CST	**DIH**	**FDOT**	0	1,000	0	0	0	0	0	1,000
TOTAL			102,636	498,000	0	0	0	0	0	600,636

FPN: 4334411
PROJECT: **SR 80 (PALM BEACH BLVD)**
over Orange River at Bridge Number 120160
DESC. Bridge-Repair/Rehabilitation
PROJ. LENGTH: 0.151
BEGIN MILE POST: 6.026
END MILE POST: 6.177
COMMENTS: ***SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DDR**	***FDOT***	0	0	21,331	0	0	0	0	21,331
PE	**DIH**	***FDOT***	0	0	6,000	0	0	0	0	6,000
CST	**BRRP**	***FDOT***	0	0	0	334,845	0	0	0	334,845
CST	**DIH**	***FDOT***	0	0	0	14,196	0	0	0	14,196
TOTAL			0	0	27,331	349,041	0	0	0	376,372

FPN: 4258411
PROJECT: **SR 82**
from CR 884 (Lee Blvd.) to Shawnee Road
DESC. Add Lanes & Reconstruct
PROJ. LENGTH: 4.462
BEGIN MILE POST: 7.082
END MILE POST: 11.544
COMMENTS: ***SIS***

LRTP REFERENCE: Page 6-4, Table 6-1, Project 21

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	72,574	0	0	0	0	0	0	72,574
ROW	**ACTU**	***FDOT***	0	3,728,745	0	0	0	0	0	3,728,745
ROW	**SU**	***FDOT***	0	6,723,180	626,755	0	0	0	0	7,349,935
RRU	**DIH**	***FDOT***	0	0	0	0	0	0	500,000	500,000
CST	**DI**	***FDOT***	0	0	0	0	0	0	48,823,911	48,823,911
CST	**DIH**	***FDOT***	0	0	0	0	0	0	897,795	897,795
ADM	**DI**	***FDOT***	0	0	0	0	0	0	200,000	200,000
PE	**EB**	***FDOT***	2,429,840	0	0	0	0	0	0	2,429,840
PE	**SU**	***FDOT***	2,181,756	0	0	0	0	0	0	2,181,756
TOTAL			4,684,170	10,451,925	626,755	0	0	0	50,421,706	66,184,556

FPN: 4258412
PROJECT: **SR 82**
from Shawnee Road to Alabama Road S
DESC. Add Lanes & Reconstruct
PROJ. LENGTH: 3.369
BEGIN MILE POST: 11.544
END MILE POST: 14.913
COMMENTS: ***SIS***

LRTP REFERENCE: Page 6-4, Table 6-1, Project 19

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**D**	***FDOT***	504	0	0	0	0	0	0	504
PE	**DDR**	***FDOT***	2,607,674	0	0	0	0	0	0	2,607,674
PE	**DIH**	***FDOT***	51,403	0	0	0	0	0	0	51,403
PE	**DS**	***FDOT***	820,982	0	0	0	0	0	0	820,982
ROW	**DIH**	***FDOT***	0	0	0	0	81,037	0	0	81,037
ROW	**GMR**	***FDOT***	0	0	0	0	2,563,909	0	0	2,563,909
RRU	**DI**	***FDOT***	0	0	0	0	0	0	500,000	500,000
CST	**ACNP**	***FDOT***	0	0	0	0	0	0	21,826,780	21,826,780
CST	**DI**	***FDOT***	0	0	0	0	0	0	2,316,930	2,316,930
CST	**DIH**	***FDOT***	0	0	0	0	0	0	897,795	897,795
ENV	**DDR**	***FDOT***	0	710,000	0	0	0	0	0	710,000
TOTAL			3,480,563	710,000	0	0	2,644,946	0	25,541,505	32,377,014

FPN: 4337261
PROJECT: **SR 865 (SAN CARLOS)**
from Main Street CR 869
DESC. PD&E/EMO Study
PROJ. LENGTH: 2.479
BEGIN MILE POST: 0.643
END MILE POST: 3.122
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 6-4, Table 6-1, Project 41

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PDE	**SU**	***FDOT***	0	0	1,257,997	0	0	0	0	1,257,997
TOTAL			0	0	1,257,997	0	0	0	0	1,257,997

FPN: 4258413
PROJECT: SR 82
from Alabama Road S to Homestead Road S
DESC. Add Lanes & Reconstruct
PROJ. LENGTH: 3.576
BEGIN MILE POST: 14.913
END MILE POST: 18.489
COMMENTS: *SIS*

LRTP REFERENCE: Page 6-4, Table 6-1, Project 22

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	*FDOT*	46,157	0	0	0	0	0	0	46,157
PE	**DS**	*FDOT*	2,825,126	0	0	0	0	0	0	2,825,126
ROW	**DDR**	*FDOT*	0	0	0	2,738,374	0	0	0	2,738,374
ROW	**DIH**	*FDOT*	0	0	0	200,000	0	0	0	200,000
CST	**CM**	*FDOT*	0	0	0	0	0	1,687,885	0	1,687,885
CST	**DDR**	*FDOT*	0	0	0	0	0	17,242,060	0	17,242,060
CST	**DS**	*FDOT*	81	0	0	0	0	10,778,769	0	10,778,850
CST	**SA**	*FDOT*	0	0	0	0	0	7,718,999	0	7,718,999
ENV	**DDR**	*FDOT*	0	741,000	0	0	0	0	0	741,000
TOTAL			2,871,364	741,000	0	2,938,374	0	37,427,713	0	43,978,451

FPN: 4258414
PROJECT: SR 82
from Homestead Road S to Hendry C/L
DESC. Add Lanes & Reconstruct
PROJ. LENGTH: 3.565
BEGIN MILE POST: 17.986
END MILE POST: 21.551
COMMENTS: *SIS*

LRTP REFERENCE: Page 6-4, Table 6-1, Project 23

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DDR**	*FDOT*	2,607,878	0	0	0	0	0	0	2,607,878
PE	**DIH**	*FDOT*	18,228	0	0	0	0	0	0	18,228
ENV	**DDR**	*FDOT*	0	387,000	0	0	0	0	0	387,000
TOTAL			2,626,106	387,000	0	0	0	0	0	3,013,106

FPN: 4136952

PROJECT: **SR 78**

Burnt Store Road Chiquita Blvd.

DESC. Signing/Pavement Markings

PROJ. LENGTH: 1.814

BEGIN MILE POST: 5.467

END MILE POST: 7.281

COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**DDR**	*FDOT*	0	0	67,911	0	0	0	0	67,911
CST	**DIH**	*FDOT*	0	0	5,305	0	0	0	0	5,305
TOTAL			0	0	73,216	0	0	0	0	73,216

HIGHWAYS		*LESS THAN 2011*	*2012/13*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*GREATER THAN 2016*	*ALL YEARS*
TOTAL		$ 214,696,745	$ 100,597,973	$ 20,935,216	$ 14,617,451	$ 26,825,295	$ 45,119,556	$ 76,263,211	$ 487,836,703

SECTION VI
AVIATION PROJECTS

This section includes the aviation projects from the *State Tentative Work Program* for fiscal years 2013/14 through 2017/18. The projects are grouped by airports – first Page Field and then Southwest Florida International Airport.

The Lee County Port Authority has indicated that the projects in this section are all consistent with the appropriate airport master plans. The aviation project priorities were developed by the Lee County Port Authority to reflect needs identified in current master plan documents for the airports under its jurisdiction.

The two lists of the MPOs endorsed aviation priorities are included in the beginning of this section.

Insert Aviation Priorities (Page Field and RSW)

FPN: 4295111
PROJECT: **LEE COUNTY PORT AUTHORITY -** Southeast Florida International Airport
DESC. Aviation Safety Project
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS*** Purchase ARFF Crash Vehicle

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DPTO**		0	0	0	772,368	0	0	0	772,368
CAP	**LF**		0	0	0	772,368	0	0	0	772,368
TOTAL			0	0	0	1,544,736	0	0	0	1,544,736

FPN: 4309821
PROJECT: **PAGE FIELD AIRPORT CAPITAL** Improvement
DESC. Aviation Capacity Project
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS;*** Design and Construct SW Ramp to Include Aquistion

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**		0	0	5,800	100,000	0	0	0	105,800
CAP	**FAA**		0	0	137,750	2,375,000	0	0	0	2,512,750
CAP	**LF**		0	0	1,450	25,000	0	0	0	26,450
TOTAL			0	0	145,000	2,500,000	0	0	0	2,645,000

FPN: 4313681
PROJECT: **PAGE FIELD AIRPORT CAPITAL** Improvements
DESC. Aviation Preservation Project
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**		0	0	0	10,000	91,395	0	0	101,395
CAP	**FAA**		0	0	0	50,000	4,000,800	0	0	4,050,800
CAP	**LF**		0	0	0	10,000	91,395	0	0	101,395
TOTAL			0	0	0	70,000	4,183,590	0	0	4,253,590

FPN: 4309791
PROJECT: **SOUTHWEST FLORIDA INTERNATIONAL**
Airport Capital Improvement
DESC. Aviation Preservation Project
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS;*** Pavement Rehabilitation of Roads

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**		0	0	0	1,125,000	2,550,000	1,000,000	0	4,675,000
CAP	**LF**		0	0	0	1,125,000	2,550,000	1,000,000	0	4,675,000
TOTAL			0	0	0	2,250,000	5,100,000	2,000,000	0	9,350,000

FPN: 4314131
PROJECT: **SOUTHWEST FLORIDA INTERNATIONAL**
Airport Capital Improvement
DESC. Aviation Capacity Project
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS***

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**GMR**		0	0	0	0	875,000	0	0	875,000
CAP	**LF**		0	0	0	0	875,000	0	0	875,000
TOTAL			0	0	0	0	1,750,000	0	0	1,750,000

FPN: 4206521

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**		**2,877,008**	**178,462**	**5,837,606**	**8,000,000**	**0**	**0**	**0**	**16,893,076**

FPN: 4308881
PROJECT: **US 41 (SR 45)**
from San Carlos Blvd. to SR 739
DESC. Bike Lane/Sidewalk
PROJ. LENGTH: 2.610
BEGIN MILE POST: 10.390
END MILE POST: 13.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix E, Page 42

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	0	0	0	10,000	0	0	0	10,000
PE	**SU**	***FDOT***	0	0	0	150,323	0	0	0	150,323
CST	**SU**	***FDOT***	0	0	0	0	711,426	0	0	711,426
TOTAL			0	0	0	160,323	711,426	0	0	871,749

FPN: 4298951
PROJECT: **US 41 (SR 45)**
from SR 78 (Pine Island) to Stockton Street
DESC. Bike Lane/Sidewalk
PROJ. LENGTH: 0.349
BEGIN MILE POST: 26.958
END MILE POST: 27.307

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**ACTU**	**FDOT**	0	15,000	0	0	0	0	0	15,000
PE	**SU**	**FDOT**	0	127,343	0	0	0	0	0	127,343
CST	**DDR**	**FDOT**	0	0	50,000	0	0	0	0	50,000
CST	**DIH**	**FDOT**	0	0	42,440	0	0	0	0	42,440
CST	**SU**	**FDOT**	0	0	80,636	0	0	0	0	80,636
CST	**TALU**	**FDOT**	0	0	413,355	0	0	0	0	413,355
TOTAL			0	142,343	586,431	0	0	0	0	728,774

COMMENTS: ***NON-SIS;*** Proposed sidewalk is on west side.

LRTP REFERENCE: Appendix E, Page 41

FPN: 4300141
PROJECT: **SANIBEL LIGHTHOUSE**

DESC. Building Repair/Rehabilitation
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
DSB	**TALT**	**FDOT**	0	0	446,062	0	0	0	0	446,062
TOTAL			0	0	446,062	0	0	0	0	446,062

FPN: 4332271
PROJECT: **EL DORADO PKWY/DEL PRADO**
at Various Locations
DESC. Sidewalk
PROJ. LENGTH: 0.925
BEGIN MILE POST: 0.000
END MILE POST: 0.925
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	89,905	0	0	0	0	89,905
CST	**LFP**	***CC***	0	0	0	70,245	0	0	0	70,245
CST	**SU**	***CC***	0	0	0	375,609	0	0	0	375,609
TOTAL			0	0	89,905	445,854	0	0	0	535,759

FPN: 4332381
PROJECT: **LEELAND HEIGHTS BLVD**
from Richmond Ave to Homestead Road
DESC. Sidewalk
PROJ. LENGTH: 1.273
BEGIN MILE POST: 16.854
END MILE POST: 17.722
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	***FDOT***	0	0	102,137	0	0	0	0	102,137
CST	**SA**	***FDOT***	0	0	0	517,832	0	0	0	517,832
CST	**SU**	***FDOT***	0	0	0	448,953	0	0	0	448,953
TOTAL			0	0	102,137	966,785	0	0	0	1,068,922

FPN: 4332301
PROJECT: **PALM TREE BLVD.**
from SE 47th Terrace To sE 40th Street
DESC. Sidewalk
PROJ. LENGTH: 1.009
BEGIN MILE POST: 0.062
END MILE POST: 1.071
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	91,685	0	0	0	0	91,685
CST	**LFP**	***CC***	0	0	0	127,867	0	0	0	127,867
CST	**SU**	***CC***	0	0	0	383,020	0	0	0	383,020
TOTAL			0	0	91,685	510,887	0	0	0	602,572

FPN: 4328981
PROJECT: **QUEENS DRIVE AND RICHMOND AVE**
Safe Routes to School
DESC. Sidewalk
PROJ. LENGTH: 0.100
BEGIN MILE POST: 0.000
END MILE POST: 0.100
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SA**	**FDOT**	0	0	31,271	0	0	0	0	31,271
CST	**SA**	**FDOT**	0	0	0	0	223,316	0	0	223,316
TOTAL			0	0	31,271	0	223,316	0	0	254,587

FPN: 4332351
PROJECT: **SANDS BLVD**
from Cape Coral Pkwy to Beach Pkwy
DESC. Sidewalk
PROJ. LENGTH: 0.735
BEGIN MILE POST: 0.000
END MILE POST: 0.735
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	63,041	0	0	0	0	63,041
CST	**LFP**	***CC***	0	0	0	40,826	0	0	0	40,826
CST	**SU**	***CC***	0	0	0	255,400	0	0	0	255,400
CST	**TALU**	***CC***	0	0	0	3,300	0	0	0	3,300
TOTAL			0	0	63,041	299,526	0	0	0	362,567

FPN: 4332361
PROJECT: **SANDS BLVD**
from El Dorado Pkwy to Cape Coral Pkwy
DESC. Sidewalk
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	98,810	0	0	0	0	98,810
CST	**LFP**	***CC***	0	0	0	62,049	0	0	0	62,049
CST	**SU**	***CC***	0	0	0	404,899	0	0	0	404,899
TOTAL			0	0	98,810	466,948	0	0	0	565,758

FPN: 4332321
PROJECT: **SKYLINE BLVD.**
from Gleason Pkwy to SW 26th Street
DESC. Sidewalk
PROJ. LENGTH: 0.795
BEGIN MILE POST: 2.045
END MILE POST: 2.840
COMMENTS: **NON-SIS**

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	35,924	0	0	0	0	35,924
CST	**SU**	***CC***	0	0	0	216,543	0	0	0	216,543
TOTAL			0	0	35,924	216,543	0	0	0	252,467

FPN: 4332341
PROJECT: **SKYLINE BLVD.**
from Veterans Memorial Pkwy to Trafalgar Pkwy
DESC. Sidewalk
PROJ. LENGTH: 1.101
BEGIN MILE POST: 3.048
END MILE POST: 4.149
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	42,753	0	0	0	0	42,753
CST	**LFP**	***CC***	0	0	0	42,753	0	0	0	42,753
CST	**SU**	***CC***	0	0	0	214,765	0	0	0	214,765
TOTAL			0	0	42,753	257,518	0	0	0	300,271

FPN: 4332211
PROJECT: **SR 867 (MCGREGOR BLVD.)**
from Tanglewood Parkway to Brentwood Parkway
DESC. Sidewalk
PROJ. LENGTH: 0.272
BEGIN MILE POST: 5.449
END MILE POST: 5.721
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix E, Page 41

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	*FDOT*	0	0	36,000	0	0	0	0	36,000
CST	**DS**	*FDOT*	0	0	0	6,618	0	0	0	6,618
CST	**SU**	*FDOT*	0	0	0	166,463	0	0	0	166,463
TOTAL			0	0	36,000	173,081	0	0	0	209,081

FPN: 4332181
PROJECT: **SR 884 COLONIAL BLVD**
from Veronica Shoemaker to SR 739 (Metro Pkwy)
DESC. Bike Path/Trail
PROJ. LENGTH: 0.583
BEGIN MILE POST: 2.490
END MILE POST: 3.073
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix E, Page 104, Project 15

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**SU**	*FDOT*	0	0	93,655	0	0	0	0	93,655
CST	**DS**	*FDOT*	0	0	0	18,185	0	0	0	18,185
CST	**SU**	*FDOT*	0	0	0	450,329	0	0	0	450,329
TOTAL			0	0	93,655	468,514	0	0	0	562,169

FPN: 4332261
PROJECT: **TOWN OF FORT MYERS BEACH**
Bike/Pedestrian Master Plan
DESC. Bike Lane/Sidewalk
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**SU**	*MPO*	0	0	0	91,000	0	0	0	91,000
TOTAL			0	0	0	91,000	0	0	0	91,000

FPN: 433231 1

PROJECT: **WILDWOOD/PALM TREE BLVD.**

from SE 40th Street o Conrty Club Blvd.

DESC. Sidewalk

PROJ. LENGTH: 0.000

BEGIN MILE POST: 0.000

END MILE POST: 0.000

COMMENTS: ***NON-SIS***

LRTP REFERENCE: Table 7, Appendix F, Page 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**LFP**	***CC***	0	0	100,849	0	0	0	0	100,849
CST	**LFP**	***CC***	0	0	0	140,726	0	0	0	140,726
CST	**SU**	***CC***	0	0	0	421,204	0	0	0	421,204
TOTAL			0	0	100,849	561,930	0	0	0	662,779

BIKE/PED	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
TOTAL		$ 55,347	$ 2,579,553	$ 2,311,461	$ 8,192,074	$ 2,444,176	$ -	$ -	$ 15,582,611

SECTION VIII
TRANSIT PROJECTS

This section consists of the transit projects in the state *Tentative Work Program* for fiscal years 2013/14 through 2017/18.

Lee Tran has indicated that the projects for fiscal years 2013/14 through 2017/18 in this section are all consistent with the Transit Development Plan (TDP) and the Americans with Disabilities Act (ADA) Complementary Paratransit Plan. A major TDP update was completed in 2012.

The transit project priorities are developed by Lee Tran to reflect needs identified in its current TDP. The transit projects identified herein are all consistent, to maximum extent feasible, with approved local government comprehensive plans.

Lee Tran is the recipient of the FTA and state funds for all these projects. Lee Tran has demonstrated the financial capacity to handle its projects in the past, and will continue to have the financial capacity to do so, as certified by Lee Tran in each grant application that is filed with FTA. Procedures to test and monitor financial capacities have been identified in the adopted TDP, and are now being implemented.

FPN: 4308831
PROJECT: **TRANSIT BUS PULL OUT STUDY**

DESC. PTO Studies
PROJ. LENGTH: 0.001
BEGIN MILE POST: 0.000
END MILE POST: 0.001
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**SU**	***MPO***	0	124,000	0	0	0	0	0	124,000
TOTAL			0	124,000	0	0	0	0	0	124,000

FPN: 4308841
PROJECT: **TRANSIT BUS QUEUE STUDY**

DESC. PTO Studies
PROJ. LENGTH: 0.001
BEGIN MILE POST: 0.000
END MILE POST: 0.001
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**SU**	***MPO***	0	55,000	0	0	0	0	0	55,000
TOTAL			0	55,000	0	0	0	0	0	55,000

FPN: 4073291
PROJECT: **LEE COUNTY - TRANSIT SYSTEM**
Operating Assistance
DESC. Urban Corridor Improvements
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	***LEE***	6,805,610	370,714	0	0	0	0	0	7,176,324
OPS	**DPTO**	***LEE***	3,391,103	707,984	1,441,941	1,441,062	2,190,458	0	0	9,172,548
OPS	**DS**	***LEE***	6,825,404	0	0	0	0	0	0	6,825,404
OPS	**LF**	***LEE***	12,822,117	1,078,698	1,441,941	1,441,062	2,190,458	0	0	18,974,276
TOTAL			29,844,234	2,157,396	2,883,882	2,882,124	4,380,916	0	0	42,148,552

FPN: 4101151
PROJECT: **LEE COUNTY MPO TRANSIT PLANNING**
FTA 5303
DESC. Modal Systems Planning
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**DDR**	***MPO***	27,619	0	0	0	0	0	0	27,619
PLN	**DPTO**	***MPO***	91,342	17,583	17,583	17,583	17,583	0	0	161,674
PLN	**DS**	***MPO***	314	0	0	0	0	0	0	314
PLN	**DU**	***MPO***	954,205	140,667	140,667	140,667	140,667	0	0	1,516,873
PLN	**LF**	***MPO***	119,276	17,583	17,583	17,583	17,583	0	0	189,608
TOTAL			1,192,756	175,833	175,833	175,833	175,833	0	0	1,896,088

FPN: 4101251
PROJECT: **LEE COUNTY TRANSIT SYSTEM - (LCTS)**
Operating Assistance
DESC. Operating/Admin. Assistance
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS;*** Section 5311 Rural and Small Areas Paratransit Operating

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DU**	***LEE***	2,178,400	394,150	394,150	394,150	394,150	394,150	0	4,149,150
OPS	**LF**	***LEE***	2,178,400	394,150	394,150	394,150	394,150	394,150	0	4,149,150
TOTAL			4,356,800	788,300	788,300	788,300	788,300	788,300	0	8,298,300

FPN: 4101401
PROJECT: **LEE COUNTY - TRANSIT SYSTEM**
Operating Assistance
DESC. Operating for Fixed Route
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS;*** Section 5307 Urbanized Areas Large Urban Cities Transit

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**DDR**	***LEE***	3,802,231	1,752,379	0	0	1,644,406	0	0	7,199,016
OPS	**DPTO**	***LEE***	4,079,736	11,387	1,779,732	1,819,647	175,241	1,874,236	0	9,739,979
OPS	**DS**	***LEE***	1,377,593	0	0	0	0	0	0	1,377,593
OPS	**LF**	***LEE***	9,259,560	1,763,766	1,779,732	1,819,647	1,819,647	1,874,236	0	18,316,588
TOTAL			18,519,120	3,527,532	3,559,464	3,639,294	3,639,294	3,748,472	0	36,633,176

FPN: 4101471
PROJECT: **LEE COUNTY TRANSIT SYSTEM**
Facility Project FTA 5307
DESC. Capital for Fixed Route
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS;*** Section 5307 Urbanized Areas

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**FTA**	*LEE*	22,469,756	4,117,102	4,117,102	4,117,102	4,117,102	4,117,102	0	43,055,266
CAP	**LF**	*LEE*	5,617,439	1,029,275	1,029,275	1,029,275	1,029,275	1,029,275	0	10,763,814
TOTAL			28,087,195	5,146,377	5,146,377	5,146,377	5,146,377	5,146,377	0	53,819,080

FPN: 4226212
PROJECT: **LEETRAN BUS PURCHASE**

DESC. Purchase Vehicles/Equipment
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS;*** Local Match: Toll Revenue Credits May Be used as Soft Match

LRTP REFERENCE: Page 12-8, Table 12-7

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**ACSU**	*LEE*	0	0	0	836,035	0	0	0	836,035
CAP	**FTAT**	*LEE*	0	0	3,500,000	1,100,000	1,500,000	0	0	6,100,000
CAP	**SU**	*LEE*	0	0	3,500,000	263,965	1,500,000	0	0	5,263,965
TOTAL			0	0	7,000,000	2,200,000	3,000,000	0	0	12,200,000

FPN: 4329621
PROJECT: **LEE COUNTY TRANSIT**
Capital Improvements
DESC. Intermodal Hub Capacity
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**	*LEE*	0	0	0	857,913	0	0	0	857,913
CAP	**DPTO**	*LEE*	0	8,265	8,290	1,033,571	2,416,489	0	0	3,466,615
CAP	**LF**	*LEE*	0	8,265	8,290	1,891,484	2,416,489	0	0	4,324,528
TOTAL			0	16,530	16,580	3,782,968	4,832,978	0	0	8,649,056

FPN: 4314141
PROJECT: **ROSA PARKS DOWNTOWN**
Intermodal Capacity Improvements
DESC. Intermodal Hub Capacity
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS***

LRTP REFERENCE: Page 13-8, Table 3

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**GMR**	**FDOT**	0	0	0	0	0	6,000,000	0	6,000,000
TOTAL			0	0	0	0	0	6,000,000	0	6,000,000

TRANSIT	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
TOTAL		$ 82,000,105	$ 11,990,968	$ 19,570,436	$ 18,614,896	$ 21,963,698	$ 15,683,149	$ -	$ 169,823,252

SECTION IX
TRANSPORTATION DISADVANTAGED PROGRAM PROJECTS

This section includes the transportation disadvantaged program projects in the state *Tentative Work Program* for fiscal years 2013/14 through 2017/18 and additional projects proposed by the Lee County MPO.

Currently, the community transportation coordinator (CTC) for the transportation disadvantaged program in Lee County is Good Wheels Inc., which provides services under a memorandum of agreement with the Florida commission for the Transportation Disadvantaged. The Lee County MPO, as the designated official planning agency for the program, confirms that the projects through 2017/18 in this section are all consistent with the Transportation Disadvantaged Service Plan (TDSP) adopted by the Lee County Local Coordinating Board in April 2013.

FPN: 2072671
PROJECT: **LEE COUNTY TD COMMISSION TRIP**
and Equipment Grant
DESC. TD Commission - Capital
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS:

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
OPS	**LF**		0	71,080	73,868	73,774	73,774	0	0	
OPS	**TDDR**		99,174	99,174	99,174	99,174	99,174	0	0	
OPS	**TDTF**		523,339	540,546	565,637	564,791	564,791	0	0	
TOTAL			622,513	710,800	738,679	737,739	737,739	0	0	

FPN: 2072672
PROJECT: **LEE COUNTY LCB ASSISTANCE**
Commission TD
DESC. TD Commission - Capital
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS:

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**TDTF**		30,391	29,557	30,391	29,702	29,702	0	0	
TOTAL			30,391	29,557	30,391	29,702	29,702	0	0	

TRANSPORTATION DISADVANTAGED	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
TOTAL		$ 652,904	$ 740,357	$ 769,070	$ 767,441	$ 767,441	$ -	$ -	

SECTION X
INTERMODAL DEVELOPMENT PROJECTS

This section includes the intermodal development projects that are contained in the state *Tentative Work Program* for fiscal years 2013/14 through 2017/18.

The intermodal projects identified herein are consistent, to the maximum extent feasible, with approved local government comprehensive plans and airport master plans.

FPN: 4179851
PROJECT: **LEE COUNTY (LEETRAN) CAPITAL** Improvements (Design)
DESC. Prelim ENG for Future Capacity
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Page 13-6, Table 1

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CAP	**DDR**	***LEE***	0	300,000	0	0	0	0	0	300,000
CAP	**DPTO**	***LEE***	125,000	0	0	0	0	0	0	125,000
CAP	**LF**	***LEE***	125,000	300,000	0	0	0	0	0	425,000
TOTAL			250,000	600,000	0	0	0	0	0	850,000

FPN: 4184251
PROJECT: **SOUTHWEST FLORIDA INTERNATIONAL** Airport Midfield Entrance Road
DESC. Intermodal HUB Capacity
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: ***SIS***

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
ADM	**DIS**		0	0	2,917,000	0	0	0	0	2,917,000
ADM	**LF**		972,333	0	0	0	0	0	0	972,333
ADM	**LFR**		2,917,000	0	0	0	0	0	0	2,917,000
TOTAL			3,889,333	0	2,917,000	0	0	0	0	6,806,333

INTERMODAL	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
TOTAL		$ 4,139,333	$ 600,000	$ 2,917,000	$ -	$ -	$ -	$ -	$ 7,656,333

SECTION XI
SAFETY PROJECTS

This section contains those projects within Lee County in the state and *Tentative Work Program* for fiscal years 2013/14 through 2017/18 that are funded with state and federal safety funds. The candidate projects competing for these safety funds are prioritized by the Lee County Community Traffic Safety Team (CTST), and submitted to FDOT District One Office.

FPN: 4308581
PROJECT: **SR 82**
at Veronica Shoemaker Blvd. One Way Pair
DESC. Intersection Improvement
PROJ. LENGTH: 0.180
BEGIN MILE POST: 1.908
END MILE POST: 2.088
COMMENTS: ***SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	10,000	0	0	0	0	0	0	10,000
CST	**DS**	***FDOT***	26	0	0	0	0	0	0	26
CST	**SA**	***FDOT***	0	5,155	0	0	0	0	0	5,155
PE	**HSP**	***FDOT***	84,303	0	0	0	0	0	0	84,303
CST	**HSP**	***FDOT***	0	551,707	0	0	0	0	0	551,707
TOTAL			94,329	556,862	0	0	0	0	0	651,191

FPN: 4308641
PROJECT: **SR 884 (COLONIAL BLVD.)**
at US 41 (SR 45)
DESC. Intersection Improvement
PROJ. LENGTH: 1.057
BEGIN MILE POST: 20.235
END MILE POST: 20.792
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**CST**	***FDOT***	26	0	0	0	0	0	0	26
CST	**SA**	***FDOT***	0	5,155	0	0	0	0	0	5,155
PE	**DIH**	***FDOT***	10,952	0	0	0	0	0	0	10,952
PE	**HSP**	***FDOT***	89,604	0	0	0	0	0	0	89,604
PE	**SA**	***FDOT***	9,246	0	0	0	0	0	0	9,246
CST	**HSP**	***FDOT***	0	363,032	0	0	0	0	0	363,032
TOTAL			109,828	368,187	0	0	0	0	0	478,015

FPN: 4308561
PROJECT: **US 41 (SR 45)**
at Winkler Avenue
DESC. Traffic Signal Update
PROJ. LENGTH: 0.031
BEGIN MILE POST: 21.013
END MILE POST: 21.044
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**DS**	***FDOT***	26	0	0	0	0	0	0	26
CST	**SA**	***FDOT***	0	5,155	0	0	0	0	0	5,155
PE	**DIH**	***FDOT***	644	0	0	0	0	0	0	644
PE	**HSP**	***FDOT***	38,982	0	0	0	0	0	0	38,982
PE	**SA**	***FDOT***	9,356	0	0	0	0	0	0	9,356
CST	**HSP**	***FDOT***	0	538,670	0	0	0	0	0	538,670
TOTAL			49,008	543,825	0	0	0	0	0	592,833

FPN: 4308651
PROJECT: **US 41 (SR 45)**
at Cortez Blvd. / Edison Avenue
DESC. Traffic Signal Update
PROJ. LENGTH: 0.285
BEGIN MILE POST: 22.888
END MILE POST: 23.173
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
CST	**HSP**	***FDOT***	0	2,062	0	0	0	0	0	2,062
PE	**DIH**	***FDOT***	194	0	0	0	0	0	0	194
PE	**HSP**	***FDOT***	38,128	0	0	0	0	0	0	38,128
PE	**SA**	***FDOT***	9,806	0	0	0	0	0	0	9,806
CST	**HSP**	***FDOT***	0	245,472	0	0	0	0	0	245,472
CST	**SA**	***FDOT***	0	5,155	0	0	0	0	0	5,155
TOTAL			48,128	252,689	0	0	0	0	0	300,817

FPN: 4295091
PROJECT: **US 41 SR 45**
from Hanson Street to SR 82
DESC. Pedestrian Safety Improvement
PROJ. LENGTH: 1.349
BEGIN MILE POST: 22.233
END MILE POST: 23.582
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	29	0	0	0	0	0	0	29
PE	**HSP**	***FDOT***	55,758	0	0	0	0	0	0	55,758
PE	**SA**	***FDOT***	9,971	0	0	0	0	0	0	9,971
CST	**HSP**	***FDOT***	0	884,797	0	0	0	0	0	884,797
CST	**SA**	***FDOT***	0	12,177	0	0	0	0	0	12,177
TOTAL			65,758	896,974	0	0	0	0	0	962,732

FPN: 4333701
PROJECT: **SR 82**
at Fowler Street
DESC. Intersection Improvement
PROJ. LENGTH: 0.188
BEGIN MILE POST: 0.551
END MILE POST: 0.739
COMMENTS: ***SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**HSP**	***FDOT***	0	113,068	0	0	0	0	0	113,068
PE	**SA**	***FDOT***	0	10,000	0	0	0	0	0	10,000
CST	**DDR**	***FDOT***	0	0	14,781	0	0	0	0	14,781
CST	**HSP**	***FDOT***	0	0	357,504	0	0	0	0	357,504
CST	**SA**	***FDOT***	0	0	8,488	0	0	0	0	8,488
TOTAL			0	123,068	380,773	0	0	0	0	503,841

FPN: 4334071
PROJECT: **SR 867**
at A&W Bulb Road
DESC. Intersection Improvement
PROJ. LENGTH: 0.292
BEGIN MILE POST: 1.856
END MILE POST: 2.148
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**HSP**	***FDOT***	0	105,000	0	0	0	0	0	105,000
PE	**SA**	***FDOT***	0	10,000	0	0	0	0	0	10,000
CST	**DDR**	***FDOT***	0	0	10,641	0	0	0	0	10,641
CST	**HSP**	***FDOT***	0	0	266,166	0	0	0	0	266,166
CST	**SA**	***FDOT***	0	0	7,742	0	0	0	0	7,742
TOTAL			0	115,000	284,549	0	0	0	0	399,549

FPN: 4327551
PROJECT: **US 41**
from South of Coconut Road to San Carlos Blvd.
DESC. Lighting
PROJ. LENGTH: 4.884
BEGIN MILE POST: 5.496
END MILE POST: 10.380
COMMENTS: ***NON-SIS***

LRTP REFERENCE: Appendix F, Page 12, Table 9

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PE	**DIH**	***FDOT***	10,000	0	0	0	0	0	0	10,000
PE	**HSP**	***FDOT***	75,000	0	0	0	0	0	0	75,000
DSB	**DDR**	***FDOT***	0	52,354	0	0	0	0	0	52,354
DSB	**HSP**	***FDOT***	0	1,241,222	0	0	0	0	0	1,241,222
DSB	**SA**	***FDOT***	0	1,503,785	0	0	0	0	0	1,503,785
TOTAL			85,000	2,797,361	0	0	0	0	0	2,882,361

SAFETY	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
TOTAL		$ 452,051	$ 5,653,966	$ 665,322	$ -	$ -	$ -	$ -	$ 6,771,339

SECTION XII
PLANNING

This section contains the FHWA Section 112 transportation planning funds that are annually allocated to the Lee County MPO, FTA Section 5303 transportation planning funds, and the Transportation Disadvantaged Commission planning grant.

FPN: 4236421
PROJECT: LEE COUNTY MPO FY 2013/2014 UPWP

DESC. Transportation Planning
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: *NON-SIS*

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**PL**	**Lee MPO**	707,087	683,574	0	0	0	0	0	1,390,661
TOTAL			707,087	683,574	0	0	0	0	0	1,390,661

FPN: 4256681
PROJECT: LEE COUNTY MPO FY 2015/2016 UPWP

DESC. Transportation Planning
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: *NON-SIS*

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**PL**	**Lee MPO**	0	0	683,219	683,219	0	0	0	1,366,438
TOTAL			0	0	683,219	683,219	0	0	0	1,366,438

FPN: 4318081
PROJECT: LEE COUNTY MPO FY 2017/2018 UPWP

DESC. Transportation Planning
PROJ. LENGTH: 0.000
BEGIN MILE POST: 0.000
END MILE POST: 0.000
COMMENTS: *NON-SIS*

LRTP REFERENCE:

PHASE	*FUND*	*MANAGED BY*	*LESS THAN 2014*	*2013/14*	*2014/15*	*2015/16*	*2016/17*	*2017/18*	*GREATER THAN 2018*	*ALL YEARS*
PLN	**PL**	**Lee MPO**	0	0	0	0	683,219	683,219	0	1,366,438
TOTAL			0	0	0	0	683,219	683,219	0	1,366,438

PLANNING	MANAGED BY	LESS THAN 2011	2012/13	2013/14	2014/15	2015/16	2016/17	GREATER THAN 2016	ALL YEARS
TOTAL		$ 707,087	$ 683,574	$ 683,219	$ 683,219	$ 683,219	$ 683,219	$ -	$ 4,123,537

SECTION XIII
FINANCIAL SUMMARY BY CATEGORY
FISCAL YEARS 2013/14- 2017/18

SECTION XIV
PROGRAMMED LOCAL GOVERNMENTS HIGHWAY IMPROVEMENTS

This section lists programmed capacity improvement, intersection improvement, system preservation, and bicycle/pedestrian projects, as submitted by Lee County, the Cities of Bonita Springs, Cape Coral, Fort Myers and Sanibel, and the Town of Fort Myers Beach. This listing includes project limits, the project type, the amount of funding, and years for which funding is currently programmed in each of the local Capital Improvement Program.

CIP for City of Fort Myers

(not yet received when packet went out)

SECTION XV
FEDERALLY OBLIGATED PROJECTS

This section includes the annual listing of projects for which federal funds have been obligated in the preceding year (10/01/2011-9/30/2012). The list has been extracted from FDOT's Web Site and included in this section as is, and the same list has also been posted in the MPO's Web Site at www.leempo.com.

SECTION XVI
ROLL FORWARD AMENDMENTS

Agenda Item 9
TAC 5/2/2013

REVIEW AND COMMENT ON THE PROPOSED STP AND STATE FUNDED PROJECTS

RECOMMENDED ACTION: Review and comment on the staff proposed list and rankings for STP and State funds (**attached)**.

For the Committee's review and comment is the proposed staff list and rankings for the unfunded STP and State funded projects for this year's MPO priorities.

STP AND STATE FUNDED PRIORITIES FOR FY 2018/19

Proposed STAFF Priority	2012 Priority	FM #	Project	From	To	Improvement Type	Length (miles)	Next Phase	PDC Estimate (in $1,000)
1	1	**4299601**	Funding for County Traffic Operations Center[1]						$300
2	2	**1957641**	Multi-Modal Enhancement Box[1]						$4,700
3	4	**4337261**	San Carlos Trolley Lane	Summerlin Road	Matanzas Pass Bridge	Exclusive Trolley Lane	2.5	PE/CST	$1,200
4	6	**4126363**	Countywide ATMS			Phase III Implementation		CST	$16,581
5	N/A		Roundabout Feasibility Study at Applicable Intersection Locations					PLN	$250
6	3		SR 739 (Fowler St)	Metro/Fowler	SR 82 (Dr. Martin Luther King Jr. Blvd)	TBD	1.4	ROW	$610
7	N/A		Old US 41	Lee/Collier Co/L	Bonita Beach Road	2L to 4L	1.2	PD&E	$700
8	N/A		SR 78 (Bayshore Rd)	Park 78 Drive	SR 31	Pathway North Side	3.8	PD&E	$350
9	7	**4313341**	SR 739 (Metro Pkwy)	Daniels Pkwy	South of Winkler Ave	4L to 6L	4.6	ROW	$31,000
10	8		Caloosahatchee Bridges Incident Management System			Phase II implementation		CST	$8,220

Notes:

[1]The top two priorities are set asides that the Lee County MPO request annually from off the top of SU funds allocated to the Lee County urbanized area.