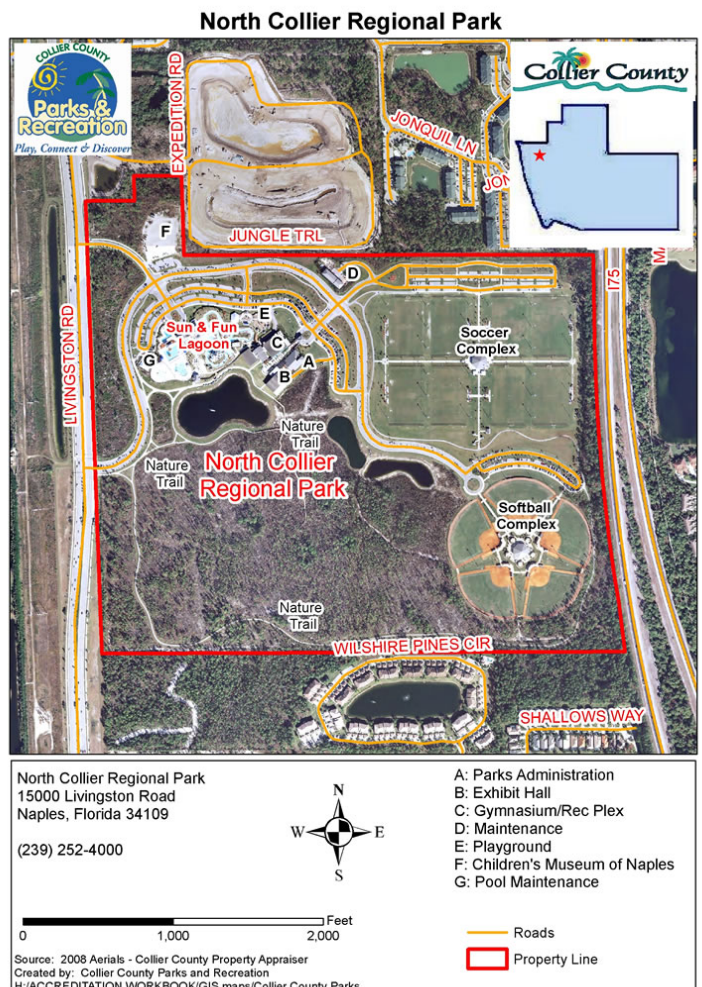
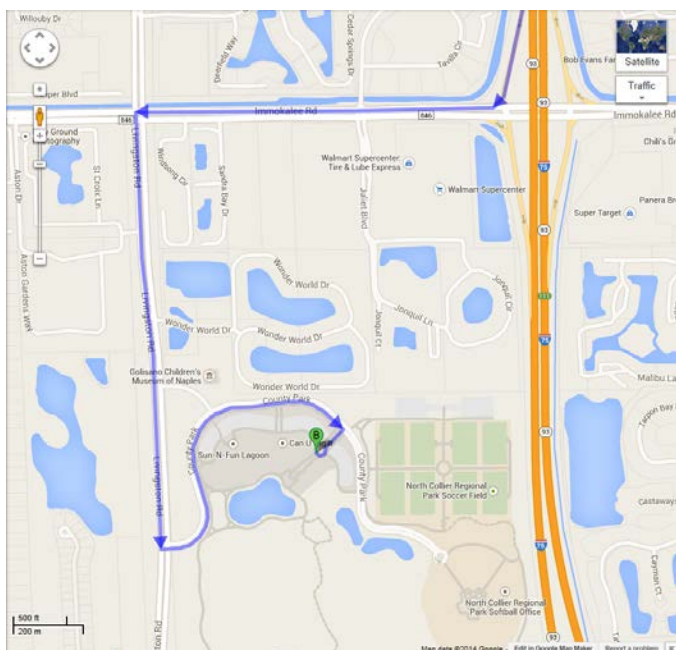


**JOINT MEETING OF THE LEE COUNTY AND COLLIER METROPOLITAN
PLANNING ORGANIZATIONS
TECHNICAL ADVISORY COMMITTEES – 10:00 a.m.
CITIZENS ADVISORY COMMITTEES – 2:00 p.m.**

North Collier Regional Park, Exhibit Hall
15000 Livingston Road, Naples, Florida 34109

Driving directions from the North heading South using I-75. Take I-75 South to Exit 111 – Immokalee Road. At light on off-ramp merge right onto Immokalee Road heading West towards Naples Park. Continue approximately half a mile to signal and turn left onto Livingston Road. Continue approximately half a mile to County Park signal and turn left. Continue through the Regional Park facility, past the Sun and Fun Lagoon Water Park, Golisano Children’s Museum of Naples and the Can U Dig It Park. Take a right into the parking lot. The Exhibit Hall is on the left, behind the administration building and left of the fitness center.

Driving directions from the South heading North using I-75. Take I-75 North to Exit 111 – Immokalee Road. At light on off-ramp merge left onto Immokalee Road heading West towards Naples Park. Continue approximately half a mile to signal and turn left onto Livingston Road. Continue approximately half a mile to County Park signal and turn left. Continue through the Regional Park facility, past the Sun and Fun Lagoon Water Park, Golisano Children’s Museum of Naples and the Can U Dig It Park. Take a right into the parking lot. The Exhibit Hall is on the left, behind the administration building and left of the fitness center.





**JOINT MEETING OF THE LEE COUNTY AND COLLIER
METROPOLITAN PLANNING ORGANIZATIONS
TECHNICAL ADVISORY COMMITTEES**

North Collier Regional Park, Exhibit Hall
15000 Livingston Road, Naples, Florida

**October 7, 2014
10:00 a.m.**

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

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with either the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing Mr. Limbaugh at P.O. Box 150045, Cape Coral, Florida 33915-0045 or the Collier MPO Title VI Specialist Lorraine Lantz at (239) 252-8192 or by writing Ms. Lantz at 2885 South Horseshoe Dr., Naples, Florida 34104.

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

- 1. Call to Order/Roll Call**
- 2. Election of a Chairperson**
- 3. Public Comments**
- 4. Approval of Agenda**
- 5. Discussion Items**
 - A. Review and Discussion of the TRIP Priority Process
 - B. Review and Discussion of the Joint SIS Priority Process
 - C. Review and Update of Regional Maps
- 6. Reports and Presentations**
 - A. Update on the 2040 Long Range Transportation Plans for Collier MPO and Lee County MPO
- 7. Florida Department of Transportation Report**
- 8. Transit Update**
- 9. Members' Comments**
- 10. Information Items**
 - A. Minutes from March 11, 2014 Joint TAC Meeting
- 11. Adjournment of Joint TAC meeting**

REVIEW AND DISCUSSION OF THE JOINT TRIP PRIORITY PROCESS

RECOMMENDED ITEM: Review the joint TRIP priority process and criteria for Collier and Lee County MPO. In particular, recommend the Joint TAC to form a Technical Subcommittee to review the current TRIP Project Prioritization and Evaluation Criteria which are in critical need of being updated in time for the next submission cycle.

Every spring, FDOT requests that the Joint Collier and Lee County MPO submit projects for the Transportation Regional Incentive Program (TRIP). TRIP was created to provide an incentive for regional planning to leverage investments in regionally significant transportation facilities (highways, public transportation and others), and link investments to growth management objectives of the region. TRIP projects which are awarded funds are required to have a minimum of a 50% local match. TRIP awards have declined which has caused the MPOs to want to make sure that all projects submitted are qualified and have the best chance of receiving funds.

The Collier and Lee County TAC and CACs should review the current TRIP application process and evaluation criteria and make sure they are responsive to the FDOT requirements and relevancy for reviewing regional transportation projects for prioritization.

TRIP Prioritization Process:

- After FDOT has announced a call for TRIP projects, Collier and Lee County MPO separately send out a notice of Solicitation for Proposals for TRIP funds through their TAC and CACs.
- Each MPO coordinates with local government agencies within the respective MPO boundaries for submitting applications for TRIP funds.
- Both MPOs coordinate to review the applications for project eligibility and completeness, and rank the proposals using the evaluation criteria approved by both MPOs.
- The Joint TAC and CAC review the TRIP proposals at their joint meetings and recommend project priorities to the Joint Collier and Lee County MPO Board.
- The MPO Boards consider the recommendations of the Joint TAC and CAC before adopting the TRIP priorities. The MPO Boards may take action independently.
- Both MPOs coordinate before officially transmitting the applications and priorities to FDOT prior to July 1st each year.

TRIP Project Prioritization and Evaluation Criteria:

1. Project or new transit service is on SIS facility or relieves an SIS facility:
 - **10 pts** if project is on primary SIS facility or relieves a primary failing SIS facility (LOS E & F) by > 10%
 - **8 pts** if project in on a primary SIS facility or relieves a primary SIS facility (LOS C & D) by > 10%
 - **6 pts** if project is on a primary SIS facility or relieves a primary SIS facility by $\geq 5\%$
 - **3 pts** if project reduces traffic on a primary SIS facility or relieves a primary facility by < 5%
 - **2 pts** if project is on an emerging SIS facility or relieving an emerging SIS facility by $\geq 5\%$
 - **1 pt** if project is estimated to reduce traffic on the emerging SIS facility by < 5%
2. Provide connectivity to the SIS¹:
 - **3 pts** to projects making a new or improving a direct connection to a primary SIS facility
 - **1 pt** to projects making a new or improving a direct connection to an emerging SIS facility
3. County Enterprise Zones, Rural Area Critical Economic Concern:
 - **3 pts** if project improves roads and access or adds new transit service to the Heartland Rural Areas of Critical Economic Concern
 - **2 pts** if project improves roads and access or adds new transit service to a County Enterprise Zone²
4. Subject to local government ordinance that establishes corridor management techniques, including access management strategies, right of way acquisition and protection measures, appropriate land use strategies, zoning and setback requirements for adjacent land use¹:
 - **5 pts** if project or new transit service is on roadway that has a corridor action plan, right of-way acquisition and protection measures and setback requirements.
 - **3 pts** if project or new transit service is on roadway that has access management standards consistent with FDOT standards, right of acquisition and protection measures.
 - **2 pts** if project or new transit service is on roadway that has access management standards and right-of-way protection measures.
5. Production Readiness, determined by phase for which TRIP funding is requested:
 - **5 pts** for Construction
 - **3 pts** for ROW Acquisition
 - **1 pt** for Design
6. TRIP funding not received for a project in this jurisdiction:

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

7. Job Access and Economic Stimulus:

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

8. Performance on previous TRIP projects:

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

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

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

10. Encourage Public Private-Partnerships:

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

Notes:

¹ = This is a statutory prioritization criterion.

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

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

Suggested TRIP Project Prioritization and Evaluation Criteria

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

6. TRIP funding not received for a project in this jurisdiction:
 - 6 pts** for a project in a jurisdiction that has never received TRIP funding
 - 3 pts** for a project in a jurisdiction that has not received TRIP funding for the last three years of funding (FY 2010, 2011 or 2012).
 - 2 pts** for a project in a jurisdiction that has not received TRIP funding for the last two years of funding (FY 2011 and 2012).
 - 1 pt** 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 pts** for a project that improves or provides new access or transit service to a commercial development that reduces trip lengths, number of trips made or single occupant vehicle trips

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

9. Overmatch (Local+Regional+Private+Federal Share):
 - 5 pts** for a project where the TRIP funds will be 10% or less of the total project cost
 - 3 pts** for a project where the TRIP funds are greater than 10% but less than 25% of the project funding
 - 1 pt** for a project where the TRIP funds are greater than 25% of the project funding

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

¹This is a statutory prioritization criterion.

²An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

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 E + C network model runs using 2015 zonal data for each submitted project within their jurisdictions, one with the proposed project and one 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 a letter signed by the County Commission Chairman 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.

Transportation Regional Incentive Program (TRIP) Project Submittal Form

TRIP was created under F.S. 339.2819 to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Origin of Request: (Applying Agency)

Organization:

Contact Person:

Address:

Phone: Fax: E-mail:

Implementation Agency¹:

Organization:

Contact Person:

Address:

Phone: Fax: E-mail:

Engineering Contact:

Phone: Fax: E-mail:

Finance Contact:

Phone: Fax: E-mail:

1. If a project is on the Strategic Intermodal System or Florida Intrastate Highway System and the Department of Transportation will be performing the work, please identify the agency responsible for meeting the financial match requirements of the TRIP program.

Project Improvement Information:

Facility:

Project Limits:

Project Location: (attach location map)

Current Project Status: (attach project schedule)

Work to be performed:

Project listed in the Regional LRTP? Yes No

Project listed in the Capital Improvement Program? Yes No attach CIP page)

Project listed on the Chairs Coordinating Committee Regional Transportation Network? Yes No

Project prioritized by the Chairs Coordinating Committee? Yes No

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)

Public Transportation Project Improvement Information:

Facility:

Project Limits:

Project Location: (attach location map)

Current Project Status: (attach project schedule)

Work to be performed:

Project listed in the Transit Development Plan/Master Plan? Yes No (attach TDP/Master Plan page)

Project listed in the Public Transportation Audited Budget/[Board Resolution to commit local funding and participation?](#) Yes No (attach budget page/[resolution](#))

Project listed on the Chairs Coordinating Committee Regional Transportation Network? Yes No

Project prioritized by the Chairs Coordinating Committee? Yes No

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)

Minimum Criteria:

1. Does the project support facilities that serve national, statewide or regional functions and function as an integrated transportation system? Yes No How?

2. Is the project identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by a local government; further the project shall be in compliance with local government comprehensive plan policies relative to corridor management? Yes No (attach CIE page)

3. Is the project consistent with the Strategic Intermodal System(SIS)? Yes No How?

4. Is there a commitment of local, regional or private matching funds? Yes No

Prioritization Considerations

1. Is the project in compliance with local corridor management policies? Yes No Describe

2. Describe how this project implementation will manage growth.

3. Describe how the project will improve **regional mobility** within the Regional Transportation Area.

4. Describe why priority should be given to the project based on the following:

- Provides connectivity to the SIS,
- Supports economic development and goods movement in rural areas of critical economic concern,
- Are subject to local ordinances that establish corridor management techniques,
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

5. How TRIP funding will accelerate the project's implementation?

6. Will the local government with jurisdiction adopt the FDOT level-of-service standard?

Yes No

Please transmit the package, with Attachments and any additional supporting information and documentation to:

**Laura Lockwood
District One
P.O. Box 1249, MS 1-36
Bartow, Florida 33831**

This document has been developed at an overview level. Additional information and documentation maybe required. Please refer to the FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/TRIP.html>) or contact Frank Meares, FDOT District One TRIP Coordinator (frank.meares@dot.state.fl.us) for detailed program requirements.

Program Guidance for Transportation Regional Incentive Program (TRIP) Background

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

Regionally significant transportation facilities include:

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

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

Local/Regional Funding Sources for TRIP Match

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

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

In-Kind Match for TRIP

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

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

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

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

Right of Way Contributions and Acquisition Procedures

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

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

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

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

Other Match Issues

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

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

REVIEW AND DISCUSSION OF THE JOINT STRATEGIC INTERMODAL SYSTEM (SIS) PRIORITY PROCESS

RECOMMENDED ITEM: Review and update the joint SIS priority process and especially criteria for Collier and Lee County MPO, and recommend any changes to the Joint MPO Boards.

The Strategic Intermodal System (SIS) is a statewide network of high priority transportation facilities, including the State's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Currently, Interstate 75 and State Road 80 are part of the Florida SIS network while State Road 29 and State Road 82 have been identified as emerging SIS facilities.

SIS Process:

- FDOT initiates a call for priorities as they develop their SIS Cost Feasible Plan which is approximately every 5 years. FDOT may ask for regional SIS projects more often.
- Both MPOs review their individual Long Range Transportation Plans for eligible projects and bring forward suggested projects, phases and schedules.
- The MPOs jointly conduct a comprehensive evaluation of the list of SIS projects using Traffic Volumes (V) over E+C Capacity (C) ratio and future year volumes are based on the historical trends developed by FDOT. This initial ranking is then adjusted based on failing LOS of facilities near where the projects are proposed.
- The Joint TAC and CAC review the updated list at their individual joint meetings and recommend project priority rankings to the Joint MPO Board.
- The Joint MPO Board considers the final priority ranking recommendations by the committees, data compiled and discussions of the facilities before adopting the SIS priorities. The MPO Boards may take action independently, if timing does not allow for a joint meeting.

Based on the recommendations by the MPOs, FDOT develops a draft SIS plan and presents it to the committees and MPO Boards for discussion. FDOT then reviews

those recommendations and consider inclusion in the final SIS Plan. Usually, the Joint MPO made SIS Priority recommendations and reviewed the draft SIS plan by March each year. The most recent SIS Plan was adopted in July 2013.

In 2013, the Joint Collier and Lee County TAC / CAC formed a subcommittee to discuss the process and recommend developing some new criteria. To date, no new criteria have been established. It is recommended that this subcommittee continue its work to update the criteria in time for the next project recommendation cycle.

We will invite an FDOT representative to assist in the discussion at this meeting.

The current recommended projects based on the SIS Evaluation Matrix and Criteria are included in Attachment A.

JOINT LEE COUNTY AND COLLIER MPO STRATEGIC INTERMODAL SYSTEM PRIORITIES

Adopted October 19, 2012

Joint Priority	Project	From	To	Improvement Type	Next Unprogrammed Phase	L RTP 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 Shawnee	Alabama Rd	2-6L	ROW CST	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
		Immokalee Rd/CR 846	Florida Tradeport Blvd	New 4L	PE	CF
		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 CST	NP CF
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

CF - Project Phase in Cost Feasible Plan

DSB - Design Build Project

ROW - Right-of-Way

NP - Project Phase in Needs Plan

CST - Construction

IJR - Interchange Justification Report

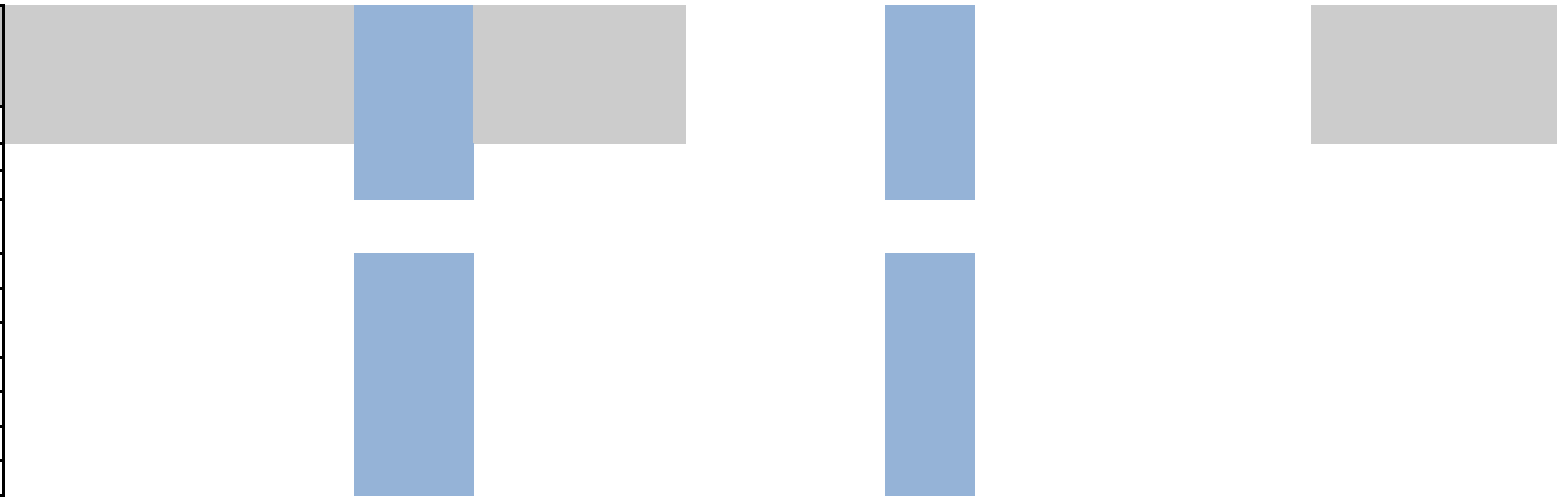
TABLE 2: UNFUNDED LEE/COLLIER SIS PROJECTS SORTED BY 2025 V/C
(In Descending Order)

2009 Priority	Project	From	To	Improvement Type	Next Unprogrammed Phase	L RTP Status	Area Type	LOS Standard	Existing Capacity	2015 E+C Capacity	2009 AADT	Exstng LOS	2015 Trend AADT	2015 Trend LOS	2025 Trend AADT	2025 Trend LOS	2030 Trend AADT	2030 Trend LOS	Existing V/C	2015 V/C	2025 V/C	2030 V/C
5	SR 82	Lee Blvd	Daniels Pkwy	2-6L	ROW	CF	UA/TA	C	17577			D/F							1.40	1.84	2.57	2.93
		Gateway	Daniels Pkwy				TA	C	11844	11844	22000	F	28900	F	40300	F	46100	F	1.86	2.44	3.40	3.89
		Lee Blvd	Gateway				UA	D	23310	23310	22000	D	28900	E	40300	F	46100	F	0.94	1.24	1.73	1.98
6	SR 82	Daniels Pkwy	Alabama Rd	2-6L	ROW	CF	TA	C	15100	15100	19500	D	21800	E	25000	E	27700	F	1.29	1.44	1.66	1.83
13	SR 29	Immokalee Dr	New Market Rd North	2-4L	PE	NP	TA	C				C							1.21	1.18	1.47	1.61
		Immokalee Dr	CR 890					C	14100	14100	15545	C	15800	D	18600	F	20000	D	1.10	1.12	1.32	1.42
		CR 890	CR 29A					C	10900	10900	15855	C	12800	C	16000	D	17600	D	1.45	1.17	1.47	1.61
		CR 29A	New Market Rd					C	14629	14629	15855	C	18000	D	23600	E	26400	E	1.08	1.23	1.61	1.80
NA	SR 82	SR 29	Lee County Line	2-6L	PE	NP	RDA	C				C		C		D		D	0.72	0.92	1.25	1.36
		Lee County Line	Collier County Line				RDA	C	14200	14200	10200	C	13000	C	17700	D	20000	D	0.72	0.92	1.25	1.41
		Collier Cty Line	CR 850				RDA	C	14200	14200	10200	C	13000	C	17700	D	20000	D	0.72	0.92	1.25	1.41
		CR 850	SR 29				RDA	C	14200	14200	10200	C	13000	C	17700	D	17900	D	0.72	0.92	1.25	1.26
	SR 82	Alabama Rd	E of Hendry Cty Line	2-6L	PE	NP	TA	C	15100	15100	9650	C	12400	C	17000	D	19300	D	0.64	0.82	1.13	1.28
19	I 75	North of SR 78	Charlotte County line	4-8L	PE	NP	TA	C	49900	49900	51000	B	41900	C	53300	B	59100	C	1.02	0.84	1.07	1.18
7	SR 80	SR 31	Buckingham Rd	4-6L	PD&E	NP	UA	D	38535	38535	29500	C	34100	C	41900	F	45800	F	0.77	0.88	1.09	1.19
	I 75	SR 80	SR 78	4-8L	PE	CFP/DTWP	UA	D	73,600	73,600	51,000	C	61,000	D	77,600	E	86,000	F	0.69	0.83	1.05	1.17
13	SR 29	New Market Road North	Hendry County Line	2-4L	PE	NP	RDA	C	14555	14555		B/D							0.67	0.81	1.04	1.15
	SR 29	New Market Rd	SR 82				RDA	C	14200	14200	14629	D	18000	D	23600	E	26400	F	1.03	1.27	1.66	1.86
	SR 29	SR 82	Hendry County Line				RDA	C	14910	14910	4600	B	5200	B	6200	B	6700	B	0.31	0.35	0.42	0.45
16	I 75	Pine Ridge Rd	Lee County Line	6-10L	PE	NP	UA	D	110300	110300	67789	C	84500	C					0.61	0.77	1.02	1.15
16	I 75	Immokalee Rd	Lee County Line					D	110300	110300	77000	C	96600	D	129300	F	145600	F	0.70	0.88	1.17	1.32
16	I 75	Pine Ridge Rd	Immokalee Rd						110300	110300	58578	B	72500	C	95600	D	107200	D	0.53	0.66	0.87	0.97
14-16	I 75	Collier County Line	SR 82	6-10L	PE	NP	UA	D	73,600-110	110300									0.66	0.75	0.99	1.11
16		Collier County Line	Bonita Beach Rd					D	110300	110300	77000	C	96600	D	129300	F	145600	F	0.70	0.88	1.17	1.32
15		Bonita Beach Rd	Corckscrew Rd					D	110300	110300	69000	C	87100	C	117400	E	132500	F	0.63	0.79	1.06	1.20
15		Corkscrew Rd	Alico Rd					D	110300	110300	70000	C	87000	C	115400	E	129500	F	0.63	0.79	1.05	1.17
14		Alico Rd	Daniels Pkwy					D	110300	110300	65550	C	79900	C	103800	D	115800	E	0.59	0.72	0.94	1.05
14		Daniels Pkwy	Colonial					D	110300	110300	62000	B	75100	C	96900	D	107800	D	0.56	0.68	0.88	0.98
14		Colonial	SR 82					D	73600	110300	61500	B	73500	C	93500	D	103500	D	0.84	0.67	0.85	0.94
18	I 75	SR 82	SR 80	6-8L	PE	NP	UA	D	73600	110300	63000	D	77000	C	98200	D	103850	D	0.86	0.70	0.89	0.94
13	SR 29	9th St North	Immokalee Dr	2-4L		NP	TA	C	15545	15545	11900	C	13300	C	13300	C	16900	D	0.77	0.86	0.86	1.09
1	I 75	SR CR 951	Golden Gate Pkwy	4-6L	ROW	NL	UA	D	73600	73600	34000	B	41200	B	53100	C	59100	C	0.46	0.56	0.72	0.80
13	SR 29	Immokalee Rd Ext	Immokalee Rd/CR 846	2-4L	PE	NP	RDA/TA	C											0.42	0.41	0.55	0.59
13	SR 29	Immokalee Rd Ext	Agriculture Way				RDA	C	14200	14200	5900	B	5300	B	7800	B	8400	C	0.42	0.37	0.55	0.59
13		Agriculture Way	New Harvest Rd				TA	C	15545	15545	5900	B	5300	B	7800	B	8400	C	0.38	0.34	0.50	0.54
13		New Harvest Rd	CR 846				TA	C	15855	15855	7200	B	8100	B	9500	C	10200	C	0.45	0.51	0.60	0.64
13	SR 29	I 75	Immokalee Road Ext	2-4L	PE	NP	RDA	C	14200	14200	4400	B	3800	B	5300	B	6000	B	0.31	0.27	0.37	0.42
17	I 75	Golden Gate Pkwy	Pine Ridge Rd	6-8L	PE		UA	D	110300	110300	32500	B	36400	B	36400	B	46200	B	0.29	0.33	0.33	0.42
1	I 75 Airport Access	I 75	Midfield Terminal @ SWFIA		CST	CFP/DTWP																
11	SR 29 Loop Rd	SR 29 (South)	Immokalee Rd/CR 846	New 2L	ROW	CF																
11	SR 29 Loop Rd	Immokalee Rd/CR 846	Florida Tradeport Blvd	New 4L	ROW	CF																
11	SR 29 Loop Rd	Florida Tradeport Blvd	SR 29 (North)	New 4L	PE	NP																

Notes: Segments shaded blue are subsegments of the mainline projects included in the 2035 LRTPs

TABLE 3: UNFUNDED SIS INTERCHANGES SORTED BY 2035 MODEL APPROACH VOLUMES

Priority	Project	From	Improvements	Next Unprogrammed Phase	LRTP Status	2035 Model Volumes
10	I 75	@ Colonial Blvd	Major interchange improvements	CST	NP	216,203
NA	I 75	@ Corkscrew Rd	Major interchange improvements	PE	NP	205,490
12	I 75	@ Bonita Beach Rd	Major interchange improvements	PE	NP	179,786
2	I 75	@ Daniels Pkwy	Major Interchange Improvements	CST	NP	175,525
NA	I 75	@Lockett Rd	Major interchange improvements	PE	NP	166,508
NA	I 75	@SR 78	Major interchange improvements	PE	NP	138,593
3	I 75	@ SR 951/SR 84	Major interchange improvements	ROW	NL	112,758
NA	I 75	@Del Prado Blvd	New Interchange	IJR	NP	99,660
NA	I 75	@ SR 82	Major interchange improvements	PE	NP	70,396
4	I 75	@ Everglades Blvd	New Interchange	ROW	NP	42785
	I 75	@Del Prado Blvd	Major interchange improvements	IJR	NP	11,479



REVIEW AND UPDATE OF REGIONAL MAPS

RECOMMENDED ITEM: Joint Collier and Lee County TAC and CAC review and update of the current regional maps.

The series of Collier and Lee County MPOs' Regional Transportation Network Maps were created to facilitate many aspects of regional travel including highways, transit and bicycle/pedestrian in the region. In October 2011, the Regional Road and Transit Maps were developed by combining the two modes onto one map. Even though the current Maps were based on criteria developed by the respective Joint Committees at the time but they need to be updated due to new information, especially in light of the 2010 urban boundaries and recently updated functional classifications for both Collier and Lee County MPOs. In addition, the inclusion of transit facilities on a highway network just does not convey the importance of such a mode of transportation, and as such, there is a need to have two separate maps. The Regional Transportation Network Maps are often used for determining regional connectivity of projects as well as to set regional MPO priorities for various program funding.

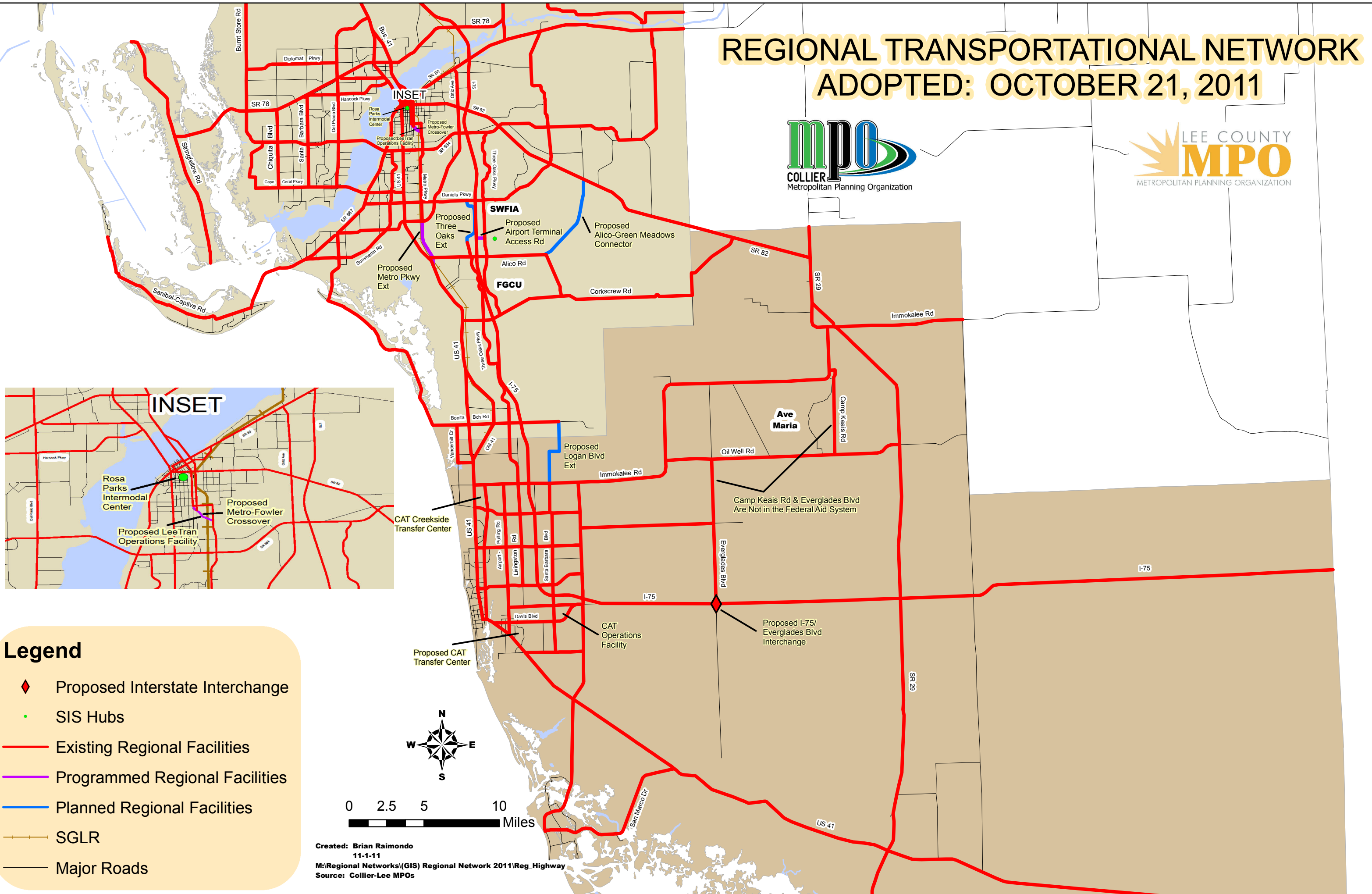
Attached is **Table 1** that includes the criteria for the Regional Transportation Network Map.

Also attached is **Map A** that illustrates the combined Regional Transportation Network Map since 2011.

In March 2014, the Joint MPO Board amended the Pathways Component of the Regional Transportation Network. This map is attached as **MAP B**.

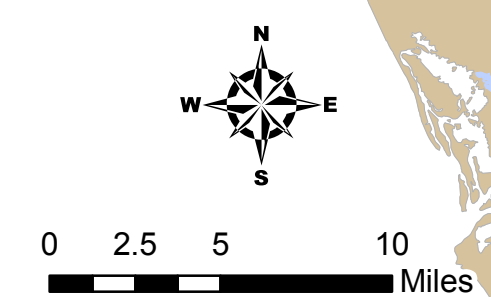
As mentioned earlier, since both MPOs have recently updated the Federal Functional Classification and Urbanized Boundaries. The Collier MPO Federal Functional Classification and Urbanized Boundaries Maps are attached as **Map C**. The corresponding Lee County MPO Maps will be distributed at the Joint Meeting as **Map D**. Now is be a good time to evaluate and amend the criteria for updating the Regional Transportation Network Maps Once again, it is suggested a Technical Subcommittee of the Joint TAC be convened to work on these maps as well.

REGIONAL TRANSPORTATIONAL NETWORK ADOPTED: OCTOBER 21, 2011



Legend

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

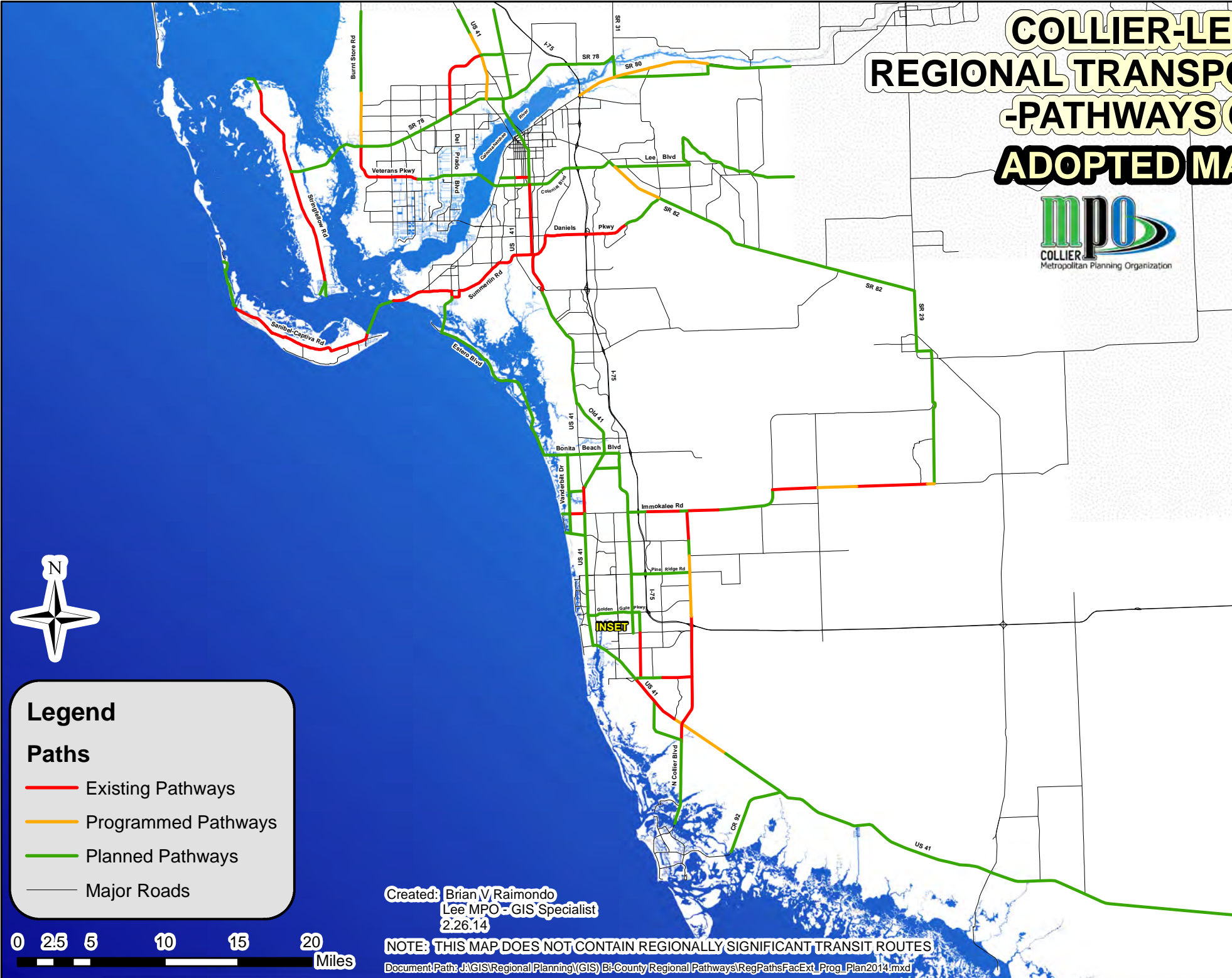


Created: Brian Raimondo
11-1-11
M:\Regional Networks\GIS Regional Network 2011\Reg Highway
Source: Collier-Lee MPOs

COLLIER-LEE BI-COUNTY REGIONAL TRANSPORTATION NETWORK -PATHWAYS COMPONENT- ADOPTED MARCH 21, 2014



INSET



Legend

Paths

- Existing Pathways
- Programmed Pathways
- Planned Pathways
- Major Roads



Created: Brian V. Raimondo
Lee MPO - GIS Specialist
2.26.14

NOTE: THIS MAP DOES NOT CONTAIN REGIONALLY SIGNIFICANT TRANSIT ROUTES

Document Path: J:\GIS\Regional Planning\GIS\Bi-County Regional Pathways\RegPathsFacExt_Prog_Plan2014.mxd

Continues to Krome Ave in Dade County

**Table 1
FINAL DRAFT REGIONAL TRANSPORTATION NETWORK CRITERIA**

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

Notes:

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

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

DISCUSSION ITEM:

Both the Collier MPO Board and the Lee County MPO have started development on their 2040 LRTP which must be approved by FDOT and FHWA by December 2015. Both MPOs have been conducting analytic activities which include conducting visioning activities, reviewing the LRTP Goals and Objectives, developing the 2040 SE data, and participating in the District 1 Transportation Model.

Each MPO will present and discuss the activities they are currently undertaking.

In addition, this is an opportunity to discuss several projects which may impact the Collier/Lee County Boundary Line. Those projects include:

- The widening of Old US 41 from 2 lanes to 4 lanes from US41 to Bonita beach Road
- The extension of Logan Blvd. from Immokalee Road to Bonita Beach Road
- The widening of SR29 from 2 lanes to 4 lanes from Oil Well Road to the Collier/Hendry County Line
- The widening of SR82 from 2 lanes to 6 lanes from SR29 to the Collier/Hendry County Line
- The CR 951 Extension Corridor in Lee County and the improvements projected for I-75 in the Needs Plan
- The transit services that provide regional mobility options including the current LinC route and potential connections in the eastern part of the counties along SR 82

**MINUTES OF THE JOINT COLLIER & LEE COUNTY MPO
TECHNICAL ADVISORY COMMITTEE**

Held on March 11, 2014

The following members were present for the joint meeting of the Collier & Lee County MPO Technical Advisory Committee on March 11, 2014 at the Estero Community Park & Recreation Center, 9200 Corkscrew Palms Boulevard, 103A, Estero, Florida 33928.

Collier TAC

George Archibald	City of Naples
Debbie Armstrong	Collier County Transportation Planning
Ute Vanderslois	City of Naples Airport Authority
Dale Bathon	Collier County Traffic Operations
Trinity Scott	Collier County ATM
Jeremy Frantz	Environmental Agency Representative - Non-Voting

Lee TAC

Andy Getch	Lee Department of Transportation
Josh Philpott	Lee County Port Authority
Wayne Gaither	LeeTran
Dawn Huff	Lee County School Board
Persides Zambrano	City of Cape Coral Public Works
Bob Herrington	Charlotte County MPO
Matt Feeney	City of Bonita Springs Public Works
Margaret Wuerstle	Southwest Florida Regional Planning Council
Ben Pople	City of Sanibel

Those also in attendance included: Russ Muller and Susan Lex with FDOT; Darla Letourneau with BikeWalkLee; Lorraine Lantz with Collier MPO; Don Scott, Ron Gogoi, Johnny Limbaugh with Lee County MPO. Dave Urich, Ned Baier

CALL TO ORDER

The meeting was called to order at 10:04 a.m. by Mr. Gaither

Ms. Lantz called the roll for the Collier TAC and announced that a quorum was present.

Mr. Limbaugh called the roll for Lee County TAC and announced that a quorum was present.

Agenda Item #2 – Election of a Chairperson

Mr. Gaither was elected as chairperson of the March 11, 2014 Joint Lee and Collier Technical Advisory Committee Meeting.

Agenda Item #3 – Public Comments

Darla Letourneau with BikeWalkLee commented on 5c and 6a:

5c: Ms. Letourneau stated the BikeWalkLee supports both the Old US41 and the Pine Island Road projects, as both would increase economic development and safety. She also stated that BikeWalkLee would like to see both projects get funded.

6a: Ms. Letourneau stated BikeWalkLee continues to support the LinC route

Agenda Item #4 – Approval of Agenda

Agenda was approved with no objection.

MOTION BY MR. PHILPOTT TO APPROVE THE AGENDA SECONDED BY MR. GETCH. MOTION CARRIED UNANIMOUSLY.

ACTION ITEMS

Agenda Item #5A – Review and Approval of the Joint TRIP Priorities

Mr. Scott introduced the item. The Lee County and Collier MPO staffs have updated their list of joint TRIP priorities as shown in **Attachment A**. Mr. Scott briefly described the projects. He stated that the construction phase of the Burnt Store 4-laning project from SR 78 to Tropicana Parkway was added to the list for consideration of FY 2018/19 TRIP funds. This project was originally funded with FY 2014/2015 TRIP funds but because it was not production ready the committed funds were switched over to the construction phase of another segment of Burnt Store Road from Diplomat Parkway to Van Buren Parkway. This project was evaluated against the only other candidate project for TRIP funds for that year which is the LeeTran Capital Expenditures for Passenger Amenities. The evaluations conducted using the Lee/Collier TRIP Project Prioritization and Evaluation Criteria resulted in the original priority of the LeeTran project dropping from #1 to #2.

He further stated that one new project was submitted for FY 2019/20 (the new fifth year) TRIP funds. He stated that the project was the construction phase of a widening project from 4 to 6 lanes of Airport Pulling Road from Vanderbilt Beach Road to Immokalee Road. He also stated that the Airport Pulling Road project was scored using the TRIP Criteria even though it is the only project submitted and results in becoming #1 priority for that fiscal year's TRIP funds. He concluded by stating that the updated list retains the same priorities for candidate projects for the other fiscal year TRIP funds.

**MOTION BY MR. ARCHIBALD TO APPROVE THE TRIP PRIORITIES
SECONDED BY MS. ZAMBRANO. MOTION CARRIED UNANIMOUSLY.**

Agenda Item #5B – Review and Approval of the Joint Regional Bicycle/Pedestrian Map

Ron Gogoi presented the staff changes to the pathways component of the Collier-Lee Bi-County Regional Network. The proposed changes include changing the color coding of those pathways on the map where the status of the proposed pathways have changed from “Programmed” to “Existing” due to the completion of construction; and from “Planned” to “Programmed” for those facilities where funds have now been committed for construction. The proposed changes are listed below.

Road Name	Limit From	Limit To	Current Map	Proposed Change
Oil Well Road	0.5 Mile West of Oil Well Grade Rd	East of Ave Maria Blvd	Programmed (Yellow)	Existing (Red)
Oil Well Road	Immokalee Rd (CR 846)	Everglades Blvd	Programmed (Yellow)	Existing (Red)
CR 951	Davis Blvd (SR 84)	Golden Gate Main Canal	Programmed (Yellow)	Existing (Red)
Immokalee Rd	Northbrooke Dr	1000' West of CR 951	Programmed (Yellow)	Existing (Red)
US41	Rattlesnake Hammock Rd	Broward St	Planned (Green)	Existing (Red)
US41	Collier Blvd (CR 951)	Greenway	Planned (Green)	Programmed (Yellow)
SR 82	Lee Blvd	Shawnee Rd	Planned (Green)	Programmed (Yellow)
Burnt Store Rd	SR 78 North	Van Buren Pkwy	Planned (Green)	Programmed (Yellow)
Del Prado Blvd	SR 78 North	Diplomat Pkwy	Programmed (Yellow)	Existing (Red)
SR 80	I 75	Buckingham Rd	Planned (Green)	Programmed (Yellow)
Metro Ext	Six Mile Cypress Pkwy	Alico Rd	Planned (Green)	Existing (Red)
Alico Rd	Metro Ext (NB On Ramp)	US 41	Planned (Green)	Existing (Red)
US 41	SR 78	Tara Blvd	Planned (Green)	Programmed (Yellow)

Mr. Gogoi stated that the proposed changes were approved by the Lee MPO's Bicycle Pedestrian Coordinating Committee (BPCC) and Collier MPO's Pathways Advisory Committee (PAC) at their joint meeting on February 25th.

MOTION BY MR. GETCH TO APPROVE THE STAFFS RECOMMENDED CHANGES TO THE MAP SECONDED BY MS. HUFF. MOTION CARRIED UNANIMOUSLY.

Agenda Item #5C – Review and Approval of the Joint Transportation Alternative Program (TAP) Priorities

Ron Gogoi presented the two candidate projects for Regional TAP funding from the Lee and Collier Bi-County Area. They are as follows;

- \$1,662,229 for the design and construction of a 10' wide shared use path on Old 41 from US 41 in Collier County to Bonita Beach Road in Lee County (Project Sponsor: *City of Bonita Springs and Collier County Growth Management Division*)
- A \$520,000 PD&E Study for a pathway on Pine Island Road from Veterans Parkway to Stringfellow Road (Project Sponsor: *Lee County BOCC*)

Mr. Gogoi stated that both projects are identified in the Lee-Collier Joint Regional Pathway Network which is a requirement of the two MPOs before regional projects can be considered for discretionary funding.

Both Mr. Scott and Ms. Lantz suggested that the Old 41 project be assigned the top priority as it benefits both counties and that the BPCC and PAC at their joint meeting on February 25th concurred with staff's priority recommendations.

MOTION BY MR. FEENEY TO APPROVE THE JOINT TAP PRIORITIES SECONDED BY MR. ARCHIBALD. MOTION CARRIED UNANIMOUSLY.

REPORTS AND PRESENTATIONS

Agenda Item #6A – Update on the Lee and Collier (LinC) Transit Connection and the Service Development Grant which will expire in 2014

Mr. Gaither with LeeTran presented a PowerPoint update on the LinC Route, including performance statistics, the results of the rider survey, and the funding proposal.

Mr. Gaither reviewed the history of the LinC Route, presented the results of a survey that was developed by LeeTran and Collier Area Transit (CAT) to obtain information on the

current users of the system and their travel patterns and discussed the funding solutions developed to allow the route to continue in FY 2015 and beyond.

Discussion ensued regarding the presentation.

Agenda Item #6B – Update on the 2040 Long Range Transportation Plans for Collier MPO and Lee County MPO

Ms. Lantz presented an overview of the Collier MPO's efforts for their 2040 LRTP Update. She stated that Collier MPO conducted a Visioning Workshop to look at the County and discuss how the MPO Board anticipates the area growing by 2040. Ms. Lantz provided an over view of the visioning workshop results. She stated that Collier MPO has been updating the SE data and participating in FDOT's development of the District wide model. Collier has hired Stantec Consulting to produce the LRTP Update and briefly described the project schedule and major milestones.

Mr. Scott presented a PowerPoint for this item. He stated that the Lee County MPO has begun reviewing the 2040 revenue forecasts and is continuing the land use scenario project that is looking at land use alternatives. He stated that the project would help reduce vehicle trips, trip lengths and increase the viability of transit options. He stated that the Lee MPO is working with the statewide needs plan committee to look at LRTP best practices.

Mr. Scott highlighted several projects that may impact the Collier/Lee County Boundary Line and should be discussed as the MPOs develop their LRTPs. Those projects include:

- The widening of Old US 41 from 2 lanes to 4 lanes from US41 to Bonita beach Road
- The extension of Logan Blvd. from Immokalee Road to Bonita Beach Road
- The widening of SR29 from 2 lanes to 4 lanes from Oil Well Road to the Collier/Hendry County Line
- The widening of SR82 from 2 lanes to 6 lanes from SR29 to the Collier/Hendry County Line
- The CR 951 Extension Corridor and the improvements projected for I-75 in the Needs Plan
- The transit connections that cross County lines, including the current LinC connection and proposed Needs Plan connections such as along SR 82

Agenda Item #7 – FDOT report

Mr. Muller stated the District Bike Ped Coordinator, Providence has been deployed. He stated that the deployment will likely be for up to a year. The District will be looking to temporally fill her position.

Susan Lex added that TRIP funding is down and MPO's should be looking at projects in the \$500,000 range.

Agenda Item #8 – Transit Update

Mr. Gaither of LeeTran provided the report for Lee County Transit. He stated that LeeTran has seen a 2% decrease in ridership since the route changes were instituted. He stated for the month of February, LeeTran provided over 369,000 trips and LeeTran is still on track for providing over 4 million trips this year.

Ms. Scott of CAT provided a report for Collier County Transit. CAT is proposing a new bus wrap design and advertising policy for inside the bus. She also announced that CAT is proposing some route changes that will provide service to the beach for the first time. She said that there has been a dip in ridership over the last year that may be attributed to moving to real time trip information.

Agenda Item #9 – Members’ Comments

None.

Agenda Item #10 – Information Items

Minutes from October joint meeting.

ADJOURNMENT

Meeting adjourned at 11:35 a.m.