



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

Estero Community Park & Recreation Center
9200 Corkscrew Palms Boulevard, 103A
Estero, Florida 33928

October 1, 2009
9:30 a.m.

All meetings of the Joint Lee County and Collier County 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 **Ms. Meghan Marion at the Lee County MPO** at (239) 338-2550, Ext. 219; or **Mr. Phil Tindall at the Collier County MPO** at (239) 252-8192, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail mmarion@swfrc.org or philltindall@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 he/she has been discriminated against because of race, color, religion, sex, age, national origin, disability of familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Gina Gilbreath at (863) 519-2345 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

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. **Action Items**
 - A. Recommend Amendments to the Bi-County Regional Pathway Map.
 - B. Recommend Joint Regional Enhancement Priorities.
 - C. Update the Regional Priorities for SIS or Statewide Discretionary Funding.
 - D. Review and Approve the LRTP Goals and Objectives.
6. **Reports and Presentations**
 - A. Update on the Proposed Lee-Collier Transit Route Connection on US 41.
 - B. Status of the CR 951 PD&E Study.
 - C. Discussion Regarding Regional Coordination on Future Stimulus Funding.
 - D. Discussion on the LRTP Update and Process and the Status of other Studies that Affect the Final Plan.
7. **Florida Department of Transportation Report**
8. **Transit Update**
9. **Members' Comments**
10. **Information Items**
11. **Adjournment of Joint TAC meeting**

RECOMMEND AMENDMENTS TO THE BI - COUNTY REGIONAL PATHWAY MAP

RECOMMENDED ACTION: Amend the Pathways Component of the Bi-County Regional Network to add facilities consistent with the Lee County Greenways Plan, revise the alignment in northeast Collier to match the results of the Northeast Trail Study and to identify what pathway segments are existing or programmed (**the amended map is shown in Attachment A and the previously approved Joint Map from 4/18/2008 is shown in Attachment B**).

At its August 21st meeting, the Lee County MPO added regional facilities to the Pathways Component of the Bi-County Regional Network map so that the pathways network included regional pathways that were consistent with the Lee County Greenways Master Plan. On September 15, 2009 the Lee MPO Bicycle Pedestrian Coordinating Committee and the Collier MPO Pathways Advisory Committee voted unanimously (acting as a committee of the whole as Collier PAC did not have a quorum) to add those amendments and to also revise the map in the Northeast Collier area to match the preferred alternative from the Northeast Collier Trail Feasibility Study. In addition, the Joint Committee also voted to revise the map to indicate what pathway segments on this map are considered to be existing facilities, programmed in the five year work program or planned. The Regional Pathway map will be used to identify regional pathway projects that will be prioritized for possible Regional Enhancement funding.

Attachment A includes the map as modified at the Joint Bicycle/Pedestrian meeting and the original map that was last amended by the joint Lee County and Collier MPO Board in 2008 is provided in **Attachment B** so that the committee members can identify the proposed changes.

At the October 1, 2009 meeting, the Joint TAC will be asked to review the latest amended map and recommend the map amendments to the joint Lee County and Collier MPO who will be meeting on October 11, 2009.

RECOMMEND JOINT REGIONAL ENHANCEMENT PRIORITIES

RECOMMENDED ACTIONS: Review and recommend project priorities for the Regional Transportation Enhancement funds for FY 2014/15.

About \$1.2 million is available to the MPOs and rural counties in FDOT District One for funding regional transportation enhancement projects in FY 2014/15. The MPOs were asked to work with their regional partners to identify projects and submit priorities. Accordingly, the Lee MPO and the Collier MPO, who are regional partners, have been coordinating together to bring regional enhancement projects to the Joint meetings in September and October. The project priorities come from the Regional Pathways map that is included in Agenda Item 5A.

The Joint Lee MPO Bicycle Pedestrian Coordinating Committee and the Collier MPO Pathways Advisory Committee acting as a committee of the whole (the Collier PAC did not have a quorum) unanimously recommended the following Regional Pathway projects in the following priority order:

1. A Design phase for a regional pathway along US 41 in Collier County from 6L's farm to CR 92 – Estimated cost of \$165,000.
2. A PD&E study for a regional pathway along US 41 in Collier County from East of CR 92 to CR 29.
3. A design phase for Old US 41 from US 41 in Collier County to Bonita Beach Road in Lee County.
4. A PD&E study for a regional pathway along SR 82 from Daniels Parkway in Lee County to SR 29 in Collier County.

UPDATE THE REGIONAL PRIORITIES FOR SIS OR STATEWIDE DISCRETIONARY FUNDING

RECOMMENDED ACTIONS: Review the staff proposed regional priorities in **Attachment A**, and recommend their approval with changes, if necessary, to the joint MPO.

The Strategic Intermodal System (SIS) Priorities were last amended on April 18, 2008. Since then, the cuts that were made in the IROX project to bring the cost under the available revenues and reduction of general revenues in the last couple of Florida Revenue Estimating Conferences makes it important that four I 75 projects that were assumed to be programmed previously now be added back to this list. These include:

- ❖ The construction phase of the I 75 six-laning from South of Colonial Boulevard to South of SR 82
- ❖ The construction phase of the I 75 six-laning from South of SR 82 to South of Lockett Road
- ❖ The construction phase of the six –laning of I 75 from South of Lockett Road to South of SR 80
- ❖ Construction of the I-75/Daniels Parkway Interchange Improvements.

In addition, the next unfunded phase (construction) of the SR 80 major interchange improvements should be included in the list of SIS priorities. Also, with the design of the six-lane widening of SR 82 from Lee Boulevard to Daniels Parkway now being programmed, its next unfunded phase - ROW- should be included on the SIS priority list.

The MPO staff has included all the above projects in the updated SIS priority list and proposed priorities for all the projects as shown in **Attachment A**, while removing the SR 82 six-laning from Ortiz to Lee Boulevard (Priority #3) which is scheduled for construction shortly.

While assigning the proposed priorities, staff took into consideration that the six-laning of I 75 (except its northernmost and southernmost segments) was included in the IROX project and should be completed first before we move forward in implementing the other improvements on the priority list. The joint TAC will be asked to review the staff proposed priorities in **Attachment A** at the October 1st meeting, and recommend their approval with changes, if necessary, to the Lee County and Collier MPO Boards who will be meeting jointly in October 11, 2009.

PROPOSED AMENDMENT TO REGIONAL PRIORITIES FOR SIS/ STATEWIDE DISCRETIONARY FUNDING

Staff Proposed Priority	2008 Priority	Project	From	To	Improvement Type	Next Unprogrammed Phase
1	-	I 75	S of Colonial Blvd	SR 82	6L	CST ^{1,2}
2	-	I 75	SR 82	Luckett Blvd	6L	CST ¹
3	-	I 75	Luckett Blvd	SR 80	6L	CST ¹
4	-	I 75	@ Daniels Pkwy		Major interchange improvements	CST ^{1,2}
5	1	I 75 Airport Access	I 75	Midfield terminal at SWF International Airport	Extension of midfield terminal entrance road to I 75, and connecting ramps and 2L C-D roads	CST ¹
6	2	I 75	@ SR 951/SR 84		Major interchange improvements	PE
7	4	I 75	@ Everglades Blvd		New Interchange	PE
8	-	SR 82	Lee Blvd	Daniels Pkwy	6L	ROW
9	5	I 75	SR 951	Golden Gate Pkwy	6L	PE
10	6	SR 82	Daniels Pkwy	Parkdale	6L	PE
11	7	SR 82	Parkdale	Homestead Rd	6L	PE
12	8	SR 82	Homestead Rd	SR 29	6L	PE
13	9	SR 80	SR 31	Buckingham Rd	6L	PD&E
14	10	I 75	SR 80	North of SR 78	6L	CST
15	-	I 75	@ SR 80		Major interchange improvements	CST
16	13	I 75	@ Colonial Blvd		Major interchange improvements	CST
17	14	SR 29 Bypass	CR 29 @ Immokalee Rd ext	SR 29 @ SR 82	4L	PE
18	12	I 75	@ Bonita Beach Rd		Major interchange improvements	PE

PROPOSED AMENDMENT TO REGIONAL PRIORITIES FOR SIS/ STATEWIDE DISCRETIONARY FUNDING							
Staff Proposed Priority	2008 Priority	Project	From	To	Improvement Type	Next Unprogrammed Phase	
19	15	SR 29	Oil Well Road	Hendry County line	4L	PE	
20	16	I 75	Alico Rd	SR 82	10L	PE	
21	17	I 75	Bonita Beach Rd	Alico Rd	12L	PE	
21	17	I 75	Immokalee Rd	Bonita Beach Rd	10L	PE	
21	17	I 75	Pine Ridge Rd	Immokalee Rd	10L	PE	
21	17	I 75	Golden Gate Pkwy	Pine Ridge Rd	8L	PE	
22	18	I 75	SR 82	SR 80	8L	PE	
23	19	I 75	North of SR 78	Charlotte County line	8L	PE	

Notes:

¹This project was dropped from the Tentative Work Program for FY 2009/10 through FY 2013/14

²This project was cut from the ongoing IROX project

REVIEW AND APPROVE THE LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

RECOMMENDED ACTION: Review and Approve the Long Range Transportation Plan Goals and Objectives (**Attached**).

One of the most critical planning documents that Metropolitan Planning Organizations (MPO) creates is a Long Range Transportation Plan (LRTP) for their planning area. The Lee and Collier MPOs are currently updating their LRTPs for the year 2035. Dyer, Riddle, Mills and Precourt Consulting are the lead consultants heading up this update for both MPOs. The process to develop a LRTP Update takes almost two years and adoption of the LRTP is planned for December of 2010. As part of the updating process, the goals and objectives have been developed by the Consultant for the Lee/Collier Region and the attached goals and objectives have been revised to reflect the comments that we have received to date. The Joint MPO needs to review the transportation goals and objectives to ensure that they are goals that correctly reflect the values and priorities of the region. The Goals and Objectives are developed to be consistent with the SAFETEA-LU (Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users) and they form the foundation for the updated LRTP. Projects will later be recommended for inclusion in the 2035 LRTP Update that will help move the region towards achieving these goals and objectives.

L RTP Goals and Objectives

Metropolitan planning regulations require that in formulating the long range transportation plan, the MPO should provide for consideration of projects and strategies that consider the following nine (9) evaluation factors, as they relate to a minimum twenty (20) year forecast period:

- 1) Support the economic vitality of the United States , the States and Metropolitan planning areas, especially by enabling global competitiveness, productivity and efficiency;
- 2) Increase the safety of the transportation system for all users. The safety element shall incorporate or summarize priorities, goals counter measures or projects contained in the Strategic Highway Safety Plan (SHSP);
- 3) Increase the security of the transportation system for its users. The security element shall incorporate or summarize the priorities, goals or projects set forth in the transit safety and security planning review process, plans and programs;
- 4) Increase accessibility and mobility of people and freight;
- 5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) Promote participation and coordination among interested public, tribal and private parties;
- 7) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 8) Promote efficient system management and operation; and
- 9) Emphasis the preservation of the existing transportation system.

The Lee County MPO and Collier County MPO goals and objectives from their respective LRTPs were combined in an effort to make one cohesive set of goals and objectives for the 2035 LRTP. Language from each was compared, and modified where it was considered appropriate. A consistent numbering system was also developed.

This combined set of Goals and Objectives is provided below.

GOAL 1: A multi-modal transportation system that is balanced and integrated with all transportation modes to ensure safe and efficient movement of people and goods.

OBJECTIVE 1.1 Minimize congestion on roadways and at intersections.

OBJECTIVE 1.2 Maintain roadway and other Level of Service (LOS) standards consistent with regional, county and municipal comprehensive plans.

OBJECTIVE 1.3 Provide a balanced system with viable multi-modal options that are consistent with local comprehensive plans.

OBJECTIVE 1.4 Provide infrastructure that supports intermodal transportation (transit riders, pedestrians, and bicyclists).

OBJECTIVE 1.5 Improve intermodal connectivity and access to intermodal facilities (e.g. airports, transit centers, Greyhound, rail, passenger ferries, etc.) and activity centers.

OBJECTIVE 1.6 Provide more sidewalks and bikeways.

OBJECTIVE 1.7 Improve public transit services so they are efficient, frequent, reliable, convenient, easy to use and understand, and promotes other intermodal uses.

OBJECTIVE 1.8 Provide reasonable and accessible regional public transit services.

OBJECTIVE 1.9 Develop and provide specialized services and systems to meet the needs of transportation-disadvantaged persons.

OBJECTIVE 1.10 Maximize transportation network continuity and promote alternative modes of transport (e.g., rail, pipeline and waterways)

OBJECTIVE 1.11 Provide efficient truck routes.

OBJECTIVE 1.12 Encourage utilization of Transportation Demand Management (TDM).

OBJECTIVE 1.13 Enhance the health and welfare of residents and visitors.

OBJECTIVE 1.14 Establish process to maximize input on all aspects of transportation (planned growth, economic development, environmental protection, air operations and freight operations) and coordinate with State and other entities that are responsible for activities that affect transportation.

OBJECTIVE 1.15 Identify and ensure access to key freight load centers.

GOAL 2: A transportation system that is safe and secure for existing and future residents, visitors and businesses.

OBJECTIVE 2.1 Participate in the State's Strategic Highway Safety Plan (SHSP) process.

OBJECTIVE 2.2 Safety planning shall be consistent with and reflect the goals and objectives of the State's SHSP.

- OBJECTIVE 2.3 Reduce overall roadway crash rates at intersections and along corridors.
- OBJECTIVE 2.4 Reduce crash rates that involve conflicts among different modes of transportation through engineering and public education (autos, trucks, buses, trains, motorcycles, pedestrians and bicyclists).
- OBJECTIVE 2.5 Identify critical components of the local and regional infrastructure and develop strategies to enhance safety and security.
- OBJECTIVE 2.6 Increase comfort, safety and security on board transit vehicles, at bus stops, at intermodal facilities and connections.
- OBJECTIVE 2.7 Support regional and/or county-level commercial vehicle enforcement programs.
- OBJECTIVE 2.8 Analyze the adequacy of penalties imposed for violations of commercial motor vehicle weight limits and implement improvements as needed.
- OBJECTIVE 2.9 Work with the Department of Homeland Security to identify key steps to take to ensure that all transportation modes including freight hubs meet national security requirements.

GOAL 3: A transportation system that enhances emergency responsiveness and evacuation.

- OBJECTIVE 3.1 Minimize emergency response time.
- OBJECTIVE 3.2 Provide efficient evacuation routes.
- OBJECTIVE 3.3 Identify available alternate evacuation routes.
- OBJECTIVE 3.4 Improve accessibility to local evacuation shelters.
- OBJECTIVE 3.5 Coordinate with local officials regarding expansion of local shelter opportunities.
- OBJECTIVE 3.6 Identify available transportation options during evacuations.
- OBJECTIVE 3.7 Ensure transportation options are available for the elderly, persons with disabilities and other transportation-disadvantaged citizens during emergency evacuations.

OBJECTIVE 3.8 Provide support for the ongoing development of ITS infrastructure that will support emergency responders in preventing, reducing and mitigating the effects of incidents.

OBJECTIVE 3.9 Maintain and preserve evacuation routes in both urban and rural areas to allow aid vehicles to better access/leave target areas.

GOAL 4: A transportation system that is sensitive to the effects to the socio-cultural elements of the communities, the community character and environmental resources.

OBJECTIVE 4.1 Enhance aesthetics and the character of neighborhoods, communities, commercial districts and transportation facilities.

OBJECTIVE 4.2 Enhance multi-modal transportation opportunities for minority and low-income populations.

OBJECTIVE 4.3 Improve neighborhoods, communities and commercial districts for safe access to multi-modal transportation opportunities.

OBJECTIVE 4.4 Enhance mobility and accessibility for elderly populations, persons with disabilities and transportation-disadvantaged.

OBJECTIVE 4.5 Minimize adverse environmental impacts, including noise and promote energy conservation.

OBJECTIVE 4.6 Avoid and minimize cultural, archaeological or historical impacts.

OBJECTIVE 4.7 Improve resident's quality of life by increasing non-automobile access to shopping, social services, civic activities, healthcare and recreational opportunities.

OBJECTIVE 4.8 Use effective public involvement and context-sensitive design to develop intermodal and freight centers that support community vision and enhance quality of life.

GOAL 5: A sustainable transportation system that enhances economic growth and anticipates development demands.

OBJECTIVE 5.1 Minimize congestion on roadways and at intersections.

OBJECTIVE 5.2 Improve public transit services so they are efficient, frequent, reliable, convenient, that is easy to use and understand and promotes other intermodal uses.

OBJECTIVE 5.3 Improve intermodal connectivity and access to intermodal facilities (e.g. airports, transit centers, Greyhound, rail, passenger ferries, etc.) and activity centers.

OBJECTIVE 5.4 Provide safe, secure and efficient movement of freight and goods throughout the transportation system.

OBJECTIVE 5.5 Reserve future corridors, right-of-way.

OBJECTIVE 5.6 Recognize and promote the long term economic benefits of a livable and sustainable community where multi-modal transportation opportunities embrace pedestrians, public transit riders, and bicyclists of all ages and abilities; automobile independence; a human scaled and interconnected network of streets; and accessibility to daily needs within walking or bicycling distance.

OBJECTIVE 5.7 Provide for smooth and efficient transfers for both people and freight between transportation modes and between SIS, regional and local corridors and hubs.

GOAL 6: A transportation system that is maintained, optimized and expanded using the best available technologies and innovations.

OBJECTIVE 6.1 Construct and maintain multi-modal infrastructure to standards that minimize their lifecycle costs.

OBJECTIVE 6.2 Identify and implement the best available technologies and innovations to improve the reliability and efficiency of the transportation system. Maximize the use of Intelligent Transportation System (ITS) technologies.

OBJECTIVE 6.3 Reduce roadway congestion by maximizing ITS technologies, e.g., efficiently route traffic to alternate routes and divert around congested corridors or incidents.

OBJECTIVE 6.4 Reduce peak period vehicular travel using Travel Demand Management measures (e.g., variable pricing, carpooling, vanpooling, telecommuting, flexible work hours, HOV tolling).

OBJECTIVE 6.5 Identify and reserve corridors and right-of-way for future transportation facilities.

OBJECTIVE 6.6 Provide more transportation corridors connecting activity centers

OBJECTIVE 6.7 Increase mixed use development and densities along major transit corridors.

OBJECTIVE 6.8 Apply truck-specific design standards (lane width, ramp terminal radii, curb radii, pavement thickness) on roadways with significant truck volumes.

GOAL 7: A transportation system that is financially feasible.

OBJECTIVE 7.1 Identify opportunities of alternative funding sources.

OBJECTIVE 7.2 Maximize the return on federal and state transportation funds.

OBJECTIVE 7.3 Maximize use of available Federal funding and training primarily through SAFETEA-LU (Surface Transportation Program, Congestion Mitigation and Air Quality program, Truck Parking Facilities grant, etc.) and Non-SAFETEA-LU (Department of Commerce Economic Development Administration grants) for multimodal freight improvements and planning.

OBJECTIVE 7.4 Maximize use of available SIS and TRIP funds to promote multimodal freight and passenger transportation improvements.

GOAL 8: A transportation system that is coordinated through local, regional and state agencies and based on effective integration of transportation, land use, conservation and smart growth planning.

OBJECTIVE 8.1 Coordinate transportation and land use planning.

OBJECTIVE 8.2 Coordinate local and regional planning.

OBJECTIVE 8.3 Facilitate intermodal connections.

OBJECTIVE 8.4 Maximize connections between adjacent land uses.

OBJECTIVE 8.5 Apply transportation and land use planning techniques that support intermodal connections and coordination.

OBJECTIVE 8.6 Apply enhanced access management standards and strategies in corridors of regional significance.

OBJECTIVE 8.7 Provide a coordinated and consistent transportation system.

OBJECTIVE 8.8 Promote participation and coordination among public, tribal and private parties.

OBJECTIVE 8.9 Create institutional structures that support statewide, regional and local mobility needs.

OBJECTIVE 8.10 Maintain close coordination with FDOT, Department of Community Affairs (DCA), the Southwest Florida Alliance and the chambers of commerce in Lee County and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.

UPDATE ON THE PROPOSED LEE-COLLIER TRANSIT ROUTE CONNECTION ON US 41

DISCUSSION ITEM:

This is a discussion item for staff to give an update on the proposed Lee-Collier Transit route connection along US 41. Over the last two years, the two transit agencies (LeeTran and CAT) have been trying to provide a route connection along US 41 to make a connection between their two service areas. Previously, the FDOT had funded a service development grant to help get the service started but the transit agencies have been struggling to get the necessary local match funding. The latest status on this is that an Interlocal Agreement has been drafted and the two transit agencies have agreed on a service map (**attached**). Also, FDOT staff is currently drafting a Joint Participation Agreement. Staff will provide additional information on this at the meeting.

STATUS OF THE CR 951 EXTENSION PD&E STUDY

DISCUSSION ITEM:

This is a discussion item for staff to give an update on the CR 951 Extension Project Development and Environment (PD&E) Study. The two Counties have been working on this project over the last few years and the PD&E study has been submitted to the Federal Highway Administration for approval and Lee County is now in the second round of responding to questions. In the near future, the Lee County staff is planning to meet with the FHWA staff to try and move this process along.

**DISCUSSION REGARDING REGIONAL
COORDINATION ON FUTURE STIMULUS FUNDING**

DISCUSSION ITEM:

There have been recent discussions about trying to coordinate regionally when there are future opportunities for stimulus funds so that we increase our chances on trying to obtain the discretionary funding. This is particularly important where one of the criteria for selection and funding is that the project is coordinated regionally.

DISCUSSION ON THE LRTP UPDATE AND PROCESS AND THE STATUS OF OTHER STUDIES THAT AFFECT THE FINAL PLAN

DISCUSSION ITEM:

At the September 18, 2009 Lee MPO Board meeting there was a discussion about the I-75 Expressway Authority, the Rail Corridor grant and other Planning studies around the two Counties and having an agenda item to talk about those studies and how they feed into the LRTP decisions. Staff has added this item on just before the Collier agenda was sent out so we will be working on a presentation of the status of the LRTP update and process and also provide information on the various studies before we get to the Joint TAC and CAC meeting.

INFORMATION ITEM

1. Minutes from the March 5, 2009 Joint Lee-Collier TAC meeting

MINUTES OF THE JOINT COLLIER & LEE COUNTY TECHNICAL ADVISORY COMMITTEE

Held on March 5, 2009

The Joint Collier & Lee County Technical Advisory Committee (TAC) meeting was held on March 5, 2009 at the Estero Community Park & Recreation Center, 9200 Corkscrew Palms Boulevard, 103A, Estero, Florida 33928.

Attendees:

Collier County

Don Scott	Lee County MPO
Trinity Caudill-Scott	Collier and Lee TAC
David Hutchinson	Collier and Lee TAC
Nick Casalanguida	Collier County TAC
Michelle Arnold	Collier County TAC
Jim Miller	Collier County TAC
Chuck Mohlke	Collier County TAC
Beth Yang	Collier County TAC
Krista Sherwood	Collier County TAC-non-voting

Lee County

Phil Tindall	Collier MPO
Trinity Caudill-Scott	Collier and Lee TAC
Bob Beluschak	Lee County TAC
David Hutchinson	Collier and Lee TAC
David Loveland	Lee County TAC
Steve Myers	Lee County TAC
Dawn Gordon	Lee County TAC
Glenn Heath	Lee County TAC
Persides Zambrano	Lee County TAC
Kathryn Sayers	Lee County TAC
Barbara Barnes-Buchanan	Lee County TAC
John Patterson	Lee County TAC

Those also in attendance were: Lorraine Lantz and Tamika Seaton with Collier Metropolitan Planning Organization (MPO); Meghan Marion and Ron Gogoi with Lee County MPO; Ken Heatherington with the Regional Planning Council; Johnny Limbaugh, Mark Clark and Julia Davis with the Florida Department of Transportation ; Carmen Monroy with LeeTran; Glama Carter with Alternative Transportation Modes (ATM) Department; Chris Swenson with CRSPE Inc.; David Buchheit with Collier County Transportation Planning Department; Peter Blackwell with the Lee County Division of Planning; and Amy Davies, Lee County CAC.

Agenda Item #1 – Call to Order/Roll Call

Mr. Scott of the Lee County MPO called the meeting to order at 9:34 a.m.

Ms. Tamika Seaton called the roll for Collier County MPO. Quorum present.

Ms. Marion called the roll for Lee County MPO. Quorum present.

Agenda Item #2 – Election of a Chairperson

MOTION BY MR. MOHLKE AND SECONDED BY MS. ZAMBRANO TO ELECT MR. LOVELAND AS CHAIRPERSON. MOTION CARRIED UNANIMOUSLY.

Agenda Item #3A – Prioritize TRIP Projects for FY 2013 and FY 2014

Mr. Scott presented an overview of the TRIP projects for FYs 2013 and 2014. He stated that the old and new criteria were used to score projects submitted. The TRIP priority was endorsed by both Lee's and Collier's committees and was approved by the Lee County MPO Board, but has not been brought to the Collier MPO Board for action.

MOTION BY MS. ZAMBRANO AND SECONDED BY MS. SAYERS TO APPROVE THE PRIORITIZED TRIP PROJECTS FOR FY 2013 AND FY 2014.

Discussion ensued regarding the TRIP projects. Mr. Casalanguida stated that he spoke with Mr. Scott about some of his concerns with the new criteria. Mr. Casalanguida was interested in discussing the new criteria and specifically refining how the percentages are allocated to SIS facilities. He asked if it was possible to table adopting the new criteria. Mr. Tindall stated that the MPOs could refine the TRIP criteria at the joint meeting in the fall. Mr. Casalanguida stated that since the scoring of projects with the new criteria was the same as with the old criteria, he supported the new criteria. Ms. Caudill-Scott stated that FDOT is looking to program the funding for TRIP projects during their gaming cycle next year. The projects will be included in FDOT's Draft Tentative Work Program this year.

MOTION CARRIED UNANIMOUSLY.

Agenda Item #3B – APPROVAL OF THE REVISIONS TO THE JOINT LEE-COLLIER REGIONAL TRANSPORTATION PLANNING AND COORDINATION AGREEMENT

Mr. Scott stated that the agreement was revised to be more consistent with the way business is being conducted.

Discussion ensued regarding the revisions to the Joint Lee-Collier Regional Agreement and the membership on each MPO's list and the double counting of members at the joint meetings.

**MOTION BY MR. MOHLKE SECONDED BY MS. BARNES-
BUCHANAN TO APPROVE THE REVISIONS TO THE JOINT
LEE-COLLIER REGIONAL TRANSPORTATION PLANNING
AND COORDINATION AGREEMENT. MOTION CARRIED
UNANIMOUSLY.**

Agenda Item #4 – Reports and Presentations

**Agenda Item #4A – Discuss Planned Bicycle /Pedestrian Facilities that Cross the
County Line**

Mr. Black stated his department was concerned with the coordination between the Lee County Greenways System Master Plan and the Bike/Ped regional transportation network's pathways component.

Mr. Scott stated that the Lee County MPO's Bike/Ped Master Plan that is adopted within their LRTP only focuses on state facilities and did not address the pathways element. Lee County is working on a separate master plan to address the bigger issues such as the regional component of the pathways facilities.

Discussion ensued regarding Bike/Ped Master Plans. Mr. Gogoi was concerned about some inconsistencies on paved shoulders and designated bike lanes that cross county lines. Mr. Limbaugh presented an overview of the costs associated with FDOT installing signs and restriping bike lanes. He suggested that if FDOT was doing a resurfacing project, the restriping would not be a cost to the City of Bonita Springs. Ms. Caudill-Scott suggested that Ms. Barnes-Buchanan contact Ms. Sarita Taylor of FDOT for assistance.

**Agenda Item #4B – Update on the Proposed Lee-Collier Transit Route Connection
on US 41**

Mr. Myers stated that a few weeks ago he sent an email to the Lee County MPO chairman indicating that at this time, he felt that it was inappropriate to reduce local service levels in order to fund new services. He stated that at the present time, the Lee County MPO Board has not taken any formal action. He suggested that both counties ask FDOT to move forward with a Joint Participation Agreement (JPA).

Ms. Arnold stated that the Collier County Board of County Commissioners (BCC) is supportive of the Lee-Collier connection, and has asked staff to continue to pursue it; however due to recent budget constraints, there may be difficulty meeting the local match requirement.

Ms. Davis stated that the funding for both counties for two years has been encumbered and is waiting to complete the JPA. She stated that within the next week, FDOT needs to have an inter-local agreement from the two counties on how they are going to provide the services. She stated that all FDOT needs is a draft inter-local agreement to move the JPA forward.

Discussion ensued regarding a draft inter-local agreement between both counties. Mr. Mohlke asked if this was an action item. Ms. Davis stated that this item would not require any committee action. Mr. Mohlke noted that the executive summary stated that there was a “recommended action” and that this promotes a misunderstanding to the committee. He suggested adding “recommended discussion” instead.

Agenda Item #4C – Long Range Transportation Plan Update

Mr. Scott presented an overview of the LRTP Update. He distributed a copy of the LRTP schedule and stated that the LRTP had to be adopted by December 3, 2010 to be consistent with the Federal Highway Administration’s requirements.

Mr. Scott presented an overview of Clean Low-Emissions Affordable New Transportation Equity Act (Clean TEA) that would replace SAFETEA-LU. He stated that he is uncertain as to when it would be adopted and that this is something that was not addressed in the LRTP Scope. **He stated that he would send everyone an email with more information about the bill.**

Mr. Tindall stated that the Collier MPO’s LRTP Public Involvement Plan (PIP) will involve speaking at civic associations, the chamber of commerce and other community organizations. He stated that the Collier MPO staff will begin conducting its LRTP PIP sometime in the fall.

Discussion ensued regarding the LRTP Update. Mr. Scott stated that he will be working with the local jurisdictions to ensure plan consistency. Mr. Scott stated that at a future time, both MPOs will be having a LRTP 101 workshop which would be offered to the committees, the boards, and all other interested parties. Lee County MPO is working on its LRTP PIP and it will be sent out for review. He stated that the MPO plans to update the committee on the LRTP at just about every meeting over the life of the project.

Agenda Item #4D – Presentation on Possible Future Funding for Carbon Reduction

Mr. Swenson, P.E., of CRSPE, Inc., made a presentation outlining how state and local governments have the opportunity to generate transportation funding through Carbon Cap and Trade revenues. He stated that Cap and Trade would allow entities that reduce their carbon emissions to sell credits in a voluntary market to offset their carbon emissions.

Discussion ensued regarding carbon reduction. Mr. Scott stated that he would post Mr. Swenson’s presentation on the Joint MPO’s web site. Mr. Casalanguida stated that this

program would work in a closed market but has fatal flaws in an open market. **Mr. Mohlke recommended that the joint MPOs create an agenda item at a subsequent meeting to follow-up on this item so that the local jurisdictions could have a role during the early stages of this program.** Mr. Heatherington stated that the Southwest Florida Regional Planning Council has been selected as one of the Climate Prosperity Workshop members for innovation. A committee has been created to discuss the environment on a regional and local level. He stated that he would continue to monitor transportation and solar energy issues at the committee and **would report back to the MPO on the findings from the meeting.**

Agenda Item #4E – 2010 SIS Strategic Plan Update

Mr. Limbaugh presented an overview of the 2010 SIS Strategic Plan. He stated information on this item will be brought back to the committee on a regular basis. He stated that a SIS workshop will be scheduled sometime in the summer. For more information about the SIS, visit www.sisupdate.org.

Discussion ensued regarding SIS.

Agenda Item #5 – Florida Department of Transportation Report

Mr. Limbaugh stated that FDOT has received some initial economic stimulus funding estimates from FHWA and FDOT and is still sorting out how it filters down to the local jurisdictions. Priority lists have been received from the counties and cities, and FDOT is determining if the projects submitted are shovel ready.

Ms. Davis announced that FDOT's central office in Tallahassee is launching a hybrid ride project where they will be sending a hybrid bus to the transit centers in the district. They are scheduled to appear in Charlotte County and Lee County.

Mr. Hutchinson announced that a contractor from the FDOT central office will be having a transit oriented development design workshop on April 9, from 1 p.m. to 5 p.m. The workshop will be at the RPC and will focus on transit oriented development in Florida, specifically smart land use strategies that are transit supportive.

Agenda Item #6 – Transit Update

Mr. Myers stated that a list of projects for economic stimulus funding was submitted.

Ms. Arnold concurred.

Agenda Item #7 – Public Comments

None.

Agenda Item #8 – Members' Comments

None.

Agenda Item #9 – Information Items

Minutes from the Joint October 2, 2008 TAC meeting.

Agenda Item #10 – Adjournment of Joint TAC Meeting

Having no further business, the Joint TAC meeting was adjourned at approximately 11:05 a.m.

Agenda Item #11 – Call to Order/Roll Call Lee County TAC

Chairman Loveland called the Lee County TAC meeting to order at 11:11 a.m.

Agenda Item #12a – Approval of the February 5, 2009 TAC meeting minutes and Amendment to the Joint October 2, 2008 TAC meeting minutes.

Chairman Loveland asked that all the minutes be brought back to the April meeting for approval.

Agenda Item #12b – Request Public Input and Recommend MPO Endorsement of LeeTran’s USC 5311 Grant Proposals for ARRA Funds

Ms. Monroy presented this item.

MOTION BY MS. ZAMBRANO TO RECOMMEND MPO ENDORSEMENT OF LEETRAN’S USC 5311 GRANT PROPOSALS FOR ARRA FUNDS. SECONDED BY MR. HUTCHINSON. MOTION CARRIED UNANIMOUSLY.

Agenda Item #12c – Request Public Input and Recommend MPO Endorsement of LeeTran’s USC 5307 Grant Proposals for ARRA Funds

Ms. Monroy presented this item.

MOTION BY MR. HEATH TO RECOMMEND MPO ENDORSEMENT OF LEETRAN’S USC 5307 GRANT PROPOSALS FOR ARRA FUNDS. SECONDED BY MR. BELUSCHAK. MOTION CARRIED UNANIMOUSLY.

Agenda Item 12d – Recommend Conditional MPO Approval of TIP Amendments to Include ARRA Funded USC 5311 and 5307 Grant Proposals

Mr. Scott and Ms. Monroy presented this item.

**MOTION BY MS. ZAMBRANO TO RECOMMEND
CONDITIONAL MPO APPROVAL OF TIP AMENDMENTS TO
INCLUDE ARRA FUNDED USC 5311 AND 5307 GRANT
PROPOSALS. MOTION CARRIED UNANIMOUSLY.**

Adjournment

Meeting was adjourned at 11:15 a.m.