

COLLIER COUNTY
Metropolitan Planning Organization



AGENDA

Board of County Commission Chambers
Collier County Government Center
3299 Tamiami Trail East, 3rd Floor
Naples, FL 34112

November 09, 2018

9:00 AM

Commissioner William L. McDaniel, Jr., Chair
Councilwoman Linda Penniman, Vice-Chair
Commissioner Penny Taylor
Commissioner Andy Solis, Esq.
Commissioner Burt L. Saunders
Commissioner Donna Fiala
Councilman Reg Buxton
Councilman Joe Batte
Councilwoman Elaine Middelstaedt

This meeting of the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or MPO Chairman 14 days prior to the date of the next scheduled meeting of the MPO. Any person who decides to appeal a decision of this Board will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact Anne McLaughlin, MPO Executive Director, 72 hours prior to the meeting by calling (239) 252-8192. 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 the Collier MPO Executive Director, Anne McLaughlin at (239) 252-8192 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF THE AGENDA, PREVIOUS MINUTES AND CONSENT ITEMS**
 - 4.A. October 12,2018 MPO Board Meeting Minutes**
 - 4.B. Approval of Reappointment of a Bicycle and Pedestrian Advisory Committee Member**
 - 4.C. Ratification of the Transportation Disadvantaged Service Plan (TDSP) Major Update**
- 5. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 6. AGENCY UPDATES**
 - 6.A. FDOT**
 - 6.B. MPO EXECUTIVE DIRECTOR**
- 7. COMMITTEE CHAIR REPORTS**
 - 7.A. CITIZENS ADVISORY COMMITTEE (CAC)**
 - 7.A.1. Citizens Advisory Committee (CAC) Chair Report**
 - 7.B. TECHNICAL ADVISORY COMMITTEE (TAC)**
 - 7.B.1. Technical Advisory Committee (TAC) Chair Report**
 - 7.C. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)**
 - 7.C.1. Bicycle and Pedestrian Advisory Committee Chair Report**
 - 7.D. CONGESTION MANAGEMENT COMMITTEE (CMC)**
 - 7.E. LOCAL COORDINATING BOARD (LCB)**
 - 7.E.1. Local Coordinating Board (LCB) Chair Report**
- 8. REGULAR BOARD ACTION (ROLL CALL REQUIRED)**
 - 8.A. Approval of Amendments to the FY2019 - FY2023 Transportation Improvement Program (TIP)**
- 9. REGULAR BOARD ACTION (NO ROLL CALL)**

- 9.A. Adopt Transportation Performance Targets**
- 9.B. Approve Amendment to MPO Bylaws**
- 9.C. Recommendation to approve the Selection Committee’s ranking and authorize entering into negotiations with Jacobs Engineering Group, Inc., for a contract related to Request for Professional Services (RPS) Number 18-7408, “Long Range Transportation Plan.”**
- 9.D. Approval of a Work Order for Tindale Oliver Associates to prepare the Transportation System Performance Report**
- 10. PRESENTATIONS (MAY REQUIRE BOARD ACTION)**
 - 10.A. Draft Policy on Bicycle and Pedestrian Improvements - US 41 and SR 29**
- 11. MEMBER COMMENTS**
- 12. DISTRIBUTION ITEMS**
 - 12.A. Administrative Modification to FY2019-2023 TIP**
 - 12.B. 2019 MPO Calendar**
- 13. NEXT MEETING DATE**
 - 13.A. Regular Meeting - December 14, 2018 - 9:00 a.m. Board of County Commissioners Chambers, 3299 Tamiami Trail East, Naples, FL 34112**
- 14. ADJOURN**

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 4.A

Item Summary: October 12,2018 MPO Board Meeting Minutes

Meeting Date: 11/09/2018

Prepared by:

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 2:53 PM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 2:53 PM

Approved By:

Review:

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:17 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:18 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

COLLIER METROPLITAN PLANNING ORGANIZATION (MPO) BOARD MEETING

Board of County Commissioner Chambers

3299 E. Tamiami Trail, Naples

9:00 a.m.

October 12, 2018

Meeting Minutes

1. Call to Order

Commissioner McDaniel call the meeting to order at 9:00 a.m.

2. Roll Call

Ms. Otero called roll and confirmed a quorum was present.

Members Present

Commissioner William L. McDaniel, Jr., Collier County BCC District 5, Chair

Commissioner Donna Fiala, Collier County BCC District 1

Commissioner Andy Solis, Collier County BCC District 2

Commissioner Burt Saunders, Collier County BCC District 3

Commissioner Penny Taylor, Collier County BCC District 4

Councilwoman Elaine Middelstaedt, City of Everglades City

Councilwoman Linda Penniman, City of Naples, Vice-Chair

Councilman Reg Buxton, City of Naples

Members Absent

Councilman Joe Batte, City of Marco Island

MPO Staff

Anne McLaughlin, MPO Executive Director

Brandy Otero, MPO Senior Planner

Eric Ortman, MPO Senior Planner

Karen Intriago, MPO Administrative Assistant

FDOT

L.K. Nandam, District One Secretary

Lawrence Massey, FDOT

Victoria Peters, District One Liaison

Sarah Catala, FDOT

Others Present

April Olson, Conservancy

Scott Teach, Deputy County Attorney

Johnny Limbaugh, Wright Construction

Tina Matte, Southwest Florida Transportation Initiative (SWFTI)

Trinity Scott, Collier County, Transportation Planning

Janet Starnes, Project Manager, South Florida Water Management District

3. Pledge of Allegiance

Commissioner Saunders led the Pledge of Allegiance.

4. Approval of the Agenda, Previous Minutes, and Consent Items

4.A. Approval of September 14, 2018 MPO Board Meeting Minutes

4.B. Approval of Annual Local Contribution to the Metropolitan Planning Organization Advisory Council

Staff requested that Item 8A “Approval of Amendments to the FY 2019-2013 Transportation Improvement Program (TIP)” be removed from the agenda and be brought back in November.

Councilwoman Penniman moved to approve the September 14, 2018 Meeting Minutes, the items on the Consent Agenda and subject to removal of Item 8.A, (Approval of Amendments to the FY 2019-2013 Transportation Improvement Program (TIP)) and the main Agenda. Second by Commissioner Fiala. Carried unanimously.

5. Public Comments for Items Not on the Agenda

Commissioner Fiala commended the Board for starting off the meeting with laughter.

6. Agency Updates

A. FDOT

Ms. Peters noted:

- Collier County MPO 2018 risk assessment ranked low, with no financial statement finding or programmatic finding.
- E-Public Workshop for 2018 will be December 3-7 from 11:30 a.m. – 2:00 p.m. at the Collier County Library Headquarters on Orange Blossom Dr.
- Statewide Mobility Week is October 27th – November 3rd. The Mobility Week is an annual collection of outreach events to promote awareness of safe, multimodal transportation choices.

B. MPO Executive Director

Ms. McLaughlin reported:

- Naples Bicycle and Tourism Map was a joint effort between the City of Naples, Collier MPO, and Naples Pathway Coalition (NPC). Ms. McLaughlin thanked Beth Brainard, the former NPC Executive Director, who was very supportive and helped the map come to fruition. She is currently in hospice and will be a great loss to the community.
- Commissioner McDaniel and Ms. McLaughlin met with the Miccosukee Tribal Council on July 26th. The discussion involved the Picayune Restoration Project, increased water flows into the Everglades and the potential need to lengthen and widen bridges on US41 to accommodate additional flows. The Tribe expressed concern that widening bridges would lead to bringing back the River of Grass Greenway, which they remain opposed to for reasons that include impacts on tribal services and law enforcement arising from increased numbers of cyclists using the facility and needing to ensure their safety and wellbeing, impacts on parking and access to tribal properties on US 41 and hazardous wildlife in the area. The Tribal Council and technical staff are of the opinion, based on current studies, that clearing out existing canals and adding culverts would be

sufficient to handle increased flows. The Tribe is very concerned about water quality in the Everglades.

Commissioner McDaniel commended Commissioner Taylor for initiating the Government to Government communication protocol. His main initiative when visiting the Tribe back in July, was to have conversation with the Tribe regarding the discharge that has been forthcoming from Lake Okeechobee. Also stated that the policy gives the Tribe an opportunity to have a direct connection through the MPO to address any issues in their area.

Commissioner Taylor asked if there were issues with the Bicycle and Pedestrian Master Plan as it goes through committee review.

Ms. McLaughlin noted that MPO staff had taken the draft plan back in-house to work intensely on comments that have been received. The Bicycle and Pedestrian Advisory Committee (BPAC) is meeting next week and staff will be reviewing the comments with the committee. One of the comments staff had received concerns providing improved safety for bike usage on US 41. A BPAC member has commented that staff is misinterpreting the Board's policy regarding US 41. Staff will request clarification of the Board's direction regarding US 41 in November after meeting with the BPAC and other advisory committees in October.

Commissioner Taylor questioned whether the River of Grass Greenway was still being discussed. Ms. McLaughlin noted that what is being discussed is the road segment that was once the River of Grass Greenway. Roadway shoulders are being used by cyclists and safety improvements are needed. The BPAC would like the Bicycle & Pedestrian Master Plan (BPMP) to make that recommendation. Staff is concerned that the Government to Government consultation with the Tribe has not yet occurred regarding the BPMP.

The Board noted that they have not wavered from their Government to Government Policy, but safety is an important consideration on US41 because cyclists are using the roadway. Commissioner McDaniel noted that if a specific policy clarification is needed, then staff should prepare one and bring it back to the Board for approval in November.

Commissioner Solis stated that he would like to make a motion and have the MPOs Executive Director bring forward a clear policy directive, that states that consultation with the tribes will be done. The Board was clear that this topic would not be revisited.

Commissioner Fiala noted that road safety should take preeminence. If the Board decides not to address US 41, that compromises the safety on US 41.

Commissioner Solis clarified that the Board will not be revisiting modification on US 41 to provide a bike pathway, but that safety is a priority.

Councilwoman Middelstaedt noted that she is aware that the Tribe is against the River of Grass Greenway. Also, is aware that there are several bicyclists that travel down the East Tamiami Trail, from San Marco Rd and SR29. One of the safety concern is that a lot of bicyclist ride on the roadway, but the shoulders are inadequate due to the rumble strips that lay across them [in approaches to narrow bridges]. Tamiami Trail is a two-way road which makes the narrow shoulders hazardous. The River of Grass Greenway is a major

issue that has been put to bed, but there is still the fact that bicyclists do ride on these roads and they are not suitable for bicycling.

Ms. McLaughlin noted that the issue is more than removing these rumble strips from the shoulders, a suggestion has been made to identify the shoulders as potential bike lanes, which would imply restriping the roads to widen the shoulders. The direction that the Board has taken is that anything that happens on US 41, needs to occur in collaboration and consultation with the Tribe.

Secretary Nandam noted that whenever work is being conducted on US 41, FDOT looks at safety improvements that need to be made. FDOT's project development process involves intensive involvement with the Tribe, MPO and Collier County so that the appropriate input can be made.

Commissioner Taylor questioned if it was possible to post a warning sign prohibiting cycling because it is not safe to travel on these roads. **Secretary Nandam** noted that the statute is clear that bicyclist have the right to be on the roadway. It's traffic, speed and geometry that dictate who is comfortable to ride on the roadway.

Commissioner Saunders noted that what the Board rejected and what the Miccosukee Tribe was against was the River of Grass Greenway. The Greenway would have been offset from the road, which would have interfered with the Everglades and cause a major impact to the environment. He would like to get clarification on the motion that has been put forth. If improvements to the pavement on US 41 need to be done to widen the bike lanes, he doesn't think there would be any objection. If the motion states that the Board is not interested in supporting any bicycle improvements, then he would have a concern with the motion.

Commissioner Solis asked the Executive Director what exactly was being misinterpreted.

Ms. McLaughlin stated that the committee was told that staff was misinterpreting the Board's previous direction by not recommending improvements to US 41 in the draft BPMP. Staff would like to seek direction from the Board whether any improvements on US 41 including safety measures should be planned in collaboration and consultation with the Tribe, noting that US 41 is a State Road and FDOT has jurisdiction over any recommended improvements..

Commissioner McDaniel noted that the Board can bring forth a policy statement that would put the River of Grass Greenway to end. However, if there are safety enhancements that can be accomplished with consultation with the Tribe and property owners along the way, those are viable alternatives.

Commissioner Solis amended his motion to state that the Board is directing the Executive Director to bring back a clear policy that states that any improvements that are discussed for US 41 must include collaboration and discussion with the Tribe. Second by Councilman Buxton.

Councilwoman Penniman asked what the statutes were relative to cyclists using the shoulders of the road.

Secretary Nandam stated that he would bring back the exact language to the next Board meeting and recommended that MPO staff keep in consideration when preparing the policy statement that US 41 is a State facility. FDOT would have to make decisions on safety improvements no matter what.

Commissioner Taylor stated that when an advisory committee revisits a policy that was as clear as the River of Grass Greenway, it becomes a problem and needs to be addressed.

Motion carried unanimously.

7. Committee Chair Reports

7.A.1. Citizen Advisory Committee Chair Report

None.

7.B.1 Technical Advisory Committee Chair Report

None.

7.C.1. Bicycle and Pedestrian Advisory Committee (BPAC) Chair Report

None.

7.D.1 Congestion Management Committee Chair Report

None.

7.E.1 Local Coordinating Board (LCB)

None.

8. Regular Board Action (Roll Call Required)

8.A. Approval of Amendments to the FY 2019 – 2023 Transportation Improvement Program (TIP)

Agenda adjustment to be brought back to the Board in November.

9. Regular Board Action (No Roll Call)

9.A. Approval of Use of Surface Transportation – Urban (SU) Funds to Cover Cost Over-Run on Local Agency Project (LAP) 436971- 1- 98- 01 Traffic Count Station Update

Ms. McLaughlin presented the Executive Summary “*Approval of Use of Surface Transportation-Urban (SU) Funds to Cover Cost Over-Run on Local Agency Project (LAP) 436971-1-98-01 Traffic Count Station Update*” Stated that Board approval is needed of Surface Transportation Urban Funds (SU) to cover a cost over-run on a Collier County LAP agreement for updating traffic count stations, a project managed by County Traffic Operations. The County is requesting an increase of \$113,469 in funds to upgrade their “Hose” method of vehicle count collection data to incorporate improved Intelligent Transportation System (ITS) technology. Board Resolution 2018-02 requires the request be brought to the Board for action. Everything appears to be in order for approval.

Councilman Buxton moved to approve the Use of SU Funds to Cover Cost Over-Runs on the Local Agency project presented by Staff. Second by Commissioner Taylor. Carried unanimously.

9.B. Approval of Annual Performance Review of MPO Executive Director

Ms. McLaughlin presented the Executive Summary “*Approval of Annual Performance Review of MPO Executive Director*” She noted that the MPO Director’s contract calls for the annual evaluation to occur in October. All forms have been returned, but Councilwoman Middelstaedt form was just turned in at the Board meeting, so it’s not in the packet. Does not appear to have an effect on the aggregated rating shown on Attachment 3.

Commissioner Saunders moved to approve the Approval of Annual Performance Review of MPO Executive Director. Second by Councilwoman Penniman. Carried unanimously.

10. Presentations (May Require Board Action)

10.A. South Florida Water Management District Status Report on Picayune Restoration Project

Ms. Starnes presented the PowerPoint “*Picayune Strand Restoration Project*” highlighting:

- Picayune Strand Restoration is in the Picayune State Forest. Picayune Strand is divided into two tracts; the South Golden Gate Estates Tract to the east and the Belle Meade Tract to the west.
- Golden Gate Estates was originally designed as the largest suburban development in Collier County.
- Four major canals very effectively drained the area, resulting in an altered ecosystem.
- 55,000 acres are being restored, some offsite activity required to maintain existing protection level for Threatened and Endangered species.
- Restores pre- drainage watershed flow pattern to a sheet flow condition.
- Restores upland/wetland habitat in watershed.
- Increases groundwater levels.
- Restores habitat for Threatened and Endangered species.
- Restores freshwater flows to estuaries.
- Provides for better fire management.
- Three pump stations will be included - Merritt, Faka-Union, Miller
- Plugging 42 miles of canals.
- Removing 285 miles of roads.
- Manatee mitigation feature.
- Project cost \$622 Million.
- 75% of roads degraded, 93% of logging trams degraded.
- Southwestern Protection Feature will provide flood protection for existing agricultural and residential properties [6L Farms].

Commissioner Fiala asked if all property owners around the Picayune Strand are aware of the restoration project. **Ms. Starnes** stated that any area that will be affected or influenced by the project are already own by the State or the South Water Management District.

Commissioner McDaniel stated that his understanding for the CERP [Comprehensive Everglades Restoration Program] is moving fresh water to the west side over to the Rookery Bay area. **Ms. Starnes** responded that the CERP involves moving water to the west through the Caloosahatchee river. The

Picayune Restoration Project will put considerably more water back into the estuary system the way it historically did. By spreading it back over the land, water will go back into the creeks and the small streams. Will help significantly restore the estuary. Most of the water coming out of the Picayune Restoration Project will influence the area at the eastern end of CR 92 at US 41.

Councilwomen Penniman asked if it would be a fair statement that the Picayune Restoration Project will not be influenced by the reservoir that would be created south of Lake Okeechobee if the President passes the Water Resource Development Act (WRDA). **Ms. Starnes** affirmed the statement is accurate.

10.B. FDOT – Strategic Intermodal System (SIS) FY2029-2045 Long Range Cost Feasible Plan
Ms. Catala presented the PowerPoint “*Strategic Intermodal System 2045 Long Range Cost Feasible Plan*” highlighting:

- Developing a long-range Cost Feasible Plan for capacity improvements to the SIS beyond the 10-year SIS Plan in accordance with statutory direction.
- Ensure that the SIS Cost Feasible Plan is consistent with FDOT revenue forecasts.
- Provide guidance to the MPOs for SIS capacity improvements that are used in the development of their own Long-Range Transportation Plans (2045 LRTP).
- Ensure consistency with the goals and objectives of the Florida Transportation Plan (FTP) and the SIS Policy Plan.
- CFP is distributed to MPOs for their use in LRTP development.
- CFP is used to feed projects into the second 5-Years SIS Plan and the Department’s Five-Year Work Program.
- CFP is adjusted annually and updated every 3-5 years.
- Revenues for the state are anticipated to be approximately \$30 billion for SIS projects and investments.
- District 1 is expected to receive approximately \$800 million in Project Development and environmental (PD&E) and design funding. \$4.2 billion in construction funding.

Councilwoman Penniman asked if sea level rise was being considered in the plan. **Ms. Catala** responded that environmental analysis is a major component of the PD&E process.

Commissioner McDaniel asked when will standards be implemented for Artificial Intelligence in the Intermodal System. **Secretary Nandam** - FDOT is actively engaged with the implementation of autonomous vehicles. FDOT is building a test track and is partnering with Florida Polytechnic, so that they can test FDOT technologies. This will allow FDOT to figure out what type of infrastructure is needed.

Trinity Scott reported that the Strategic Intermodal System (SIS) was initially implemented in 2003 and noted that Norman Feder was very skeptical of the SIS process because Collier County had limited SIS roads. In 2013, the SIS Cost Feasible Plan (CFP) was adopted. Collier County spoke up because SR 82 was not funded for construction. Collier County coordinated on a regional basis, working with Collier MPO and Lee MPO to remind FDOT of what their priorities were. District 1 staff carried their message to FDOT Central Office. As a result of this effort, on the latest FDOT Draft Tentative Work Program, SR 82 is funded for construction. The latest SIS Plan is alarming because I-75 from SR 951 to SR 78 in Lee County is not being funded for construction. This means that the 6-lanes of I-75 must last through 2045. In addition, Collier County has been working on a PD& E for over 10 years for SR 29 and no construction is being funded. These roads are vital to our economic vitality and safety for our resident, workforce and our visitors. Regional partnership is critical to keep the pressure on and be a constant reminder to FDOT and the Legislature of our needs.

Tina Matte represented the members of Southwest Florida Transportation Initiative (SWFTI). The members at SWFTI have served as advocates for advancing funding in Southwest Florida. In 2003, they were instrumental for the funding that led to the 6-laning of I-75. Not funding improvements for I-75 in 2045 is infeasible, I-75 is critical for the economy and quality of life. SWFTI would like to partner with Collier County and help get funding for I-75 before 2045.

10.C. Update on Performance Measures and Target Setting

Ms. McLaughlin presented the PowerPoint “*Performance Measures & Target Setting*” highlighting:

- FDOT Performance Management is a performance-driven, outcome-based approach to planning
- New national goals for the Federal-Aid Highway Program
- FDOT, MPOs, Transit Agencies are involved in setting targets and meeting goals
- The MPO has two options on target setting; setting their own in coordination with FDOT, or supporting DOT statewide targets and planning and programming projects so that they contribute toward the accomplishments of FDOT’s statewide targets
- FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets; FHWA will not directly assess MPO progress towards meeting their targets
- FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including MPO certification reviews and adopted and amended LRTPs and MPO TIP
- The condition in Collier County based on 5-year rolling averages show that most, but not all of the FDOT targets are currently being met, Safety targets for example, are not being met
- Transit Targets will be adopted annually with the new TIP or amended LRTP
- Staff & TAC recommended to adopt FDOT Statewide Targets; CAC endorsed all except Safety, stated that the safety targets established by FDOT are not achievable

11. Member Comments

Commissioner McDaniel noted that as a health safety and welfare standpoint SR 29 from Westclox to 82 North should be prioritized and worked in advance of the northly section.

Secretary Nandam noted that as the PD&E are finalized FDOT will be working on the prioritization based on needs. The reason why SR 29 from 82 to Hendry County line is being considered first, is due to it being a shorter section. **Commissioner McDaniel** stated that prioritization should be based on what’s good for the people and not what’s a low hanging fruit.

12. Distribution Items

None.

13. Next Meeting Date

Regular Meeting – November 9, 2018 – 9:00 a.m. Board of County Commissioners Chambers

14. Adjourn

With no further comments Commissioner McDaniel adjourned the meeting at 11:07

EXECUTIVE SUMMARY**Approval of Reappointment of a Bicycle and Pedestrian Advisory Committee Member**

OBJECTIVE: For the MPO Board to approve the reappointment of a Bicycle and Pedestrian Committee Member (BPAC)

CONSIDERATIONS: Andrea Halman is requesting reappointment to the BPAC. Her term expired at the end of June 2018.

COMMITTEE RECOMMENDATION: n/a.

STAFF RECOMMENDATION: that the MPO Board approves the reappointment of a Bicycle and Pedestrian Committee Member (BPAC)

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Andrea Halman Reappointment Letter & Application (PDF)
2. Advisory Committee Application BPAC Roster (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 4.B**Doc ID:** 7217**Item Summary:** Approval of Reappointment of a Bicycle and Pedestrian Advisory Committee Member**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 9:58 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 9:58 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 3:05 PM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 8:04 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM



REQUEST FOR REAPPOINTMENT TO AN MPO COMMITTEE

Date: 10/18/18

I, Andrea Halman have been notified that my term on the
Name

Bicycle & Pedestrian Advisory Committee has, or will soon expire; therefore I do hereby request to remain a member of the MPO advisory committee and request that the MPO Board reappoints me to that committee for another term. My updated MPO Advisory Committee Application form is attached.

Sincerely,

Andrea Halman
Signature

Attachment: Andrea Halman Reappointment Letter & Application (7217 : Approval of Reappointment of a BPAC Member)



2018 COLLIER COUNTY MPO (METROPOLITAN PLANNING ORGANIZATION) ADVISORY COMMITTEE/BOARD APPLICATION

Return Application to: Collier Metropolitan Planning Organization 2885 South Horseshoe Drive Naples, Florida 34104 Phone: (239) 252-5884 Email: AnneMcLaughlin@colliergov.net

Name: Halman Andrea Floyd

Address: 1372 Lincoln Court Middle City: Immokalee 34142 Zip Code:

Home Telephone: 443-807-8997 Contact Time:

Email Address: andean09@me.co Referred By: Immokalee CRA Date Available: 10/18/2018 am applying for: BPAC

Please note: Year-round residents are eligible to apply. Your application will remain active in the MPO's Office for one (1) year. The application must be complete in order to be considered. Read "Important Information" section on the second page of the application, then sign and date the application. (Use additional pages as needed.)

PLEASE TYPE OR PRINT LEGIBLY

Date: 10/18/2018 Commission District #/City 5

Tribal Affiliation: N/A

If you are a member of, or officially represent a nonprofit or public agency, identify here, and provide link to website:

Please list any Advisory Committees or Boards on which you currently serve:

Attachment: Andrea Halman Reappointment Letter & Application (7217 : Approval of Reappointment of a BPAC Member)

Please list any Advisory Committees or Boards on which you currently serve:

- 1. CRA
- 2. _____
- 3. MSTU
- 4. _____

Have you previously served on an MPO advisory committee or board? Please specify committee/board and dates served: I am presntly serving on the BPAC

Occupation & Employer (if retired, please indicate):

Retired

Please describe your background and experience which you feel provides a useful perspective for this Committee/Board.

I have been a member of the MSTU Board for the past 10 years and the CRA for 4 years. I'm and advate bike rider and ride an average of 40-60 miles per week

Please describe any public involvement or community service you've been involved in either locally or otherwise (in addition to Committees and Boards you currently serve on.)

Presently I involved in the Unmet needs coalition in Immokalee I am also a mentor for the Immokalee foundation as well as a member of the Immokalee CRA & MSTU

What other MPO advisory committee(s) would you be willing to serve on?

CAC

1. Year-round resident of:

- X Collier County (unincorporated area)
- City of Naples
- City of Marco Island
- Everglades City

_____ X

2. Member of one of the following organizations or groups:

- X AARP
- Adventure Cycling

_____ X

- X Bicycling/Walking Advocacy Group: _____
- Professional Association: _____
- Chamber of Commerce: _____
- Visitors & Tourism Bureau
- X Community Redevelopment Agency
- NAACP
- Historical Preservation Society: _____
- Homeowners' Association: _____
- Environmental Group: _____
- Home Builders Association
- Collier County Public Schools
- Other NGO, Community Association _____
- Agricultural Industry
- Trucking Industry
- Other, please specify _____

3. Representative of one of the following:

- X Persons with Disabilities
- Major Employer in the MPO Region
- X Small Business Owner__ETTA'_S CREATION _____
- State, City or County Department of Children & Families
- State, City or County Department of Health
- State, City, or County Department of Education
- Educational Institution
- Elderly Health Care Provider
- Other Health Care Provider
- Transit Rider(s)
- Developmental Disability Service Provider
- Elderly – Advocate/Instructor - Mobility and Access to Services
- Veterans – Advocate/Instructor – Mobility & Access to Services
- Family Service Provider
- Police, Sheriff Department

Attachment: Andrea Halman Reappointment Letter & Application (7217 : Approval of Reappointment of a BPAC Member)

- Public Finance, Grants, NGOs _____
- Sustainable Development, Sustainable Transportation _____
- Planning, Engineering, Architecture, Landscape Architecture _____
- Economic Development _____
- Land Development/Redevelopment _____
- Archaeological, Cultural & Historic Resources _____
- Mobility/Active Living (related to community health) _____
- Tourism Industry _____
- Parent, Advocate for Working Families _____ X
- Other, please specify Master's in Social Work _____

The Collier MPO strives to ensure equal access and representation for minorities, women and those with disabilities to serve on advisory boards/committees.

Questions 6 through 8 are OPTIONAL

6. Gender:

- X Female _____ X
- Male _____

7. Race/Ethnicity:

- White _____
- Hispanic or Latino _____
- X Black or African American _____ X
- Asian or Pacific Islander _____
- American Indian or Alaskan Native _____
- Other: _____

8. Handicapped/Disabled:

- X Yes _____ X
- No _____

Attachment: Andrea Halman Reappointment Letter & Application (7217 : Approval of Reappointment of a BPAC Member)

- Be advised that membership on certain advisory committees/boards may involve financial disclosure or the submission of other information.
- Florida State Statute 119.07 designates that this application as a public document be made available for anyone requesting to view it.

.....
 Your application is not complete until you answer the following question, sign and date the form.

Are you related to any member of the Collier MPO?

_____ YES ___X___ NO

Applicant's Signature: Andrea Halman

Date Signed: _____ 10/18/2018 _____

Attachment: Andrea Halman Reappointment Letter & Application (7217 : Approval of Reappointment of a BPAC Member)

Bicycle & Pedestrian Advisory Committee (BPAC) Membership as of 10/31/18

Maximum BPAC Membership 11; Current BPAC Members 10; Quorum 6

Member Name	Member Address	Member Phone	Member Email	Date Joined PAC	Date Term Expires	Last Re-appointed Date
Joe Bonness Chair	6830 Sandalwood Lane, Naples, FL 34109	239-598-1046 Cell: 239-825-4821	IronJoe3@aol.com	06-05	3-31-2020	3-09-18
Joe Adams Vice-Chair	2730 Arbutus Street, Naples, FL 34112	Cell: 239-272-1234	Adams_joe@comcast.net	09-12	10-31-2018	10-14-16
Alan Musico	907 Panama Court #503, Marco Island 34145	Home: 239-642-9729	flprsup@gmail.com	05-07	10-31-2019	10-13-17
Dayna Fendrick	1263 Hernando St., Naples, FL 34103	Home: 239-263-4029	Dayna@urbangreenstudio.com	04-09	10-31-2019	10-13-17
Dr. Mort Friedman	2816 Silverleaf Lane, Naples, FL 34105	239-659-1055 239-659-1057 (f)	mortmymort@aol.com	02-99	3-31-2020	3-9-18
Victor Ordija	487 Worthington Street, Marco Island, FL 34145	239-494-6741	Vicord1@comcast.net	12-13	5-31-2020	5-11-18
Andrea Halman	1372 Lincoln Ct	443-807-8997	Andean09@me.com	06-16	06-30--2018	n/a
Jane Cheffy	2400 Gulf Shore Boulevard #705 Naples, FL 34103	239-269-0333	janecheffy@earthlink.net	3-14	3-31-2020	3-9-18
Reginald Wilson	3339 Tamiami Trail East Naples, FL 34112	239-252-2594	ReginaldWilson@Flhealth.gov	10-17	10-31-2019	n/a
Anthony Matonti	1057 2 nd Ave North, Unit 14 Naples, FL 34102	954-288-7083	Avmatonti@gmail.com	6-18	6-30-2020	n/a

Attachment: Advisory Committee Application BPAC Roster (7217) : Approval of Reappointment of a BPAC

EXECUTIVE SUMMARY

Ratification of the Transportation Disadvantaged Service Plan (TDSP) Major Update

OBJECTIVE: For the MPO Board to ratify the Transportation Disadvantaged Service Plan (TDSP) Major Update.

CONSIDERATIONS: A TDSP is a multi-year plan required annually by the Florida Commission for the Transportation Disadvantaged (CTD). A Major Update to the TDSP is required every five years. The TDSP contains development, service and quality assurance components related to the delivery of the Transportation Disadvantaged (TD) Program. A Major Update includes a review of the Transportation Disadvantaged program and policies. The TDSP is a requirement of the TD Planning Grant.

This year, Collier County was required to submit a Major Update to the TDSP, due to the re-designation of Collier BCC as the Community Transportation Coordinator (CTC). The Major Update to the TDSP was prepared by the Center for Urban Transportation Research (CUTR) at the University of South Florida. The TDSP examines the paratransit service provided by the CTC and the demand for paratransit service in the coming five years. In accordance with the MPO's Public Involvement Plan, the TDSP was made available for a 30-day public comment period which ended on October 5th. No comments were received from the public. The TDSP was approved by the Local Coordinating Board (LCB) at their October 24th meeting and transmitted to the CTD for approval.

The MPO Board is asked to ratify this TDSP Major Update.

COMMITTEE RECOMMENDATIONS: The LCB for the Transportation Disadvantaged approved the TDSP at their October 24th meeting.

STAFF RECOMMENDATION: Staff recommends ratification of the TDSP.

Prepared By: Brandy Otero, Collier MPO Senior Planner

ATTACHMENT(S)

1. TDSP Major Update (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 4.C**Doc ID:** 7218**Item Summary:** Ratification of the Transportation Disadvantaged Service Plan (TDSP) Major Update**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 10:04 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 10:04 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:20 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:20 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

COLLIER COUNTY TRANSPORTATION DISADVANTAGED SERVICE PLAN

MAJOR UPDATE
FY 2018/19 – FY 2022/23

ADOPTED
October 24, 2018

Prepared for:

The Collier County Metropolitan Planning Organization

In Coordination with:

Collier County Local Coordinating Board for the Transportation Disadvantaged

&

Collier County Public Transit and Neighborhood Enhancement Division



Prepared by:



Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

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Local Coordinating Board Membership Certification

Name: Collier County Metropolitan Planning Organization

Address: 2885 Horseshoe Dr. S, Naples, FL 34104

The Metropolitan Planning Organization/Designated Official Planning Agency named above hereby certifies to the following:

1. The Membership of the Local Coordinating Board, established pursuant to Rule 41-2012(3), FAC, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____

Date: 10/26/18

REPRESENTATION	MEMBER	ALTERNATE	TERM
Chairwoman	Donna Fiala		
Elderly - Vice-Chairman	Harold Kurzman		10/13/17-10/13/20
Disabled	Sherry Brenner		4/8/16 - 4/8/19
Citizen Advocate/Non-user	Vacant		
Citizen Advocate/User	Dylan Vogel		2/10/17 - 2/10/20
Children at Risk	Emely Kafle		
FL Assoc. for Community Action	Cheryl Burnham	Pa Houa Lee-Young	
Public Education	David Ogilvie	Bonnie Zaino	
Dept. of Transportation	Steven Felter	Kelley Fernandez	
Dept. of Children and Families	Felix Soto		
Dept. of Elder Affairs	Rebecca MacKenzie	Shelby Yelvington	
Dept. of Education	Robert Richards	Lisa O'Leary	
Dept. of Health Care Adm.	Maribel Perez	Glenda Gonzales	
Regional Workforce Board	Susan Corris		
Veteran Services	Irene Johnson		
Local Mass Transit	N/A		
Transportation Industry	Vacant		
Local Medical Community	Vacant		

Roll Call Vote

Approval of Collier County's Transportation Disadvantaged Service Plan Major Update

MEMBER	REPRESENTING	YES	NO	ABSENT
Commissioner Donna Fiala	Chairwoman	X		
Harold Kurzman	Vice Chairman/Elderly	X		
Vacant	Citizen's Advocate/Non User			
Dylan Vogel	Citizen's Advocate/User	X		
Irene Johnson	Veteran Services	X		
Cheryl Burnham	FL Association for Community Action	X		
David Ogilvie	Public Education	X		
Kelley Fernandez	FL Dept. of Transportation	X		
Felix Soto	FL Dept. of Children and Families			X
Robert Richards	FL Dept. of Education	X		
Rebecca MacKenzie	Area Agency on Aging/FL Dept. of Elder Affairs			X
Glenda Gonzalez	FL Dept. of Health Care Adm.	X		
Emely Kafle	Collier County School District/Children at Risk			X
Vacant	Private Transportation Industry			
Sherry Brenner	Individuals with Disabilities	X		
Susan Corris	Regional Workforce Board	X		
Vacant	Local Medical Community			

The Collier County Local Coordinating Board hereby certifies that an annual evaluation of the Community Transportation Coordinator was conducted in 2017 consistent with the policies of the Commission for the Transportation Disadvantaged and that all recommendations of that CTC Evaluation have been addressed or incorporated in this Service Plan.

We further certify that the rates contained herein have been thoroughly reviewed, evaluated and approved. This Transportation Disadvantaged Service Plan was reviewed in its entirety and approved by the Board at an official meeting held on October 24, 2018.

10-26-18 _____
 Date Commissioner Donna Fiala, LCB Chair

Approved by the Commission for the Transportation Disadvantaged

 Date Steven Holmes, Executive Director CTD

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Development Plan

Introduction to the Service Area

Background of the TD Program

Florida's Transportation Disadvantaged (TD) program was created in 1979 and re-enacted in 1989. The 1989 act created the Florida Transportation Disadvantaged Commission (currently the Florida Commission for the Transportation Disadvantaged) to enhance local participation in the planning and delivery of coordinated transportation services through the creation of local coordinating boards (LCBs) and Community Transportation Coordinators (CTCs). Local planning organizations assist the Commission and Local Coordinating Boards (LCBs) implement the TD program in designated service areas.

CTCs are business units or local public transportation providers that are responsible for providing or arranging the delivery of transportation services to the TD population. TD are “those persons who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are handicapped or high-risk or at-risk as defined in s. 411.202, Florida Statutes.” (Chapter 427, Florida Statutes).

The designated CTC may provide all trips as a sole source, or the CTC may provide some trips and subcontract some (partial brokerage). The CTC may also function as a complete brokerage subcontracting all trips to approved operators.

The Commission provides financial support to the CTCs utilizing the Transportation Disadvantaged Trust Fund. Funds are for the purpose of reimbursing the CTC for a portion of the cost of each passenger trip provided to eligible non-sponsored transportation disadvantaged individuals, or for equipment to be utilized in the designated service area.

The Trust Fund is appropriated by the Legislature on an annual basis. The Commission then allocates a portion of the funds to each Florida’s CTC utilizing a formula that considers the following:

- Performance - passenger trips and passenger miles
- Need – present of population that are seniors, persons with disabilities or low income
- Equity – equal share to each county

In its role as the Designated Official Planning Agency (DOPA), the Collier Metropolitan Planning Organization (MPO) is responsible for recommending a CTC for Collier County, which it first did in 1999 when it recommended that the Collier County Board of County Commissioners (BCC) serve as the CTC. The BCC accepted the recommendation in 1999 and in subsequent years. More recently, in February 2018 the Florida Commission for the Transportation Disadvantaged approved the Collier MPOs recommendation to re-designate the Collier BCC as the CTC for the period July 1, 2018 through June 20, 2023.

CTC Designation and History

In August 1999, the Board of County Commissioners adopted the Public Transportation Development Plan (PTDP) and agreed to become the governing agency for transit in Collier County. The Public Transportation Operating Plan (PTOP) was adopted by the MPO in December 2000 and by the Collier County Board of County Commissioners in January 2001.

At the time of its governing agency designation (by what was then known as the Naples MPO), transportation services in Collier County consisted of privately operated trolleys that catered to tourists during the winter season in Naples and Marco Island, and a network of paratransit providers serving the transportation disadvantaged.

The County introduced its first fixed route service in 2001 and currently operates 20 fixed routes, Americans with Disabilities (ADA) paratransit and TD services.

As previously described, The Collier County BCC has served as the CTC for Collier County since it became the transit agency governing body in 1999. Working on behalf of the BCC, the Collier County Public Transit and Neighborhood Enhancement Division manages and coordinates all operational services.

Organizational Chart

Figure 1 below displays the organizational structure of the entities involved in the delivery of TD services in Collier County.

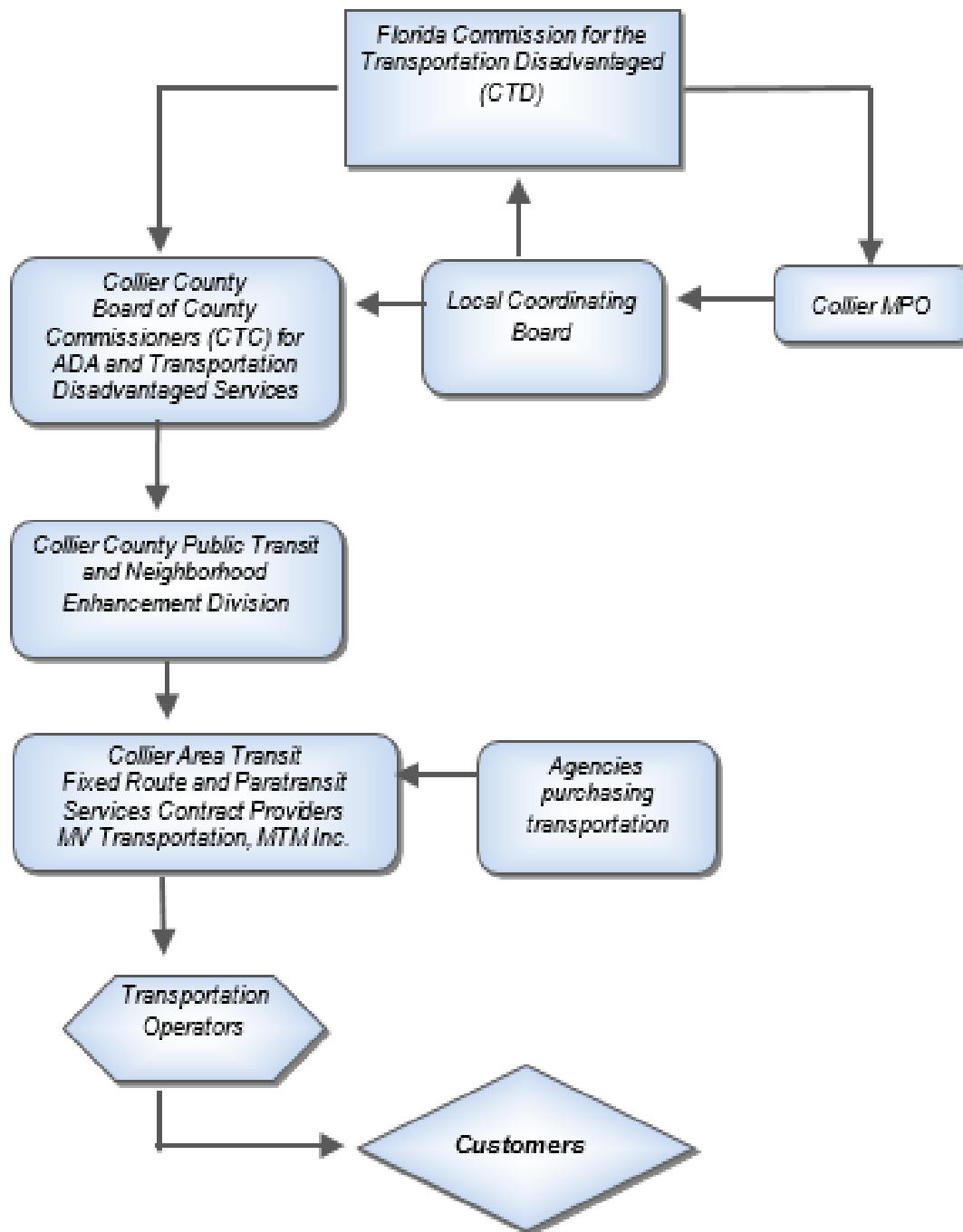


Figure 1. Organizational Chart for TD Service Delivery

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Consistency Review of Other Plans

Other plans reviewed during the preparation of this TDSP are listed below along with some examples of language included in the plans that are supportive of TDSP initiatives.

Collier County Growth Management Plan

Policy 10.2: The County shall continue to improve transit services for the transportation disadvantaged in the rural areas through the Community Transportation Coordinator (CTC).

Objective 12: Encourage the efficient use of transit services now and in the future.

Policy 5.5: Providing transit shelters within the development (in coordination with Collier Area Transit).

Marco Island Comprehensive Plan

The City will continue to support Collier Area Transit (CAT) to promote the continuation and expansion of public transportation for Island residents and visitors.

City of Naples Comprehensive Plan

Objective 8: Continue to coordinate with the MPO to evaluate the potential for the development of an efficient public transportation system and mechanisms to reduce the reliance on private motor vehicles.

Policy 8-1: Provide support data and analysis to the MPO as necessary to assist in the development of a public transportation system.

Policy 8-2: Assist the MPO in programs that promote alternative modes of transportation and encourage reducing the use of private automobiles and vehicle trips.

Collier County Transit Development Plan

Objective 1.1: Improve efficiency, quality, and level of service to adequately serve residents and visitors while increasing the economic vitality of transit in the county.

Initiative 1.2.3: Install a minimum of 10 covered, ADA-compliant, accessible bus stop shelters per year.

Initiative 1.4.3: Encourage local governments to provide accessible sidewalks, bus stops, and other bus stop improvements.

Objective 6.2: Efficiently and cost-effectively upgrade and maintain the CAT fleet.

Initiative 7.1.4: Annually seek to identify and obtain available alternative revenue sources for the provision of new and improved transit services.

Collier County 2040 Long Range Transportation Plan

Goal: Promote Multi-modal Solutions.

Objectives:

- Increase public transit ridership.
- Increase the number of covered bus shelters.
- Increase the miles of sidewalks.

Goal: Promote the Integrated Planning of Transportation and Land Use

Objectives:

- Coordinate with local governments to assure transportation plans and programs are supportive of local land use plans.
- Coordinate with local governments to assure land use decisions support a sustainable transportation system.
- Assure that local growth management objectives are reflected in transportation plans and programs.
- Assure that transportation plans and projects promote economic and environmental sustainability for Collier County.
- Assure that local governments are viewed as team members in the development of transportation plans and individual projects.

Strategic Regional Policy Plan by the Southwest Florida Regional Planning Council

Goal 5: Livable communities designed to affect behavior, improve quality of life and responsive to community needs. Strategy: Promote through the Council's review function a good environment for driving, walking, bicycling, and public transit using a highly connected network of public streets, green space, and community centers.

Strategy: Promote Smart Growth where residential communities are linked with job centers through transit, carpooling, or other high occupancy vehicle transportation.

Action 1: In cooperation with transit providers and other governmental and private entities, seek long term, dedicated funding sources for use for improving and expanding the transit system.

Transit 2060: Florida's Strategic Plan for Public Transportation

Goal: Make transportation decisions to support and enhance livable communities.

Goal: Provide a safe and secure transportation system for all users.

Goal: Maintain and operate Florida’s transportation system proactively.

Goal: Improve mobility and connectivity for people and freight.

Public Participation

The powers and duties of Local Coordinating Boards (Chapter 427.0157 F.S) include the development of local service needs and the provision of information, advice, and direction to the CTC on the coordination of services to be provided to the transportation disadvantaged. The members of each board are appointed by the MPO or designated official planning agency. Each board is required to meet at least quarterly and shall:

1. Review and approve the coordinated community transportation disadvantaged service plan, including the memorandum of agreement, prior to submittal to the commission;
2. Evaluate services provided in meeting the approved plan;
3. In cooperation with the community transportation coordinator, review and provide recommendations to the commission on funding applications affecting the transportation disadvantaged;
4. Assist the community transportation coordinator in establishing eligibility guidelines and priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys.
5. Review the coordination strategies of service provision to the transportation disadvantaged in the designated service area;
6. Evaluate multicounty or regional transportation opportunities; and
7. Work cooperatively with local workforce development boards established in Chapter 445 to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

Membership of the LCB is defined as follows:

- Chairperson who is an elected official from a county served by the LCB;
- Vice-Chairperson elected by the LCB ;
- Local representative of the Florida Department of Transportation;
- Local representative of the Florida Department of Children and Family Services;
- Local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible;
- Local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- Person recommended by the local Veterans Service Office representing the veterans of the county;
- Person who is recognized by the Florida Association for Community Action (President), representing the economically disadvantaged in the county;
- Person over sixty representing the elderly in the county;
- Person with a disability representing the disabled in the county;

- Two citizen advocate representatives in the county; one who must be a person who uses the transportation service(s) of the system as their primary means of transportation;
- Local representative for children at risk;
- Chairperson or designee of the local mass transit or public transit system's board, except in cases where they are also the Community Transportation Coordinator;
- Local representative of the Florida Department of Elderly Affairs;
- Experienced representative of the local private for profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator;
- Local representative of the Florida Agency for Health Care Administration;
- Local representative of the Agency for Persons with Disabilities;
- Representative of the Regional Workforce Development Board established in chapter 445, F.S.; and,
- Representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, etc.

The Local Coordinating Board meets on a quarterly basis at accessible locations open to the public. In addition to the membership, other transportation partners including transportation disadvantaged passengers and human service and community-based organizations are notified of the meetings.

Throughout the year, the MPO provides a variety of opportunities to share information and gain input from the public (and regional partners) regarding its projects and initiatives. Examples of staff activities include participation in the BCC Housing and Transportation Subcommittee, FDOT sponsored regional Civil Rights training, joint regional meetings with the Lee County MPO and the Lee County Technical Advisory Committee, and the City of Naples Downtown Mobility Study.

MPO staff conducted outreach at the CAT Transfer Center/Farmers Market related to the development of the draft FY 2017 – FY 2021 FDOT Work Program that includes over \$7 million dollars in transit funding for CAT. The MPO now actively tracks and responds to all public comments and inquires received via email or phone and will continue to monitor annually to see if any changes to the process are needed to improve its public involvement efforts.

In accordance with the Collier MPO's Public Involvement Plan, the adoption date for the TDSP Major Update was advertised on transit vehicles. Flyers were also sent to the MPO's database of transportation disadvantaged contacts that includes dialysis centers, nursing homes, and day centers. The draft TDSP Major Update was posted to the MPO's website for a 30-day public comment period, which was advertised, by legal ad and press release. Notification of the public comment period and adoption date was distributed via fed ex to the MPO's public involvement agencies. The draft document was sent to LCB members for review. Representatives from the USF/CUTR attended the September 5, 2018 meeting to present the draft document and address questions from LCB members.

Service Area Profile/Demographics

Collier County is located on the west coast of Florida. It is bordered by Broward and Dade Counties to the east, Lee and Hendry Counties to the north and Monroe County to the south. As measured by land area, Collier County is the largest County in Florida and the fourth largest by total area. Naples, Everglades City and Marco Island are the County’s three incorporated areas.

Land Use

As shown in the green areas in Figure 2 below, a significant portion of Collier County is protected conservation land, the largest area being Big Cypress National Preserve. As a result, commercial and residential development is generally located in the north western and central western portions of the County, while much of the north central area surrounding Immokalee is designated agricultural.

On the one hand, dense environments such as those seen in western Collier County are generally conducive to the provision of public transportation services. On the other hand, however, the desirability of these coastal locations has driven up housing prices forcing many residents to live farther from employment, healthcare and other services, which strains the County’s transportation systems.

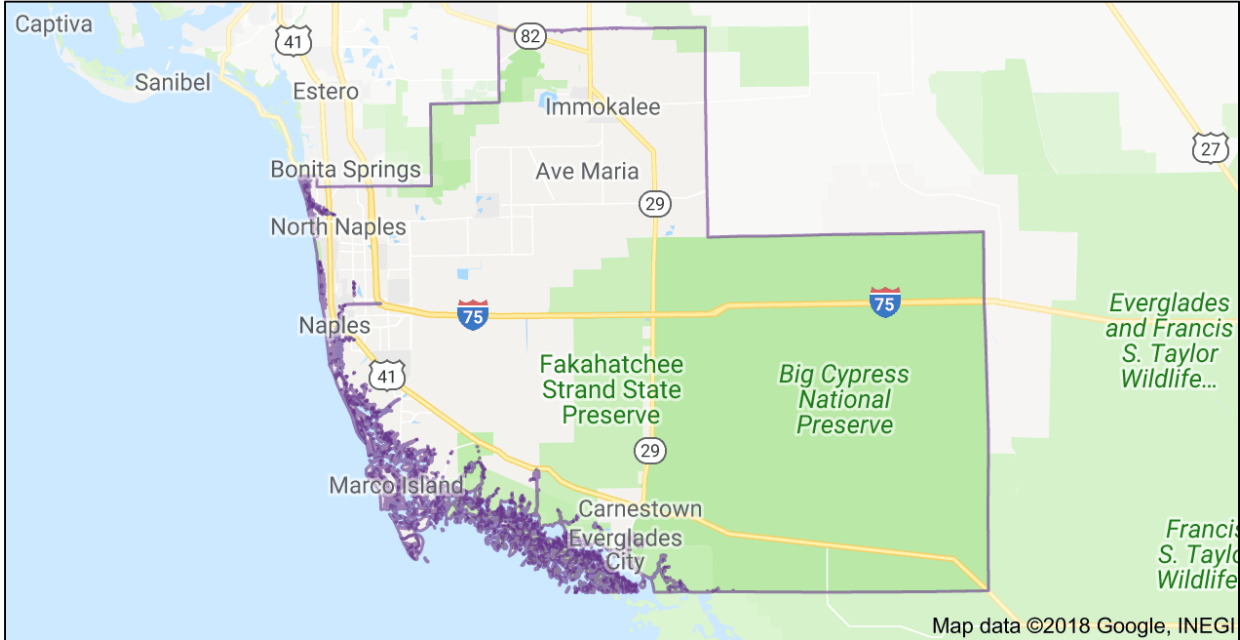


Figure 2. Land Use Map

Population/Composition

Total Population Estimates, Density, Age, Employment, Disability and Travel Characteristics

Table 1 below shows population estimates, growth, and density for Collier County as compared to the State of Florida. Between 2010 and 2017, Collier County’s population growth was estimated to be 8.40

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

percent, which was slightly higher than the population growth rate for Florida as a whole. Although a less reliable U.S. Census number due to the smaller sample size, based on the 2017 population estimates the County's population growth between 2010 and 2017 was estimated to be 16.05 percent which was approximately 4.5 percent higher as compared to Florida.

Table 1. Population and Population Density

Area	Population (2010)	Population (2016 ACS 5-year estimate)	Population (2017 estimate)	Population Growth (2010 - 2016 ACS 5-year estimates) in percent	Population Growth (2010 - 2017 estimate)	Land Area (sq. miles)	Density (2017 estimate)
Collier County	321,320	348,236	372,880	8.40	16.05	1,998.32	186.6
Florida	18,801,310	19,934,451	20,984,400	5.68	11.61	53,624.76	350.6

Sources: U.S. Census Bureau, 2010 Population Data
 U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
 U.S. Census Bureau, QuickFacts 2017 Population Estimates
 U.S. Census Bureau, Census of Population and Housing. Land area is based on current information in the TIGER® database, calculated for use with Census 2010.

With one exception, the population age distribution in Collier County is somewhat similar to the State of Florida. The population ages 65 years and older is over 10 percent higher than the same age group statewide. In each of the other age group categories, the difference is no more than 4.5 percent as shown in Table 2.

Table 2. Population Age Distribution, 2016

Area	Percentages of Age Cohorts (in Years)				
	0-19	20-34	35-54	55-64	65+
Collier County	20.2%	14.7%	22.4%	13.2%	29.6%
Florida	22.8%	19.2%	26.0%	13.0%	19.1%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

As shown in Figure 3 below, the Census block groups with the highest concentration of Collier County residents ages 65 years and older are in the northern portion of the County generally bordering Lee County, and in the area south of I 75 and north of U.S. 41. Several small block groups in Naples and Marco Island have a very high concentration of this population segment.

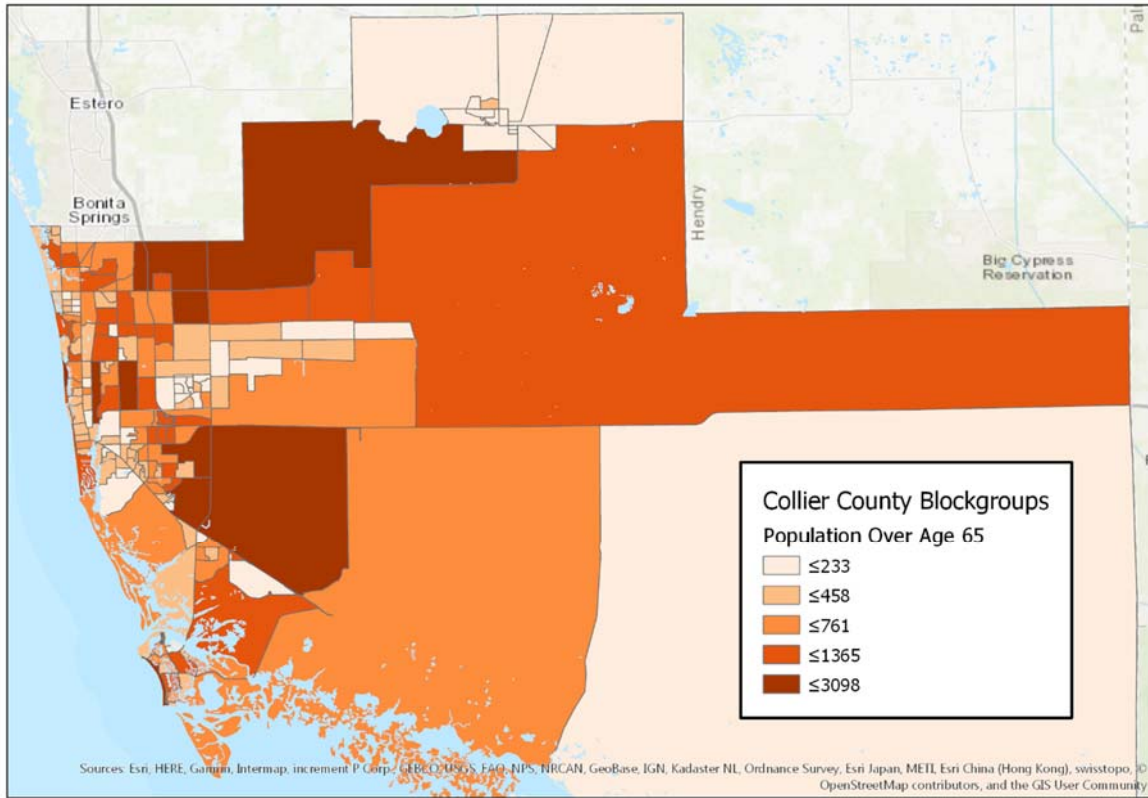


Figure 3. Population 65+ Years of Age

Household Income

Table 3 displays the annual household income distribution for Collier County as compared to Florida in 2016. The most significant difference in household income distribution is in the income category of households earning \$75,000 or more per year. The percentage of households in the highest income category is 9.2 percent higher than the State of Florida. Households earning \$50,000 to \$74,999 is also slightly higher than the statewide average. All other income categories fall below the state average.

Annual Household Income						
Collier County	\$0-\$9,999	\$10,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000+
Population	556,637	16,506	13,815	18,073	25,041	53,361
Percent	4.9%	12.4%	10.4%	13.6%	18.8%	40.0%
Florida						
Population	556,637	126,7914	838,036	1,102,789	1,350,797	2,277,089
Percent	7.5%	17.1%	11.3%	14.9%	18.3%	30.8%

Table 3. Annual Household Income Distribution, 2016

*Population included is 16 years or older.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Figure 4 below displays the population of individuals living below the poverty level in Collier County. Several block groups in the most northwestern portion of the county have a high concentration of low income residents. There are also dispersed block groups with low income residents generally located east of U.S. 41 and west of I 75.

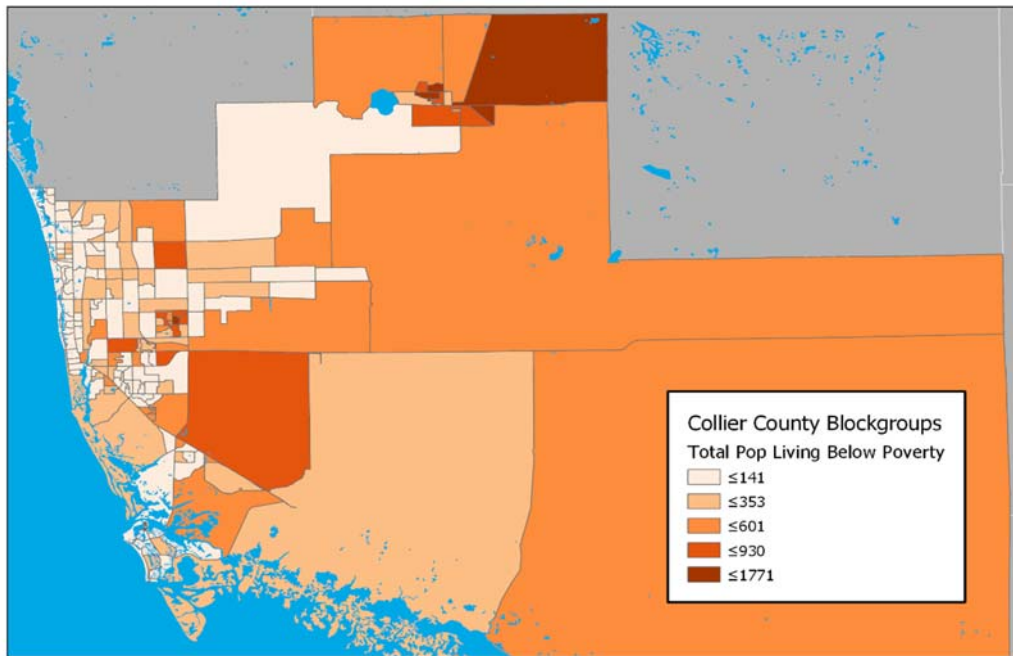


Figure 4. Population Below Poverty Level

Disability Characteristics

Figure 5 displays the density of residents with a disability residing in each of Collier County's U.S. Census block groups. The distribution generally corresponds with density patterns for resident's ages 65 years of age and older. Several block groups bordering Lee County, areas south of I 75 and north of U.S. 41, and small block groups in Naples and Marco Island have a high density of residents with a disability.

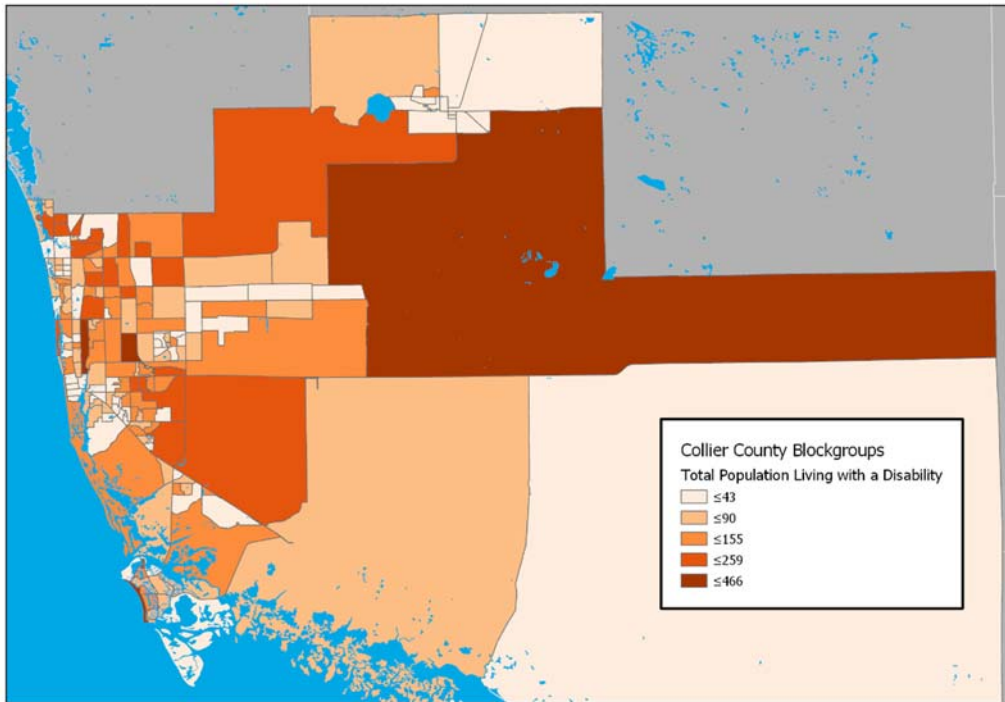


Figure 5. Residents with a Disability

Employment Characteristics

At 3.1 percent, the 2018 unemployment rate in Collier County is slightly lower than the unemployment rate across the State of Florida (3.4%) as shown in Table 4. This is more than 50 percent lower than in 2013, when the unemployment rates were 7.5 percent and 8.0 percent respectively.

Table 4. Employment Characteristics for Collier County, April 2018

Area	Percentage of Labor Force Employed	Percentage of Labor Force Unemployed
Collier County	96.9%	3.1%
Florida	96.6%	3.4%

Source: Local Area Unemployment Statistics Map, Bureau of Labor Statistics, U.S. Department of Labor, Employment Figures Released April 2018

Largest Employers

As shown in Table 5, Collier County’s largest employer is Publix. Other large employers represent a diverse group including agriculture, research and development, hospitality, government, and retail/grocery.

Table 5. Collier County Top 10 Largest Employers, 2018

Employer	Type	Total Employees
Publix Supermarkets	Grocery	7,183
NCH Healthcare System	Healthcare	7,017
Collier County School District	Government	6,422
Walmart	Retail	5,271
Arthrex	Research & Development	2,500
McDonalds	Restaurant	2,423
Home Depot	Retail/Service	2,040
Collier County Government	Government	1,968
Garguilo, Inc.	Agriculture	1,900
Ritz Carlton Naples	Hospitality	1,100

Source: Reference USA, 2018

<http://www.referenceusa.com/UsBusiness/Result/b67fd33ef71047d28fec5721922fccf8>

Collier County FY 2018 Adopted Budget

Southwest Florida Economic Development Alliance

Figure 6 below displays the employment characteristics of Collier County's workforce as it relates to industry sectors. The leisure/hospitality and trade/ transportation/utilities sectors are the largest with each accounting for 19 percent of the County's employment, followed by education/healthcare at 15 percent. It can be particularly challenging to meet the mobility needs of the hospitality industry due to the seasonal and often round-the-clock needs for transportation services. Similarly, workers in the health care and education sector often travel during off peak hours to widely dispersed locations. For example, Collier County's largest employer, the Naples HealthCare System, has approximately 20 locations dispersed throughout the County.

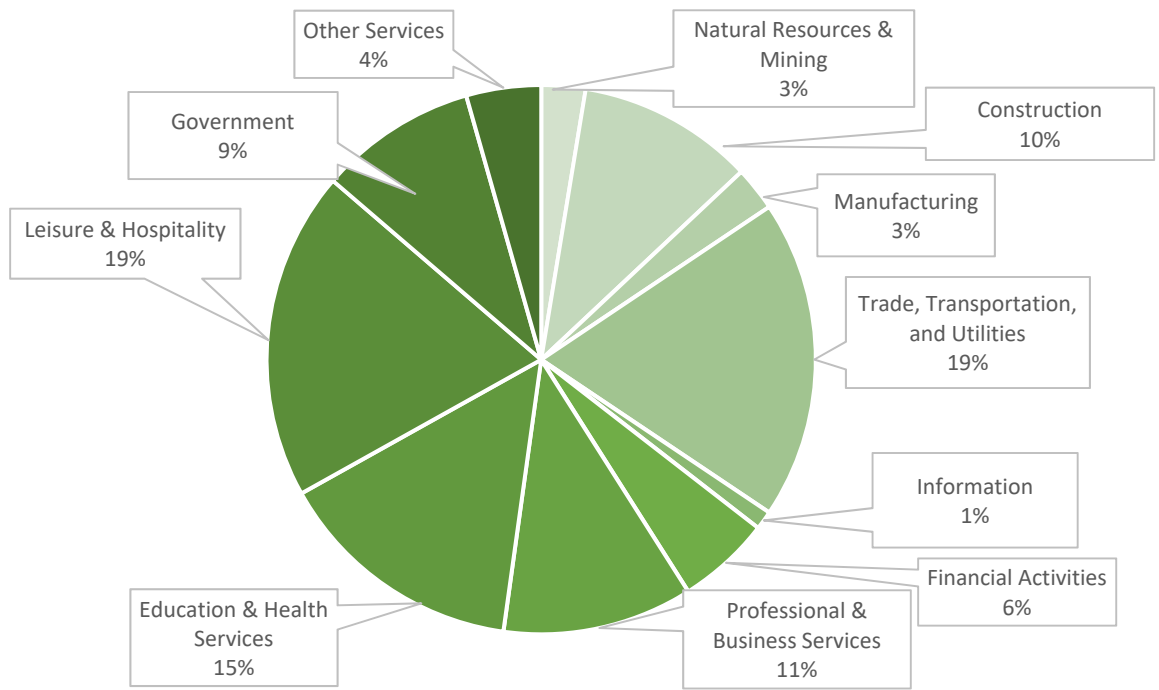


Figure 6. Employment Sector Distribution

Source: Florida Legislature, Office of Economic and Demographic Research, May 2018

Link: <http://edr.state.fl.us/Content/area-profiles/county/collier.pdf>

As shown in Table 6, average wages in Collier County are significantly higher in the financial and leisure/hospitality employment sectors and somewhat comparable in other industry classifications.

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Table 6. Average Wages by Major Industry, 2016 Preliminary

Industry Type	Collier County	Florida
Natural Resources & Mining	\$27,855	\$31,501
Construction	\$45,834	\$47,342
Manufacturing	\$53,872	\$57,824
Trade, Transportation, & Utilities	\$39,732	\$41,939
Information	\$66,885	\$77,256
Financial Activities	\$84,025	\$69,701
Professional & Business Services	\$56,640	\$56,930
Education & Health Services	\$49,177	\$48,616
Leisure & Hospitality	\$29,287	\$24,399
Government	\$53,369	\$52,022
Other Services	\$34,253	\$33,996

Source: Florida Legislature, Office of Economic and Demographic Research, May 2018

Link: <http://edr.state.fl.us/Content/area-profiles/county/collier.pdf>

Housing Classification and Patterns

As previously described, a large portion of Collier County consists of protected land so housing is generally concentrated in the western portion of the County. Due to the desirability of coastal property, land values and high housing costs pose a challenge to area employers who report difficulty hiring and retaining employees due to a lack of affordable housing in the area. A 2017 study by the Urban Land Institute reported that two out of five households in Collier County are cost burdened (pay more than 30% of income toward housing) and one out of five are severely cost burdened (pay more than 50% of income toward housing). This impacts significant number the County's employees including those in public safety, health care, education, service workers and entry/mid-level professionals. Also of significant concern are residents who are low to moderate income seniors, and very low income (transportation disadvantaged) residents, many of whom are particularly reliant on public transportation for access to health care and other life sustaining activities.

Educational Profiles

In addition to Collier County colleges and universities listed in Table 7 below, there are several technical training institutes and programs that feature curriculums focused on a specializations ranging from aerospace, computer science, early childhood education, auto repair and accounting to name a few. Technical training is available at Lorenzo Walker Technical College located in Naples and the northern part of the County is served by the Bethune Education Center and Immokalee Technical College.

Table 7. Names and Locations of Local Colleges and Universities

Institution	Location
Ave Maria University	Ave Maria
Barry University	Ft. Myers
Florida Gulf Coast University	Ft. Myers
Florida SouthWestern State College	Ft. Myers/Naples
Hodges University	Naples
Nova Southeastern University	Bonita Springs

Table 8 below displays the educational attainment of Collier County residents. While 2.5 percent of residents have less than a 9th grade education as compared to the state average, approximately 6 percent more have a bachelors, graduate or professional degree than the state average.

Table 8. Percentages of Educational Attainment

	Collier County	Florida
Less than 9 th Grade	7.7%	5.2%
Some High School, No Diploma	6.6%	7.6%
High School or Equivalent	26.2%	29.2%
Some College, No Degree	17.9%	20.6%
Associate's Degree	7.7%	9.6%
Bachelor's Degree	19.8%	17.8%
Graduate or Professional Degree	14.1%	10.0%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
*Population 25 years or older

Automobile Ownership and Travel Characteristics

According to the Census Bureau's 5-year estimates, 7,220 households in Collier County do not own vehicles while 94.6 percent have one or more vehicles available in the household. This is slightly higher than statewide average vehicle ownership of 93.1 percent. See Table 9.

Table 9. Vehicle Availability Distribution, 2016

Area	Household Vehicle Availability			
	None	Percent of Total	One or More	Percent of Total
Collier County	7,220	5.4%	126,111	94.6%
Florida	511,316	6.9%	6,881,946	93.1%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Overall, Collier County commuters travel a shorter distance to work than the average for Florida commuters. Approximately 67 percent of the County's commuters travel less than 30 minutes to work as compared to the state estimates of 60 percent. Only 12 percent have commutes in excess of 45 minutes as compared to 21 percent across Florida as shown in Table 10.

Table 10. Travel to Work – Commute Times, 2012- 2016 5-Year Estimates

Area	<10 min	10-19 min	20-29 min	30-44 min	45-59 min	60+ min
Collier County	12.3%	31.9%	22.6%	21.4%	6.5%	5.5%
Florida	9.3%	27.8%	23.0%	23.9%	8.6%	7.5%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Travel Mode

Table 11 displays the travel mode utilized by Collier County commuters. As compared to the State of Florida, there are fewer (74.1% versus 79.5%) commuters who drive alone to work, more who carpool or vanpool to work, slightly more (2.7% versus 2.1%) who utilize public transportation for work trips and nearly 3% more who work at home.

Table 11. Mode of Travel to Work, 2012- 2016 5-Year Estimates

Area	Drive Alone	Carpool/Vanpool	Public Transportation	Walk	Other Means	Work at Home
Collier County						
Population	104,891	16,103	3,822	2,125	4,173	10,383
Percent	74.1%	11.4%	2.7%	1.5%	2.9%	7.3%
Florida						
Population	6,874,620	806,897	182,328	127,822	191,437	466,696
Percent	79.5%	9.3%	2.1%	1.5%	2.2%	5.4%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Inter-County Commuter Flows

As shown in Table 12 below, for the period 2009 – 2013 the highest number of inter-county commute trips occurred between Collier County and Lee County. Although there were significant percentage increases and decreases in several of the counties analyzed (i.e. Hendry, Broward and Miami Dade Counties), as compared to the total number of commuters the changes were relatively small.

Table 12. Inter-County Commute Patterns

Commuter Flow 2006-2010			Commuter Flow 2009-2013			3 Yr
From	To	Total	From	To	Total	Total % Change
Collier County	Collier County	117,017	Collier County	Collier County	116,045	-0.8%
Collier County	Lee County	8,711	Collier County	Lee County	8,765	0.6%
Collier County	Hendry County	114	Collier County	Hendry County	426	73.2%
Collier County	Broward County	307	Collier County	Broward County	311	1.3%
Collier County	Miami Dade County	688	Collier County	Miami Dade County	655	-5.0%
From	To	Total	From	To	Total	
Collier County	Collier County	117,017	Collier County	Collier County	116,045	-0.8%
Lee County	Collier County	18,298	Lee County	Collier County	17,767	-3.0%
Hendry County	Collier County	518	Hendry County	Collier County	658	21.3%
Broward County	Collier County	364	Broward County	Collier County	250	-45.6%
Miami Dade County	Collier County	405	Miami Dade County	Collier County	231	-75.3%

Source: U.S. Census 2006-2010 and 2009-2013 Commuting Flows

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Major Trip Generators/Attractors

In addition to the popular employment and educational trip generators previously described, an analysis of CAT's demand response service was completed using 12 months of customer origin and destination data. Figure 7 below displays the results of the analysis. The data revealed that popular trip origins (defined as home to destination or destination to home) are generally concentrated in the western portion of Collier County, with additional travel activity occurring in the central portion of the County and Immokalee. The highest number of trips were to or from:

- Naples Heart Rhythm Specialists PA
- Collier Area Transit
- Goodlette Arms Apartments
- Physicians Regional Hospital
- Coastland Center Mall

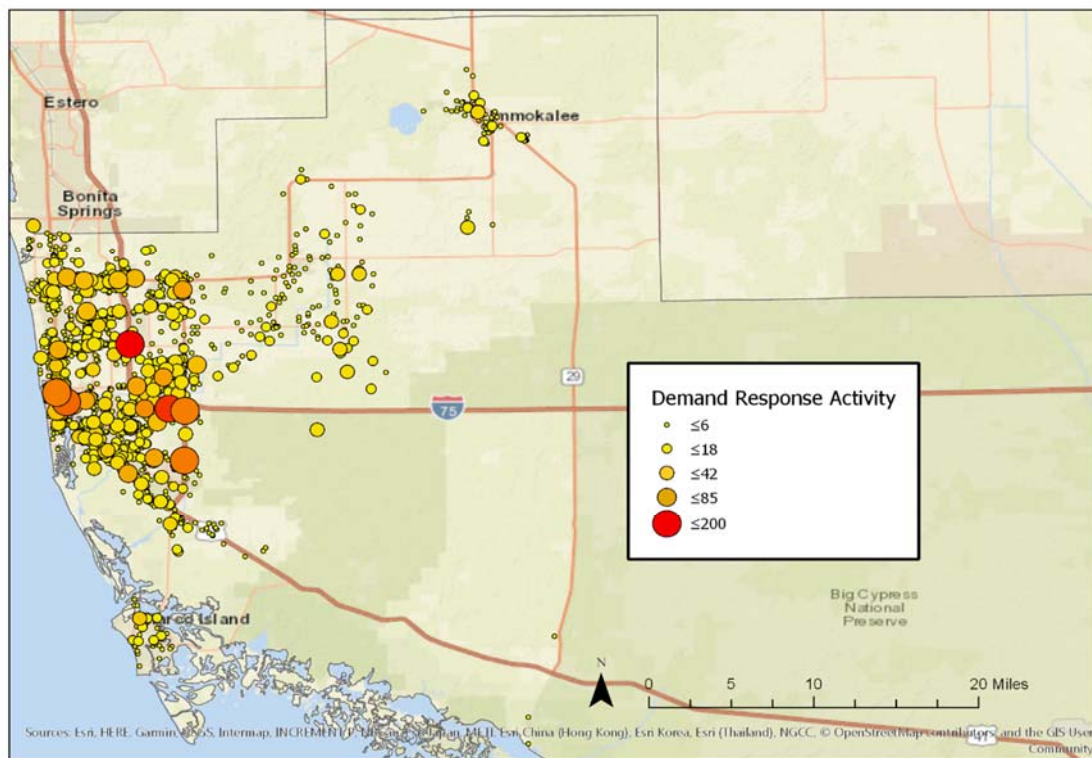


Figure 7. Paratransit Origins and Destinations

Historical Tradition

Collier County was created during the Florida land boom of the 1920s. Originally part of Lee County, Collier County was named for Barron Collier, a wealthy New York executive who agreed to build the Tamiami Trail for favorable consideration from the legislature to have a county named after him. The Tamiami Trail began to change the rugged wilderness area and opened the area's agriculture and resort potential.

To this day, agriculture and resort/tourism activities continue to play an important role in the County’s economy. Over one third of the nation’s tomatoes are grown in Immokalee, as well as significant amounts of other vegetables and citrus. The western portion of the County, commonly referred to as the Paradise Coast, is known for its beautiful beaches and artistic and cultural activities making it a popular vacation destination.

Government and Institutional Descriptions

Collier County is governed by a Board of County Commissioners consisting of five elected officials. It is one of the largest counties in Florida with three incorporated cities including the City of Naples, Marco Island and Everglades City. Marco Island is the largest in terms of land area followed by Naples and Everglades City. See Figure 8 below.

As shown in Table 13, the most populated of the cities is Naples with an estimated population of 19,736 in 2016, followed by Marco Island with a 2016 population estimate of 16,903. Everglades City is the smallest incorporated area with a population estimate of 432. The unincorporated areas of Collier County accounted for approximately 89 percent of the countywide population.

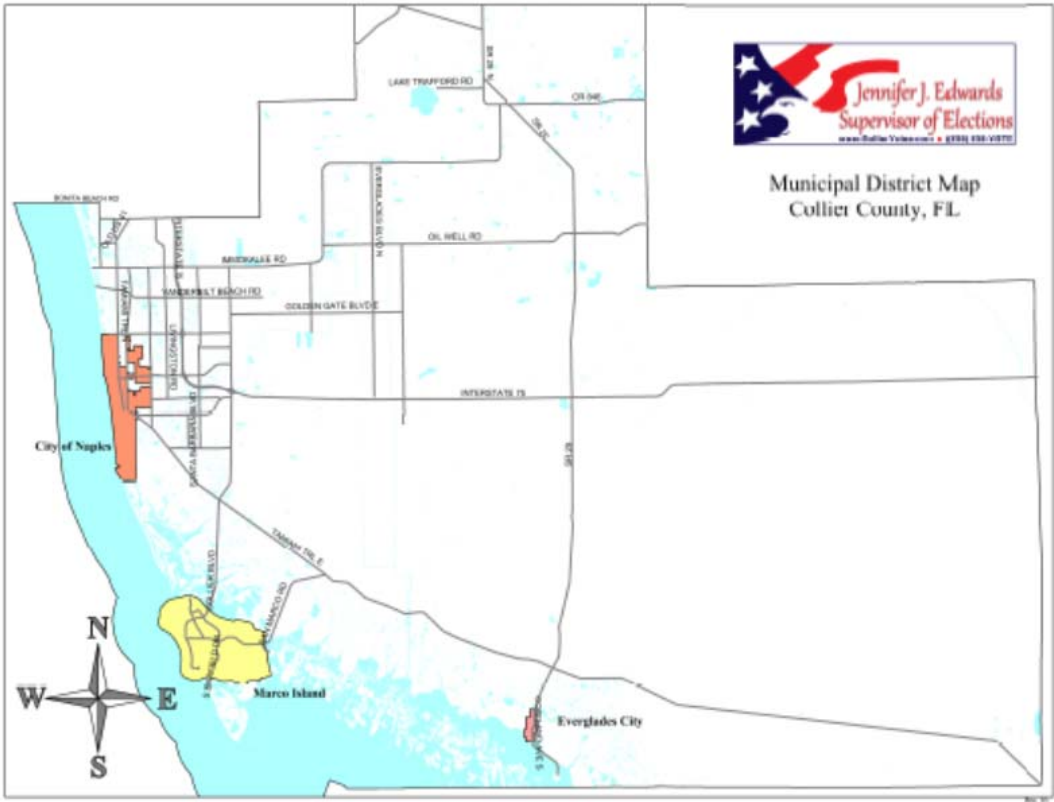


Figure 8. Collier County Jurisdictional Boundaries

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Table 13. Collier County Population Estimates by Jurisdiction, 2016

Jurisdiction	Population	Percent
Collier County	313,104	89.4%
City of Everglades City	432	0.12%
City of Marco Island	16,930	4.8%
City of Naples	19,736	5.6%
TOTAL	350,202	100.0%

Source: Collier County Government, Collier County Permanent Population Estimates and Projections (April 1, 2010-2030) for 2016

Link: <https://www.colliercountyfl.gov/home/showdocument?id=78396>

Inventory of Available Services

The 20 regular fixed routes operated by CAT are displayed in Figure 9 below.

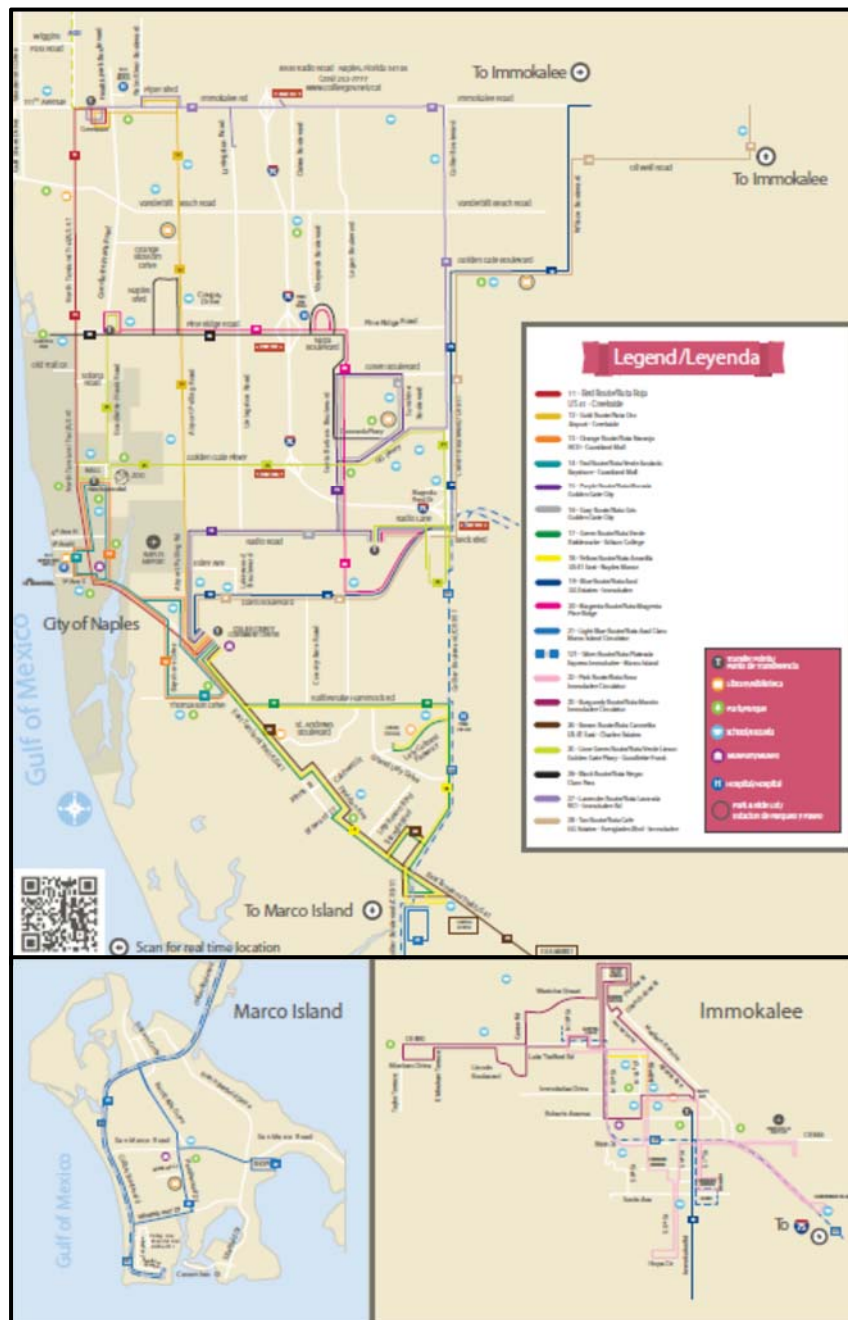


Figure 9. CAT System Map

In addition to the fixed route, paratransit and TD services operated by Collier Area Transit, there are numerous privately operated transportation providers in the County. Appendix A includes a 2017 inventory of providers adopted by the LCB in 2018. In late 2015, the County became the second County in Florida to eliminate its “vehicle for hire” regulations. As a result, Collier County no longer issues

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

licenses to transportation companies, allowing anyone with a driver's license to operate vehicles for hire, which effectively opened the door for ridesharing companies such as Uber and Lyft to offer for hire services. Due to the deregulation and the proprietary nature of transportation network company data, it is impossible to estimate the total number of private providers operating "public" transportation in the County. In addition to the identified private transportation providers, however, there are several known transportation providers (primarily private non-profits) that operate services specifically for their clients who in many cases are transportation disadvantaged individuals. Examples include:

- United Way
- National Runaway Switchboard
- Catholic Charities
- Seniors Helping Seniors of Southwest Florida
- St. Vincent de Paul Society
- United Cerebral Palsy of Southwest Florida
- Easter Seals Florida, Inc.
- Collier County Veterans Services
- Good Wheels
- Hope Health Care
- David Lawrence and Mental Health Center

Beginning in 2012, Medical Transportation Management, Inc. (MTM) began management of Non-Emergency Medical Transportation (NEMT) for the state's Medicaid program in Collier County. MTM coordinates transportation to and from medical appointments for Collier County residents who rely on the service.

Sponsored by the Florida Department of Transportation, Commuter Services of Southwest Florida is the coordinator of a variety of programs and services to assist commuters who travel to, from, and within Collier County. Although not a direct operator of transportation services, Commuter Services conducts employer and individual outreach to help inform individuals about available transit options, provides carpool and vanpool formation assistance, and incentivizes the use of alternative mode options by offering an Emergency Ride Home Program.

Service Analysis

CTD Trend Analysis

A trend comparison was completed to compare the performance of Collier Area Transit over the last five years. The trend comparison analyzed data for Fiscal Years 2013 through 2017. Table 14 shows the performance indicators and measures for each of the five fiscal years. This trend analysis represents a combined set of statistics for all TD transportation services coordinated through the CTC, including TD and paratransit services. The source for each of these data sets is the Annual Operating Reports released by the Commission for Transportation Disadvantaged. The Annual Operating Reports are based upon locally reported data.

Table 14. Trend Analysis for Collier County CTC

Measure	2013	2014	2015	2016	2017
Total Passenger Trips	88,234	84,465	94,248	108,373	114,744
Total Vehicles	25	23	23	26	29
Total Vehicle Miles	1,112,179	1,150,405	1,141,826	1,269,393	1,351,040
Total Revenue Miles	953,565	986,938	967,178	1,091,651	1,172,194
Vehicle Miles Per Trip	12.60	13.61	12.12	10.07	12.00
Cost Per Paratransit Trip	\$37.93	\$38.74	\$39.91	\$36.86	\$40.21
Cost Per Total Mile	\$3.01	\$2.84	\$3.29	\$3.15	\$3.42
Accidents Per 100,000 Veh. Miles	1.26	0.87	1.14	1.18	1.33
Vehicle Miles Between Road Calls	61,788	30,274	34,601	63,470	79,473

Source: Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Collier County experienced an upward trend in total passenger trips, total vehicle miles, and total revenue miles from 2013 to 2017. Efficiency measures per trip remained relatively stable over the five-year period. Accidents per 100,000 vehicle miles also remained relatively constant at 1.33 per 100,000 miles). Vehicle miles between road calls were at their lowest in 2014 and 2015, but rebounded to a new high in 2017. See Figures 10 – 18 below.

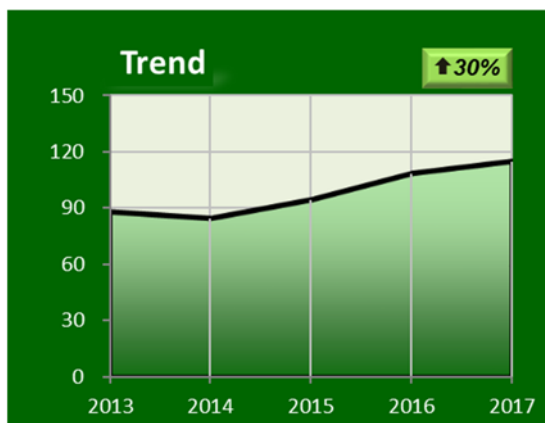


Figure 10. Passenger Trips (000)



Figure 11. Total Vehicles



Figure 12. Total Vehicle Miles (000's)



Figure 13. Total Revenue Miles (000's)

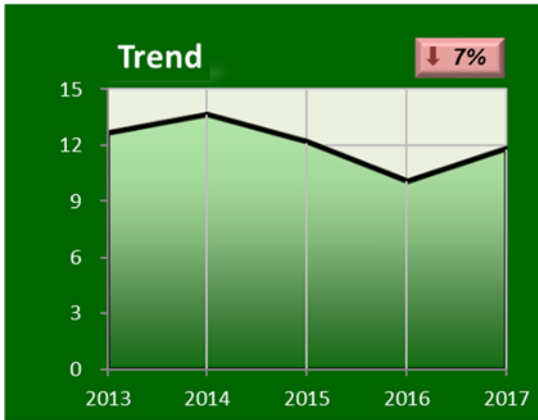


Figure 14. Vehicle Miles Per Trip



Figure 15. Cost Per Passenger Trip



Figure 16. Cost Per Total Mile



Figure 17. Cost Per 100,000 Vehicle Miles



Figure 18. Veh Miles Between Road Calls (000's)

CTC Peer Review Analysis

In this section, demographic characteristics of Collier County were compared to those of peer Community Transportation Coordinators in Florida. In addition to a comparison of demographic characteristics, the review compared performance measures within the Transportation Disadvantaged Program. Collier County’s peers were selected based on similarities in the following four categories:

- System size (measured in terms of annual TD ridership and number of TD passengers served)
- Operating environment (urban service area designation)
- Organization type (county government)
- Network type (partial brokerage or complete brokerage)

The six counties that were selected for the CTC peer review were Bay, Charlotte, Escambia, Manatee, Okaloosa, and Pasco Counties. Although these CTCs are not identical to Collier Area Transit, they generally share similar demographics and systemic characteristics, and are operated by county governments in urban services areas as shown in Table 15.

Table 15. Peer CTC Characteristics

Characteristics	Collier	Bay	Charlotte	Escambia	Manatee	Okaloosa	Pasco
Total Trips	114,744	127,776	87,588	83,135	191,597	100,634	183,752
No. of TD Passengers Served	1,174	1,325	1,639	1,289	5,980	2,309	4,059
Service Area Designation	Urban	Urban	Urban	Urban	Urban	Urban	Urban
Organization Type	County	County	County	County	County	County	County
Network Type	Complete Brokerage	Complete Brokerage	Partial Brokerage	Complete Brokerage	Partial Brokerage	Complete Brokerage	Partial Brokerage

Source: Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Peer Comparison: Demographics

Table 16 contains information for each of the six peer counties including: total population, potential transportation disadvantaged population, population density, median age, percentage of individuals below the poverty level, median household income, and percentage of households with no access to a vehicle. Table 17 shows that Collier County is above the peer group mean in total population, potential TD population, median age, and median household income. Collier County is below the average in the number of individuals below the poverty level and percent of households with no vehicle. When reviewing the data below and comparing Collier County's performance relative to its peers, it is important to consider the population density is less than half that of the average for the group. This could potentially affect the relative efficiency of the system due to trips of greater distances for fewer individuals.

Table 16. Demographic Comparison of Peer CTCs

Measure	Bay	Charlotte	Escambia	Manatee	Okaloosa	Pasco
Total County Population	178,361	169,642	309,574	353,411	195,798	488,310
Potential TD Population	74,226	138,094	138,094	130,663	165,540	265,716
Population Density (pop/sq. mile)	235.3	249.5	471.9	475.7	210.5	653.7
Median Age	39.7	57.7	37.1	47.1	36.8	44.6
Individuals Below Poverty Level	15.6%	12.4%	14.7%	14.3%	12.0%	13.6%
Median Household Income	\$48,577	\$44,865	\$46,117	\$51,483	\$57,655	\$46,010
% of Households with No Access to a Vehicle	6.2%	4.8%	6.1%	5.3%	4.8%	5.9%

Sources: U.S. Census Bureau, 2012-2016 American Community Survey 5-year Estimates
Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Table 17. Performance Comparison Between Collier County and Peer CTCs (2017)

Measure	Collier	Peer Average	% Difference
Total County Population	348,236	294,509	19%
Potential TD Population	167,476	140,470	16%
Population Density (pop/sq. mile)	174.3	382.8	-120%
Median Age	49.2	44.6	11%
Individuals Below Poverty Level	13.2%	13.8%	-4%
Median Household Income	\$59,783	\$49,118	18%
% of Households with no Access to a Vehicle	5.4%	5.9%	-2%

Sources: U.S. Census Bureau, 2012-2016 American Community Survey 5-year Estimates, Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Peer Comparison: Performance Measures

Performance measures for FY 2017 (Table 18) were calculated for each of CAT's peer CTCs. Table 19 shows that Collier County has 33% fewer vehicles than its peer systems and is slightly below the average of the peer group for number of passenger trips, but above the average in total vehicle miles and total revenue miles. Likely due in part to the large size of Collier County as compared to peer systems, Collier County has the highest number of vehicle miles per trip and its cost per paratransit trip is 45 percent higher than the peer average. Cost per total mile was also higher but only by 15 percent. Collier County had a far lower accident rate per 100,000 vehicle miles than the peer average, and was above the average for number of vehicle miles between road calls.

Table 18. Performance Measures for Peer CTCs (2017)

Measure	Bay	Charlotte	Escambia	Manatee	Okaloosa	Pasco
Total Passenger Trips	127,776	87,588	83,135	191,597	100,634	183,752
Total Vehicles	29	37	27	76	33	57
Total Vehicle Miles	527,437	567,523	968,844	1,126,106	1,161,781	1,174,451
Total Revenue Miles	428,906	482,708	855,216	925,779	1,016,524	980,335
Vehicle Miles Per Trip	4.13	6.48	11.65	5.88	11.54	6.39
Cost Per Paratransit Trip	\$11.52	\$24.52	\$31.91	\$25.74	\$19.09	\$20.73
Cost Per Total Mile	\$2.79	\$3.78	\$2.74	\$4.05	\$1.43	\$2.71
Accidents Per 100,000 Veh. Miles	2.46	0.35	1.45	12.08	2.67	0.34
Vehicle Miles Between Road Calls	105,487	11,823	n/a	13,248	29,789	167,779

Source: Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Table 19. Performance Comparison Between Collier County and Peer CTCs (2017)

Measure	Collier	Peer Average	% Difference
Total Passenger Trips	114,744	129,080	-12%
Total Vehicles	29	43	-33%
Total Vehicle Miles	1,351,040	921,024	32%
Total Revenue Miles	1,172,194	781,578	33%
Vehicle Miles Per Trip	11.77	7.68	35%
Cost Per Paratransit Trip	\$40.21	\$22.25	45%
Cost Per Total Mile	\$3.42	\$2.92	15%
Accidents Per 100,000 Veh. Miles	1.33	3.23	-142%
Vehicle Miles Between Road Calls	79,473	65,625	17%

Source: Florida Commission for the Transportation Disadvantaged: Annual Performance Reports, 2013 – 2017

Figure 19 through Figure 27 show graphical comparisons of Collier County with its peer counties and the peer mean. These comparisons provide helpful insight into how well Collier County appears to be performing statistically. However, since many factors affect performance, they should not be used as the sole measures to make inferences about the quality of Collier County’s system.

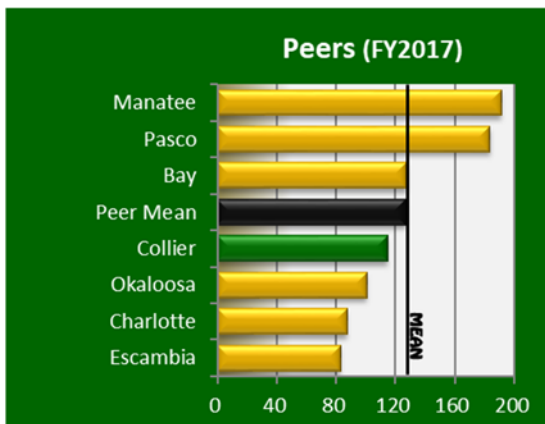


Figure 19. Passenger Trips (000's)

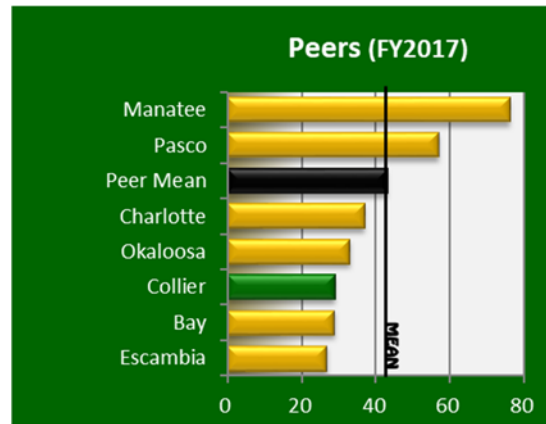


Figure 20. Total Vehicles

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

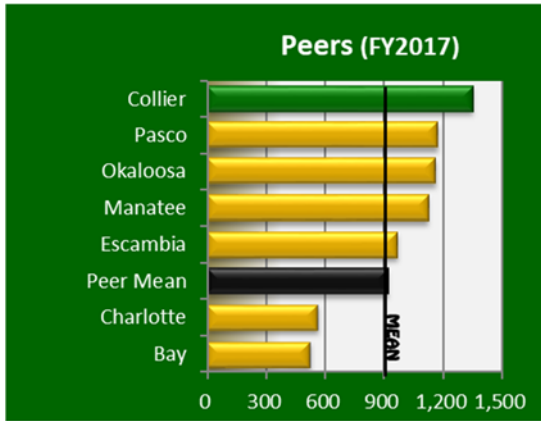


Figure 21. Total Vehicle Miles (000's)

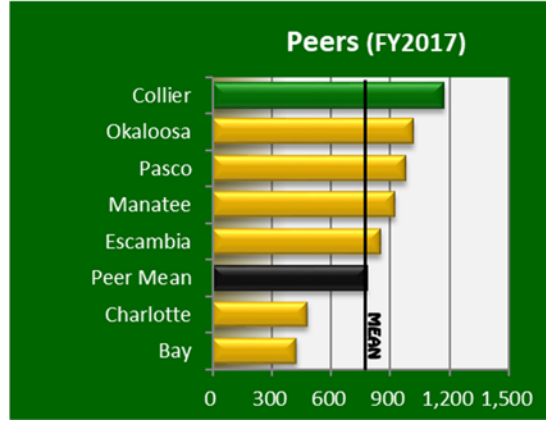


Figure 22. Total Revenue Miles (000's)

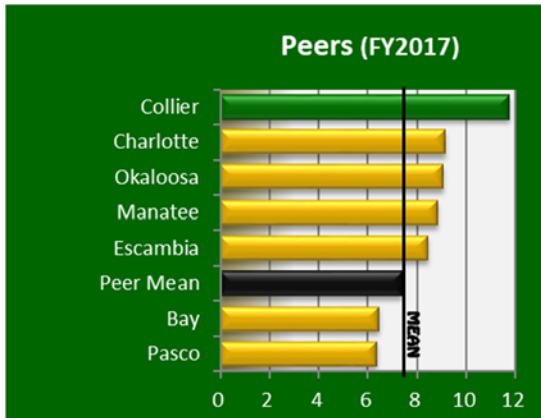


Figure 23. Vehicle Miles Per Passenger Trip

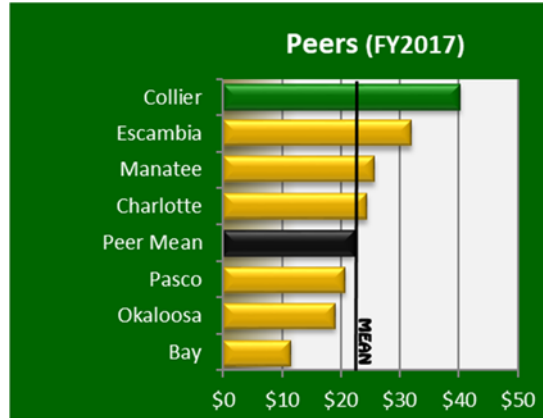


Figure 24. Cost Per Passenger Trip

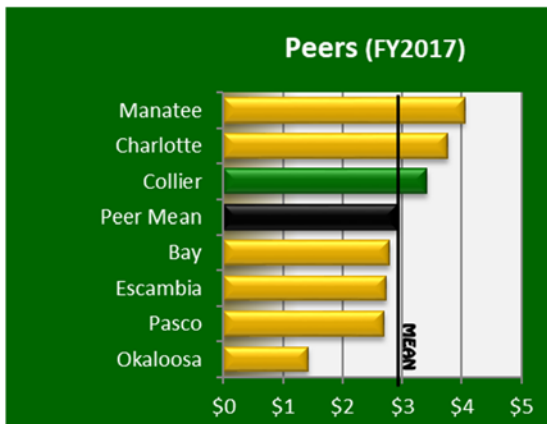


Figure 25. Cost Per Total Mile

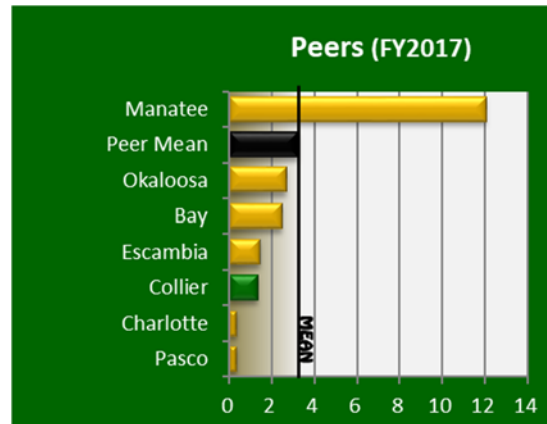


Figure 26. Accidents Per 100,000 Vehicle Miles

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

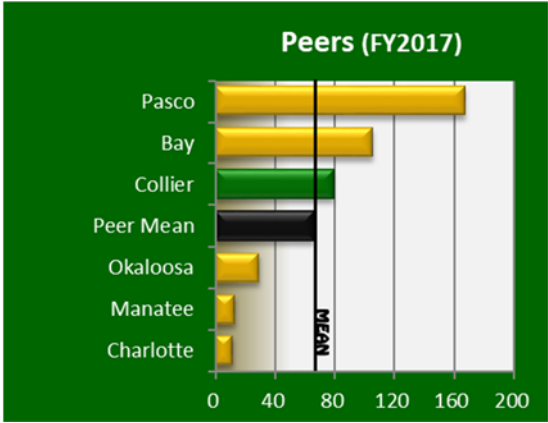


Figure 27. Veh Miles Between Road Calls (000's)

Needs Assessment

According to the Bureau of Economic and Business Research, the population of Collier County will increase by more than 15 percent between 2017 and 2025 from an estimated population of 357,470 to a projected population of 413,700. As compared to the average of other Florida counties, Collier County also has approximately 10 percent more residents ages 65 years and older (with a corresponding rate of disabilities). With the population increases and the demographic characteristics of the current population, the *potential* annual demand for transportation disadvantaged services are estimated to increase by approximately 300,000 annual trips over the next five years (from 3,357,065 in 2018 to 3,659,110 in 2023) as described in the TD population forecasting section.

Historically, public transportation funding in Collier County has remained relatively constant and while there are no firm future commitments from its funding partners CAT anticipates it will be able to maintain existing levels of service with only minor planning and capital improvements possible.

Following input received from public, private, human service and nonprofit transportation providers and general public stakeholders, projects that would directly benefit the transportation disadvantaged have been identified as priorities if additional funding becomes available are shown below. Additional details on estimated project costs and associated initiatives are described in the implementation schedule section of this report.

- 1) Secure funds necessary for vehicle replacement and expansion
- 2) Enhance accessibility to bus stops to meet Americans with Disabilities Act (ADA) requirements.
- 3) Construct bus shelters & amenities (bike rack, bench, trash can, etc.)
- 4) Extend Service Hours on existing routes
- 5) Reduce headways on select routes
- 6) Implement new Collier County Lee/Collier Inter-county Connection

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Forecasts of the Transportation Disadvantaged Population

Forecasts of the TD population are required by the CTD for major TDSP updates. The CTD recommends a tool developed for the CTD in 2015 that utilizes data from a variety of the most currently available sources to predict demand into the future. Data from the U.S. Census Bureau’s American Community Survey (ACS) and the Survey of Income and Program Participation (SIPP), The Bureau of Economic and Business Research County Population Projections, and the National Household Travel Survey and fixed route bus coverage are examples of the data utilized. These sources are helpful in capturing economic trends, population growth, and the changing demographic composition of the population such as aging baby boomers and the associated increases in disabilities.

It is important to note the tool only quantifies *potential* TD demand in the geography analyzed and trends in potential utilization over time. Other factors such as the quality of available transportation services or other unique community characteristics may impact actual service utilization. Persons with disabilities or seniors who strive to maintain their independence by accessing public transportation may find it is preferable or necessary to rely on family or friends for their transportation needs if the publicly available services are of poor quality. The relative affluence of Collier County’s residents, as another example, may mean that actual demand may be lower than potential demand. Senior citizens who qualify for TD services based on their age may be able to afford other transportation alternatives such as taxis as compared to residents of another county with a senior population of similar size that is less affluent.

Following is a summary of several of the key factors and data analysis steps used to arrive at the TD demand estimates for Collier County.

Utilizing 2012-2016 U.S Census American Community Survey information (the most current data available) the population estimates for the TD population is shown below in Table 20. As defined by the CTD, the Category I TD population consists of all disabled, elderly, low income and children who are high risk or at risk.

Table 20. TD Population Estimates

County Pop. By Age	Total Pop by Age	% of Total Pop	Population Below Poverty Level by Age	% of Total Pop Below Poverty Level by Age	Total Population with a Disability by Age	% of Total Pop with a Disability by Age	Total Pop with Disability and Below Poverty Level by Age	% Total Pop with a Disability and Below Poverty Level by Age
< 5 Years of Age	16,284	4.5%	2,569	0.7%	276	0.7%	217	3.92%
5-17	47,347	13.1%	7,985	2.2%	994	0.3%	341	0.09%
18-34	59,354	16.4%	7,651	2.1%	1,452	0.4%	215	0.06%
35-64	127,185	35.1%	14,367	4.0%	9,659	2.7%	2,190	0.60%
Total Non Elderly	250,170	69.0%	32,572	9.0%	12,381	3.4%	2,963	0.82%
65-74	59,352	16.4%	3,499	1.0%	8,267	2.3%	701	0.19%
75+	52,808	14.6%	5,089	1.4%	18,525	5.1%	1,877	0.52%
Total Elderly	112,160	31.0%	8,588	2.4%	26,792	7.4%	2,578	0.71%
Total	362,330	100%	41,160	11.4%	39,173	10.8%	5,541	1.53%

To ensure individuals who fall into two or more categories (e.g. low income and disabled) are not counted twice, the overlapping population must be eliminated as shown in as shown in Figure 28 below.

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

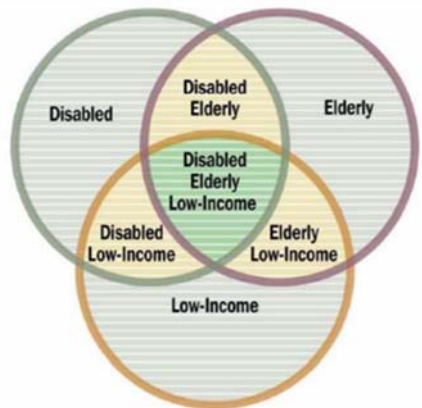


Figure 28. Category I TD Composition

Ideally, comparisons of disability estimates should be made using the same survey information, geographic parameters and disability definitions. Because the severity of an individual’s disability is not clearly captured in the ACS data, particularly as it relates to the need for specialized transportation, the 2010 U.S Census Bureau’s SIPP is used for the next step in the demand estimates. The rates for those who report a severe disability, or those who have a “critical need” for transportation based on their disability status, are applied to the disability rates reported in the ACS as shown below.

Table 21. Critical Need Population

County Pop. By Age	Total Population with a Disability by Age	% with a Severe Disability by Age	Total Population with a Severe Disability by Age	% of Total Pop with Severe Disability by Age
< 5 Years of Age	276	4.20%	12	0
5-17	994	4.20%	42	0.09%
18-34	1,452	6.30%	91	0.15%
35-64	9,659	13.84%	1,337	1.05%
Total Non Elderly	12,381		1,482	0.59%
65-74	8,267	27.12%	2,242	3.78%
75+	18,525	46.55%	8,623	16.33%
Total Elderly	26,792		10,865	9.69%
Total	39,173		12,347	3.41%

% of Severe Disability Below Poverty Level	Total Severe Disability Below Poverty Level
28.60%	424
11.70%	1,271
	1,695

Data from the Federal Highway Administration sponsored National Households Survey (NHTS) is used for the next step of the demand methodology. The NHTS collects in-depth information at the individual and household levels about travel patterns including, but not limited to, trip purpose, mode, vehicle availability and travel time. After applying the NHTS trip rates to the TD population in Collier County, there is an estimated potential demand of 9,068 trips per day for the critical need population as shown in Table 22.

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Table 22. Critical Need Trip Rates

Critical Need - Severely Disabled TD Population			
	Not Low Income	Low Income	Totals
Non-Elderly	1,058	424	1,482
Elderly	9,594	1,271	10,865
TOTAL	10,652	1,695	12,347

TRIP RATES USED	
<i>Low Income Non Disabled Trip Rate</i>	
Total	2.400
Less	
Transit	0.389
School Bus	0.063
Special Transit	0.049
	1.899
<i>Severely Disabled Trip Rate</i>	
Special Transit	0.049

Low Income & Not Disabled = C + E		CALCULATION OF DAILY TRIPS FOR THE CRITICAL NEED TD POPULATION	
<i>Assumes</i>	35,619		
27.2%	xx % without auto access		
	9,688		
46.0%	xx % without transit access		
	4,457		
		Calculation of Daily Trips	
Total Actual Critical TD Population	Daily Trip Rates Per Person	Total Daily Trips	
Severely Disabled	12,347	0.049	605
Low Income ND	4,457	1.899	8,463
Totals	16,804		9,068

By using population forecasts prepared by the Bureau of Economic and Business Research and applying the changes to the TD population and trip rate estimates previously described, Table 23 displays the future potential demand for critical need transportation in Collier County through 2026.

Table 23. Critical Need Trip Demand

Critical Need TD Population Forecast	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Critical TD Population											
Disabled	12,347	12,504	12,663	12,824	12,987	13,152	13,319	13,489	13,660	13,834	14,010
Low Income Not Disabled No Auto/Transit	4,457	4,513	4,571	4,629	4,688	4,747	4,808	4,869	4,931	4,993	5,057
Total Critical Need TD Population	16,804	17,017	17,234	17,453	17,675	17,899	18,127	18,357	18,591	18,827	19,066
Daily Trips - Critical Need TD Population											
Severely Disabled	605	613	620	628	636	644	653	661	669	678	686
Low Income - Not Disabled - No Access	8,463	8,571	8,680	8,790	8,902	9,015	9,130	9,246	9,363	9,482	9,603
Total Daily Trips Critical Need TD Population	9,068	9,221	9,377	9,536	9,697	9,869	10,043	10,221	10,402	10,586	10,752
Annual Trips	3,246,409	3,301,273	3,357,065	3,413,799	3,471,492	3,532,938	3,595,471	3,659,110	3,723,877	3,789,789	3,849,289

Barriers to Coordination

Similar to other agencies across the state and across the nation, limited resources (both personnel and financial) pose significant challenges to transportation providers. In Collier County, the large size and diversity of the County further exasperates these challenges.

As previously described, the lack of affordable housing in close proximity to employment opportunities and other essential services results in Collier County results in the need for more geographically dispersed and more costly public transportation services. Transportation providers must strike a careful balance between implementing enhancements to core services which are often more financially productive versus providing life sustaining services for the transportation disadvantaged who often live in different political jurisdictions outside core service areas.

A myriad of stakeholder organizations have a vested interest in ensuring the County’s economic vitality of which mobility is a critical element, but these organizations may sometimes have competing interests resulting in stiff competition for scarce resources which have remained relatively constant in recent

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years. The transportation needs of the agricultural industry, for example, are significantly different than hospitality industry needs to ensure mobility for tourists, but also staff transportation needs, and the needs of social service agencies, and agencies that serve persons with disabilities, are very different than the service needs of those employed in education.

Goals, Objectives and Strategies

CAT's mission is to provide safe, accessible, and courteous public transportation services to our customers.

The mission of the newly rebranded CAT Connect (formerly known as Collier Area Paratransit) is to identify and safely meet the transportation needs of Collier County, through a courteous, dependable, cost effective and environmentally sound team commitment.

The following goals and objectives have been adopted to further the missions above.

GOAL 1: Implement a fully coordinated transportation system.

Objective 1.1

Maximize coordination with public, private, and human service agencies, and other transportation operators.

Objective 1.2

Coordinate with other counties and FDOT to evaluate and implement mutually beneficial transportation services such as expansion of cross-county connections.

Objective 1.3

Explore efforts to increase effective use of transportation services, including providing alternative transportation sources and public education about those options.

Strategy 1.1.1

Continue coordination efforts with City and County departments to ensure inclusion of transit supportive elements in development plans and affordable housing/economic development initiatives.

Strategy 1.1.2

Coordinate with FDOT District One Commuter Services to complement CAT outreach efforts to major employers and to identify service expansion needs and ridesharing opportunities.

Strategy 1.1.3

Maintain ongoing communication with coordinated providers to assess needs and maximize access to available funding sources.

Strategy 1.1.4

Identify opportunities to educate and inform parents and school districts about the availability of transportation services, particularly as it relates to the needs of at risk students.

GOAL 2: Maximize effective transfers of individuals from paratransit to fixed route services.

Objective 2.1

Coordinate with CAT's fixed route section to encourage passengers to use both systems when accessible.

Strategy 2.1.1

Continue to offer travel training programs targeting a minimum of three group programs per year.

Strategy 2.1.2

Install a minimum of ten covered ADA compliant accessible bus shelters per year.

Strategy 2.1.3

Utilize available communication tools and techniques as appropriate to reinforce the safety and security measures/features of the public transit system.

Strategy 2.1.4

Ensure the CAT Connect eligibility screening process evaluates potential fixed route opportunities and educate passengers on available options as appropriate for the individual's travel needs.

Strategy 2.1.5

Ensure all staff involved in service delivery receive training on customer sensitivity and etiquette techniques.

Goal 3: Provide an efficient and effective coordinated transportation service.

Objective 3.1

Consistently provide on-time service.

Objective 3.2

Minimize customer service reservation/inquiry call hold times.

Objective 3.3

Ensure contract provider's services are well utilized, timely, effective and affordable.

Objective 3.4

Increase the number of passenger trips per vehicle hour.

Objective 3.5

Maintain or trend downward the cost per passenger trip.

Objective 3.6

Maintain or trend downward the cost per mile.

Objective 3.7

Adjust fixed route services to allow greater use by paratransit customers.

Strategy 3.1.1

Obtain a system to track call hold time.

Strategy 3.1.2

Continually measure and analyze performance standards, as a basis for evaluating quality assurance to achieve desired standards.

Strategy 3.1.3

Annually review paratransit origin and destination data to determine if fixed routes should be reviewed for service expansions or realignment to allow greater use by current paratransit riders.

Strategy 3.1.4

Identify opportunities to coordinate with dialysis centers to schedule patient treatments concurrently to allow for the provision of more efficient paratransit group trips.

GOAL 4: Educate and market fixed route and paratransit services to current riders, the general public, agency sponsored clients, visitors, and other potential customers.

Objective 4.1

Maximize the accessibility of service information including alternative delivery formats such as Braille, auditory enhanced and alternative languages.

Objective 4.2

Utilize the electronic dissemination of marketing and education materials, including, but not limited to the internet, e-mails, listservs, websites, etc.

Objective 4.3

Identify opportunities to participate in or sponsor community events to build awareness of available public transportation services.

Objective 4.4

Ensure that all websites and other electronic media are compliant with Section 508 of the Rehabilitation Act, as amended in 1998. Under Section 508 of the Rehabilitation Act, 29 U.S.C. 794d, agencies must give persons with disabilities, employees and members of the public access to information that is comparable to the access available to others. This includes access to electronic and information technology applications.

Strategy 4.1.1

Continue active involvement in outreach activities, which may include but are not limited to: “Dump the Pump” Day, Mobility Week, the library system’s Mail-a-Book promotion and local job fairs.

Strategy 4.1.2

Participate in Lighthouse for the Blind and Immokalee’s travel training programs and other training opportunities identified by CAT.

Strategy 4.1.3

Provide a current “Rider’s Guide” to paratransit patrons covering ADA and TD services. Produce the guide in alternative formats and alternative languages that may be needed to comply with “safe harbor” provisions as identified in CAT’s next Title VI update.

GOAL 5: Operate a safe transportation system.**Objective 5.1**

Ensure that services are provided in a safe and secure manner in accordance with the CTD and FDOT standards and recommendations.

Objective 5.2

Ensure consistency and compliance with Chapter 14-90, Florida Administrative Code,

Objective 5.3

Ensure consistency and compliance with the 49 CFR Part 655, Federal Transit Administration Prevention of Alcohol Misuse and Prohibited Drug use in Transit Operations including the adopted Substance Abuse Policy and policy statements.

Objective 5.4

Ensure consistency and compliance to 49 CFR Part 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs.

Objective 5.5

Ensure consistency and compliance of FTA covered contractors to 49 CFR Part 655, Federal Transit Administration Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations.

Objective 5.6

Ensure consistency and compliance with any local drug and alcohol service standards.

Objective 5.7

Ensure consistency and compliance with the annually updated System Safety Program Plan and Security Program Plan.

Objective 5.8

Ensure consistency and compliance of an accident/incident procedure as part of the bus system safety program.

Objective 5.9

Ensure that new bus stops are readily accessible to persons with disabilities and meet ADA Accessibility Guidelines (ADAAG) compliance requirements.

Strategy 5.1.1

Continually review accident/incident data to identify trends that may need to be addressed through training or procedural changes.

Strategy 5.1.2

Review and monitor Operator training program to ensure inclusion of consistent boarding techniques for passengers.

Strategy 5.1.3

Conduct periodic bus stop inventories to ensure accessibility and the availability of sidewalks.

Strategy 5.1.4

Coordinate with FDOT and Collier County Transportation Planning to evaluate potential bus stop improvements that can be made in conjunction with roadway improvements.

GOAL 6: Provide quality transportation services.**Objective 6.1**

Maintain the accountability of transportation service providers through the CTC Quarterly Reports.

Objective 6.2

Adjust or expand service fixed route services to allow greater use by current paratransit riders.

Objective 6.3

Evaluate customer input to ensure high quality services are provided.

Strategy 6.1.1

Continuously review ridership trends and origin/destination data to determine necessary service enhancements.

Strategy 6.1.2

Periodically conduct fixed route and paratransit customer surveys.

Strategy 6.1.3

Conduct immediate follow-up on any complaint or concern identified in customer surveys or phone inquiries.

GOAL 7: Secure funding necessary to meet above stated goals.**Objective 7.1**

Explore all potential funding sources to address capital and operating needs.

Objective 7.2

Maximize efficiency of utilization of all current state, federal and local resources.

Objective 7.3

Coordinate with all public, quasi-public, and non-profit entities in order to maximize all potential funding opportunities for public transportation services in Collier and Lee Counties.

Objective 7.4

Identify and pursue opportunities for establishing and coordinating privately sponsored public transportation services in meeting local transit needs.

Strategy 7.1.1

Acquire new and upgraded paratransit vehicles and equipment necessary to maintain existing services and allow for expansion as needed.

Strategy 7.1.2

Coordinate with Commuter Services to build awareness of existing services and identify potential new partnership opportunities with major employers.

Implementation Schedule

Table 24 below displays the schedule, strategies, responsible parties and the estimated costs for major activities planned during the five-year planning horizon of the Collier County Transit TDSP Major Update.

Table 24. Implementation Schedule

Schedule	Major Strategies/Activities	Responsible Parties	Estimated Cost (If Known)
Maintain Existing System			
FY 2018/2019	Maintain existing service	CAT	\$11,059,543 (Capital and Operating)
Ongoing	Continue coordination efforts to ensure transit supportive elements in development plans	CAT, Local Govt, FDOT, Developers	CAT Staff Resources
Ongoing	Coordinate with FDOT District 1 Commuter Services	CAT, FDOT	CAT Staff Resources
Ongoing	Maintain ongoing communication with coordinated providers to assess needs and maximize access to funding	CAT, Coordinated Providers	CAT Staff Resources
Ongoing	Identify opportunities to inform schools/parents about available CAT services	CAT	CAT Staff Resources
Ongoing	Conduct a minimum of three group travel training programs per year	CAT	CAT Staff Resources
Ongoing	Educate CAT Connect passengers about fixed route options as appropriate	CAT	CAT Staff Resources
Ongoing	Ensure staff involved in service delivery receive training on sensitivity and etiquette	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Maintain or improve CAT Connect performance measures from FY 2017 baseline: <ul style="list-style-type: none"> •Cost per passenger trip \$40.21 •Accidents per 100,000 vehicle miles 1.33 •On-time performance 90% •Vehicle miles between road calls 79,473 •Cost per mile \$3.42 	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Review CAT Connect origin and destination data and adjust fixed route accordingly	CAT	CAT Staff Resources
Ongoing	Identify opportunities to coordinate with dialysis centers for potential scheduling efficiencies	CAT	CAT Staff Resources
Ongoing	Conduct outreach and participate in community partner initiatives	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Conduct travel training in cooperation with community partners	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Review accident/incident data to identify trends that can be addressed with additional training or procedural changes	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Monitor operator training to ensure consistent boarding techniques	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Conduct bus stop inventories to ensure accessibility	CAT, Local Govts	CAT Staff Resources
Ongoing	Coordinate with FDOT/Collier County Transportation Planning to evaluate potential bus stop improvements	CAT, FDOT, Collier County	CAT Staff Resources
Ongoing	Review ridership trends and O&D information to determine potential service enhancements	CAT	CAT Staff Resources
Ongoing	Conduct periodic fixed route and paratransit surveys	CAT	CAT Staff Resources
Ongoing	Conduct immediate follow up on customer complaints and inquiries	CAT	CAT Staff Resources
Ongoing	Install a minimum of 10 ADA compliant bus shelters per year and associated amenities	CAT, Funding Partners	Included in status quo budget
Ongoing	Develop/Procure new phone system to enhance customer service	CAT, Funding Partners	
Ongoing	Acquire new vehicles and equipment to allow for replacement and expansion as needed based on available resources	CAT	
Unfunded Priorities			
	Enhance bus stop accessibility to meet ADA requirements	CAT, Funding Partners	\$500,000
	Enhance Fixed Route Services (frequency) on Routes 11, 12, 13, 15, and 17	CAT, Funding Partners	\$2,034,230 (excludes capital)
	Enhance fixed route services (span) to one additional trip Mon-Sun on existing routes	CAT, Funding Partners	\$780,000
	Implement new fixed route (Collier/Lee Inter-county)	CAT, Funding Partners	\$370,000 (excludes capital)

Schedule	Major Strategies/Activities	Responsible Parties	Estimated Cost (If Known)
Maintain Existing System			
FY 2019/2020	Maintain existing service	CAT	\$11,895,058 (Capital and Operating)
Ongoing	Continue coordination efforts to ensure transit supportive elements in development plans	CAT, Local Gove, FDOT, Developers	CAT Staff Resources
Ongoing	Coordinate with FDOT District 1 Commuter Services	CAT, FDOT	CAT Staff Resources
Ongoing	Maintain ongoing communication with coordinated providers to assess needs and maximize access to funding	CAT, Coordinated Providers	CAT Staff Resources
Ongoing	Identify opportunities to inform schools/parents about available CAT services	CAT	CAT Staff Resources
Ongoing	Conduct a minimum of three group travel training programs per year	CAT	CAT Staff Resources
Ongoing	Educate CAT Connect passengers about fixed route options as appropriate	CAT	CAT Staff Resources
Ongoing	Ensure staff involved in service delivery receive training on sensitivity and etiquette	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Maintain or improve CAT Connect performance measures from prior FY	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Review CAT Connect origin and destination data and adjust fixed route accordingly	CAT	CAT Staff Resources
Ongoing	Identify opportunities to coordinate with dialysis centers for potential scheduling efficiencies	CAT	CAT Staff Resources
Ongoing	Conduct outreach and participate in community partner initiatives	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Conduct travel training in cooperation with community partners	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Review accident/incident data to identify trends that can be addressed with additional training or procedural changes	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Monitor operator training to ensure consistent boarding techniques	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Conduct bus stop inventories to ensure accessibility	CAT, Local Govts	CAT Staff Resources
Ongoing	Coordinate with FDOT/Collier County Transportation Planning to evaluate potential bus stop improvements	CAT, FDOT, Collier County	CAT Staff Resources
Ongoing	Review ridership trends and O&D information to determine potential service enhancements	CAT	CAT Staff Resources
Ongoing	Conduct periodic fixed route and paratransit surveys	CAT	CAT Staff Resources
Ongoing	Conduct immediate follow up on customer complaints and inquiries	CAT	CAT Staff Resources
Ongoing	Install a minimum of 10 ADA compliant bus shelters per year and associated amenities	CAT, Funding Partners	Included in status quo budget
Ongoing	Acquire new vehicles and equipment to allow for replacement and expansion as needed based on available resources	CAT	
Unfunded Priorities			
	Enhance bus stop accessibility to meet ADA requirements	CAT, Funding Partners	\$500,000
	Enhance fixed route services (frequency) on Routes 11, 12, 13, 15, and 17	CAT, Funding Partners	\$2,034,230 (excludes capital)
	Enhance fixed route services (span) to one additional trip Mon-Sun on existing routes	CAT, Funding Partners	\$780,000
	Implement new fixed route (Collier/Lee Inter-county)	CAT, Funding Partners	\$370,000 (excludes capital)

Schedule	Major Strategies/Activities	Responsible Parties	Estimated Cost (If Known)
Maintain Existing System			
FY 2020/2021	Maintain existing service	CAT	\$10,865,454 (Capital and Operating)
Ongoing	Continue coordination efforts to ensure transit supportive elements in development plans	CAT, Local Gove, FDOT, Developers	CAT Staff Resources
Ongoing	Coordinate with FDOT District 1 Commuter Services	CAT, FDOT	CAT Staff Resources
Ongoing	Maintain ongoing communication with coordinate providers to assess needs and maximize access to funding	CAT, Coordinated Providers	CAT Staff Resources
Ongoing	Identify opportunities to inform schools/parents about available CAT services	CAT	CAT Staff Resources
Ongoing	Conduct a minimum of three group travel training programs per year	CAT	CAT Staff Resources
Ongoing	Educate CAT Connect passengers about fixed route options as appropriate	CAT	CAT Staff Resources
Ongoing	Ensure staff involved in service delivery receive training on sensitivity and etiqestte	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Maintain or improve CAT Connect performance measures from prior FY	CAT, Contracted Providers	
Ongoing	Review CAT Connect origin and destination data and adjust fixed route accordingly	CAT	CAT Staff Resources
Ongoing	Identify oportunites to coordinate with dialysis centers for potential scheduling efficiencies	CAT	CAT Staff Resources
Ongoing	Conduct outreach and participate in community partner initiatives	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Conduct travel training in cooperation with community partners	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Review accident/incident data to identify trends that can be addressed with additional training or procedural changes	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Monitor operator training to ensure consistent boarding techniques	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Conduct bus stop inventories to ensure accessibility	CAT, Local Govts	CAT Staff Resources
Ongoing	Coordinate with FDOT/Collier County Transportation Planning to evaluate potential bus stop improvements	CAT, FDOT, Collier County	CAT Staff Resources
Ongoing	Review ridership trends and O&D information to determine potential service enhancements	CAT	CAT Staff Resources
Ongoing	Conduct periodic fixed route and paratransit surveys	CAT	CAT Staff Resources
Ongoing	Conduct immediate follow up on customer complaints and inquiries	CAT	CAT Staff Resources
Ongoing	Install a minimum of 10 ADA compliant bus shelters per year and associated amenities	CAT, Funding Partners	Included in status quo budget
Ongoing	Acquire new vehicles and equipment to allow for replacement and expansion as needed based on available resources	CAT	
Unfunded Priorities			
	Enhance bus stop accessibility to meet ADA requirements	CAT, Funding Partners	\$500,000
	Enhance Fixed Route Services (frequency) on Routes 11, 12, 13, 15, and 17	CAT, Funding Partners	\$2,034,230 (excludes capital)
	Enhance fixed route services (span) to one additional trip Mon-Sun on existing routes	CAT, Funding Partners	\$780,000
	Implement new fixed route (Collier/Lee Inter-county)	CAT, Funding Partners	\$370,000 (excludes capital)

Schedule	Major Strategies/Activities	Responsible Parties	Estimated Cost (If Known)
Maintain Existing System			
FY 2022/2023	Maintain existing service	CAT	\$14,201,503 (Capital and Operating)
Ongoing	Continue coordination efforts too ensure transit supportive elements in development plans	CAT, Local Govt, FDOT, Developers	CAT Staff Resources
Ongoing	Coordinate with FDOT District 1 Commuter Services	CAT, FDOT	CAT Staff Resources
Ongoing	Maintain ongoing communication with coordinate providers to assess needs and maximize access to funding	CAT, Coordinated Providers	CAT Staff Resources
Ongoing	Identify opportunities to inform schools/parents about available CAT services	CAT	CAT Staff Resources
Ongoing	Conduct a minimum of three group travel training programs per year	CAT	CAT Staff Resources
Ongoing	Educate CAT Connect passengers about fixed route options as appropriate	CAT	CAT Staff Resources
Ongoing	Ensure staff involved in service delivery receive training on sensitivity and etiquette	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Maintain or improve CAT Connect performance measures from prior FY	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Review CAT Connect origin and destination data and adjust fixed route accordingly	CAT	CAT Staff Resources
Ongoing	Identify opportunities to coordinate with dialysis centers for potential scheduling efficiencies	CAT	CAT Staff Resources
Ongoing	Conduct outreach and participate in community partner initiatives	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Conduct travel training in cooperation with community partners	CAT, Partner Agencies	CAT Staff Resources
Ongoing	Review accident/incident data to identify trends that can be addressed with additional training or procedural changes	CAT	CAT Staff Resources
Ongoing	Monitor operator training to ensure consistent boarding techniques	CAT, Contracted Providers	CAT Staff Resources
Ongoing	Conduct bus stop inventories to ensure accessibility	CAT, Local Govts	CAT Staff Resources
Ongoing	Coordinate with FDOT/Collier County Transportation Planning to evaluate potential bus stop improvements	CAT, FDOT, Collier County	CAT Staff Resources
Ongoing	Review ridership trend and O&D information to determine potential service enhancements	CAT	CAT Staff Resources
Ongoing	Conduct periodic fixed route and paratransit surveys	CAT	CAT Staff Resources
Ongoing	Conduct immediate follow up on customer complaints and inquiries	CAT	CAT Staff Resources
Ongoing	Acquire new vehicles and equipment to allow for replacement and expansion as needed based on available resources	CAT	
Ongoing	Install a minimum of 10 ADA compliant bus shelters per year and associated amenities	CAT, Funding Partners	Included in status quo budget
Unfunded Priorities			
	Enhance bus stop accessibility to meet ADA requirements	CAT, Funding Partners	\$500,000
	Enhance fixed route services (frequency) on Routes 11, 12, 13, 15, and 17	CAT, Funding Partners	\$2,142,638 (excludes capital)
	Enhance fixed route services (span) to one additional trip Mon-Sun on existing routes	CAT, Funding Partners	\$821,568
	Implement new fixed route (Collier/Lee Inter-county)	CAT, Funding Partners	\$389,718 (excludes capital)

Service Plan

Operations

Eligibility

CAT Connect is designed to serve those who have no other means of transportation and qualify as ADA eligible (those with a physical or mental impairment that prevents use of the fixed route bus service) or Transportation Disadvantaged (individuals who because of a mental or physical impairment, income status or age are unable to transport themselves). CAT Connect is operated during the same hours as the fixed route service. Those with an origin and destination within three quarters of a mile of a CAT fixed route are eligible for ADA services and those with an origin or destination outside of the ADA service area may be eligible for Transportation (TD) services.

Types, Hours and Days of Service

Collier Area Transit operates fixed route, ADA, and paratransit services (CAT Connect) seven days per week excluding major holidays. The hours of operation for fixed route service vary by route, but some routes start as early as approximately 4:00 a.m. and end as late as 8:00 p.m.

Reservations can be made for CAT Connect between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. Same day service is not available, but trips may be scheduled up to two weeks in advance or as late as 5:00 p.m. the day before service is needed.

CAT Connect drivers are trained to help those who require assistance to and from the vehicle. They will not enter a person's home or a person's room at a living facility nor will they go above the first floor of a multi-family residence.

Subscription paratransit service is available when a customer regularly travels to and from the same destination two or more times per week and group trips (four or more passengers with the same trip origin or destination) are provided at a reduced rate.

Accessing Services

To obtain an application, schedule a trip or any other questions customers may contact CAT Connect Monday through Friday between 8:00 a.m. and 5:00 p.m. by calling (239) 252-7272, 239-252-7777 or 1-(855) 392-1418. Customers may also visit the centers at CAT Connect Customer Service, 8300 Radio Road Naples, FL 34104 or the Collier Area Transit Intermodal Transfer Station at the Government Center located at 3355 East Tamiami Trail Naples, FL 34112. Florida Relay for ASCII callers can be accessed by calling 1(800)955-1339.

All trips require prior reservations, which can be scheduled Monday through Friday between 8:00 a.m. and 5:00 p.m. For weekend service, customers may contact CAT Connect and leave their name and trip information on the voicemail. Someone will return the call to confirm the reservation.

CAT Connect understands that because paratransit service requires trips to be scheduled in advance, passengers may have to reschedule or cancel a trip. CAT Connect understands that passengers may sometimes miss scheduled trips or timely cancel trips for reasons that are beyond their control. However, in order to maintain an efficient system, a policy for managing passengers who repeatedly miss scheduled trips or fail to timely cancel trips has been developed. This policy has been developed with consideration to the frequency of use by passengers and the no-show/late cancellation system average. The following information explains CAP's no-show policy.

Definitions

No-show

A no-show is defined as the failure of a passenger to appear to board the vehicle for a scheduled trip. This presumes the vehicle arrives at the prescribed pick-up location within the pick-up time and the passenger is not present for the appointment or fails to respond within five (5) minutes of the vehicle's arrival time.

Late Cancellation

A late cancellation is defined as failure to cancel a trip 2 hours or more before the scheduled pick-up time, including a cancellation made at the door (a refusal to board a vehicle that has arrived within the pick-up window).

No-Shows Due to Operator Error or to Circumstances beyond a Rider's Control

Passengers will not be assessed a no-show or late cancellation when it has been found that the missed trips occurred due to an error of CAT Connect personnel. These types of errors include:

- Trips placed on the schedule in error
- Pick-ups scheduled at the wrong pick-up location
- Drivers arriving and departing before the pick-up window begins
- Drivers arriving late (after the end of the pick-up window)
- Drivers arriving within the pick-up window, but departing without waiting the required 5 minutes

Trips that are missed due to situations beyond a passenger's control that may prevent a timely notification are not counted towards no-shows or cancellations. The following are examples of such situations:

- Medical emergency
- Family emergency
- Sudden illness or change in condition

Passengers are encouraged to contact a CAT Connect Customer Service Representative to inform them of these situations regardless of the time of the notification so that the excused missed trip can be appropriately recorded.

Policy for Handling Subsequent Trips Following No-shows

When a passenger fails to show for a scheduled trip, the driver should radio dispatch and advise them of the no-show. Dispatch attempts to call the passenger and reminds the driver to wait the five (5) minutes to ensure that the passenger will not be present. The no-show is recorded in the system and any return trip for the same day that was scheduled is also cancelled unless the passenger calls to indicate that the return trip should not be cancelled. The courtesy cancellation of the return trip is performed in order to avoid charging the passenger multiple no-shows on the same day and increasing the no show trip count. Passengers are strongly encouraged to cancel any subsequent trips they no longer need. A confirmation number will be provided with all cancellations and passengers are encouraged to retain the confirmation number for verification of their call.

Suspension Policies for a Pattern or Practice of Excessive No-shows and Late Cancellations

CAT Connect reviews all recorded no-shows and late cancellations to ensure accuracy before recording them in a passenger's account. Each verified no-show or late cancellation consistent with the above definitions counts as one penalty point. Passengers will be subject to suspension after they meet all the following conditions:

- Accumulate three penalty points in a six (6) calendar month period (January to June & June to December)
- Have "no-showed" or "late cancelled" at least five percent of the passenger's booked trips for the month.

A passenger will be subject to suspension only if both the number of penalty points is reached and percentage of trips deemed no-show is met. CAT Connect will notify passengers by telephone after they have accumulated one penalty point and they will be advised that they are subject to suspension should they accumulate two additional penalty points within the six (6) month period consistent with the criteria listed in this section of the policy above.

All suspension notices include a copy of this policy, and grievance/appeal policy which details how to appeal suspensions.

Suspensions begin five days after the decision has been determined, ensuring the passenger is notified by telephone and letter. Suspensions will be held in abeyance if the passenger timely files an appeal of the suspension. The first violation in a calendar month triggers a warning telephone call but no suspension. Subsequent violations result in the following suspensions:

- Second violation: Second warning letter and phone call
- Third violation: [7-day] suspension; Notification will be by telephone and letter
- Third violation: [14-day] suspension; Notification will be by telephone and letter

- Fourth violation and subsequent violations: [30-day] suspension; Notification will be by telephone and letter

Each letter will specify the basis of the proposed penalty (e.g., Mr. Smith scheduled trips for 8:00 a.m. on May 15th, 2:00 p.m. on June 3rd, 9:00 a.m. on June 21st, and 9:20 p.m. on July 10th, and on each occasion the vehicle appeared at the scheduled time and Mr. Smith was nowhere to be found) and set forth the proposed suspension (e.g., Mr. Smith would not receive service for 14 days).

Policy for Disputing Specific No-Shows or Late Cancellations

Passengers wishing to dispute specific no-shows or late cancellations must do so within five business days of receiving a phone call or letters. Passengers should contact the CAT Connect operations center at 239-252-7272, Monday through Friday from 8:00 a.m. to 5:00 p.m. to explain the circumstance, and request the removal of the no-show or late cancellation.

Policy for Appealing Proposed Suspensions

Passengers wishing to appeal suspensions under this policy have the right to file an appeal request, which must be in writing by letter or via email. Passengers must submit written appeal requests within 15 business days of the date of the suspension letters. Passengers who miss the appeal request deadline will be suspended from CAT Connect on the date listed on the suspension notice.

All suspension appeals follow the CAT Connect grievance/appeal policy.

Trip Prioritization

Trips funded by the TD Trust fund are prioritized based upon the Local Coordinating Board's policy. Trips are based on trip efficiency, seating availability, and funding availability. As shown below, medical trips have the highest priority followed by employment and nutritional trips. Recreational trips will be accommodated when possible.

Priority 1 – Medical

Priority 2 – Employment

Priority 3 – Nutritional

Priority 4 – Group Recreational

Priority 5 - Social (agency related activities)

Priority 6 – Group Recreation

Priority 7 – Personal Business

ADA trips are provided without prioritization and cannot be denied. Additionally, trips that are provided through the Federal Transit Administration's Section 5311 funding program must be open to the general public, and may not be prioritized.

Transportation Operators and Coordination Contractors

At the time this TDSP Major update was being prepared, Collier County was under contract with MV Transportation and MTM Inc. to provide Operations and Administrative services for its fixed route and paratransit systems as shown in Table 24 below.

Table 25. CAT Transportation Operators

Operators	Contact	Services	Client	Hours
MV Transportation	Barry Bland	Fixed Route and Para Operations	BCC	4:30 - 8:00
MTM Transportation	Braian Morales	Fixed Route and Para Scheduling/Dispatch	BCC	4:30 - 8:00

Concurrent with the preparation of the TDSP Major update, however, Collier County Government issued a Request for Proposal for a single new or incumbent contractor to perform and operate a turnkey operation for 1) Transportation operations management services 2) Fixed route transit operations and 3) Demand response services utilizing county owned vehicles supplemented with a minimum 20% non-county owned vehicle, as well as any vehicles owned and maintained by third parties that are subcontracted with the County.

Proposers were encouraged to leverage technologies, hardware and applications, best operational practices, transit vision, and the ability for coordination to promote efficiencies. Proposers were also encouraged to propose optional alternatives, modes, practices and resources to achieve transit efficiency goals.

Proposals were due on July 20, 2018 for scoring by the County’s selection Committee based on the following criteria (100 total possible points) which will serve as the basis for short listing firms:

1. Cover Letter / Management Summary 0 Points
2. Certified Minority Business Enterprise 5 Points
3. Plans & Programs 35 Points
4. Financial Capacity & Cost of Services 15 Points
5. Employee Retention, Benefits and Compensation Plans 10 Points
6. Experience and Capacity of Firm 20 Points
7. Past Record & References 10 Points
8. Disadvantaged Business Enterprise/Small Business Enterprise Utilization 5 Points

The selection committee then grades and ranks the firms and enters into negotiations with the top ranked firm to establish costs for the services needed. The County reserved the right to issue an invitation for oral presentations to obtain additional information after grading and before the final ranking. With successful negotiations, a contract will be developed with the selected firm, based on the negotiated price and scope of services and submitted for approval by the Board of County Commissioners with anticipated award in the fall of 2018.

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Additionally, following negotiated agreements, coordination contracts have been executed with the five private non-profit organizations shown in Table 24 below. In FY 2016/2017, 12,320 trips were provided on the coordinated system.

Table 26. CTC Coordination Contractors

Coordination Contractors	Services	Contact	Clients	Hours
EasterSeals Florida Inc.	Demand Response	Susan Ventura	Disabled	8:00 - 4:00
Goodwheels	Demand Response	Alan Mandel	Disabled/NEMT	4:30 - 7:30
Hope Health Care	Demand Response	Samira Beckwith	Seniors	8:00 - 5:00
David Lawrence Mental Health Center	Demand Response	Scott Burgess	Disabled	8:00 - 5:00
UCP of Southwest Florida	Demand Response	Kirk Zaremba	Disabled	8:30 - 4:40

Public Transit Utilization

As shown in Table 25, CAT fixed route ridership has declined over the past five years. This is consistent with trends seen across the country and within the State of Florida where fixed route bus ridership has declined approximately 11 percent and 21 percent respectively between 2014 and 2017. In urbanized areas with populations under 200,000, the declines were higher.

Table 27. Fixed Route Ridership

Fixed Route Ridership FY 2013 - FY 2017	
FY13	1,361,294
FY 14	1,181,530
FY 15	1,094,103
FY 16	973,981
FY 17	893,398

School Bus Utilization

No school buses are utilized in the coordinated system.

Vehicle Inventory

An inventory of CAT’s paratransit fleet is included in Appendix C. The inventory identifies vehicle type, model year, accessibility features and mileage.

In prior TDSPs, a vehicle replacement schedule was included based on the useful life as measured in years. A recent FDOT policy change now stipulates that vehicles are eligible for replacement based on both the useful life in years and the useful life in miles unless there is a compelling reason to replace the vehicle earlier due to excessive maintenance costs or other special circumstances. There should not be any significant negative impacts on CAT’s vehicle replacement needs resulting from this policy. It is possible that some vehicles will need to remain in service slightly longer than in prior years and defining

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

replacement needs and eligibility will be somewhat more complex. As CAT plans for its future replacement needs, future mileage projections, anticipated vehicle delivery dates and funding availability will need to be carefully estimated to determine when vehicles will be eligible for replacement based on the new policy.

System Safety Plan Certification

CAT's System Safety Plan Certification is included in Appendix D.

Inter-county Services

Introduced in 2011, CAT's LinC route provides inter-county service between Collier and Lee Counties. Due to its success, a secondary route inter-county connection has been identified by the Collier MPO as one of its unfunded priorities.

Emergency Preparedness and Response

CAT is identified as a responsible agency in the Collier County Comprehensive Emergency Management Plan (CEMP). The plan is designed to provide a framework through which Collier County may prevent or mitigate the impacts of, prepare for, respond to, and recover from natural, manmade, and technological hazards that could adversely affect the health, safety and general welfare of residents and visitors to the County. Additionally, this plan establishes the National Incident Management System (NIMS) as the standard for tasked agencies to use in responding to emergency events. The CEMP was approved by the Florida Division of Emergency Management and complies with Homeland Security Presidential Directives.

Education Efforts/Marketing

CAT actively markets its programs and services on social media such as Twitter, Facebook and Instagram and at a variety of local community events. Recent examples include: promotions for the Paw Pass for summer for unlimited student rides and the seasonal Beach Bus and participation in the library system's Mail-a-Book promotion for homebound residents and Lighthouse for the Blind student travel training and a public transit training day in Immokalee.

Service Standards

In order to assess quality assurance for the delivery of transportation services, the Local Coordinating Board utilizes the following services standards that form the basis for the annual review of the Community Transportation Coordinator (CAT). These standards are consistent with Section 41-2.006 Florida Administrative Code and the Code of Federal Regulation.

- Drug and alcohol program – CAT complies with applicable Federal Transit Administration requirements for all individuals in safety-sensitive positions. In addition, CAT maintains a Drug Free Workplace policy.

- Escorts and children – Personal care attendants must be approved on initial customer application with medical documentation for reason attendant is needed. If an escort/personal care attendant is requested, they will be transported at no additional charge.
- Child restraints – Restraints are required for children under 5 and/or under 50 lbs.
- Rider property – Passengers are allowed to bring up to four shopping bags that fit under the passenger’s seat and/or on their lap.
- Vehicle transfer points – Vehicle transfer points will be located in safe and secure locations. Riders have the right to vehicle transfer points that are sheltered, secure and safe.
- Local toll free number for consumer comments – The local toll-free number for complaints is 1-855-392-1418. The number is posted in all paratransit vehicles. If a complaint cannot be resolved locally, individuals have the option to contact the statewide Transportation Disadvantaged Ombudsman Hotline at 1-800-983-2435.
- Vehicle Cleanliness – All vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials that could soil items place in the vehicle or provide discomfort for the passenger. All vehicles are cleaned (interior and exterior) on a regular schedule.
- Billing requirements – All payments to transportation subcontractors will be made in a timely manner pursuant to Florida Statutes. All bills shall be paid within 7 working days to subcontractors after receipt of said payment by the CTC in accordance with Section 287.0585, Florida Statutes.
- Rider/trip data – The CTC management entity will collect and store in a database the name, phone number, address, funding source, eligibility, and special requirements of each passenger.
- Seating - Vehicle seating will not exceed the manufacturer’s recommended capacity.
- Driver Identification - Drivers are required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, except in situations where the driver regularly transports the rider on a recurring basis. All drivers are to have a name badge displayed at all times when transporting passengers. Drivers also have business cards that can be distributed to passengers.
- Passenger Loading Assistance - All drivers shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seat belt or utilization of wheelchair securement devices, storage of mobility assistive devices, and closing the vehicle door. Passengers, especially frail and elderly and/or disabled, shall be assisted from the door of their pick up point to the door of their destination. Other assistance may be provided except in situations in which providing assistance would not be safe for passengers remaining on the vehicle. Assisted access

must be in a dignified manner. Drivers may not assist passengers in wheelchairs more than one step up or down.

- Smoking, Drinking and Eating - There will be no smoking on any vehicles in the coordinated system. Eating and drinking on board the vehicle is prohibited. Exceptions are permitted when required due to an existing medical condition.
- Passenger No-Shows - All scheduled trips (reservations) must be cancelled at least 2 hours prior to the scheduled trip in order to avoid being deemed a “no show”. Passengers are not responsible for “no-shows” due to sudden illness, family or personal emergency, transit connection or appointment delays, extreme weather conditions, operator error, or other unforeseen reasons for which it is not possible to call to cancel or take the trip as scheduled. Late Cancellations and/or No Shows may result in suspension of service. Passengers will be notified of every “no-show” violation in writing. If a passenger receives notice of a no-show violation that proposes a suspension of service, the written notification shall also outline the passenger’s right to appeal the imposition of that sanction. All penalties reset after one year from the initial no-show violation.
- Communication Equipment - All vehicles will be equipped with two-way communication devices.
- Vehicle Air Conditioning and Heating Equipment - All vehicles in the coordinated system shall have working air conditioning and heating. Vehicles that do not have a working air conditioner and/or heater will be scheduled for repair or replacement within five days. Should a vehicle incur a problem, it will be repaired as soon as possible. The owner/operator is responsible for its repair. The priority is that the CTC provides transportation. If a vehicle’s air conditioning or heating is not functioning properly, and, if there are no other vehicles available, the passengers will be transported, rather than canceling a trip. Passengers with health conditions affected by air conditioning or lack thereof will be notified if their vehicle’s air conditioning is not working, and the passenger will be given an opportunity to decide whether or not to take the trip.
- First Aid Policy - Drivers are certified in first aid on an annual basis.
- Cardiopulmonary Resuscitation (CPR) - Drivers are certified in CPR every two years (biennial).
- Driver Background Checks - All drivers in the coordinated system must have a “favorable” background check from the Florida Department of Law Enforcement (“favorable” as defined by the Department of Children and Families policies and procedures).
- Public Transit Ridership - Through the use of a single centralized operation for CTC and fixed route service, coordinated trips will be referred to the fixed route when accessible rather than placed into the CTC paratransit system.
- The CTC will continue to market and encourage the use of bus passes, by individuals and agencies that sponsor trips. It will also measure the use of each pass per month.

- Pick-Up Window - Passengers are not given a set pick-up time. Instead, they are told to be ready for their ride to arrive from between one to two hours before their appointment time. This window is dependent on the service area of the pick-up and drop-off points. The service areas are defined as the Naples Service Area, Golden Gate Estates Service Area, Marco Island Service Area and Immokalee Service Area. Trips within one service area have a one hour window. Trips between service areas have a two hour window. The one to two hour windows are inclusive of travel time between pick-up and drop-off. The CTC may negotiate special pick-up arrangements with the customer, in advance, as the situation dictates. These arrangements shall be documented and maintained on file to distinguish these trips from regularly scheduled trips for determining on-time performance. Medical appointments and employment must follow the "30 minutes early to zero minutes late" policy. All other trips are considered on-time if they arrive one minute before or one minute after scheduled time. Four (4) or more passengers dropped-off and/or picked-up at the same location constitute a group trip. The CTC may negotiate special arrangements with the customer or agency, in advance, for a group trip. These special arrangements will be documented and evaluated separately for on-time performance. Every effort will be made by the CTC to keep the ride times within the service window for these trips.
- All return trips are also scheduled in advance. The pick-up process for return trips is the same as the originating trip. Depending on the location, the window may be one or two hours. General expectations are that travel within a single service area will be within the one hour window and trips between service areas will have a two hour window.
- On-time Performance - The CTC will have a 90% on-time performance rate for all completed trips including both pick-ups and drop-offs. The CTC will report on-time performance at all LCB meetings.
- Advance Reservations - Reservations are taken a day in advance up to 5 p.m. the business day prior to the trip request. Passengers with an urgent need to travel should call the CTC. Unless other regulations are applicable, same day trip requests cannot be guaranteed. However, the CTC will attempt to accommodate the request.
- Accidents - There should be no more than 1.2 accidents per 100,000 miles.
- Road Calls - There should be no less than 10,000 miles between each road call.
- Call-Hold - All calls shall be answered within three rings, and maximum hold time shall be two minutes. The standards listed below are locally developed standards, in addition to those required by Section 41-2.006, Florida Administrative Code.
- Driver Training - All operators, supervisors and safety-sensitive positions shall receive drug and alcohol safety training. Additional training shall consist of driver safety, passenger relations, wheelchair securement, CPR, fire safety and other topics, as deemed necessary. At a minimum, passenger relations and driver safety training shall be conducted annually. All drivers will be annually certified in First Aid. All drivers will be certified every two years in Cardiopulmonary Resuscitation (CPR).

- Oxygen Transport - Passengers may travel with oxygen equipment provided that it is self-administered and can be safely stowed when the vehicle is en route. Drivers are not permitted to supply, connect, or disconnect oxygen.
- Service Animals - Guide dogs or other service animals are allowed if specified when applying for TD and/or ADA sponsored transportation services. Family pets are not allowed.
- On-Board Travel Time - The CTC will make every effort to comply with funding agencies' stated ride times. In situations where it becomes apparent that an individual's on-board travel time will exceed the one hour or two hour window (due to accidents and vehicular breakdown, as examples), the CTC will make every effort to contact the families or caregiver of the passenger.
- Joint Lee and Collier County Local Coordinating Board Meetings - The CTC recognizes the importance of Joint LCB meetings between Lee and Collier Counties for the purpose of developing consistent inter and intra county policies. For this reason, the BCC as the CTC will make every effort to pay for out-of-county TD trips to attend the Joint LCB meetings between Lee and Collier County. These out-of-county trips will be for attendance at Joint LCB meetings only, and will be paid by the BCC, depending on the funding availability.
- Refusal to Pay or No Pays - In an effort to ensure consistent and fair transportation services to all of our passengers, everyone is expected to pay the proper fare upon boarding a CAT Connect. To emphasize the importance of limiting No Pays, CAT Connect adopted the following, zero tolerance of refusal to pay policy: If the passenger does not have the appropriate amount to pay for his or hers co-pay, transportation will not be provided. If the passenger refuses to pay for a return trip the passenger will not be eligible to reserve a future trip until payment of the co-pay has been fulfilled.
- Multiple Destinations - Each trip includes one destination. Brief stops at locations before the scheduled destination will not be allowed. If multiple destinations are needed, each section of the trip must be scheduled separately and the rider must pay a fare for each ride.

Local Complaint and Grievance Procedure

The Local Coordinating Board has adopted the Collier County local complaint and grievance procedures as follows:

If someone is not satisfied and/or disagrees with a decision made as it relates to program eligibility or the provision of service that individual has the right to file a grievance or to request and appeal within 60 days of the decision. For appeals to the No Show/Late Cancellation suspension, passengers must submit a written appeal within 15 business days from the date of the suspension letter.

When making contact with CAT to express a concern with any aspect of the service, customers may call 239-252-777 or write to CAT Connect at 8300 Radio Road, Naples, Florida 34104. When sending a written complaint please include details such as time, date, location and a description of the problem

you experienced. This will help in determining the appropriate personnel to contact in order to resolve any issues(s) as quickly as possible.

CAT is not required to provide ADA complementary paratransit service pending the determination of the appeal, but transportation will continue to be provided for existing passengers while a determination is pending for appeals for no show suspensions. Should the suspension be upheld, suspension implementation will commence the day after the appeal determination. If the decision takes longer than 30 days after completing the appeals process, paratransit service will be provided until that time until that time until a decision to deny the appeal is issued.

For those that are not satisfied with the resolution of the complaint, appellants also have the option to file a grievance or call the Florida Commission for the Transportation Disadvantaged Ombudsmen Hot Line at 1-800-983-2435.

The process to file a grievance or to request an appeal are described below.

Step One:

Contact the Administration General Manager of Collier Area Transit. The General Manager will investigate your concern and provide you a written response within 14 days after the appeal is received.

General Manager
Collier Area Transit
8300 Radio Road
Naples, FL 34104
Telephone: 239-252-7777 or 239-252-4997
Fax: 239-252-5753

Step Two:

Contact the Collier County Public Transit and Neighborhood Enhancement (PTNE) Division Director. The PTNE Director will investigate your concern and provide you a written response within 14 days after the appeal is received.

Public Transit and Neighborhood Enhancement Director
3299 East Tamiami Trail, Suite 103
Naples, Florida 34112
Phone: 239-252-5840 (Front Desk)
E-mail: AltTransModes@colliergov.net

Step Three:

Contact the Collier County Metropolitan Planning Organization to request a formal hearing before the Local Coordinating Board (LCB). The item will be placed on the next available LCB meeting for their

consideration. The Appellant’s attendance at that meeting is encouraged. Once the LCB hears the appeal and makes a determination, a written notification of the appeal determination will be provided.

Collier County Metropolitan Planning Organization Executive Director
 3229 Tamiami Trail, Suite 103
 Naples, Florida 34112
 Phone: 239-252-8192 (Front Desk)

Coordination Contract Evaluation Criteria

In its role as the CTC, Collier County is responsible for planning, coordination and implementation of the most cost effective transportation system possible within Collier County. Before entering into a coordination contract, Collier County analyzes local transportation needs and available resources to ensure that TD services are non-duplicative and can be provided in the most cost effective manner by the proposed coordination contractor. Collier County considers the capabilities of a proposed coordination contractor to comply with record keeping, safety, vehicle operations, state and federal civil rights laws, etc. When applicable, Collier County evaluates the past performance of the proposed coordinated provider before entering into another Memorandum of Understanding.

Cost/Revenue and Allocation and Rate Structure Justification

In March 2018, the Collier MPO’s Local Coordinating Board approved the service rates shown in Table 19 below utilizing the Florida Commission for the Transportation Disadvantaged 2017 Rate Calculation Worksheet. The Rate Calculation Model is a tool utilized by the CTD to standardize the comparison and approval of rates paid to coordinators throughout the State of Florida. The detailed Rate Model worksheets are included in Appendix E.

Table 28. CTD Calculated Rates

FY 2018/2019 CTD Rate Model	
Ambulatory Trip	\$34.02
Wheelchair Trip	\$58.32
Group Trip-Individual	\$18.10
Group Trip-Group	\$51.77
Bus Pass (daily-full fare)	\$4.00
Bus Pass (daily-reduced fare)	\$2.00
Bus Pass (weekly-full fare)	\$15.00
Bus Pass (weekly-reduced fare)	\$7.50
Bus Pass (monthly-full fare)	\$35.00
Bus Pass (monthly-reduced fare)	\$17.50
Marco Express (monthly-full fare)	\$70.00
Marco Express (monthly-reduced fare)	\$35.00

Source: 2018 Collier County TDSP Annual Update

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

During 2018, Collier County conducted an extensive fare structure evaluation to analyze potential fixed-route and paratransit fare changes, assess potential ridership and revenue impacts, minimize adverse impacts to low income and minority persons and identify fare policy recommendations.

The fare study involved a public outreach campaign involving rider intercept surveys, public workshops, and the involvement of the County's Public Transit Advisory Committee. Based on the input received, the majority (77%) of bus riders would support a fare increase if revenue is used to improve service frequency and availability or to access new locations. Fifty percent of ADA riders supported a \$0.50 fare increase and 56% of TD riders supported a fare increase of \$0.25.

At the June 12, 2018 Board of County Commissioner's Meeting a resolution was adopted to implement the following fare structure changes effective October 1, 2018. The effective date for student discount programs is June 12, 2018. Table 20 displays CAT's new fare policy.

Table 29. New CAT Fare Structure Effective October 1, 2018

Service Category	Base Fare	Reduced Fare
One Way Fare	\$2.00	\$1.00
Children 5 Years of Age and Younger	Free	Free
Transfers	Free up to 90 Min.	Free up to 90 Min
Day Pass	\$3.00	\$1.50
Marco Express One-way Fare	\$3.00	\$1.50
Smart Card Passes		
15-Day Pass	\$20.00	\$10.00
30-Day Pass	\$40.00	\$20.00
Marco Express 30-Day Pass	\$70.00	\$35.00
Smart Card Media Fees		
Smart Card Replacement Without Registration	\$2.00	\$2.00
Smart Card Registration	\$3.00	\$3.00
Smart Card Replacement With Registration	\$1.00	\$1.00
Discount Passes		
Summer Paw Pass (Valid June 1-August 31 for Students Age 17 and Under (Cost Includes Smart Card).		\$30.00
30-Day Corporate Pass		\$29.75/mo.
*Reduced Fares are For members of Medicare, Disabled Community, those 65 years and older, children 17 and under, high school and college students and active/retired military personnel. ID required. This fare also applies to the subcontracted transportation provider with the Florida Commission for the Transportation Disadvantaged that provides transportation services under the non-emergency transportation Medicaid contract for Collier County		
Promotional Fares		
Try Transit Day	Annual as designated by the Board	Free
Transit Anniversary	As designated by the PTNE Director	Free
Special Events	Up to 5 events annually (Staff may distribute fare media up to specific value).	\$200/event

Table 30. TD & ADA Fare Structure

TD & ADA Fare Structure	
ADA Fare Full/At or under poverty level	\$3.00/\$1.00
TD Fare - At or below poverty level	\$1.00
TD Fare - 101% to 150% of poverty level	\$3.00
TD Fare - 151% or higher above poverty level	\$4.00

Quality Assurance

The Local Coordinating Board conducted the last evaluation of the CTC in 2017 for the period July 1, 2015 through June 30, 2016 utilizing the CTD's QAPE/LCB CTC Evaluation Workbook. As a result, the following recommendations were made:

- Adopt a goal to “maximize effective transfer of individuals to the fixed route system”.
Status: Completed.
- The TDSP should be revised during the next major update to include a goal to transfer passengers from paratransit to transit.
Status: Completed.
- All Transportation Operator contracts shall be reviewed annually by the CTC and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts previously approved.
Status: Ongoing.
- Cost effectiveness and performance measures for transportation operators and coordination contracts should be provided to the LCB on an annual basis.
Status: Ongoing.
- The CTC is encouraged to review the use of handheld radios to determine if their use is efficient. An analysis was conducted and it was determined that the utilization of handheld radios is the most safe and efficient method of communication.
Status: Completed.
- The pick-up and drop-off times for medical and employment trips continues to be an issue. CAT continues to monitor performance and will incorporate appropriate standards in the new transportation operator's contract.
Status: Ongoing.
- The CTC is working with the vendor to address on-time performance issues. They are also in the process of developing a phone system to inform passengers as to when the driver will be arriving. The CTC is encouraged to pursue the phone system to enhance customer service.
Status: Ongoing.
- The CTC is encouraged to continue training administration staff and drivers to ensure that proper etiquette is being used when dealing with passengers and caretakers.
Status: Ongoing.

Appendices

Appendix A: Private Transportation Providers

2017 List of Private Transportation Providers *

2017 Dec #	2017 Status	Name / Company	License Number
394782	Active	Wheelchair Transport Service, Inc.	LCCTO20080000556
P15000037985	Active	BLUE AREA TRANSPORTATION INC	LCCTO20150002059
L05000054939	Active	PALM AIR TRANSPORTATION, LLC	LCCTO20140003074
L05000113592	Active	Preferred Shuttle LLC	LCCTO20100001647
L05000119388	Active	Ion Transportation, LLC	LC2007000111
L06000060122	Active	MBA Airport Transportation LLC	LCCTO20080000080
L06000089699	Active	Hollywood Limos of Naples LLC	LC2007000034
L06000112808	Active	Gold Star Transport, LLC, (DBA) Tommy's Car Service	LCCTO20090001211
L07000056182	Active	Superior Airport Shuttle LLC	LC2007000052
L07000120363	Active	Naples Transportation & Tours, LLC	LCCTO20090000069
L08000065552	Active	Kreider Enterprises LLC (DBA) Bobby's Airport Transportation	LCCTO20120003198
L09000069455	Active	Florida Garden Coach, LLC	add in 2017
L09000098156	Active	Go Platinum Transportation, LLC	LCCTO20090002265
L09000109823	Active	Airport Express Shuttle, LLC	LCCTO20090002215
L10000078249	Active	ABOVE ALL AIRPORT RIDES, LLC	L10000078249
L11000021775	Active	K. T. S. LLC	LCCTO20150000109
L12000005599	Active	JACK'S AIRPORT TAXI, LLC	LCCTO20140003890
L12000024618	Active	Go Native Adventure Tours, LLC	LCCTO20130001857
L12000072416	Active	Collier Coach LLC	LCCTO20120003757
L12000104856	Active	Victor Fast Transportation LLC	LCCTO20120003378
L12000134109	Active	Naples Elite Transportation, LLC	LCCTO20130001100
L12000141547	Active	Call Saul - Your Personal Driver, LLC	LCCTO20130003572
L12000161357	Active	VALET PROS LLC	LCCTO20130003271
L13000051191	Active	Consider It Done Consulting, LLC (DBA) My Driver	LCCTO20130003428
L13000059967	Active	Sunlight Transportation, LLC (DBA) SWFL-LIMO	LCCTO20130001755
L13000129175	Active	Airport Express Naples LLC dba Direct Transportation	LCCTO20140002706
L14000004736	Active	All Around Transportation L.L.C.	LCCTO20150003016
L14000041355	Active	Naples Taxi Alberto's, LLC	LCCTO20130001697
L14000041355	Active	NAPLES TAXI ALBERTO'S LLC	L14000041355
L14000051797	Active	Care Med Transportation, L.L.C.	LCCTO20140002739
L14000068204	Active	ANDERSON'S DRIVING SERVICE, LLC	LCCTO20150000275
L14000105439	Active	Clearwater Transportation Company, LLC	LCCTO20140003469
L14000180284	Active	ON TIME CAR SERVICE "LLC"	LCCTO20140004205
L14000191240	Active	Sunlight Limo LLC	LCCTO20150000522
L15000068494	Active	ASCOT TRANSPORTATION, LLC	LCCTO20150001775
L15000118186	Active	OUT ON THE TOWN TRANSPORTATION, LLC	LCCTO20150003179
L15000122341	Active	RC TAXI SERVICES LLC	LCCTO20150003397
L15000123758	Active	P & J Transportation LLC	LCCTO20120000819
L15000142483	Active	B & K Transportation Services	L15000142483
L16000035957	Active	The Best Transportation In Naples, LLC	LCCTO20120004347
L16000204171	Active	Clearwater Transport, LLC	LCCTO20140003469
L85378	Active	Aaron Airport Transportation Inc	LCCTO20120001305
P02000008780	Active	Ocean Drive Travel and Tours, Inc.	LCCTO20130002543
P02000024339	Active	CSP Associates, Inc (DBA) Ambassador Transportation	LCCTO20130003784
P03000006541	Active	Dolphin Transportation Specialists, Inc.	LC2007000122
P03000020491	Active	Naples Airport Shuttle, Inc.	LC2007000048
P03000089714	Active	Naples Chauffeur Service, Inc.	LC2007000038
P04000072212	Active	DoIno Classic Transportation, Inc. (DBA) Classic Transportation	LC2007000136
P04000118241	Active	Roger's Limo Service, Inc.	LC2007000047
P04000165392	Active	Alpha Transportation Services	LCCTO20150003005
P05000060144	Active	J. Poelker Transportation Services, Inc. DBA Apple Transportation	LC2007152565
P05000071212	Active	Yellow Cab Transportation of Lee County Inc (DBA) Yellow Cab Transportation of Collier County	LCCTO20110000435

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

P05000124873	Active	Maintain Domain Etc. Inc.	LCCTO20130003359
P05000131512	Active	Naples Limousine Service, Inc. dba Naples Limousine	LC2007000093
P05000150202	Active	Canary Transportation, Inc	LC2007000103
P06000000758	Active	Clean Ride Limo, Inc.	LCCTO20150000424
P06000025022	Active	Arkway Taxi, Inc	LC2007000108
P06000057093	Active	Atlantis Cars & Limousines, Inc.	LC2007000146
P06000107876	Active	Limotions Inc	LCCTO20090000353
P07000069504	Active	American Comfort Limousines, Inc.	LCCTO20080000103
P07000115042	Active	Gulampu Corp	LCCTO20080000968
P08000087884	Active	EZ JOURNEY INC	LCCTO20090000040
P09000015212	Active	Ocean Line Transportation Inc.	LCCTO20090000284
P09000062272	Active	A 1 on 1 Professional Limousine Service, Inc.	LCCTO20090002266
P09000078579	Active	VANDERBILT TRANSPORTATION COMPANY	LCCTO20090001958
P10000001101	Active	Eagle Taxi Inc	LCCTO20080000622
P10000012661	Active	A CARR TRANSPORTATION INC	LCCTO20100000426
P10000021639	Active	Luxury Taxi Service of SWFL Inc, (DBA) Luxury Taxi Service	LCCTO20080000021
P10000021710	Active	TAXI PAM, INC.	LCCTO20100001340
P10000024724	Active	Crowne Transportation Inc	LCCTO20120000599
P10000034763	Active	Taxi Hispano SW, Inc	LCCTO20110000345
P10000075171	Active	Five Star Enterprises of Southwest Florida, Inc.	LCCTO20110001120
P11000028295	Active	Flemingo Transportation	P11000028295
P11000058954	Active	A Blue Ribbon Transportation Services Co.	LCCTO20130001075
P12000008555	Active	Taxi Latino Inc	LCCTO20120000516
P12000058344	Active	ANY TIME PARTY BUS, INC	LCCTO20150000388
P12000070683	Active	El Catrachito Taxi Inc	LCCTO20120003384
P12000089534	Active	Bluebird Mobility Inc.	LCCTO20130001032
P13000008170	Active	avid's	LCCTO20130000519
P13000066295	Active	Poly Taxi Inc	LCCTO20130002941
P13000068194	Active	TLC Transport Company of Southwest Florida Inc.	LCCTO20130003356
P13000085497	Active	BLUEBIRD TAXI OF LEE COUNTY INC (DBA) BLUEBIRD EXECUTIVE	LCCTO20110000432
P13000092092	Active	SEDAN TRANSPORTATION Engel and Welch Enterprises, Inc.	LCCTO20140004346
P13000092484	Active	PRISTINE TRANSPORTATION, INC (DBA) PRISTINE TRANSPORTATION	LCCTO20130004023
P14000051994	Active	Independent Taxi Naples Inc	LCCTO20150000661
P15000006623	Active	Safeway Taxi Corp	LCCTO20150000396
P15000017080	Active	T&T Tronev Inc (DBA) Abritus	LCCTO20150001113
P15000041097	Active	Red Rover Transportation of SW FL Inc	LCCTO20150002061
P15000043913	Active	NAPLES EXPRESS TRANSPORTATION, INC.	LCCTO20150002020
P15000063906	Active	ALL ABOARD LIMO INC	LCCTO20150003490
P15000085150	Active	Naples Royal Transportation, Inc.	Added 2016
P16000007596	Active	CITY TRANSPORTATION OF NAPLES, INC	LCCTO20150002359
P17000079556	Active	Naples Limo Services	Added 2016
P93000064088	Active	Majestic Transportation Services Inc	LC2007000050
P94000041309	Active	ROYAL FLORIDIAN TRANSPORTATION, INC.	LC2007000053
P95000018197	Active	A-OK Transportation, Inc.	LC2007000002
P95000096326	Active	Elite Limousine Service of SW Florida, Inc.	LC2007000042
P96000003308	Active	The Nellie Group Inc, (DBA) A-Action Transportation Service	LC2007000003
P96000069918	Active	Checker Airport Transportation, Inc.	LCCTO20110000416
P97000083935	Active	Alfonso Transport, Inc	P97000083935
P99000030245	Active	L.A. Limousine Service, Inc.	LC2007000051

Appendix B: CAT Connect Application



Collier Area Paratransit (CAP) is a public transportation shared-ride door-to-door service that is **ONLY** available for individuals who do not have access to any other means of transportation, including the Collier Area Transit (CAT) bus service (fixed route). The CAP program provides transportation service through the Florida Department of Transportation for eligible individuals through several funding programs, including the American with Disability Act (ADA) and Florida Commission for the Transportation Disadvantaged (TD). CAP can be used for medical appointments, work, school and other trips depending on the funding program the individual qualifies under. The information requested on this application is intended to help us determine the funding program you qualify for.

The qualification guidelines for each program are shown below. If you are unsure whether you qualify, have any questions, or need assistance completing this application, please call our Customer Service Department at (239) 252-7272 or the CAT office at (239) 252-7777. For TTY/TDD devices call (800) 955-1339.

For MEDICAID TRANSPORTATION please call (877) 254-1055.

Eligibility Criteria	
ADA	TD
<ul style="list-style-type: none"> Your trips origin and destination are within the ADA corridor* You have a recognized disability verified by an accepted medical professional Unable to Utilize CAT Fixed Route 	<ul style="list-style-type: none"> Your trips origin or destination must reside outside the ADA corridor but within Collier County. You have a physical or mental disability, income status, or age; that prevents you to transport yourself or to purchase transportation; Or you are a Pre-school child who is handicapped or high-risk or at-risk.

- Eligibility is a functional determination of the applicant’s ability to use the CAT bus service (fixed route), and not simply a medical or psychiatric diagnosis.
- The ADA certification process may involve a telephone interview and/or a personal functional assessment to determine if and how the applicant’s transit needs can be met. Collier Area Paratransit will pay for the functional assessment as well as provide transportation to and from the evaluation, if necessary. The in-person assessment begins with a one-on-one interview, designed for an applicant to provide details regarding his/her travel skills and abilities. During the interview, the assessor determines whether the applicant can safely participate in the functional assessment process. A mobility assessment focuses on each applicant’s functional and cognitive abilities. Through assessments, an evaluator can determine environmental, architectural, and personal

* ADA Corridor – ¼ mile from a CAT fixed route.

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

barriers that may impact an applicant's ability to safely and independently access public transportation.

- All applicants will be notified of the outcome of their application.
- **PROCESSING OF THIS APPLICATION CAN TAKE UP TO 21 CALENDAR DAYS.** The 21 day period begins **AFTER** a complete application is received.
- **Travel Training** is a **FREE** service that is offered and creates opportunities for community access by teaching you how to use the CAT bus service (fixed route). The Travel Trainer will work with you in either an individual or small group setting to teach you the travel skills needed to get to your destination safely and independently. The Travel Trainer will work with you until you are capable and confident to travel your route on your own.

REMEMBER WHEN COMPLETING THIS APPLICATION!

1. Type or PRINT legibly. **ILLEGIBLE, INCOMPLETE AND/OR UNSIGNED APPLICATIONS WILL NOT BE ACCEPTED AND WILL BE RETURNED. THIS WILL CAUSE A DELAY IN YOUR ELIGIBILITY DETERMINATION.**
2. To confirm disability **THE MEDICAL VERIFICATION SECTION IS REQUIRED** and must be completed by an accepted medical professional (see list on top of Medical Verification form).
3. **PROOF OF INCOME IS REQUIRED IF A REDUCED CO-PAY IS REQUESTED.** Acceptable types of proof of income are pension benefit statements, unemployment benefits, or current paystubs.
4. Complete all sections of the application requested, return all information requested, and sign where indicated.

Note: All CAT bus service (fixed route) vehicles are wheelchair accessible and equipped with wheelchair lifts. Therefore, use of a wheelchair does not automatically justify use of paratransit service. Bus operators or automatic systems announce major streets and intersections and/or all vehicles are equipped with automated enunciators.

OFFICE USE ONLY - DO NOT WRITE IN THIS SPACE

Customer ID#:

Date Received: _____ Initial Reviewer: _____ Date: _____
 Review Start Date: _____ Final Reviewer: _____ Date: _____

New Application: Approved Temporary Conditional: _____
 Re-certification: Denied Permanent ADA \$1.00 \$3.00
 TD \$1.00 \$3.00 \$6.00 \$7.00 \$0.00 Senior Service

PCA Needed: YES NO Funding Source: ADA TD
 Assessment: Date: _____ TT Requested: YES NO

ADA Approval: _____
 TD Approval: _____
 Conditional / Temporary: _____

SECTION 1 – GENERAL INFORMATION (PLEASE PRINT)

- Check here if you are a current Paratransit rider
- Check here if you currently receive Medicaid or any program that would pay for transportation.

Date of Birth: ___/___/___ Sex: Male Female

Last Name: _____ First Name: _____ M.I. _____

Street Address: _____ Apt.#: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Cell Phone: _____

Email: _____

Name of Subdivision, Building Complex Name, and/or Facility Name:

Is a gate code required for entry? YES NO Code Number _____

Mailing Address (if different from above): _____

Is this a Nursing Home ACLF/ALF Boarding Home

Does the facility you live in have a vehicle to transport residents? YES NO

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Have you ever been transported by this facility? YES NO

Do you require materials or correspondence in an alternative format? If so, please specify:

Large Print Audio Computer Other _____

If the applicant received assistance completing this application, please specify:

Name: _____ Relationship: _____ Phone: _____

Do you authorize this person to assist you with future travel arrangements? YES NO

List additional persons that are authorized to assist you with travel arrangements in the future:

Emergency Contact: Name and telephone number of someone we can call in an emergency.

Name: _____ Relationship: _____

Home Phone: _____ Cell Phone: _____

TRAVEL INFORMATION

1. How do you currently travel to appointments or to other activities such as grocery shopping?

2. Have you ever used the Collier Area Transit's bus service? YES NO

NOTE: Collier Area Paratransit offers travel training services to teach individuals how to use the CAT bus service. Participation in travel training will not affect your eligibility for ADA Paratransit service.

Check here if you are interested in receiving additional information on travel training.

MOBILITY INFORMATION

All Collier Area Transit's buses are wheelchair accessible. Therefore, use of a wheelchair does not automatically justify use of Paratransit service.

1. Please check the appropriate mobility aid(s) or equipment listed below that you use to assist you when you travel.

Powered scooter/wheelchair

Oxygen tank

Walker

Manual wheelchair

Cane

Service Animal

Other (specify): _____

Applicant special accommodation for transport: _____

NOTE: Collier Area Paratransit will transport all mobility devices measuring up to 48 inches in length, 30 inches in width, and between 800 to 1000 pounds in weight when occupied.

COMMON DESTINATIONS

List the doctors, medical facilities or other locations you visit on a regular basis and how you currently travel to those appointments.

- a. Doctors Name/Medical Facility _____
 Phone Number _____
 Address _____
- b. Doctors Name/Medical Facility _____
 Phone Number _____
 Address _____
- c. Other non-medical destination _____
 Address _____
- d. Other non-medical destination _____
 Address _____

SECTION 2 – TD APPLICANTS OR REDUCED CO-PAY

NOTE: Proof of income is required. Please submit with completed application.

1. In order to determine if you qualify as Transportation Disadvantaged (TD), please answer the following:

_____ # of persons in your household \$_____ Total Annual Household Income

2. How many personal vehicles are owned or used by members in your household?

- 0
- 1
- 2 or more

3. Are these vehicles available for use? If not, please state why:

NOTE: Acceptable types of proof of income are pension/social security benefit statements, unemployment benefits, bank statements or current paystubs.

SECTION 3 – ALL APPLICANTS

APPLICANT CERTIFICATION

I understand the information contained in this application will be kept confidential and shared only with professionals involved in evaluating my eligibility for Paratransit Shared-Ride Service. I certify the information provided in this application is true and correct. I understand that providing false or misleading information, or making false statements on behalf of others constitutes fraud and is considered a felony under the laws of the State of Florida. I authorize the professional(s) listed to release information to COLLIER AREA PARATRANSIT Program about my disability and its effects on my ability to travel on the COLLIER AREA TRANSIT bus service (fixed route). I understand that I may revoke this authorization at any time with written notice to COLLIER AREA PARATRANSIT Program.

THIS APPLICATION MUST BE SIGNED

Signature of applicant: _____ Date: _____

If Applicant is unable to sign this form, he/she may have someone sign and certify on applicant's behalf.

Proxy Signing for Applicant: _____ Date: _____

Print Name: _____

Relationship to applicant: _____

WHEN COMPLETED, PLEASE

MAIL APPLICATION TO: Collier Area Paratransit Program
CAT OPERATIONS CENTER
8300 RADIO ROAD
NAPLES, FL 34104

OR FAX APPLICATION TO: (239)252-4464

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

MEDICAL VERIFICATION (*Must be completed by accepted medical professional*)

FOR ADA OR if you are applying for TD due to a medically verified physical or cognitive condition, impairment, or disability: A Medical Verification Form must be completed and signed by a licensed medical professional. Accepted medical professionals include:

- Medical Doctor
- Doctor of Osteopathic Medicine
- Doctor of Chiropractic
- Occupational Therapist - Licensed and Registered
- Audiologist
- Ophthalmologist
- Psychologist
- Registered Nurse
- Physical Therapist
- Licensed Practical Nurse

Dear Medical Professional:

In order to process this applicant's request for Collier Area Paratransit (CAP) eligibility, we require this form be completed. Only licensed medical professionals having knowledge of the applicant's functional ability to use the Collier Area Transit (CAT) bus service (fixed route) should complete this form. CAP is the shared-ride door-to-door service and CAT is the fixed route bus service.

All CAT bus service (fixed route) vehicles are wheelchair accessible and equipped with wheelchair lifts. Therefore, use of a wheelchair does not automatically justify use of paratransit service. Bus operators or automatic systems announce major streets and intersections and/or all vehicles are equipped with automated enunciators.

Thank you for your assistance.

Contact information:

Collier Area Paratransit Program Customer Service

Phone: (239) 252-7272 or (239) 252-7777

Fax: (239) 252-4464 or (239) 252-5753

Email: AltTransmodes@colliergov.net

Additional information can be found on our website www.colliergov.net/cat.

MEDICAL VERIFICATION – ADA & TD DISABILITY APPLICANTS
(MUST BE COMPLETED BY MEDICAL PROFESSIONAL)

APPLICANT'S NAME: _____ Date of Birth: ___/___/___

1. What are the disability/ies or health conditions that affect the applicant's ability to use the Collier Area Transit bus service (fixed route)?

2. Does this person require a Personal Care Attendant (PCA) while traveling? Yes No

3. How long has this disability been present? _____

Is the disability permanent, temporary or progressive?

If temporary, how long? _____

4. Please describe any other medical conditions this person has at this time and severity, in detail, including any restrictions, limitation, and prognosis. _____

5. How long have these conditions been present? _____

Is condition permanent, temporary or progressive?

6. Is this person able to:

- Yes No Communicate addresses, destinations, and phone numbers?
- Yes No Read and/or monitor time?
- Yes No Ask for, understand, and follow instructions?
- Yes No Deal with unexpected situations or changes in routine?
- Yes No Safely and effectively travel through crowded or complex facilities?

In signing, I acknowledge that, to the best of my knowledge, the information in this evaluation form is true and correct. I understand that providing false or misleading information could result in the re-examination of the eligibility status of the applicant as well as prosecution to the maximum extent allowed by the laws of the state of Florida.

Signature: _____ Date: _____

Print or type Name and Title: _____

State of Florida License Number: _____

Business Address: _____ Phone Number: _____

City: _____ State: _____ Zip Code: _____

Appendix C: Vehicle Inventory

PARATRANSIT VEHICLES								
UNIT #	YEAR	MAKE	TYPE	LIFT/RAMP	MILEAGE	VIN #	FUNDING SOURCE	OWNER
CC2-1045	2015	CHEVROLET	GLAVEL	LIFT	141,552	1GB6G5BL4E1202016	5310	Collier BOCC
CC2-1046	2015	CHEVROLET	GLAVEL	LIFT	133,101	1GB6G5BL7E1201782	5310	Collier BOCC
CC2-1047	2015	CHEVROLET	GLAVEL	LIFT	137606	1GB6G5BL2E1201074	5310	Collier BOCC
CC2-1048	2015	CHEVROLET	GLAVEL	LIFT	116,820	1GB6G5BL9E1201346	5310	Collier BOCC
CC2-1049	2015	CHEVROLET	GLAVEL	LIFT	150,815	1GB6G5BL5E1201389	5310	Collier BOCC
CC2-1113	2015	CHEVROLET	GLAVEL	LIFT	122,302	1GB6G5BL0F1259279	5310	Collier BOCC
CC2-1114	2015	CHEVROLET	GLAVEL	LIFT	117,513	1GB6G5BL0F1261808	5310	Collier BOCC
CC2-1115	2015	CHEVROLET	GLAVEL	LIFT	108,409	1GB6G5BL8F1262043	5310	Collier BOCC
CC2-1116	2015	CHEVROLET	GLAVEL	LIFT	118,259	1GB6G5BL6F1263000	5310	Collier BOCC
CC2-1117	2015	CHEVROLET	GLAVEL	LIFT	114,810	1GB6G5BL0F1263333	5310	Collier BOCC
CC2-1376	2016	VPG	MV1	RAMP	45,796	57WMD2C64GM100120	5310	Collier BOCC
CC2-1377	2016	VPG	MV1	RAMP	9,000	57WMD2C63GM100433	5310	Collier BOCC
CC2-1378	2016	VPG	MV1	RAMP	20,074	57WMD2C64GM100540	5310	Collier BOCC
CC2-1410	2016	CHEVROLET	GLAVEL	LIFT	73,349	1GB6GUBL7G1138289	5310	Collier BOCC
CC2-1411	2016	CHEVROLET	GLAVEL	LIFT	59,624	1GB6GUBL0G1140658	5310	Collier BOCC
CC2-1412	2016	CHEVROLET	GAVEL	LIFT	52,728	1GB6GUBL3G1265573	5310	Collier BOCC
CC2-1842	2017	FORD	GAVEL	LIFT	1,521	1FD4E4F3HDC70786	5310	Collier BOCC
CC2-1843	2017	FORD	GAVEL	LIFT	1,465	1FD4E4F3HDC70794	5310	Collier BOCC
CC2-1844	2017	FORD	GAVEL	LIFT	1,467	1FD4E4F3HDC70791	5310	Collier BOCC
CC2-1845	2017	FORD	GAVEL	LIFT	1,496	1FD4E4F3HDC70785	5310	Collier BOCC
CC2-793	2013	CHEVROLET	TURTLE TOP	LIFT	202,888	1GB6G5BLD1153772	5310	Collier BOCC
CC2-794	2013	CHEVROLET	TURTLE TOP	LIFT	189,177	1GB6G5BLD1153948	5310	Collier BOCC
CC2-795	2013	CHEVROLET	TURTLE TOP	LIFT	194,455	1GB6G5BLD1155019	5310	Collier BOCC
CC2-868	2012	VPG	MV1	RAMP	89,668	523MF1A60CM101667	5310	Collier BOCC
CC2-879	2014	FORD	E450	LIFT	176,656	1FD4E4FL0EDA75938	S CONROY	Collier BOCC
CC2-997	2014	VPG	MV1	RAMP	76,441	57WMD1A65EM100427	S CONROY	Collier BOCC

Paratransit Replacement	
Year	No. of Vehicles
2018	0
2019	4
2020	5
2021	6
2022	5
2023	5
2024	1
2025	0
2026	1

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Appendix D: SSPP Certification



Bus Transit System Annual Safety and Security Certification

*Certifying Compliance with Rule 14-90, FAC to the
Florida Department of Transportation (FDOT)*

February 2, 2018.
MV Contract Transportation, Inc.
8300 Radio Rd
Naples, FL 34104

The Bus Transit System (Agency) named above hereby certifies the following:

1. *The Agency has adopted a System Safety Program Plan (SSPP) and a Security Program Plan (SPP) pursuant to the standards set forth in Rule Chapter 14-90, Florida Administrative Code.*
2. *The Agency is in compliance with its adopted SSPP and SPP.*
3. *The Agency has performed annual safety inspections on all operational vehicles in accordance with Rule Chapter 14-90, Florida Administrative Code.*
4. *The Agency has conducted reviews of SSPP and SPP and the plans are up to date.*

Blue Ink Signature:  Date: 2/26/18
(Individual Responsible for Assurance of Compliance)

Name: Braian Morales

Title: General Manager

Name and address of entity(ies) which has (have) performed bus safety inspections and security assessments:

Name: MV Contract Transportation, Inc.

Address: 8300 Radio Rd Naples, FL 34104

Name of Qualified Mechanic who Performed Annual Inspections: All Out Automotive
Rodney Batcher

* Note: Please do not edit or otherwise change this form.

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Appendix E: CTD Rate Model Worksheet

Worksheet for Multiple Service Rates

CTD: Collier County 8/1/2018 14
 County: Collier County

1. Answer the questions by completing the GSTRN table starting in Section 1 for all services.
 2. Follow the GSTRN PDF prompts showing you to click or go to certain questions and sections based on previous answers.

SECTION 1: Services Provided

1. Will the CTD be providing any of these services in transportation of backlogged passengers in the upcoming budget year?

Service	Available	Unavailable	Not Offered	Not Offered
Will the CTD be providing any of these services in transportation of backlogged passengers in the upcoming budget year?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

SECTION 2: Contracted Services

1. Will the CTD be contracting out any of these services TOTALLY in the upcoming budget year?

Service	Available	Unavailable	Not Offered	Not Offered
Will the CTD be contracting out any of these services TOTALLY in the upcoming budget year?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

2. If you answered YES to #1 above, do you want to enter the billing rate by simply dividing the proposed contract amount by the proposed Passenger Miles (passenger trips)?

Service	Available	Unavailable	Not Offered	Not Offered
If you answered YES to #1 above, do you want to enter the billing rate by simply dividing the proposed contract amount by the proposed Passenger Miles (passenger trips)?	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service? How many of the total proposed passenger trips relate to the contracted service?

Service	Available	Unavailable	Not Offered	Not Offered
Contract Amount	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Passenger Miles	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Effective Rate for Contracted Services per Passenger Mile

Service	Available	Unavailable	Not Offered	Not Offered
Effective Rate for Contracted Services per Passenger Mile	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

4. If you answered #1 & 2 with a Contract Rate per Trip 0.0000 per mile section for 1 or more services, INPUT the Contract per Trip Rate (not mile fee) per trip rate in all above 1 Rate per Passenger Mile for Rates:

Service	Available	Unavailable	Not Offered	Not Offered
Contract Rate per Trip	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Worksheet for Multiple Service Rates

1. Answer the questions by completing the GREEN cells starting in Section I for all services
 2. Follow the GMR RED prompts directing you to skip or go to certain questions and sections based on previous answers

CITY: Collier County # Section 14
 COUNTY: Collier County

SECTION III: Recruit Services

1. Do you want to charge all events a fee? Yes No

2. If you answered Yes in #1, do you want to charge the fee per passenger by CR Pass Yes Pass No

3. If you answered Yes in #1 and completed #2, for how many of the projected Passenger Tips / Passenger Miles will a passenger be accompanied by an escort? Passenger Tips

4. How much will you charge each escort? \$0.00 per Passenger Tip

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears in purple, what is the projected total number of Group Service Passenger Miles? 0.00

..... And what is the projected total number of Group Vehicle Seating Miles? 0.00

SECTION V: Rate Calculations for Multiple Services

1. Input Projected Passenger Miles and Passenger Tips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically

* Miles and Tips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet. MINUS miles and tips for completed services if no rates were calculated in the Section 2 above

* Be sure to save the service 02000 if you answered NO in Section 1 or YES in question #2 in Section 2

		02000 FOR FY: 2018 - 2019		
	Amount	Wheel Chair	Wheeler	Group
Projected Passenger Miles (including totally automated services addressed in Section 2) =	1,342,844	1,342,844	204,268	0
Rate per Passenger Mile =	\$0.07	\$0.06	\$0.06	\$0.01
				per passenger per group

		Amount	Wheel Chair	Wheeler	Group
Projected Passenger Tips (including totally automated services addressed in Section 2) =	\$0.00	0.00	0.00	0.00	
Rate per Passenger Tip =	\$0.00	\$0.00	\$0.00	\$0.00	
				per passenger per group	

2. If you answered #1 above and want a COMBINED Rate per Tip 02000 a per Mile add-on for 1 or more services, ...

... INPUT the Desired Rate per Tip (but must be 0.00 per tip rate above) =

Combination Tip and Mile Rate				
	Amount	Wheel Chair	Wheeler	Group
Rate per Passenger Mile for Selection =	\$0.07	\$0.06	\$0.06	\$0.01
				per passenger per group

Rates if No Government Funds Have Identified Or Subsidy Funds				
	Amount	Wheel Chair	Wheeler	Group
Rate per Passenger Mile =	\$1.00	\$1.00	\$1.00	\$1.00
				per passenger per group

	Amount	Wheel Chair	Wheeler	Group
Rate per Passenger Tip =	\$0.00	\$0.00	\$0.00	\$0.00
				per passenger per group

Attachment: TDSP Major Update (7218 : Ratification of TDSP Major Update)

Worksheet for Multiple Service Rates

1. Answer the questions by completing the GREEN cells starting in Section I for all services
 2. Follow the GMR RED prompts directing you to skip or go to certain questions and sections based on previous answers

CITY: Collier County # Section 14
 COUNTY: Collier County

Program These Rates Use Your Modified Worksheet Data

EXECUTIVE SUMMARY

Citizens Advisory Committee Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Citizens Advisory Committee (CAC) related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The CAC Chair will provide a verbal report providing additional information regarding recent committee activities.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Eric Ortman, Senior Planner

ATTACHMENT(S)

1. October CAC Chair Report (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 7.A.1**Doc ID:** 7219**Item Summary:** Citizens Advisory Committee (CAC) Chair Report**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 10:19 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 10:19 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:08 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:09 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

CAC Committee Chair Report

The Citizens Advisory Committee (CAC) met on October 29, 2018 and a quorum was achieved.

Committee Actions

- The Committee did not endorse proposed amendments to the MPO Bylaws stating that the bylaws should not be changed. The vote was six-to-one against. The proposed changes were to modify CAC membership requirements.
- Endorsed Amendments to the FY2019-2023 Transportation Improvement Program (TIP)

Presentations and Discussions

- The committee discussed staff's proposed revisions to the Draft Bicycle & Pedestrian Master Plan, made in response to extensive comments received from the public, technical staff and advisory committee members. The discussion centered on:
 - Environmental Justice (EJ) – number of anomalies resulting from Census Block Group geographic level and data suppression for reasons of privacy; staff commitment to refine based on local knowledge
 - Existing conditions base map and all maps – accuracy and legibility; staff's commitment to refine based on completion of joint NPC/City of Naples/MPO existing conditions map
 - Visions, goals and objectives – Additions proposed by the Department of Health, BPAC member
 - Public comments – Need to be reviewed and incorporated into draft; staff is preparing compilation of all comments received to-date
 - Analysis and clarification of network needs and gaps; staff is conducting further analysis using GIS overlays to address comments received
 - Policy clarification including design guidelines, Complete Streets, US 41 East and SR 29
- Staff presented a revised draft Public Participation Plan which the committee discussed without taking any action.

The next regularly scheduled meeting is on November 26 at 2:00 p.m.

EXECUTIVE SUMMARY

Technical Advisory Committee Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Technical Advisory Committee related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. Staff typically provides a verbal report at the MPO Board meeting, although the Chair is welcome to do so.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. October TAC Chair Report (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 7.B.1**Doc ID:** 7220**Item Summary:** Technical Advisory Committee (TAC) Chair Report**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 10:32 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 10:32 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:25 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:25 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

TAC Committee Chair Report

The Technical Advisory Committee (TAC) met on October 29, 2018 and a quorum was achieved.

Actions

- The committee endorsed the amended MPO Bylaws
- The committee endorsed the amendment to FY 2019-FY2023 TIP

Presentations

- The committee received a presentation on, and discussed, staff's proposed revisions to the Draft Bicycle & Pedestrian Master Plan, made in response to extensive comments received from the public, technical staff and advisory committee members. The discussion centered on:
 - Environmental Justice (EJ) – number of anomalies resulting from Census Block Group geographic level and data suppression for reasons of privacy; staff commitment to refine based on local knowledge
 - Existing conditions base map and all maps – accuracy and legibility; staff's commitment to refine based on completion of joint NPC/City of Naples/MPO existing conditions map
 - Visions, goals and objectives – Additions proposed by the Department of Health, BPAC member
 - Public comments – Need to be reviewed and incorporated into draft; staff is preparing compilation of all comments received to-date
 - Analysis and clarification of network needs and gaps; staff is conducting further analysis using GIS overlays to address comments received
 - Policy clarification including design guidelines, Complete Streets, US 41 East and SR 29
- The committee received a presentation on, and discussed, revisions to the draft Public Participation Plan made by MPO staff in response to County Transportation Planning staff comments; no additional comments were made

Distribution Items

- The committee received a copy of the 2019 MPO Calendar

Next Meeting Date

- The next regularly scheduled meeting will be on November 26, 2018 at 9:30 a.m.

EXECUTIVE SUMMARY

Bicycle and Pedestrian Advisory Committee Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Bicycle and Pedestrian Advisory Committee (BPAC) related to recent committee actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The BPAC Chair will provide a verbal report providing additional information regarding recent committee activities.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in his/her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Eric Ortman, Senior Planner

ATTACHMENT(S)

1. October BPAC Chair Report (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 7.C.1**Doc ID:** 7222**Item Summary:** Bicycle and Pedestrian Advisory Committee Chair Report**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 10:35 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 10:35 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:06 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:07 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

BPAC Committee Chair Report

The Bicycle and Pedestrian Advisory Committee (BPAC) met on October 16, 2018 and a quorum was achieved.

Committee Actions

There were no formal committee actions.

Presentations and Discussions

The committee discussed staff's proposed revisions to the Draft Bicycle & Pedestrian Master Plan, made in response to extensive comments received from the public, technical staff and advisory committee members. The discussion centered on:

- Environmental Justice (EJ) – number of anomalies resulting from Census Block Group geographic level and data suppression for reasons of privacy; staff commitment to refine based on local knowledge
- Existing conditions base map and all maps – accuracy and legibility; staff's commitment to refine based on completion of joint NPC/City of Naples/MPO existing conditions map
- Visions, goals and objectives – Additions proposed by the Department of Health, BPAC member
- Public comments – Need to be reviewed and incorporated into draft; staff is preparing compilation of all comments received to-date
- Analysis and clarification of network needs and gaps; staff is conducting further analysis using GIS overlays to address comments received
- Policy clarification including design guidelines, Complete Streets, US 41 East and SR 29

The next regularly scheduled meeting is on November 20 at 9:00 a.m.

EXECUTIVE SUMMARY

Local Coordinating Board Chair Report

OBJECTIVE: For the MPO Board to receive a report from the Chair of the Local Coordinating Board (LCB) related to recent LCB actions and recommendations.

CONSIDERATIONS: Staff prepared the attached written report. The LCB Chair may provide additional information to the Board.

COMMITTEE RECOMMENDATION: Committee recommendations are reported in the Executive Summary for each action item, and may be elaborated upon by the Chair in her report to the Board.

STAFF RECOMMENDATION: Not applicable

Prepared by: Brandy Otero, Senior Planner

ATTACHMENT(S)

1. October LCB Chair Report (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 7.E.1**Doc ID:** 7223**Item Summary:** Local Coordinating Board (LCB) Chair Report**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 10:46 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 10:46 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:11 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:11 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

LCB Chair Report

The Local Coordinating Board (LCB) met on October 24th and a quorum was attained.

The LCB reviewed and approved the Transportation Disadvantaged Service Plan Major Update. They received information from a representative of the Agricultural and Labor Program regarding the Low-Income Home Energy Assistance Program that is available to help residents in need pay their electric bill.

The next LCB meeting is scheduled for **December 5th at 2:30 p.m.**, at the Collier County Government Center, Building F, Information Technology Training Room, 5th Floor - 3299 E. Tamiami Trail, Naples.

EXECUTIVE SUMMARY

Approval of Amendments to the FY 2019-2023 Transportation Improvement Program (TIP)

OBJECTIVE: For the Board to approve Amendments to the FY2019-2023 Transportation Improvement Program (TIP).

CONSIDERATIONS: The Florida Department of Transportation (FDOT) has requested the following amendments to the FY 2019-2023 TIP to ensure planning consistency with the current FDOT Work Program:

1. Delete Financial Project Number (FPN) # 441845-1 Lake Trafford Rd from Little League Rd to Laurel Street \$92,245 Surface Transportation Program, Any Area (SA) Preliminary Engineering (PE) 2019 (bike lane/sidewalk)
2. Delete FPN #441845-2 Lake Trafford Rd from Carson Rd to Laurel St \$71,209 SA PE 2019 (sidewalk)
3. Add FPN #443375-1 Collier County Lake Trafford Rd Sidewalk and Bike Lanes \$92,000 EM19 PE 2019
4. Add FPN #443375-2 Collier County Lake Trafford Rd Sidewalk and Bike Lanes \$83,000 EM19 PE 2019
5. Add FPN # 435111-2 SR 951 from Manatee Rd to N of Tower Rd Right of Way (ROW) State Primary Highways and PTO (DS)/ State In-House Product Support (DIH) total \$4,387,800 2019
6. Advance Funding FPN #4404391- Bus Shelters, Various Locations - Advance \$572,360 from FY22 to FY19. No change to project budget, funding code or phase
7. Add FPN #4443971-14-01 - Park and Ride Study - \$60,000 Local Funds/State Public Transportation Office (DPTO) 14 2019

The MPO Amendment Forms requiring signatures are included as **Attachment 1**. The project sheets reflecting the amendments and administrative modification are included as **Attachment 2**. The FDOT letters requesting the amendments are included as **Attachment 3**. There were two required 21-day public comment periods: September 18th through October 9th and October 17th through November 7th. As of publication of this Executive Summary, no public comments have been received.

COMMITTEE RECOMMENDATIONS: The Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) endorsed the amendments at their September 24, 2018 and October 29, 2018 meetings.

STAFF RECOMMENDATION: That the Board approves the Amendments to the FY2019-2023 TIP.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Amendment Forms Requiring Signatures (PDF)
2. FY2019-2023 TIP Project Sheets (PDF)
3. FDOT Letters Requesting Amendments (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 8.A**Doc ID:** 7225**Item Summary:** Approval of Amendments to the FY2019 - FY2023 Transportation Improvement Program (TIP)**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 11:01 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 11:01 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:04 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:05 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

**TIP Amendment for Approval by MPO Board on November 9, 2018
for FY 2019 through FY 2023**

FPN	Action	Project Name	Requested By	Fund	Phase	FY	Amount
4418451	Delete Project	Lake Trafford Road from Little League Road to Laurel Street	FDOT	SA	PE	2019	(\$92,245)
4418452	Delete Project	Lake Trafford Rd from Carson Rd. to Laurel St..	FDOT	SA	PE	2019	(\$71,209)
4433751	Add Project	Collier County Lake Trafford Road Sidewalk and Bike Lanes	FDOT	EM19	PE	2019	\$92,000
4433752	Add Project	Collier County Lake Trafford Road Sidewalk and Bike Lanes	FDOT	EM19	PE	2019	\$83,000
4351112	Add Project	SR 951 - From Manatee Rd to N of Tower Rd	FDOT	DS	ROW (48)	2019	\$114,330
4351112	Add Project	SR 951 - From Manatee Rd to N of Tower Rd	FDOT	DS	ROW (43)	2019	\$423,639
4351112	Add Project	SR 951 - From Manatee Rd to N of Tower Rd	FDOT	DS	ROW (43)	2020	\$3,812,751
4351112	Add Project	SR 951 - From Manatee Rd to N of Tower Rd	FDOT	DIH	ROW (41)	2019	\$37,080
4404391	Advance Funding	Bus Shelters at Various Locations	FDOT	SU/FTAT	CAP	2019	\$572,360
4443971 -14-01	Add Project	Park and Ride Study	FDOT	LF/DPTO	14	2019	\$60,000

FPN	Responsible Agency	TIP Reference Page	LRTP Reference Page
4418451	Collier County	90	CFP p6-25, Appendices A & D
4418452	Collier County	91	CFP p6-25, Appendices A & D
4433751	Collier County	90A	CFP p6-25, Appendices A & D
4433752	Collier County	91A	CFP p6-25, Appendices A & D
4351112	FDOT	49A	CFP (Appendix C)
4351112	FDOT	49A	CFP (Appendix C)
4351112	FDOT	49A	CFP (Appendix C)
4351112	FDOT	49A	CFP (Appendix C)
4404391	Collier County	121A	CFP CMC projects, Appendix A
4443971-14-01	Pending FDOT	122A	p6-29/30



214F

**TIP Amendment for Approval by MPO Board on November 9, 2018
for FY 2019 through FY 2023**

COLLIER METROPOLITAN
PLANNING ORGANIZATION

Attest:

By: _____

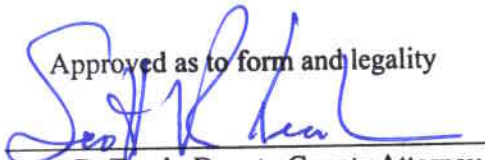
Anne McLaughlin
Collier MPO Executive Director

Date: _____

By: _____

William L. McDaniel, Jr.
Collier County Board of Commissioner
Collier MPO Chair

Date: _____

Approved as to form and legality

Scott R. Teach, Deputy County Attorney



214G

Attachment: Amendment Forms Requiring Signatures (7225 : Approval of Amendments to FY2019 -

4418451 LAKE TRAFFORD ROAD FROM LITTLE LEAGUE ROAD TO LAUREL STREET

Project Description: BPAC PRIORITY 2017-13, 16-13, 15-03; 5' BIKE LANES

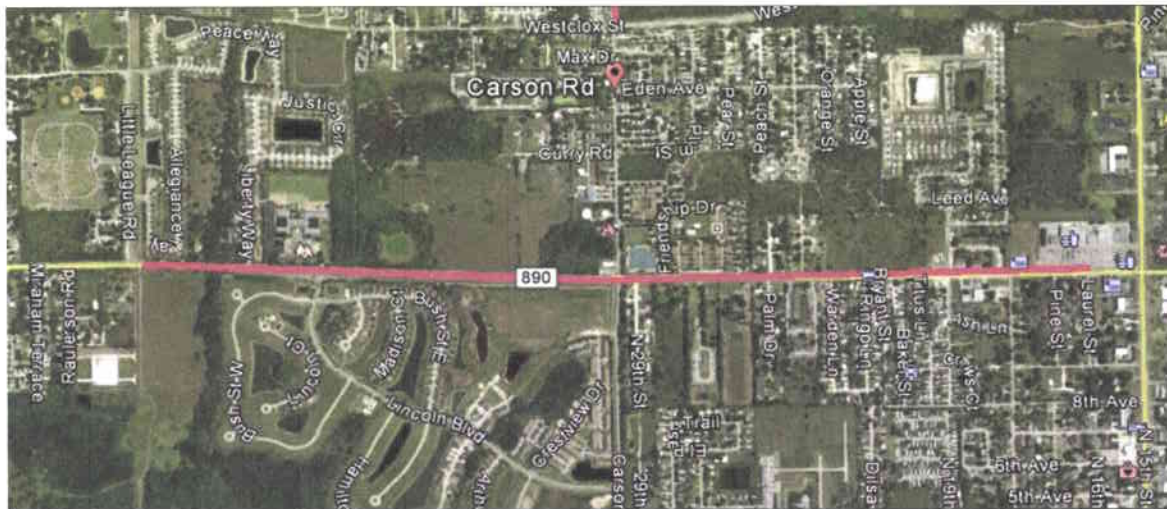
Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 0
 L RTP Ref: CFP P6-25 & APPENDICES A & D

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: COLLIER COUNTY **Length:** 0.91

TIP AMENDMENT: 11/9/2018
 FDOT request to ensure Work Program consistency

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	0	0	0	0	0	0
<p>PROJECT DELETED AND REPLACED WITH FPN 4433751</p>							0
Total							0



4418452 LAKE TRAFFORD RD FROM CARSON RD TO LAUREL ST

Project Description: BPAC PRIORITY 2017-11, 16-11, 15-11; 6' SW

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 0
 L RTP Ref: CFP P6-25 & APPENDICES A & D

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 0.91

TIP AMENDMENT: 11/9/2018
 FDOT request to ensure Work Program consistency

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	0	0	0	0	0	0
<p>PROJECT DELETED AND REPLACED WITH FPN 4433752</p>							0
Total		0	0	0	0	0	0



4433751 COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES

Project Description: BPAC PRIORITY 2017-13, 16-13, 15-03, 5' BIKE LANES

Prior Years Cost: 0
 Future Years Cost: 799,460
 Total Project Cost: 891,460
 L RTP Ref: CFP P6-25 & APPENDICES A & D

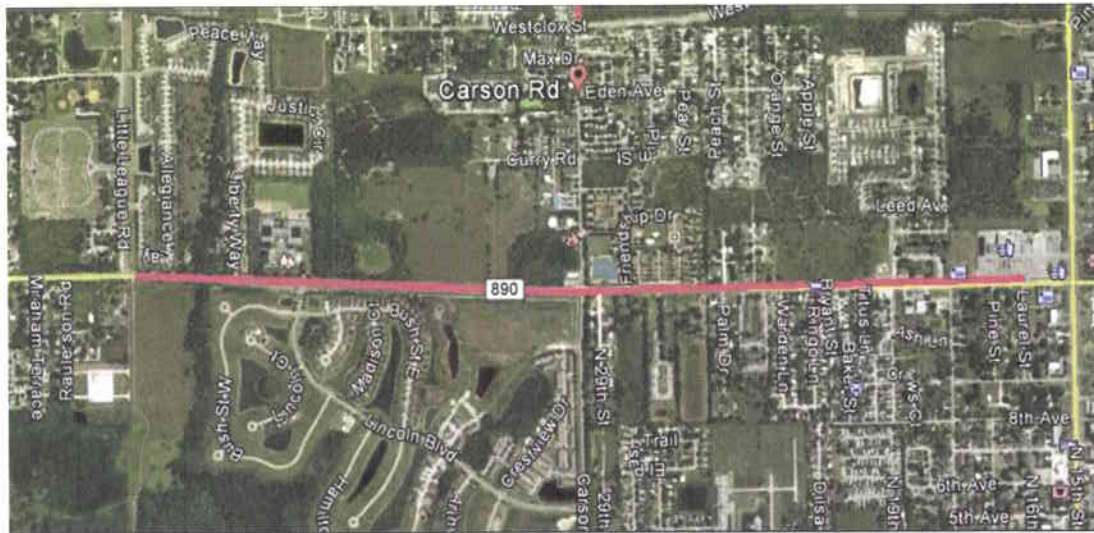
Work Summary: BIKE LANE/SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

TIP AMENDMENT: 11/9/2018
 FDOT request to ensure Work Program consistency

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	EM19	92,000					92,000
							0
							0
							0
							0
							0
							0
Total		92,000	0	0	0	0	92,000



4433752 COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES

Project Description: BPAC PRIORITY 2017-11, 16-11, 15-11, 6' SIDEWALK

Prior Years Cost: 0
 Future Years Cost: 569,675
 Total Project Cost: 652,675
 L RTP Ref: CFP P6-25 & APPENDICES A & D

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length:

TIP AMENDMENT: 11/9/2018
 FDOT request to ensure Work Program consistency

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	EM19	83,000					83,000
							0
							0
							0
							0
							0
							0
Total		83,000	0	0	0	0	83,000



4351112 SR 951 - From Manatee Rd to N of Tower Rd

Project Description: SR 951 - From Manatee Rd to N of Tower Rd

Prior Years Cost: TBD
 Future Years Cost: TBD
 Total Project Cost: TBD
 L RTP Ref: CFP, Appendix C

Work Summary: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

Length: 0.34 MI

TIP AMENDMENT: 11/9/2018
 FDOT request to ensure Work Program and planning consistency

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW (48)	DS	114,330					114,330
ROW (43)	DS	423,639					423,639
ROW (43)	DS		3,812,751				3,812,751
ROW (41)	DIH	37,080					37,080
							0
							0
							0
Total		575,049	3,812,751	0	0	0	4,387,800



4404391 BUS SHELTERS IN COLLIER COUNTY AT VARIOUS LOCATIONS

Project Description: CMC PRIORITY 2016-01; 9 SHELTERS WITH BIKE RACK, BENCH AND TRASH RECEPTACLE; NO LOCATIONS PROVIDED

Prior Years Cost: 0
 Future Years Cost: 0
 Total Project Cost: 572,360
 LRTP Ref: CFP CMC PROJECTS P-6-24 & APPENDIX A

Work Summary: PUBLIC TRANSPORTATION SHELTER

Lead Agency: COLLIER COUNTY **Length:** N/A

TIP ADMENDMENT 11/9/2018
 FDOT request to advance funding from FY2022 to FY2019

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CAP	FTAT	286,180	0	0	0	0	286,180
CAP	SU	286,180					286,180
							0
							0
							0
							0
							0
Total		572,360	0	0	0	0	572,360



4443971-14-01 PARK AND RIDE STUDY

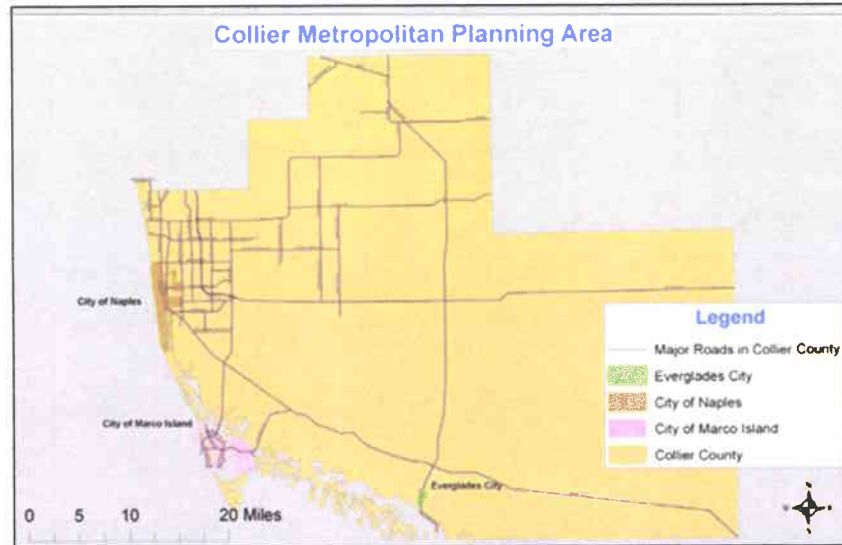
Project Description:

Prior Years Cost: 0
Future Years Cost: 308,030
Total Project Cost: 344,030
L RTP Ref: CFP CMC PROJECTS P-6-24 & APPENDIX A
TIP ADMENMENT 11/9/2018
New project funding

Work Summary: Park and Ride Study

Lead Agency: COLLIER COUNTY Length: N/A

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
	14 DPTO	30,000	0	0	0	0	30,000
	14 LF	30,000					30,000
							0
							0
							0
							0
							0
Total		60,000	0	0	0	0	60,000





Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

September 13, 2018

Ms. Anne McLaughlin, Executive Director
Collier Metropolitan Planning Organization
2885 S. Horseshoe Drive
Naples, FL 34104

RE: Request for Amendment to the Collier Metropolitan Planning Organization's Fiscal Years 2018/2019 through Fiscal Years 2022/2023 Transportation Improvement Program (TIP)

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2018/19 – FY2022/23 Transportation Improvement Plan (TIP) at the October 12, 2018 Collier MPO Board Meeting.

These two projects were recently deleted from the FY 2018/19 to FY 2022/23 Five Year Work Program for Collier County. These projects are currently shown in the first year of the FY 2018/2019 to FY 2022/2023 TIP and an amendment is necessary to remove these projects from the MPO's TIP to ensure planning consistency and transparency.

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
441845-1	Lake Trafford Road from Little League Road to Laurel Street	PE	\$92,245	SA	2019	Deleted from FY 2018/19 to FY 2022/23 Five Year Work Program
441845-2	Lake Trafford Road from Carson Road to Laurel Street	PE	\$71,209	SA	2019	Deleted from FY 2018/19 to FY 2022/23 Five Year Work Program

Ms. Anne McLaughlin
September 13, 2017
Page 2

If you have any questions, please feel free to contact me at (239) 225-1974.

Sincerely,



Victoria Peters
Community Liaison

VGP:vgp

cc: Danielle Blackshear, Federal Highway Administration
Mark Reichert, Florida Department of Transportation
Melissa Slater, Florida Department of Transportation
Nicole Mills, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation



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Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2018/19 – FY2022/23 Transportation Improvement Plan (TIP) at the October 12, 2018 Collier MPO Board Meeting.

These two projects were recently added to the FY 2018/19 to FY 2022/23 Five Year Work Program for Collier County. These projects are not currently shown in the first year of the FY 2018/2019 to FY 2022/2023 TIP and an amendment is necessary to add these projects into the MPO's TIP to ensure planning consistency and transparency.

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
443375-1	Collier County Lake Trafford Road Sidewalk and Bike Lanes	PE	\$92,000	EM19	2019	Addition to FY 2018/19 to FY 2022/23 Five Year Work Program
443375-2	Collier County Lake Trafford Road Sidewalk and Bike Lanes	PE	\$83,000	EM19	2019	Addition to FY 2018/19 to FY 2022/23 Five Year Work Program

Ms. Anne McLaughlin
September 13, 2017
Page 2

If you have any questions, please feel free to contact me at (239) 225-1974.

Sincerely,

A handwritten signature in blue ink, appearing to read "Victoria Peters", with a stylized flourish at the end.

Victoria Peters
Community Liaison

VGP:vgp

cc: Danielle Blackshear, Federal Highway Administration
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September 13, 2018

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Collier Metropolitan Planning Organization
2885 S. Horseshoe Drive
Naples, FL 34104

RE: Request for Amendment to the Collier Metropolitan Planning Organization's Fiscal Years 2018/2019 through Fiscal Years 2022/2023 Transportation Improvement Program (TIP)

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2018/19 – FY2022/23 Transportation Improvement Plan (TIP) at the October 12, 2018 Collier MPO Board Meeting.

This project recently added a new phase and funding to the first and second year to the FY 2018/19 to FY 2022/23 Five Year Work Program for Collier County. This phase and funding are not currently shown in the FY 2018/2019 to FY 2022/2023 TIP and an amendment is necessary to ensure authorization of federal funds and planning consistency.

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
435111-2	SR 951 - From Manatee Rd to N of Tower Rd	ROW (4B)	\$114,330	DS	2019	Additional phase and funding added to FY 2018/19 to FY 2022/23 Five Year Work Program
		ROW (43)	\$423,639			
		ROW (43)	\$3,812,751	DS	2020	
435111-2	SR 951 - From Manatee Rd to N of Tower Rd	ROW (41)	\$ 37,080	DIH	2019	Additional phase and funding added to FY 2018/19 to FY 2022/23 Five Year Work Program

Ms. Anne McLaughlin
September 13, 2017
Page 2

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Sincerely,

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Victoria Peters
Community Liaison

VGP:vgp

cc: Danielle Blackshear, Federal Highway Administration
Mark Reichert, Florida Department of Transportation
Melissa Slater, Florida Department of Transportation
Nicole Mills, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation

Attachment: FDOT Letters Requesting Amendments (7225 : Approval of Amendments to FY2019 - FY2023 TIP)



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

October 15, 2018

Ms. Anne McLaughlin, Executive Director
Collier Metropolitan Planning Organization
2885 S. Horseshoe Drive
Naples, FL 34104

RE: Request for Amendment to the Collier Metropolitan Planning Organization's Fiscal Years 2018/2019 through Fiscal Years 2022/2023 Transportation Improvement Program (TIP)

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2018/19 – FY2022/23 Transportation Improvement Plan (TIP) at the November 09, 2018 Collier MPO Board Meeting.

This project was recently advanced from FY2022 into FY2019 for Collier County transit and an amendment is necessary to ensure authorization of federal funds and planning consistency in the FY2018/2019 to FY2022/23 TIP.

FPN Number	Federal Project Description	Phase	Amount	Funding Type	Fiscal Year	Comments
440439-1	Bus Shelters in Collier County at Various Locations	CAP	\$286,180	SU	2018/19	Project advanced from FY2021/22 to FY2018/19 in Collier Five Year Work Program FY2018/19 to FY2022/23
440439-1	Bus Shelters in Collier County at Various Locations	CAP	\$ 286,180	FTAT	2018/19	Project advanced from FY2021/22 to FY2018/19 in Collier Five Year Work Program FY2018/19 to FY2022/23

Ms. Anne McLaughlin
October 15, 2018
Page 2

If you have any questions, please feel free to contact me at (239) 225-1974.

Sincerely,



Victoria Peters
Community Liaison

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cc: Cathy Kendall, Federal Highway Administration
Danielle Blackshear, Federal Highway Administration
Mark Reichert, Florida Department of Transportation
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October 15, 2018

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RE: Request for Amendment to the Collier Metropolitan Planning Organization's Fiscal Years 2018/2019 through Fiscal Years 2022/2023 Transportation Improvement Program (TIP)

Dear Ms. McLaughlin:

The letter is a formal request for the Collier Metropolitan Planning Organization (MPO) to approve the following amendment to the FY2018/19 – FY2022/23 Transportation Improvement Plan (TIP) at the November 09, 2018 Collier MPO Board Meeting.

This project was recently added for a new Park and Ride Study to identify potential sites in FY18/19 for Collier County transit. This project and funding are not currently shown in the FY2018/2019 to FY2022/2023 TIP and an amendment is necessary to ensure authorization of federal funds and planning consistency.

FPN Number	Federal Project Description	Phase	Amount	Funding Type	Fiscal Year	Comments
444397-1-14-01	Park and Ride Study	14	\$30,000	DPTO	2018/19	New project & funding added to FY2018/19 through FY2022/23 Five Year Work Program
444397-1-14-01	Park and Ride Study	14	\$ 30,000	LF	2018/19	New project & funding added to FY2018/19 through FY2022/23 Five Year Work Program

Ms. Anne McLaughlin
October 15, 2018
Page 2

If you have any questions, please feel free to contact me at (239) 225-1974.

Sincerely,



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Mark Reichert, Florida Department of Transportation
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Nicole Mills, Florida Department of Transportation
Wayne Gaither, Florida Department of Transportation

EXECUTIVE SUMMARY

Adopt Transportation Performance Targets

OBJECTIVE: For the Board to adopt Transportation Performance Targets.

CONSIDERATIONS: This follows up on a presentation staff made to the MPO Board at the October 12th meeting. The Board of County Commissioners (BCC) approved the Transit Asset Management (TAM) Plan and targets on October 23, 2018. **Attachment 1** is a summary chart showing the measures, deadlines for establishing targets, FDOT and transit agency targets and available data on existing conditions.

The National Highway System (NHS) within Collier County is shown in **Attachment 2**. FDOT's performance targets are provided in greater detail in **Attachment 3**. The Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) Rule Making time line is shown in **Attachment 4**. November 14th is the deadline for the MPO to adopt Pavement and Bridge Condition and System Performance targets. The requirement to include Transit Asset Management targets in the Transportation Improvement Program (TIP) and Long Range Transportation (LRTP) amendments is in effect as of the end of October. Adopting annual Safety targets could be postponed into the new year, but there is no compelling reason to delay action and they are included in this packet.

COMMITTEE RECOMMENDATIONS: The Technical Advisory Committee voted to endorse FDOT Transportation Performance Targets and the BCC's TAM targets. The Citizens Advisory Committee (CAC) voted to endorse the BCC TAM targets and, with the exception of Safety, the FDOT TPM targets. The CAC considered the Vision 0 targets to be unachievable and therefore impractical.

STAFF RECOMMENDATION: That the Board adopts the Transportation Performance targets identified in **Attachment 1**.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Performance Measures & Targets - Applicability to Collier MPO (PDF)
2. NHS Map for Collier County (PDF)
3. FDOT Performance Measures & Targets (PDF)
4. FHWA TPM Rulemaking Time Line (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 9.A**Doc ID:** 7226**Item Summary:** Adopt Transportation Performance Targets**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 11:14 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 11:14 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:28 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:29 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

NATIONAL AND STATE TRANSPORTATION PERFORMANCE MEASURES AND TARGETS – APPLICABILITY TO COLLIER MPO

Measure	Deadline/Data Availability	MPO Action	Add Language to Plans	Applicability in Collier	FDOT/Transit Agency Targets	Current Conditions
ALL PERFORMANCE TARGETS (except transit safety)	May 20, 2019	Support state or transit agency targets as applicable, or set own targets	TIPs and TIP amendments, next L RTP update	NHS – Interstate and Non-interstate; or local Transit Agency (BCC). Per FDOT’s review of NHS & de-designation of portions of Airport & Pine Ridge, NHS network will be: SR29, SR41, I-75 and CR951 (between US41 and I-75)	See following rows	See following rows
Pavement & Bridge Condition	November 14, 2018 / FDOT will provide pavement data by June 30 th each year, bridge data by 1st week April each year	Support state targets or set own targets	L RTP if amended & next major update; TIP immediately	Interstate and Non-interstate NHS: SR29, SR41, I-75 and CR951 between US41 and I-75	NHS Interstate Pavements: ≥60% Good, ≤5% Poor in 4yrs; NHS Non-Interstate Pavements: ≥ 40% Good in 2 & 4yrs, and ≤5% Poor in 4yrs; Bridges ≥ 50% Good in 2 & 4yrs, ≤10% Poor in 2 & 4yrs	FDOT: Interstate Pavements 36.2% Good, 0% Poor; Non-Interstate NHS Pavement: 50.2% Good, 0% Poor; NHS Bridges: 83.58% Good, 0% Poor; NOTE: CR951 bridges ARE NOT represented in the data
System Performance	November 14, 2018 / FDOT will provide data by December 30 th annually	Support state targets or set own targets	L RTP if amended & next major update; TIP immediately	Interstate and Non-interstate NHS: SR29, SR41, I-75 and CR951 between US41 and I-75	75% Person-Miles On Interstate Reliable in 2yrs, 70% in 4yrs; 50% Person-Miles On Non-interstate Reliable in 4yrs; Truck Travel Time Reliability Ratio on Interstate 1.75 in 2yrs, 2.0 in 4yrs	FDOT: Person-Miles Traveled On Interstate That Are Reliable: 2014, 2015, 2016 & 2017 = 100%. Non-Interstate NHS Reliability: 2014=56%, 2015=46%, 2016=42%, 2017=97%; Truck Travel Time Reliability Index on Interstate: 2014 & 2015 =1.10; 2016 =1.14, 2017 = 1.12
Transit Asset Management	October 1, 2018 for transit agency to “establish” TAM plan; TAM going to BCC on October 23, 2018. MPOs have 180 days to affirm transit agency targets Or set new ones.	Affirm transit agency targets or set new regional targets	L RTP if amended & next major update; TIP immediately	Local Transit Agency: Board of County Commissioners will be asked to endorse TAM plan with targets noted on 10/23/2018	Draft targets going to BCC on 10/23/18: 10% rolling stock & 25 % equipment have met or exceeded Useful Life Benchmark (ULB); 25% of facilities < 3.0 TERM scale	Collier County TAM: Rolling Stock 0% at or past ULB; Equipment 50% at or past ULB; Facilities 0% at or past ULB
Annual Safety	February 27, 2018 initial due date; February 27th annually thereafter; FDOT will provide safety data by end of October each year	Support state targets or set own targets	L RTP if amended & next major update; TIP immediately	All public roads: MPO Board voted to support state targets for 2018	FDOT 2019: Fatalities 0; Serious Injuries 0; Fatality Rate/VMT 0; Serious Injury Rate/VMT 0; Non-Motorized Fatalities & Serious Injuries 0	FDOT: 5-yr Rolling Averages 2012-2016: Fatalities 38; Serious Injuries 177; Fatality Rate 1.125; Serious Injury Rate 5.252; Nonmotorized Fatalities & Serious Injuries 40
FDOT Freight Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing Freight Plan	No state targets established yet	
FDOT Asset Management Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	NHS - Added language to TIP adopted June 2018 refer to plan	No state targets established yet	
Transit State of Good Repair	May 27, 2018 – May 19, 2019	Affirm transit agency targets or set new targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 refer to State of Good Repair	No initial targets set as of January 1, 2017 deadline	

Source: FDOT Performance 101 Federal Transportation Performance Measures, August 2, 2018; FTA Transit State of Good Repair/Transit Asset Management (TAM) & Performance-Based Planning & Programming PPT July 30, 2018; and additions by Collier MPO staff to address applicability

Attachment: Performance Measures & Targets - Applicability to Collier MPO (7226 : Adopt Transportation Performance Targets)

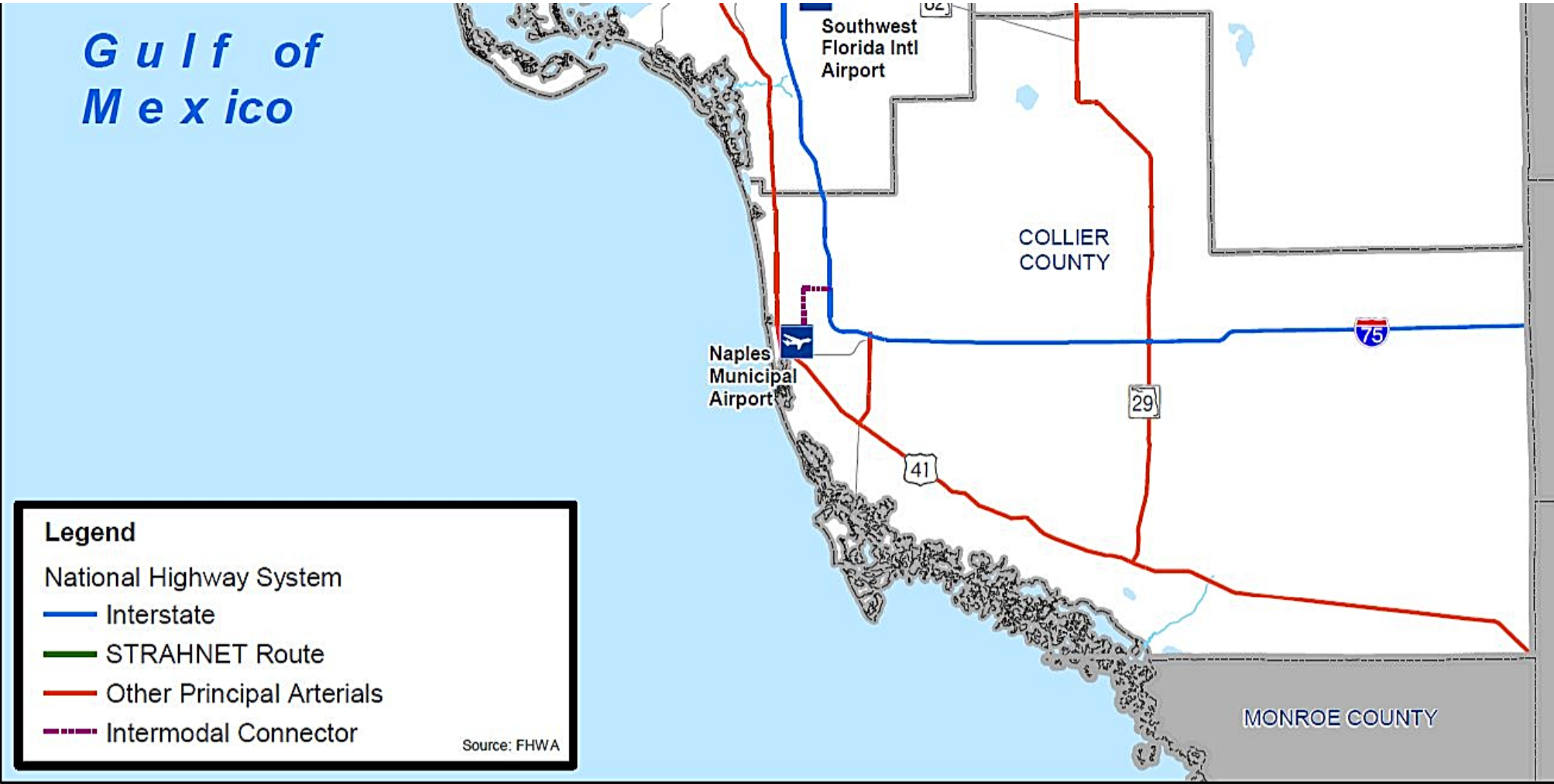


Figure 1: FHWA Designated NHS Corridor

Attachment: NHS Map for Collier County (7226 : Adopt Transportation Performance Targets)

Transportation Performance Management

Performance measures are indicators of progress toward attaining a goal, objective or target (a desired level of future performance). FDOT has used performance-based management to conduct its business for almost three decades. Performance measures are used strategically by FDOT to connect investment and policy decisions to help achieve the performance goals of Florida's transportation system. This is the key concept of Transportation Performance Management (TPM).

Map-21, the federal transportation reauthorization bill passed by Congress in July 2012, requires State DOTs and MPOs to conduct performance-based planning by setting data-driven performance targets for federal transportation performance measures and to program transportation investments that are expected to achieve those targets. The FAST Act, which Congress passed in December 2015, established timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets within one year of the performance measures release date. Targets for the Safety performance measures were due in August 2017. Targets for Pavement and Bridge condition and for System performance had to be set by State DOTs by May 2018. The MPOs are required to set their targets within 180 days after the State DOT establishes its targets by determining whether to agree to support the statewide targets or to adopt their own quantifiable targets for the MPO planning area.

Listed below are the performance measures and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets. Meetings and collaboration with the MPOs and providers of public transportation is on-going as they work to determine targets for the MPO planning areas.

Safety

Florida shares the national traffic safety vision "Toward Zero Deaths," and formally adopted our own version of the national vision, "Driving Down Fatalities," in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious

injuries with the understanding that the death of any person is unacceptable and based on that, zero is our target for all the safety performance measures.

FHWA Safety Performance Measures	1yr Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious Injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries combined	0

Pavement Condition

The pavement condition performance measures assess pavement conditions based on international roughness index (IRI), cracking, rutting (for asphalt pavements) and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with the new required processes, the following initial 2 and 4-year targets were established.

FHWA Pavement Performance Measures	2yr Target	4yr Target
% of Interstate pavements in Good condition	n/a	≥ 60.0%
% of Interstate pavements in Poor condition	n/a	≤ 5.0%
% of non-Interstate NHS pavements in Good condition	≥ 40.0%	≥ 40.0%
% of non-Interstate NHS pavements in Good condition	≥ 40.0%	≥ 40.0%

% of non-Interstate NHS pavements in Poor condition	≤ 5.0%	≤ 5.0%
---	--------	--------

Bridge Condition

The bridge condition performance measures for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified Fair; however, there is no related FHWA performance measure associated with that rating.

Considering the differences in criteria, the following initial 2 and 4-year targets were established.

FHWA Bridge Performance Measures	2yr Target	4yr Target
% of NHS bridges classified as in Good condition by deck area	≥ 50.0%	≥ 50.0%
% of NHS bridges classified as in Poor condition by deck area	≤ 10.0%	≤ 10.0%

System Performance

The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment.

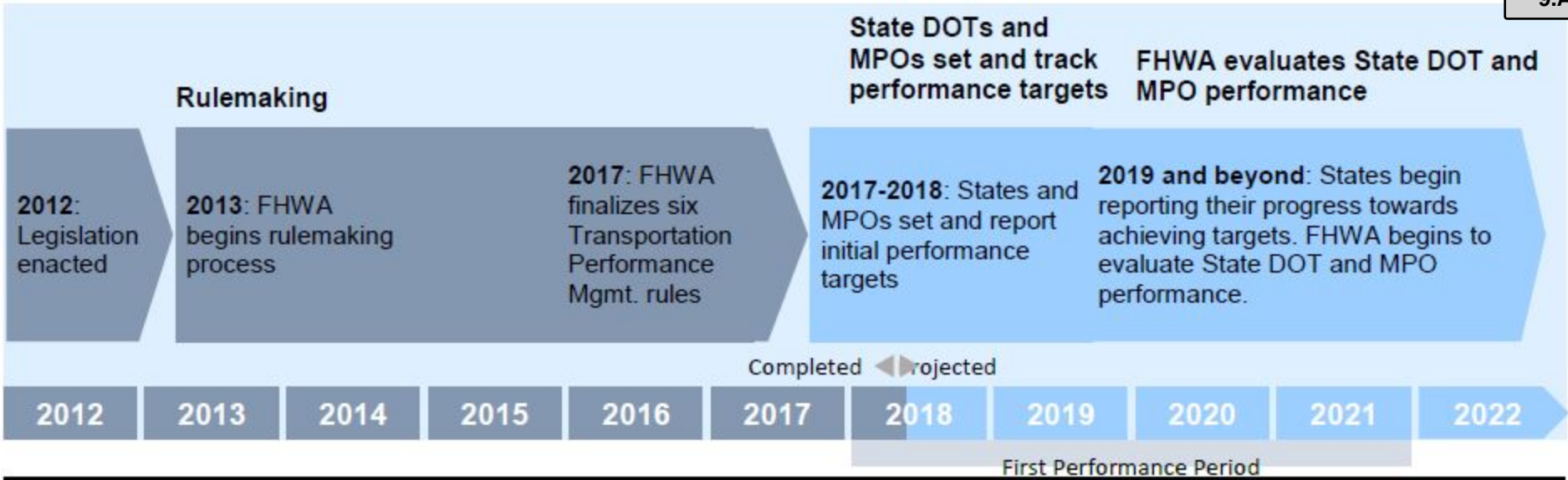
Attachment: FDOT Performance Measures & Targets (7226 : Adopt Transportation Performance Targets)

FHWA System Performance Measures	2yr Target	4yr Target
% of person-miles traveled on the Interstate that are reliable	75.0%	70.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	n/a	50.0%
Truck travel time reliability ratio (TTTR) on the Interstate	1.75	2.0

As required by the federal rules, once the targets have been established FDOT will include a narrative in Long Range Transportation Plan (the FTP) and State Transportation Improvement Program (STIP) describing the measures and targets and explaining how the program of projects in the STIP contribute to the achievement of those targets. Similarly, the MPO's must do the same thing in their Transportation Improvement Program (TIP) and Long Range Plan.

As compliance with MAP-21 and the FAST Act moves forward, State DOTs, MPOs, and providers of public transportation will have the opportunity to review and revise their targets, as specified in each rule, if necessary. FHWA will conduct reviews at specified times to ensure States are making significant progress towards achieving established targets. Penalties may be incurred if significant progress has not been met.

TPM Rulemaking



TPM Implementation Goals



Attachment: FHWA TPM Rulemaking Time Line (7226 : Adopt Transportation

EXECUTIVE SUMMARY

Approve Amendment to the MPO Bylaws

OBJECTIVE: For the Board to approve the amendment to the MPO Bylaws.

CONSIDERATIONS: The Citizens Advisory Committee (CAC) has several vacancies which the Director and MPO Board members whose jurisdictions are affected have tried to fill. The MPO Board members representing County Commission District IV and Everglades City have requested modifications to the CAC membership requirements in the MPO Bylaws. The Deputy County Attorney has developed language addressing these requests. The track changes version is shown in **Attachment 1**. The clean version is shown in **Attachment 2**.

COMMITTEE RECOMMENDATIONS: The Technical Advisory Committee voted to endorse the amendment at their October 29th meeting. The Citizens Advisory Committee voted 6:1 not to endorse the amendment at their October 29th meeting, stating that nothing should change.

STAFF RECOMMENDATION: That the Board approves the amendment to the MPO Bylaws

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Revised MPO Bylaws in Track Changes (PDF)
2. Revised MPO Bylaws Clean Version (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.B**Doc ID:** 7228**Item Summary:** Approve Amendment to MPO Bylaws**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 11:28 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 11:28 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 3:13 PM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 8:15 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

**THE BYLAWS OF
COLLIER METROPOLITAN PLANNING ORGANIZATION (MPO)**

Section 1 Description of Organization

- 1.01 The Agency
- 1.02 Composition and Operation of MPO
- 1.03 Committees
- 1.04 General Information on the MPO
- 1.05 Public Access to Agency Meetings and Workshops
- 1.06 Rights of Review

Section 2 Agenda and Scheduling--Meeting and Workshops

- 2.01 Notice of Meetings and Workshops
- 2.02 Agenda
- 2.03 Emergency Meetings and Workshops

Section 3 Amendments to Bylaws

Section 1 **DESCRIPTION OF ORGANIZATION**

1.01 **THE AGENCY**

The Collier Metropolitan Planning Organization, hereinafter referred to as the MPO, is created pursuant to Florida Statute 339.175 and operates under an Interlocal Agreement, as amended and restated dated February 26, 2015, authorized under Chapter 163 of the Florida Statutes. The parties to the interlocal agreement are Collier County, the City of Naples, the City of Marco Island, the City of Everglades City and the Florida Department of Transportation.

Creation of the MPO is for the purpose of implementing Title 23, United States Code, Section 134, and Title 49, United States Code, Sections 1602, 1603, and 1604, and Title 23, Code of Federal Regulations, Part 450, and Chapter 339.175, Florida Statutes. The MPO is created to work in cooperation with the Florida Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

1.02 **COMPOSITION AND OPERATION OF THE MPO**

The composition and operation of the MPO shall be as provided in the aforesaid

Attachment: Revised MPO Bylaws in Track Changes (7228 : Approve Amendment to MPO Bylaws)



Interlocal Agreement; the officers of the MPO and their duties, and these rules may be amended as provided by said Agreement.

- A. Officers – The MPO shall elect a Chairman and a Vice Chairman of the MPO at its first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one (1) year or until a successor is elected. The Chairman and Vice-Chairman shall be voting members of the MPO.
- B. Chairman – The Chairman of the MPO shall call and preside at all meetings of the MPO. The Vice Chairman shall serve as Chairman in the absence of the Chairman.
- C. Agency Clerk – The staff of the MPO shall maintain the minutes and other records of the MPO. The minutes shall accurately reflect the proceedings of the MPO.
- D. Quorum – A majority of the voting members of the MPO must be present for the MPO to conduct business.
- E. Rules of Order – Except as otherwise provided in these Bylaws, Roberts Rules of Order, as revised, shall be followed as to any parliamentary procedures at all meetings.
- F. Reconsideration of Matters – Except for MPO approved contracts, any matter which has been voted upon by the MPO may be reconsidered as follows:
 - (1) By a motion to reconsider made by a member who voted with the majority if such motion is made prior to the adjournment of the meeting at which the matter was voted upon. If there were no public speakers on the item, or if all of the public speakers for the item are still present in the boardroom following a successful motion to reconsider, the MPO may elect to rehear the matter during that meeting, or direct the MPO Executive Director to place the item on the agenda for a future meeting. In the event that there were public speakers for the item, and not all of the public speakers are still present in the boardroom following a successful motion to reconsider, the MPO Executive Director shall be directed to place the item on the agenda for a future meeting.
 - (2) By a motion to reconsider made by a member who voted with the majority if such motion is made at a regular meeting following the meeting at which the matter was voted upon, but only in accordance with the following:

- (i) Where a member who voted with the majority wishes the Board to reconsider a matter after the adjournment of the meeting at which it was voted on, the member shall deliver to the MPO Executive Director a written memorandum stating that the member intends to introduce a motion to reconsider. The memorandum shall state the date of the regular meeting at which the member intends to introduce such motion, and shall be delivered to the MPO Executive Director at least six days prior to such meeting. The purpose of this requirement is to allow staff to advise the Board of the legal or other ramifications of reconsideration.
- (ii) No motion to reconsider shall be made any later than the second regular MPO meeting following the MPO Board's vote on the matter sought to be reconsidered; with the exception of where the basis for such request for reconsideration is found upon MPO's staff's presentation of newly discovered and previously unknown facts which would have been material to the MPO's consideration at the time the item was originally considered but were not known earlier despite the due diligence of MPO staff.
- (iii) Upon adoption of a motion to reconsider, the MPO Executive Director shall place the item on an agenda not later than the second regular MPO meeting following the meeting at which the motion for reconsideration was adopted.
- (iv) All parties who participated by speaking, submitting registration forms or written materials at the original meeting the item was addressed by the MPO, shall be notified by the MPO Executive Director of the date of reconsideration.
- (v) MPO approved contracts may only be reconsidered by motion made prior to the adjournment of the meeting at which the matter was voted upon notwithstanding the discovery of subsequent newly discovered facts. For purposes of this subsection, a contract is defined as an agreement that is legally binding and enforceable in a court of law.

1.03 COMMITTEES

There are hereby created five (5) standing committees, which shall be advisory committees to the governing board of the MPO. These advisory committees are the Technical Advisory Committee, Citizens Advisory Committee, the Bicycle

and Pedestrian Advisory Committee, the Congestion Management Committee and the Local Coordinating Board for the Transportation Disadvantaged which shall have the following composition and duties:

- A. The Technical Advisory Committee – the responsibility of the Technical Advisory Committee, hereinafter referred to as the TAC, shall be to serve the MPO in an advisory capacity on technical matters regarding all modes of travel, including promoting coordination among agencies, members, and transportation planning and programming; reviewing technical sufficiency, accuracy and completeness of appropriate studies; making priority recommendations for the transportation plan and program implementation, and providing technical analyses on other transportation planning issues.

The TAC shall be composed of eleven (11) voting members and four (4) non-voting members appointed by the division, department or agency that they represent. TAC voting members may designate an alternate to replace them in their absence.

- B. Citizens Advisory Committee – the responsibility of the Citizen Advisory Committee, hereinafter referred to as the CAC, is to advise the MPO reviewing, reacting to, and providing comment on transportation planning issues and needs regarding all modes of travel from the citizens' perspectives. The CAC shall consist of voting members appointed by the MPO.

Membership shall be composed of thirteen (13) citizens residing or whose principal place of business is located in the following areas:

City of Naples (2),
 Collier County Unincorporated Area (5), coinciding with the established Collier County Commission Districts,
 City of Marco Island (1),
 City of Everglades City (1), including the area encompassing Chokoloskee and Plantation Island, and;

Four (4) citizens at large, including a minimum of one (1) citizen representing the disabled or an advocate for the disabled community, one (1) minority citizen, and two (2) appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests.

- C. Bicycle and Pedestrian Advisory Committee – The responsibility of the Bicycle and Pedestrian Advisory Committee, hereinafter referred to as the BPAC, is to provide citizen input into the deliberation of bicycle- and



pedestrian-related issues within the community, to advise the MPO on developing a Bicycle and Pedestrian Master Plan (BPMP) that is responsive to the needs of the community, to recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation, and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.

Membership shall be composed of eleven (11) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

- D. The Congestion Management Committee – the responsibility of the Congestion Management Committee, hereinafter referred to as the CMC, shall be to serve the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management Process (CMP) and the coordination of the CMP with regional Congestion Management System and Intelligent Transportation System architecture.

The CMC shall be composed of eleven (11) voting members and fourteen (14) non-voting members appointed by the division, department or agency that they represent. CMC voting and non-voting members may designate an alternate to replace them in their absence.

- E. The Local Coordinating Board for the Transportation Disadvantaged – the responsibility of the Local Coordinating Board for the Transportation Disadvantaged, hereinafter referred to as the LCB, shall be to assist the MPO in identifying local service needs and providing information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Chapter 427.0157, *Florida Statutes*. In accordance with Rule 41-2.012, Florida Administration Code, all members of the LCB shall be appointed by the designated official planning agency. The designated official planning agency for Collier County is the MPO.

The LCB shall be composed of sixteen (16) voting members appointed by the division, department, or agency that they represent. LCB voting members may designate an alternate to replace them in their absence.

1.04 GENERAL INFORMATION ON THE MPO

All public records of the MPO, TAC, CAC, BPAC, LCB and CMC Committee are open for inspection and examination at the office of the MPO, 2885 South Horseshoe Drive, Naples, Florida, between the hours of 8:00 a.m. and 5:00 p.m. during regular business days.

1.05 PUBLIC ACCESS TO MEETINGS AND WORKSHOPS

All MPO, TAC, CAC, BPAC, LCB and CMC meetings, workshops and proceedings shall be open to the public.

1.06 RIGHTS OF REVIEW

All parties to the Interlocal Agreement, as well as the FHWA and FTA shall have the rights of technical review and comment of MPO projects.

Section 2 AGENDA, SCHEDULING and MEETINGS**2.01 NOTICE OF MEETINGS AND WORKSHOPS**

- A. Except in the case of emergency meetings or workshops, the MPO shall give at least seven (7) days public notice of any meeting or workshop through the issuance of a press release to local print and broadcast media in the Naples Area.
- B. The press release notice of such meeting or workshop shall provide:
 1. The date, time, and place of the event.
 2. A brief description of the purpose of the event.
 3. The address where interested parties may write to obtain a copy of the agenda.

A copy of the Agenda may be obtained by writing to the Collier MPO, 2885 South Horseshoe Drive, Naples, Florida 34104. Agendas may also be obtained by e-mail at colliermmpo@colliergov.net or by accessing the MPO's Web site at colliermmpo.net.

2.02 AGENDA

- A. At least seven (7) days prior to a meeting or workshop, the MPO staff shall prepare and make available an agenda for distribution on request by any interested person. The agenda shall list the items in the order they are

to be considered; provided, however, that for good cause stated in the record by the person who is designated to preside at the meeting, items may be considered out of their listed order.

- B. The agenda shall be specific as to the items to be considered. All matters shall be listed on the agenda.
 - 1. Any person who desires to have an item placed on the agenda of the meeting of the MPO shall request in writing that the item be considered at the next scheduled meeting of the MPO, provided, however, that such a request must be received fourteen (14) days in advance of the scheduled meeting. Written requests for placing an item on the agenda must describe and summarize the item and shall be mailed or delivered to MPO, at the address in Section 2.01 (B) of these Bylaws.
 - 2. Additional items not included on the meeting agenda may be considered at a meeting if the chairman or his designee feels that the item requires immediate action by the MPO.

2.03 EMERGENCY MEETINGS AND WORKSHOPS

- A. The MPO may hold an emergency meeting or workshop notwithstanding the provisions of Sections 2.01 and 2.02 of these Bylaws, for the purpose of acting upon matters affecting the public health, safety and welfare.
- B. Whenever an emergency meeting or workshop is scheduled to be held, the MPO shall notify, as soon as possible prior to the meeting, at least one major newspaper of major circulation in the Naples Area stating time, date, place and purpose of the meeting or workshop.

Section 3 AMENDMENTS TO BYLAWS

These Bylaws may be amended by a majority vote of the voting members, provided a copy of the proposed amendment shall have been sent to all members at least seven (7) calendar days prior to it being voted on. The MPO Board has sole authority to adopt and amend the bylaws of any advisory committee.

These Bylaws and any and all amendments to the Bylaws will become effective upon endorsement of the Collier MPO.

These Bylaws for the Collier Metropolitan Planning Organization were hereby adopted in an open session with a quorum present and voting on ~~October 13, 2017~~ November 9, 2018.

METROPOLITAN PLANNING ORGANIZATION

By: _____
William L. McDaniel, Jr., MPO Chairman

Attested By: _____
Anne McLaughlin, MPO Executive Director

Approved as to form and legality:

COLLIER COUNTY ATTORNEY

By: _____
Scott R. Teach
Deputy County Attorney

Attachment: Revised MPO Bylaws in Track Changes (7228 : Approve Amendment to MPO Bylaws)



**THE BYLAWS OF
COLLIER METROPOLITAN PLANNING ORGANIZATION (MPO)**

Section 1 Description of Organization

- 1.01 The Agency
- 1.02 Composition and Operation of MPO
- 1.03 Committees
- 1.04 General Information on the MPO
- 1.05 Public Access to Agency Meetings and Workshops
- 1.06 Rights of Review

Section 2 Agenda and Scheduling--Meeting and Workshops

- 2.01 Notice of Meetings and Workshops
- 2.02 Agenda
- 2.03 Emergency Meetings and Workshops

Section 3 Amendments to Bylaws

Section 1 **DESCRIPTION OF ORGANIZATION**

1.01 **THE AGENCY**

The Collier Metropolitan Planning Organization, hereinafter referred to as the MPO, is created pursuant to Florida Statute 339.175 and operates under an Interlocal Agreement, as amended and restated dated February 26, 2015, authorized under Chapter 163 of the Florida Statutes. The parties to the interlocal agreement are Collier County, the City of Naples, the City of Marco Island, the City of Everglades City and the Florida Department of Transportation.

Creation of the MPO is for the purpose of implementing Title 23, United States Code, Section 134, and Title 49, United States Code, Sections 1602, 1603, and 1604, and Title 23, Code of Federal Regulations, Part 450, and Chapter 339.175, Florida Statutes. The MPO is created to work in cooperation with the Florida Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

1.02 **COMPOSITION AND OPERATION OF THE MPO**

The composition and operation of the MPO shall be as provided in the aforesaid

Interlocal Agreement; the officers of the MPO and their duties, and these rules may be amended as provided by said Agreement.

- A. Officers – The MPO shall elect a Chairman and a Vice Chairman of the MPO at its first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one (1) year or until a successor is elected. The Chairman and Vice-Chairman shall be voting members of the MPO.
- B. Chairman – The Chairman of the MPO shall call and preside at all meetings of the MPO. The Vice Chairman shall serve as Chairman in the absence of the Chairman.
- C. Agency Clerk – The staff of the MPO shall maintain the minutes and other records of the MPO. The minutes shall accurately reflect the proceedings of the MPO.
- D. Quorum – A majority of the voting members of the MPO must be present for the MPO to conduct business.
- E. Rules of Order – Except as otherwise provided in these Bylaws, Roberts Rules of Order, as revised, shall be followed as to any parliamentary procedures at all meetings.
- F. Reconsideration of Matters – Except for MPO approved contracts, any matter which has been voted upon by the MPO may be reconsidered as follows:
 - (1) By a motion to reconsider made by a member who voted with the majority if such motion is made prior to the adjournment of the meeting at which the matter was voted upon. If there were no public speakers on the item, or if all of the public speakers for the item are still present in the boardroom following a successful motion to reconsider, the MPO may elect to rehear the matter during that meeting, or direct the MPO Executive Director to place the item on the agenda for a future meeting. In the event that there were public speakers for the item, and not all of the public speakers are still present in the boardroom following a successful motion to reconsider, the MPO Executive Director shall be directed to place the item on the agenda for a future meeting.
 - (2) By a motion to reconsider made by a member who voted with the majority if such motion is made at a regular meeting following the meeting at which the matter was voted upon, but only in accordance with the following:

- (i) Where a member who voted with the majority wishes the Board to reconsider a matter after the adjournment of the meeting at which it was voted on, the member shall deliver to the MPO Executive Director a written memorandum stating that the member intends to introduce a motion to reconsider. The memorandum shall state the date of the regular meeting at which the member intends to introduce such motion, and shall be delivered to the MPO Executive Director at least six days prior to such meeting. The purpose of this requirement is to allow staff to advise the Board of the legal or other ramifications of reconsideration.
- (ii) No motion to reconsider shall be made any later than the second regular MPO meeting following the MPO Board's vote on the matter sought to be reconsidered; with the exception of where the basis for such request for reconsideration is found upon MPO's staff's presentation of newly discovered and previously unknown facts which would have been material to the MPO's consideration at the time the item was originally considered but were not known earlier despite the due diligence of MPO staff.
- (iii) Upon adoption of a motion to reconsider, the MPO Executive Director shall place the item on an agenda not later than the second regular MPO meeting following the meeting at which the motion for reconsideration was adopted.
- (iv) All parties who participated by speaking, submitting registration forms or written materials at the original meeting the item was addressed by the MPO, shall be notified by the MPO Executive Director of the date of reconsideration.
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2.02 AGENDA

- A. At least seven (7) days prior to a meeting or workshop, the MPO staff shall prepare and make available an agenda for distribution on request by any interested person. The agenda shall list the items in the order they are

to be considered; provided, however, that for good cause stated in the record by the person who is designated to preside at the meeting, items may be considered out of their listed order.

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- A. The MPO may hold an emergency meeting or workshop notwithstanding the provisions of Sections 2.01 and 2.02 of these Bylaws, for the purpose of acting upon matters affecting the public health, safety and welfare.
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These Bylaws and any and all amendments to the Bylaws will become effective upon endorsement of the Collier MPO.

These Bylaws for the Collier Metropolitan Planning Organization were hereby adopted in an open session with a quorum present and voting on November 9, 2018.

METROPOLITAN PLANNING ORGANIZATION

By: _____
William L. McDaniel, Jr., MPO Chairman

Attested By: _____
Anne McLaughlin, MPO Executive Director

Approved as to form and legality:

COLLIER COUNTY ATTORNEY

By: Scott R. Teach
Scott R. Teach
Deputy County Attorney

Attachment: Revised MPO Bylaws Clean Version (7228 : Approve Amendment to MPO Bylaws)



EXECUTIVE SUMMARY

Recommendation to approve the Selection Committee’s ranking and authorize entering into negotiations with Jacobs Engineering Group, Inc., for a contract related to Request for Professional Services (RPS) Number 18-7408, “Long Range Transportation Plan.”

OBJECTIVE: To approve the staff selection committee’s ranking and authorize staff to negotiate a contract to provide consultant services to develop the 2045 Long Range Transportation Plan (LRTP).

CONSIDERATION: On July 11, 2018, Collier County’s Procurement Services Division released notices of Request for Professional Services No. 18-7408, Long Range Transportation Plan. Staff notified fourteen thousand, eight hundred and fifty-three (14,853) firms, ninety-two (92) firms downloaded the solicitation package and the MPO received three (3) proposals by the August 13, 2018 due date. All three firms were found to be responsive and responsible. The Selection Committee met on September 18, 2018, and as described in step 1 of the solicitation documents, scored each of the proposals and shortlisted the top three firms to move on to step 2, presentations.

Staff was directed to reconvene the committee after a conflict of interest was identified and corrected on one of the proposals. On October 8, 2018, the Selection Committee reconvened and rescored that proposal. The Selection Committee shortlisted the three firms in the following order:

Jacobs Engineering Group, Inc.
Tindale-Oliver & Associates, Inc.
The Corradino Group

On October 11, 2018, the Selection Committee reconvened for step 2. Presentations were given, and the Committee ranked the firms as follows:

Company Name	Ranking
Jacobs Engineering Group, Inc.	1
Tindale-Oliver & Associates, Inc.	2
The Corradino Group	3

Staff recommends approval of the Selection Committee’s recommended final ranking and requests authorization to begin contract negotiations with the top ranked firm, Jacobs Engineering Group, Inc. If contract negotiations are not successful with Jacobs Engineering Group, Inc., staff requests authorization to start contract negotiations with the remaining ranked firms in the order set forth above. Once an acceptable contract has been negotiated, staff will bring that agreement back to the MPO for approval.

COMMITTEE RECOMMENDATIONS: The Technical Advisory Committee and Citizens Advisory Committee reviewed and endorsed the scope of services. Contracting matters are not presented to committees.

STAFF RECOMMENDATION: That the MPO Board approves the Selection Committee rankings for Solicitation No. 18-7408, Long Range Transportation Plan, authorize staff to enter into negotiations with the number one ranked firm, Jacobs Engineering Group., as set forth above, and bring a negotiated contract back for approval at a future Board Meeting.

Prepared by: Brandy Otero, MPO Senior Planner

ATTACHMENT(S)

1. 18-7408 Final Ranking (PDF)
2. 18-7408 Notice of Recommended Award (PDF)
3. 18-7408 Solicitation (PDF)
4. 18-7408 Jacobs Proposal (PDF)

11/09/2018

**COLLIER COUNTY
Metropolitan Planning Organization**

Item Number: 9.C**Doc ID:** 7232

Item Summary: Recommendation to approve the Selection Committee's ranking and authorize entering into negotiations with Jacobs Engineering Group, Inc., for a contract related to Request for Professional Services (RPS) Number 18-7408, "Long Range Transportation Plan."

Meeting Date: 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 2:32 PM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 2:32 PM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/02/2018 10:22 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 10:28 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM



Selection Committee
Final Ranking Sheet

RPS #: 18-7408

Title: Long Range Transportation Plan

Step 1: Upon direction by the Procurement professional, the individual selection committee member should provide their ranking of the proposals (from highest being number one (1) to lowest.

Step 2: The procurement professional will review the mathematically calculated final rank and discuss the rank order and determine if consensus is reached.

Name of Firm	Anne McLaughlin	Trinity Scott	Anthony Khawaja	Susan Faulkner	Andy Holland	Total	Selection Committee Final Rank
Jacobs Engineering Group, Inc.	1	1	1	1	1	5	1.0000
Tindale-Oliver & Associates, Inc.	2	2	2	2	2	10	2.0000
The Corradino Group	3	3	3	3	3	15	3.0000

Procurement Professional

Evelyn Colon

Attachment: 18-7408 Final Ranking (7232 : Approve Vendor Selection for 2045 LRTP)



Notice of Recommended Award

Solicitation: 18-7408 Title: Long Range Transportation Plan

Due Date and Time: August 13, 2018 at 3:00PM

Respondents:					
Company Name	City	County	State	Final Ranking	Responsive/Responsible
Jacobs Engineering Group, Inc.	Naples	Collier	FL	1	Yes/Yes
Tindale-Oliver & Associates, Inc.	Tampa	Hillsborough	FL	2	Yes/Yes
The Corradino Group	Doral	Dade	FL	3	Yes/Yes

Utilized Local Vendor Preference: Yes No

Recommended Vendor(s) For Award:

On July 11, 2018 the Procurement Services Division released notices of Request for Professional Services 18-7408 Long Range Transportation Plan. 14,853 firms were notified, 92 firms downloaded the solicitation information and three (3) proposals were received by the due date of August 13, 2018, as shown above. All three firms were found to be responsive and responsible. The Selection Committee met on September 18, 2018 and as described in step 1 of the solicitation documents, the Committee scored each of the proposals and shortlisted the top three firms to move on to step 2. Staff was directed to reconvene the committee after a conflict was identified and corrected on one of the proposals. On October 8, 2018 the Committee reconvened and rescored that proposal. The three firms were shortlisted in the following order:

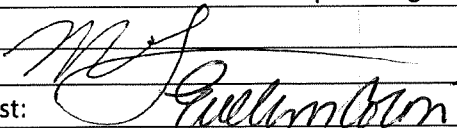
Jacobs Engineering Group, Inc.
Tindale-Oliver & Associates, Inc.
The Corradino Group

On October 11, 2018 the Selection Committee met for step 2, presentations and final ranking. The results of that meeting were as follows:

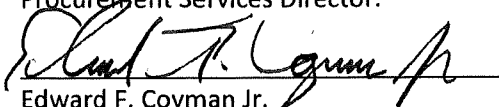
Jacobs Engineering Group, Inc. ranked as 1
Tindale-Oliver & Associates, Inc. ranked as 2
The Corradino Group ranked as 3

Staff is recommending negotiation with the top ranked firm, Jacobs Engineering Group, Inc.

Required Signatures

Project Manager: 

Procurement Strategist: 

Procurement Services Director:

Edward F. Coyman Jr.

10-17-2018
Date

Attachment: 18-7408 Notice of Recommended Award (7232 : Approve Vendor Selection for 2045 LRTP)



**COLLIER COUNTY
BOARD OF COUNTY COMMISSIONERS**

REQUEST FOR PROFESSIONAL SERVICES (RPS)
In accordance with Florida Statute 287.055
Consultants' Competitive Negotiation Act

FOR

LONG RANGE TRANSPORTATION PLAN

RPS NO.: 18-7408

**ADAM NORTHRUP, PROCUREMENT STRATEGIST
PROCUREMENT SERVICES DIVISION
3295 TAMIAMI TRAIL EAST, BLDG C-2
NAPLES, FLORIDA 34112
TELEPHONE: (239) 252-6098
ADAM.NORTHRUP@colliercountyfl.gov (Email)**

This proposal solicitation document is prepared in a Microsoft Word format (rev 8/16/17). Any alterations to this document made by the Consultant may be grounds for rejection of proposal, cancellation of any subsequent award, or any other legal remedies available to the Collier County Government.

Attachment: 18-7408 Solicitation (7232 : Approve Vendor Selection for 2045 LRTP)

REQUEST FOR PROFESSIONAL SERVICES (RPS) NUMBER:	18-7408
PROJECT TITLE:	LONG RANGE TRANSPORTATION PLAN
PRE-PROPOSAL CONFERENCE:	NA
LOCATION:	NA
RPS OPENING DAY/DATE/TIME:	August 13, 2018 at 3:00 PM EST
PLACE OF RPS OPENING:	PROCUREMENT SERVICES DIVISION 3295 TAMIAMI TRAIL EAST, BLDG C-2 NAPLES, FL 34112

All proposals shall be submitted online via the Collier County Procurement Services Division Online Bidding System:

<https://www.bidsync.com/bidsync-cas/>

INTRODUCTION

As requested by the Collier County Metropolitan Planning Organization (hereinafter, the “Division or Department”), the Collier County Board of County Commissioners Procurement Services Division (hereinafter, “County”) has issued this Request for Professional Services (hereinafter, “RPS”) with the intent of obtaining proposals from interested and qualified Consultants in accordance with the terms, conditions and specifications stated or attached. The Consultant, at a minimum, must achieve the requirements of the Specifications or Scope of Work stated.

Every five years, the Collier Metropolitan Planning Organization (MPO) updates its Long Range Transportation Plan (LRTP). The MPO anticipates having a total budget of \$325,000 for the project paid out over the course of three fiscal years. Fiscal year 18/19 budget is \$122,379, Fiscal year 19/20 budget is \$131,379 and Fiscal year 20/21 budget is \$71,242.

BACKGROUND

Pursuant to federal guidelines, the MPO is scheduled to adopt a 2045 Long Range Transportation Plan (LRTP) by December 2020. The purpose of this plan update is to advance a 20-year planning horizon and to adopt a Cost Feasible Plan (CFP) that encourages and promotes a safe and efficient, multi-modal transportation system that addresses the future year transportation demands. Results of the LRTP process are intended to serve the overall mobility needs of the area while also being cost effective and consistent with national, state and local goals and objectives. The 2045 LRTP must address national Performance Measures and state-adopted Performance Targets.

2045 INITIATIVES

Collier MPO has initiated several studies which will be in process or completed as this Request for Professional Services (RPS) is published. These studies are intended to inform the development of the 2045 LRTP:

- Collier County Community Housing Plan 2017 Update - adopted by the Board of County Commissioners, the section on Transportation Enhancements has implications for the 2045 LRTP with regard to Goals and Objectives, incorporating transit and Travel Demand Management into scenario planning.
- Congestion Management Process – the 2017 Update adopted by the MPO includes the demand-side management options and intensification of transit services linked with more dense and diversified land uses in corridors as suggested in the County’s Community Housing Plan.
- Collier County Master Mobility Plan Draft Report, October 2011 – the Master Mobility Plan (MMP) Draft Report, October 2011. Section 5.1 summarizes the recommendations contained in the Draft Report. The primary goal of the MMP was to reduce Greenhouse Gas (GHG) emissions specifically by reducing Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Although the MMP never moved beyond the draft stage, many of the strategies it recommended are relevant today in terms of reducing congestion and maximizing the efficient use of existing transportation infrastructure. A representative sampling of the strategies in the MMP that have been incorporated in the Community Housing Plan and Congestion Management Process 2017 updates include:
 - Develop self-sustaining Towns and Villages within the Rural Lands Stewardship Area to provide for internal vehicle trip

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- capture and use of alternative modes
 - Encourage infill and redevelopment within the Coastal Urban Area and Immokalee Urban Area for provide for internal vehicle trip capture and use of alternative modes within localized mixed-use developments
 - Plan for the provision of multi-modal infrastructure through land development and roadway standards
 - Coordinate with FDOT to implement commuter-based services and/or infrastructure to reduce delay for vehicles carrying multiple persons during peak travel demand.
- Origin and Destination Study – Collier MPO will participate in a regional Origin and Destination Study led by Lee County MPO.
 - Transportation Network’s Vulnerability to Climate Change - Report on current City of Naples and Collier County studies underway that will provide insights regarding the vulnerability of transportation infrastructure to sea level rise and increasingly frequent and severe storm events. Introduce a discussion of policy implications, particularly for future updates to the LRTP as the current studies are completed:
 - Collier County is working with the University of Florida which received a grant from the National Oceanic and Atmospheric Administration (NOAA) for a study to predict the impact of near-future sea level rise and storm surge on Collier County. The primary deliverable is a Web-Based Interactive Decision-Support Tool for Adaption of Coastal urban and Natural Ecosystems (ACUNE). This is a 3-year study scheduled for completion in June 2020.
 - The City of Naples is updating its Stormwater Management Plan. The anticipated completion date is summer 2018, at which time the City will begin studying potential Climate Change impacts. This study is anticipated to require two years to complete.
 - Studies underway by State and Federal regulatory agencies overseeing the design of stormwater and transportation infrastructure will be reported on as part of this section.
 - Automated Connected Electric Vehicle Shared mobility (ACES) - the MPO wishes to address FDOT’s guidance on incorporating Automated Connected Electric Vehicle Shared mobility (ACES) technology into the District 1 Regional Travel Demand Model (RTDM) and other components of the 2045 LRTP.

TERM OF CONTRACT

The contract term, if an award(s) is/are made is intended to be for current needs only. Prices shall remain firm for the initial term of the awarded contract.

Surcharges will not be accepted in conjunction with this award, and such charges should be incorporated into the pricing structure.

DETAILED SCOPE OF WORK

The MPO is issuing this RPS to hire a consultant team to serve as the team Project Manager and coordinate the planning, analysis and public involvement services. The MPO retains all rights and ownership to the data, reports, presentations, maps, video and figures delivered by the Consultant in order to complete the tasks in this Scope of Services. The consultant will undertake the following tasks during the development of the 2045 LRTP:

Tasks Applicable to All Phases:

1. Project Management - provide over-all team project management, QA/QC review of documents and provide support services as needed. Activities include a project kick-off meeting, management and oversight of the activities and products produced by the consultant team members and assisting MPO staff with management of the 2045 LRTP Update. Consultant will coordinate delivery of consultant team work products, provide technical support during staff review of products and communicate needed revisions to the consultant team. Consultant will communicate with all team members as needed to effectively manage the delivery of the services provided by each firm and will be responsible for maintaining the content of the project schedule, making adjustments as needed and communicating any changes to team members.
2. Districtwide Travel Model Development Process Oversight - support MPO staff in review and coordination on the update of the FDOT District-wide Regional Planning Model (D1RPM). The D1RPM will be the primary travel demand forecasting tool for updating the LRTP. Consultant will attend Districtwide model development meetings as deemed necessary by the MPO and advise the staff on issues related to the progress of the model development process and the use of the model for developing the Needs Plan and the Cost Feasible Plan. Coordination efforts include providing additional model data and input assumptions to FDOT, and reviewing intermediate model data files provided by FDOT for quality and completeness. Oversight may include incorporating findings from the joint Lee County/Collier MPO Origin and Destination Study.
3. Public Involvement Activities – Consultant will develop a Public Involvement Plan (PIP) for the 2045 LRTP. The PIP will include the provision of on-line opportunities for public input by establishing an interactive project web site and use of social media. Consultant will provide on-line surveys and maps, prepare necessary materials, exhibits, presentations, advertising and handouts for

meetings with the MPO Board and Advisory Committees. Consultant will take minutes and record verbal and documented comments from the public, staff and elected officials and keep a record of how comments were addressed in subsequent revisions to the LRTP; conversely, if comments did not result in revisions, the Consultant will briefly explain why. The Consultant will provide translation services for outreach to Spanish and Haitian-speaking residents of Collier County. Staff will supplement the consultant-supported outreach by giving presentations to local homeowner's and civic associations and by hosting informational booths at special events. The MPO will follow its Government to Government Public Outreach policy to conduct outreach to Tribal entities. Consultant will present to the following entities at least once during each of the four phases in the development of the 2045 LRTP.

The Citizens Advisory and Technical Advisory Committees (CAC and TAC) may be combined into a single joint meeting; as may the Congestion Management Committee (CMC) and the Bicycle and Pedestrian Advisory Committee (BPAC). Consultant will schedule four Advisory Network/General Public meetings in a variety of locations to encourage participation by different socio-economic and demographic groups within Collier County.

The MPO is developing an Advisory Network consisting of members of the public who have indicated an interest in participating in discussions on specific transportation topics. MPO staff will contact Advisory Network members and notify them of General Public open houses, meetings and workshops.

- MPO Board
- Advisory Committees – CMC, CAC, TAC and BPAC
- Advisory Network/General Public open houses, meetings, and/or workshops
- Tribal Outreach – conducted according to the MPO's Government to Government Public Involvement Policy

4. GIS Database Development - The Consultant will ensure the MPO receives all data pertinent to the TDM and all LRTP maps in a GIS platform compatible with the MPO's software. Maps will also be submitted as PDFs. (Data sources include FDOT, MPO member entities and the Consultant)

Phase One Tasks – Existing Conditions, Forecasts, Goals, Performance Measures

1. Visioning – Consultant will conduct a Visioning workshop with the MPO Board
2. Opportunities and Challenges – Identify and analyze trends in terms of growth in population and employment, commuting times, VMT, crash statistics, congestion, housing location and access to jobs and services, and the cost of housing inclusive of the cost of transportation to get to/from jobs and services. (See Center for Neighborhood Technology, Housing and Transportation Affordability Index; Affordable Housing Report for Collier County.)
3. Goals and Objectives - develop Goals and Objectives based on federally mandated planning factors and supporting FDOT's primary goal of Safety and the results of the Visioning process
4. Performance Measures and Targets – Incorporate State/MPO performance targets addressing national performance measures. Consultant may suggest additional performance measures as appropriate based on the Vision, Goals and Objectives.
5. 2045 Socio-economic Data Development and District 1 Regional Transportation Demand Model (TDM) Validation – review and comment as needed pending FDOT release of preliminary TDM TAZ assignments for the 2015 Base Year. [The anticipated release of preliminary 2015 baseline data for MPO review is April 2019, with refinements continuing through the end of December 2019.]
6. Allocate 2045 Socio-economic Forecasts to TAZs – Working closely with the TAC and using the County's Interactive Growth Model (CIGM) as the platform, allocate 2045 socio-economic forecasts provided by FDOT and the Bureau of Business and Economic Research (BBER) to MPO TAZ's based on current approved development plans and adopted land use regulations and policies. The CIGM takes into account a number of factors, such as parcel size, environmental conditions, existing zoning, and approved masterplans. The TAC will take the lead in determining the allocation with support provided by the Consultant, the CIGM and MPO staff.

Phase One Deliverables:

- Public Involvement Plan
- Updated Project Schedule
- Vision, Goals and Objectives
- Performance Measures and Targets
- 2045 Socio-Economic Data Set and Technical memorandum, proposed updated Traffic Analysis Zone (TAZ) structure, if needed
- ACES – how the LRTP and TDM will address it, including decreased revenues
- Existing Conditions Analysis, including Environmental Justice Communities and Preliminary Climate Change Vulnerability Report

- Planning Consistency – summarize pertinent elements of the Florida Department of Transportation LRTP, SIS, Freight and SHSP

Phase Two Tasks – Scenario Planning

1. Alternative Land Development Scenario Development and Testing using County’s Interactive Growth Model (CIGM) – develop land development alternatives and associated transportation infrastructure needs in 5-year increments through year 2045, using the CIGM in close coordination with the TAC. The purpose is to test alternative outcomes for the 2045 Needs Plan and 2045 Network map. Incorporate Alternative Transit and Travel Demand Management (TDM) Scenarios to test the effectiveness of diversified transportation options, increased transit and bike/ped modal share; Transit Oriented Development (TOD) infill and in growth areas along transit corridors to support Bus Rapid Transit, mixed-use and walkable development. The 2017 Congestion Management Process recommends conducting the following scenario testing to determine their potential effectiveness in this region, if the area were to reach full build-out under current land use policies and regulations:

- Land Use Alternatives – high density, mixed-use centers and corridors as infill, new development or redevelopment joined with alternative transportation scenarios such as:
- Bus Rapid Transit Corridors
- New Multi and Intermodal Hubs
- Enhanced Travel Demand Management
- Designing arterials to freeway standards, including overpasses and other, potentially less costly intersection treatments such as continuous flow intersections

The Collier County Community Housing Plan (2017) envisions a scenario in which transportation corridors are identified for multi-family development (this could include infill and redevelopment), and bus rapid transit and express service lines and a park and ride system are implemented. This vision is supported by the Congestion Management Process (2017) along with the addition of a robust Transit Demand Management (TDM) program in the region.

2. Existing and Committed Network – develop Existing and Committed Transportation Network based on the current MPO Transportation Improvement Program and FDOT Work Program.

3. Project Selection and Prioritization Criteria – develop project selection and prioritization criteria in close coordination with the TAC, to address the Vision, Goals and Objectives, Performance Measures and Targets established for the 2045 LRTP and the following federally mandated Metropolitan Planning Factors that all LRTP’s are required to address (23 CFR 450.306):

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

Phase Two Deliverables

- Report summarizing results of scenario planning, project selection and prioritization criteria

Phase Three Tasks – Needs and Cost Feasible Plan

1. System-wide Needs Plan – identify the appropriate level of needed improvements and modifications based on future conditions, the guidance provided in the Vision, Goals, Objectives and Project Selection and Prioritization Criteria. The recommendations will provide a long-term perspective for how various modes of travel integrate/interface together given existing and future conditions/constraints and the region’s overall economic vision. Consultant will summarize recommended improvements in a Systems Needs Plan for each mode.

2. Revenue Projections - report on FDOT’s forecasted revenues for Collier MPO and potential trade-offs based on the Project Selection Criteria and public input.

3. Preliminary and Final Cost Feasible Plan – based on projected revenues and input received thus far, refine the transportation network identified in the Needs Plan to develop the Cost Feasible Plan.

4. Environmental Screening – screen all new, previously unscreened improvements using FDOT’s Efficient Transportation Decision Making (ETDM) process, available on the FDOT website.
5. Environmental Justice Screening – incorporate Collier MPO’s identified Environmental Justice communities and populations into an analysis of the cost/benefit of proposed Cost Feasible Plan to determine whether EJ communities and populations share equally in the benefits and the network and are not disproportionately affected by the negative impacts of the network.

Phase Three Deliverables

- Preliminary and Final Needs Plan
- Preliminary and Final Cost Feasible Plan

Phase Four Tasks – Preliminary and Final LRTP

Prepare first a Preliminary, followed by the Final 2045 LRTP addressing the following technical requirements:

1. Record of Public Involvement – Comments received and how addressed
2. Planning Factors
3. SHSP Consistency
4. Freight
5. Environmental Analysis
 - Introductory Discussion of Implications of Climate Change -
 - ETDM Review
 - EJ Review
 - Conclusions
6. FDOT ACES guidance – including potential positive and negative impacts
7. Congestion Management
8. Performance Management – Measures and Targets
9. Multimodal Feasibility
10. Transit Asset Management (TAM) – deadline to adopt a TAM is October 1, 2018; requires coordination between the MPO and local transit providers
11. Technical Memos – Final Needs Assessment Model Run; Cost Feasible Plan Model run
12. Additional model runs and data reconciliation as required to bring the FDOT D1 Regional Travel Demand Model in sync with the final adopted 2045 LRTP.

The anticipated Table of Contents for the Preliminary and Final 2045 LRTP is provided below for guidance, based on previous Collier MPO LRTPs:

- Executive Summary
- Introduction and Background
- Plan Process
- Challenges and Opportunities
- Vision, Goals and Objectives and Federal/State Requirements (Planning Factors)
- Socioeconomic Land Use Forecast
- System-wide Needs Assessment and Plan
 - Existing +Committed Network
 - Scenarios - Investment Alternatives
 - Needs plan
- Financial Plan
- Cost Feasible Plan
- Implementation

Phase Four Deliverables

- Preliminary and Final 2045 LRTP
- Supporting Documentation
- Data Files



PROFESSIONAL SERVICES FOR



COLLIER LONG RANGE TRANSPORTATION PLAN

RPS No. 18-7408 >>> August 13, 20

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



5801 Pelican Bay Blvd | #505 | Naples, FL 34108

August 13, 2018

Collier County Government
 Purchasing Department
 3327 Tamiami Trail East
 Naples, FL 34112

Dear Members of the Selection Committee:

Providing the Collier Metropolitan Planning Organization (MPO) with top quality planning and engineering services requires a local, multidisciplinary firm that brings superior technical capabilities and project management experience to meet your overall requirements and schedules. With our extensive planning and engineering experience throughout Southwest Florida and worldwide, as well as our unparalleled experience in Collier County, our staff has the skills and expertise required to successfully and cost-effectively deliver this critical project.

In 2017, our firm embarked on a journey to make Jacobs the premier professional services firm on the globe, and in December we acquired CH2M Hill, Inc. Our global resources serve client needs from project engineering and development, planning, program management, construction, operations and maintenance, and financing. We serve municipal, provincial, and national governments. Our local Naples office provides a bridge to bring these resources to serve the Collier MPO. Now that our two great companies are together under Jacobs, we can provide unparalleled depth and breadth of technical resources to assist the Collier MPO and your stakeholders with all your project needs.

You will be working with the **same local team you already know**, but they are backed by the **deepest and brightest bench of resources in the industry**.

Our team, led by Project Manager Bill Gramer, PE, AICP, has the resources to deliver all services that may be required to develop the plan. **Bill Gramer is your primary point of contact.** He has 30 years of transportation planning, design, and construction experience and has served as project manager and project coordinator for all the major roadway projects our firm has completed in Collier County, as well as 15 General Service Contracts. Your staff knows Bill as a proactive client service manager who has been 100 percent dedicated to Collier County. Locally, we are currently providing planning, engineering, transit, utilities, permitting and project management services for many Collier County Departments under our existing Collier County General Service Contracts. We were also selected in 2016 as a General Planning Consultant for the MPO and recently completed the Golden Gate City Walkable Community Plan.

WE OFFER SIX KEY DIFFERENTIATORS TO COLLIER MPO AND YOUR STAKEHOLDER PARTNERS:

Local Naples office to streamline communication and act as an extension of your staff. Our Naples office, less than 15 minutes from the Collier MPO's main offices, will serve as the principal and coordinating office for this contract. The Naples office was established primarily to sustain top-priority service to Collier MPO. As needed, we will draw upon additional resources in Tampa and Orlando to deliver the appropriate level of service required for project success.

We are LRTP Experts. Our extensive local and national experience with LRTPs ensures efficient services. We have recently and successfully developed adopted LRTPs for Southwest Florida MPOs in Lee and Charlotte Counties. We have successfully delivered a broad range of MPO LRTPs in Hillsborough, Pinellas, Seminole, Broward, and the Tampa Bay Regional Transit Authority. We currently provide planning, engineering, transit, utilities, permitting and project management services for many Collier County Departments under our existing Collier County General Service Contracts.

We offer a “Plangineering” Approach. Planning combined with engineering provides alternatives that have been vetted for feasibility, constructability and affordability. Too often projects identified in an Agencies Cost Feasible Plan have funding shortfalls when moved into design. We will provide you with cost estimates based not only on FDOT Cost Data but compared to the recent and projected Collier County project bidding environment. The final product will be something that MPO, County, City, and Florida Department of Transportation staff, partner agencies, and the community can implement confidently. This is a unique skill set in our industry and will provide you a more realistic buildable LRTP.

We will provide a fresh perspective. We have learned through our research and discussions with staff and stakeholders that the existing MPO LRTP (2040 LRTP Update) needs to be continually re-assessed and expanded to accommodate a rapidly developing community like Collier County. Traffic conditions are getting worse despite strong efforts by staff and the Board. There is a strong desire by many for a new approach- and a new team. **Decisions made regarding projects on the “Needs Plan” and projects being moved to the “Cost Feasible Plan” has impacts on potential funding sources.** The Collier MPO needs a team that recognizes this intricate relationship and can educate and provide guidance to project stakeholders.

A history of working in Collier County. We know the Collier MPO's systems and operations and we bring an acute understanding of local conditions through our planning, design, permitting, and construction management services. Jacobs is the Program Manager for the Seminole Tribe of Florida (STOF); our strong relationship with the STOF, who has entrusted reservation lands in Collier County, will help facilitate coordination and communication between the Collier MPO and the STOF.

Non Conflicted. We have no conflict of interest on this project, either real or perceived that would result in project stakeholders contesting the results of our findings. This is critical to the successful completion of this project since any perception of an “Agenda” by the project team will lead to misunderstandings, mistrust and a poor project image.

We understand the LRTP process, new requirements and current MPO and stakeholder initiatives that will help guide you through the development of the Collier MPO 2045 LRTP.

We understand that the results of the regional Lee County Origin and Destination Study will be incorporated into the 2045 LRTP. The data will confirm what the current AM Peak (southbound) and PM Peak (northbound) traffic patterns on the I-75 Interchanges tell us “That the affordable housing is in Lee County and the jobs are in Collier County”

We understand that planning for Autonomous Vehicles needs to be considered as we move forward although the actual initiatives and implementation of many of these needs may still be far away. Although the technical effects of AVI such as lane width, clear zone reduction, stopping sight distance reduction, faster speeds, additional lane capacity will not be able to be implemented completely until the majority of vehicles on roadway are autonomous certain infrastructure needs to be planned. We have subject matter experts in Florida (assisting with Suntrax) and all around the world helping to evaluate and plan the future of Smart Cities and Autonomous Vehicles. These experts will be available to our team as needed.

We understand Sea Level Rise and storm surge is a valid concern for our area. Although, while the transportation system will be affected in low lying areas, the main concern initially will be the utility infrastructure. Our drinking water supply will be priority one as aquifers become contaminated with salt water intrusion. The type (desalination etc.) and future siting of water treatment plants will need to consider this future condition. Again, our subject matter experts in Florida (hosting seminars and informing public agencies in Florida and throughout the world) and all around the world helping to evaluate and plan the future effects of climate change. These experts will be available to our team as needed

We understand that while we accommodate the inevitable growth in our area, we need to maintain the natural and manmade "utopia" that has been created in Collier County and is the reason behind our need for comprehensive planning. We cannot afford to lose our "Sense of Place" while accommodating future growth. Smart Cities, Complete Streets, mobility options (transit, bike, ped etc.), all need to be incorporated into future development. An article in Planning Magazine stated it perfectly; "a form-based or place-based comprehensive plan results in a more livable, more vibrant and more people oriented communities." A sustainable community is RESILIENT and a resilient community is SUSTAINABLE.

We understand that the easy decisions regarding growth management are behind us. Moving forward, the decisions that will need to be made will be difficult, they may not be popular, they will affect everyone; either directly or by tax initiatives. The future roadway network will be more impactful, more controversial, more environmentally taxing and more costly as alternatives become less available. This is why proper planning as part of the 2045 LRTP is essential.

After reviewing our response to the Request for Proposals, our experience, depth, and flexibility offers you the greatest advantage in achieving your goal of a well-coordinated, accurate, forward thinking 2045 LRTP on time and within budget.

Sincerely,
Jacobs Engineering Group Inc.



William Gramer, PE, AICP
Project Manager



1. ABILITY OF PROFESSIONAL PERSONNEL





1 ABILITY OF PROFESSIONAL PERSONNEL >>>

Our Team

Since 1977, the Collier MPO and other Collier County departments have consistently relied on us to provide planning, design, permitting, and construction services on a multitude of projects. This long-term relationship has enabled our Naples-based staff to develop an excellent understanding of the surrounding area's infrastructure as well

as MPO and County staff, facilities, and stakeholders. We have more than 30 years of experience delivering projects in Collier County which has resulted in an understanding of the Collier MPO organization, individuals, and preferred process for project delivery. Our Naples staff is thoroughly familiar with the MPO's processes for delivering projects which will expedite project delivery and ensure that the LRTP project complies with all applicable standards.

Task Leads



Bill Gramer, PE, AICP, Project Manager will be MPO's primary contact and will also lead the Phase 3 development of the needs assessment. Bill has more than 30 years of experience in managing and coordinating a wide-range of planning and engineering assignments. He routinely manages and coordinates multi-firm team efforts and provides insight into local conditions, clients, and agencies. He is ideally suited to serve MPO in this role, having served as project manager/project coordinator for the fifteen General Services contracts. Bill is well known to MPO and County staff as a proactive manager who has been 100% dedicated to Collier County for more than 17 years. Bill specializes in managing a broad range of projects and is supported locally by our 17-person Naples office, which houses many employees known to the MPO, County staff, local consultants, and stakeholders.



Ned Baier, AICP, Planning Lead brings extensive experience in local government and Metropolitan Planning Organization (MPO) transportation planning to MPO's project. Ned will be responsible for project contracts, invoicing, and progress reports. Ned will also support Bill Spikowski, FAICP in the Phase 2 scenario planning and leading developing the financial plan for the LRTP. His recent work on similar LRTP's, several in Southwest Florida, makes him the extremely well-suited for MPO's project. He has recently managed the Lee County MPO's 2040 Long Range Transportation Plan (LRTP) update and the Charlotte County-Punta Gorda Metropolitan Planning Organization's 2040 Long Range Transportation Plan. In addition, he has a broad planning experience for MPOs throughout Florida, including Collier, Miami-Dade, Broward, Sarasota-Manatee, and Hillsborough Counties.

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Adam Ahmad, PE, AICP, GC, is based in Naples, and is familiar with local planning issues, land use and data and insight into local conditions, clients, and agencies in Southwest Florida. Adam will lead the team in GIS/Database development and mapping. Adam is a logical choice to serve the MPO in this role, having served in positions of responsibility for many clients in Collier County, Lee County, FDOT District 1, and Seminole Tribe of Florida.



Bill Spikowski, FAICP based in Fort Myers, as the former Lee County Growth Management Director and DRI Coordinator. Bill is intimately familiar with local planning issues, land use, data, and scenario planning experience in Southwest Florida. Bill will lead the team in scenario planning and will support the team collecting and validating socio-economic data that will ensure a high quality Plan.



Tara Jones, PE has 21 years of experience focused on Florida transportation projects. Her role ensures that our quality process is followed on all aspects of this project and the end result meets all applicable standards. She brings extensive experience in planning and PD&E studies throughout Florida. Tara has direct experience working on projects in Southwest Florida, most notably for FDOT District 1, including serving as the Planning Lead for the Immokalee Road (CR 846) at Randall Boulevard Intersection PD&E Study and as the Planning/Documentation lead for the Port Manatee Connector PD&E study.



Katie Habgood, AICP has led documenting existing conditions, needs assessment, and project identification and prioritization for numerous plans in Southwest Florida and will lead the team on Phase 1 documenting existing conditions and developing goals and performance measures. Katie will also lead developing the documentation of the final Plan. Katie brings her relevant expertise and lessons learned from her similar role as a task lead on the Lee County MPO, 2040 Long Range Transportation Plan, and as a task lead for the Hillsborough County MPO's 2040 Long Range Transportation Plan Needs Assessment project.



Brandie Miklus, AICP is the task lead for public involvement and is experienced in developing public involvement plans for Long Range Transportation Plans for MPOs. She is well suited to serve in this role based on her recent experience working on the 2040 Long Range Transportation Plan for Lee County MPO, 2040 Long Range Transportation Plan for Charlotte County-Punta Gorda MPO, Pinellas County MPO's 2040 Long Range Transportation Plan, and 2040 Long Range Transportation Plan Needs Assessment for Hillsborough MPO.



Ana Elias, PhD, PE, PTOE has more than 27 years of experience in several areas of the transportation field including: transportation planning, computer modeling and simulation, traffic engineering, and transportation economy. She will serve as the task lead for oversight and expertise related to traffic modeling tasks for the LRTP. Ana is familiar with the FDOT traffic model used by District One and will coordinate and review the modeling data and results provided by with Traf-O-Data. She has extensive project experience in traffic modeling for FDOT District 4 including the Task Work Order Lead, District-wide Urban Model Application Support; Travel Demand Modeler and Transportation Supervisor for the US 1 PD&E Study in Indian River; and Project Manager and Technical Director for the Demand Forecast Model Development and Application, General Planning Consultant (Districtwide).



Team Experience

TASK LEAD	YEARS OF EXPERIENCE	PROJECT ASSIGNMENT	LRTP	TRANSPORTATION PLANNING	LAND USE PLANNING	SCENARIO PLANNING	GIS/DATA	MAPPING	TRAFFIC MODELING	SAFETY	EVALUATION AND ANALYSIS	PERFORMANCE MEASURES & DEVELOPING NEEDS AND COSTS	TRANSIT	ACTIVE TRANSP.	COMPLETE STREETS	PUBLIC ENGAGEMENT	ETDM/ENVIRONMENTAL	STAKEHOLDER COORDINATION	FREIGHT	FDOT PLANS & PROGRAMS
Bill Gramer, PE, AICP	32	Project Manager	✓	✓		✓	✓	✓		✓	✓		✓		✓	✓	✓	✓		✓
Ned Baier, AICP	31	Planning Lead	✓	✓	✓	✓				✓	✓	✓	✓	✓		✓	✓	✓		✓
Adam Ahmad, PE, AICP, GC	12	GIS/Database Development and Mapping	✓	✓			✓	✓		✓	✓	✓				✓	✓	✓		✓
Bill Spikowski, FAICP	35	Scenario Planning	✓	✓	✓	✓	✓	✓		✓	✓	✓			✓	✓		✓		✓
Tara Jones, PE	22	Quality Assurance		✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Katie Habgood, AICP	16	Existing Conditions & Performance Measures	✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
Brandie Miklus, AICP	13	Public Involvement	✓	✓		✓					✓		✓			✓		✓		✓
Ana Elias, PhD, PE, PTOE	27	Traffic Modeling	✓	✓		✓			✓	✓	✓	✓	✓		✓		✓			✓

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► **Our Subconsultant Partners**

We routinely work together and offer an integrated approach to provide successful project solutions. For the MPO’s contract, we have chosen to team with proven local subconsultant firms, who have the required specialized expertise that will be required by the LRTP, a history of quality work on previous projects, and most importantly, have shown a commitment to meet schedule and budget.

Traf-O-Data is a DBE firm that specializes in traffic data collection for a wide range of transportation projects. Traf-O-Data is leading the traffic modeling for the FDOT for the MPO 2045 Long Range Transportation Plan. Their local and regional knowledge of Collier and Lee County traffic patterns, modeling and land use will help facilitate project delivery.

Alta Planning + Design, Inc. has a singular focus on active transportation and recreation planning nationwide, specializing in the planning, design, and

implementation of greenways, shared-use paths, and complete streets. Alta is exclusive to our team and will provide support with scenario planning, performance measures, and complete streets.

Capital Consulting Solutions is a DBE/MBE firm with experience in a variety of planning, engineering, technical, analytical, statistical, graphical, public involvement and project review activities. Capital Consulting is exclusive to our team and will lead GIS/Mapping for the Plan.

Spikowski Planning Associates specializes in land use and scenario planning and extensive knowledge of Southwest Florida development and regulatory tools. Spikowski Planning is exclusive to our team and will lead scenario planning and support data and validation used in the Plan.

Proximity and Local Commitment

TASK LEAD	PROJECT ASSIGNMENT	LOCATION
Bill Gramer, PE, AICP	Project Manager	Naples, FL
Ned Baier, AICP	Planning Lead	Tampa, FL
Adam Ahmad, PE, AICP, GC	GIS/Database Development and Mapping	Naples, FL
Bill Spikowski, FAICP	Scenario Planning	Ft. Myers, FL
Tara Jones, PE	Quality Assurance	Orlando, FL
Katie Habgood, AICP	Existing Conditions & Performance Measures	Tampa, FL
Brandie Miklus, AICP	Public Involvement	Tampa, FL
Ana Elias, PhD, PE, PTOE	Traffic Modeling	Deerfield Beach, FL

In Florida, we have full-service planning and engineering offices in Naples, Tampa, Orlando, Deerfield Beach, Jacksonville, Lakeland, Miami, Palm Beach Gardens, and Tallahassee, with numerous project field offices located throughout the state. We have extensive and proven local experience completing general services contracts for Collier County and throughout Southwest Florida, as well as unparalleled experience in Collier County. Our contracts include the Seminole Tribe of Florida, Collier MPO, Lee County MPO, Charlotte-County-Punta Gorda MPO, Sarasota-Manatee MPO, Hillsborough MPO, City of Fort Myers, Town of Fort Myers Beach, and the City of Cape Coral.

Our Naples will provide the primary support for this project. Project Manager Bill Gramer, PE, AICP will be the face of the project and the primary liaison with the Collier MPO and project stakeholders. Bill will be supported by Planning Lead Ned Baier, AICP whose primary role and responsibility is managing the staff planning services and sub-consultants for this Plan. We have a proven, available team and will provide efficient, coordinated services.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



► Knowledge and Experience with Construction and Regulatory Conditions

In our completion of Long Range Transportation Plans in other communities, we have successfully worked with the Florida Department of Transportation, Federal Highway Administration, and Federal Transit Administration reviewing the plans for meeting state and federal guidelines. The table below demonstrates our experience with Regulatory Agencies.

PROJECT OR CLIENT	PERMIT TYPE	FEDERAL				STATE										REGIONAL		LOCAL
		NPDES	Stormwater (NPDES)	PSD	Federal Highway Admin.	USEPA	USACOE	USEFWS	FDEP	DCA	FGWFC	WMD	RPC	County & Municipal				
Collier Blvd. (Golden Gate to Immokalee), Collier Co., FL			✓															
Lee County MPO 2040 LRTP					✓	✓												
Charlotte County-Punta Gorda MPO 2040 LRTP					✓	✓												
Hillsborough County 2035 LRTP					✓	✓												
Tampa Bay Regional Transit Authority (TBARTA) LRTP					✓	✓												
Pinellas County 2040 LRTP					✓	✓												
Seminole County LRTP & CIP, Seminole County, FL					✓	✓												
Collier Blvd. (U.S. 41 to Davis), Collier Co., FL			✓				✓	✓									✓	
Vanderbilt Beach Road, Collier County, FL			✓				✓	✓									✓	
Immokalee Road Widening, Collier County, FL							✓	✓	✓									
Pine Street Extension, Sarasota, FL			✓				✓	✓	✓									
Pine Ridge Road Widening, Collier County, FL							✓	✓	✓									
Jacaranda Boulevard-Border Road, Sarasota County, FL							✓	✓	✓								✓	
Carlton Reserve Primary Access Road, Sarasota County, FL							✓	✓	✓								✓	
Southwest Florida International Airport, Fort Myers, FL			✓				✓	✓	✓								✓	
Miscellaneous Water Projects, Pasco County, FL			✓				✓	✓	✓									
Water and Wastewater Program, City of Cocoa, FL							✓		✓								✓	
Water Capital Improvement Program, City of Jacksonville, FL		✓																
Water and Wastewater Program, City of Gainesville, FL							✓	✓									✓	
Water Planning, City of Leesburg, FL		✓	✓															
Reedy Creek Energy Services, Orlando, FL		✓	✓				✓	✓	✓									

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Teams Understanding of Key Project Elements

The successful development of the Collier MPO's 2045 LRTP will require a team that understands the complex, interrelated technical, financial and human aspects of assessing the performance of a transportation system over a 20+ year horizon. The goal is to identify projects that efficiently and effectively address the future needs of the system based on population projections, housing and employment. The future needs must be further evaluated to consider the financial burden of the infrastructure improvements. This financial vetting will result in a cost feasible plan which will act as a planning tool for future infrastructure decisions.

While preparing the 2045 LRTP, we will incorporate the following Key Project Elements:

- Safety and Security Planning
- Policy Planning
- Systems Planning
- Sub-Area/Corridor Planning
- Transportation Statistics and Data
- Transit Planning
- Transportation Disadvantaged Planning
- Short and Long Range Planning
- Public Engagement

▶ SAFETY AND SECURITY PLANNING

Improving transportation safety is accomplished through reducing crashes, injuries, and fatalities for motorized and non-motorized users. A safe transportation network for all users is not only a priority for Collier County and Florida, it is a nationwide goal. Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act continued the Highway Safety Improvement Program (HSIP) with a goal to significantly reduce traffic fatalities and serious injuries on all public roads. The HSIP requires a comprehensive, data-driven, strategic approach that defines safety goals and describes strategies to improve safety.

While federal planning legislation over the years included safety and security as planning factors, more recent legislation has further emphasized their importance, especially for bicycle and pedestrian safety. MAP-21 established a performance-based goal of reducing traffic fatalities and injuries, and the FAST Act passed last year increases bicycle and pedestrian funding; the Federal Highway Administration (FHWA) now requires that states and MPOs demonstrate progress towards improved bicycle and pedestrian safety. Our experience working with state-level bicycle and pedestrian safety for FDOT and through developing local bicycle and pedestrian master plans highlights our knowledge and proven ability, allowing us to provide strategic direction to the Collier MPO and meet the goals of this requirement as part of the 2045 LRTP development. Education and outreach is crucial to improving safety on Collier County's roads. Safety will be an important part of our 2045 LRTP Project messaging.

We recently supported FDOT Central Office's State Safety Office by analyzing statewide trends, policies, and initiatives to conduct an annual assessment of safety for the eight emphasis areas outlined in the HSIP. In addition, reviewed bicycle and pedestrian data collection programs throughout the state and developed a menu of safety performance measures for the FDOT Central Office's 2015 Safety in Numbers report.

▶ Evacuation and Vulnerability

Coastal Florida communities are particularly prone to severe weather events and impending sea level rise. Collier County must have a transportation system that efficiently evacuates residents and visitors when hurricanes and other natural and man-made disasters occur. As part of the 2045 LRTP, the Collier MPO will need to communicate how planned improvements will help mitigate natural disasters and maintain operations in times of crisis. We have relevant Florida experience with evacuation and vulnerability assessments. For the Hillsborough MPO, we coordinated with local and regional agencies, assessed the vulnerability of current evacuation routes, and recommended improvements to minimize emergency response times and maximize efficient economic recovery.



Policy Planning

Our experience with municipal, regional, and state agencies allows us to offer advice regarding policy recommendations and studies. We focus on efficiency and accuracy by working with appropriate agencies and stakeholders, using sound technical analysis, and conducting thorough data collection. We can also help the MPO respond to policy changes at the Federal and state levels in response to changing legislation and declining funding.

► Federal

A new strategy for prioritizing, coordinating, and planning transportation improvements has emerged under the FAST Act. Because the new federal transportation funding legislation took effect October 1, 2015, the 2040 LRTP follows the policies in the previous funding bill. In addition, the US DOT published joint guidance between the FHWA and the Federal Transit Administration (FTA) to address the following Planning Emphasis Areas: transition to performance-based planning and programming, ensure a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO, and state boundaries, and access to essential services. The emphasis areas should be reflected in the planning products and efforts conducted by the MPO. The 2045 LRTP will need to emphasize that these areas were addressed during the process and in the documentation. Our extensive experience in Collier County and Lee County, as well as with the Collier MPO and Lee County MPO help expedite coordination and information exchange.

► State

The FDOT Office of Policy Planning's MPO Program Management Handbook provides guidance on state and federal legislation, MPO membership apportionment, transportation planning boundary designation, and requirements for cooperation between FDOT and the MPOs. We have extensive knowledge of state planning policies and initiatives that can impact Collier County and the MPO, such as those found in the State Strategic Plan, State Freight Plan, State Transportation Corridors Plan, and Strategic Highway Safety Plan. Prioritizing projects for Transportation Regional Incentive Program (TRIP) funding, County

Incentive Grant Program funding, and Transportation Alternatives Program (TAP) funds should be conducted on a regional level, using performance-based criteria.

The FDOT District 1 Freight Mobility and Trade Study and Implementation Plan addressed Governor Rick Scott's initiative to "take advantage of increased trade opportunities with global markets and enable our state to grow as the leading hub for trade and logistics." The Study updated data and recommended projects for the MPO to consider in its ongoing planning work. We will conduct policy analysis to track and assess the fiscal and policy impacts resulting from legislative actions, including federal programs, such as the FAST Act and funding proposals; state and regional initiatives, such as the proposed Shared-Use Non-motorized (SUN) Trail Network, new corridors, regional freight, managed lanes; and local initiatives, such as the Collier County Growth Management Plan.

Complete Streets. We are staying up-to-date of Complete Streets planning in Florida and can help implement projects locally. FDOT partnered with Smart Growth America to develop the Complete Streets Implementation Plan, completed in December 2015, to guide the state's efforts to implement the Complete Streets policies through a five-part implementation framework. The 2045 LRTP may provide an opportunity for the MPO to develop a Complete Streets policy and conceptual cross-sections for consideration by local governments and identify roads for Complete Streets applications. City of Naples has adopted a Complete Streets Policy (Resolution 15-13719) to provide framework for future improvements that will provide "access to all users in a manner that promotes safe efficient movement of people and goods whether by car, truck, transit, assisted device foot or bicycle."

Developments of Regional Impact. We have extensive knowledge of Florida growth management laws and rules, Developments of Regional Impact (DRIs), and various local governments' development review and transportation concurrency processes. We understand the impact of new development on transportation facilities and various mitigating techniques. As part of our Transportation Planning General Services Contract with Collier County, we routinely participate in the review process of DRIs and sub-DRIs to ensure the



socioeconomic data used in the LRTP reflects current growth and development decisions.

► Regional

We will help the MPO navigate regional transportation issues such as leveraging funding opportunities for TRIP priority projects. Using information we have collected or created while developing nearby MPO's 2040 LRTPs and experience gained while preparing similar master plans, we will work with you to create or propose thoughtful and timely policies that will influence implementing the Transit Development Plan (TDP), LRTP, and the Comprehensive Pathways Plan. For example, the LRTP will assess countywide performance of transportation projects with regard to sociocultural effects and environmental justice and sought equal access for all to transportation options and the planning process. The analysis will focus on areas with a high concentration of minority, low-income, and other traditionally under-served and under-represented populations, and considered the potential impacts, both positive and adverse, of proposed transportation projects.

With our recent experience in Southwest Florida, we understand the entire scope of LRTP development, review, and adoption. We know the importance of project goals, project and system-wide evaluation criteria and performance measures, transportation needs, cost feasible projects; congestion management analysis, projects, and strategies; implementation strategies, public outreach; and documenting LRTPs.

Regional Coordination. Our relationship and work experience with the Lee MPO is an asset for the Collier MPO. We are aware of past coordination and current discussions. During the next several years, we can help the MPO monitor and update the regional roadways network for consideration of funds and determine which are used in travel modeling. Additional coordination must also be maintained with the Miami-Dade and Broward MPOs due to their essential highway, road, and potential trail connections. Hendry County is also an important connection for the Immokalee area and included in the regional conversation.

We recently completed the Lee MPO 2040 LRTP and are well positioned to continue communicating and coordinating information, plans, and analysis. In

addition, we have completed projects for Miami-Dade and Broward MPOs, which makes us uniquely available to facilitate any coordination between the MPOs.

Recent Activities. Both the Collier and Lee MPOs addressed future development and traffic forecasts during their recent LRTP updates. Several regional road and transit projects emerged as priorities, such as improving I-75 and increasing the frequency of regional transit on US Highway 41. The MPO identified Immokalee Road at I-75 and a new interchange at I-75 and Everglades Boulevard as high priority needs. We are about to begin work on the Immokalee Road Corridor Congestion Study (as part of their General Services Contract) to evaluate Immokalee Road from Livingston Road to Logan Boulevard.

FDOT District 1 is currently selecting a Consultant to do a Major PD&E Study along the I-75 Corridor through Collier and Lee County (Project 1). This study will require significant coordination with the 2045 LRTP Team.

In addition, the Lee and Collier MPOs developed and approved the route for the section of the Southwest Coastal Regional Trail (a 300 mile "trail" that will go from Naples to Clearwater FL). While the project was not selected for immediate funding by the Florida Greenways & Trails Council, a broad alliance comprised of all nine MPOs in Southwest Florida and the Tampa Bay Area Regional Transportation Authority (TBARTA) are working together to see that this trail is selected for funding in the future.

► Local

We recognize setting transportation investment policy can be mired in highly localized considerations that are all important to individual communities. However, the MPO is responsible for developing objective planning criteria that foster collaboration, comprehensive analysis, and continuing examination of potential impacts. We have demonstrated a consistent commitment to growth management, building consensus among stakeholders, and progressive transportation policy. We have assisted municipalities, transit agencies, MPOs, and FDOT with formulating guidance and public policy.



Systems Planning

Systems Planning includes the first steps needed to take the long range plan from vision to reality. The greatest challenge faced by the Collier MPO, and Collier County will be implementing the LRTP with limited funds. As a result, the MPO should focus on supporting projects that are likely to be implemented and expected to bring the greatest return on investment. Over the coming years, the MPO will focus on supporting its partner agencies through implementing the cost feasible projects identified in the LRTP. We are experienced in all technical elements required in systems planning studies and plans development. Activities associated with implementing the LRTP include feasibility studies, systems planning, preliminary cost estimating, environmental impact identification, conceptual design and of course, final design and construction management.

Financial Planning. We can identify trends, forecasts, and revenues from local, state, and federal sources, and develop preliminary costs for projects identified in the 2045 LRTP. We are strong in transit costing and revenues and developing models in partnership with FDOT, FHWA, and FTA and have We completed the recent LRTP revenue and cost analysis for the Lee, Charlotte County-Punta Gorda, and Hillsborough MPOs. The shortfall in revenue at the local, state, and federal levels impacts the Collier MPO and local partners, particularly in regards to delayed operating assistance for roadway maintenance as well as transportation operators such as Collier Area Transit (CAT). We can evaluate and review potential revenue sources to identify ways to leverage scarce transportation funds. We assisted both the Lee County MPO and Collier County Planning Department with identifying and securing grant funding for projects including two TIGER Grants: Lee County Complete Streets and Immokalee Complete Streets Initiative, as well as a Safe Routes to School Grants, resulting in over \$24 million dollars of funding.

Freight Planning. Federal legislation requires MPOs to develop and implement a freight movement plan describing the existing facilities and process for identifying improvements to aid in the movement of freight into and out of the area. Collier County's Freight and Goods Movement Study was completed in 2008. More recently in January 2016, FDOT District 1 completed the District 1 Freight and

Mobility and Trade Study identifying short-term and long-term improvements (discussed above). We understand both the over-the-road freight and railroad industry and have the skills to analyze the industry's needs and impacts on local communities, and we have the relationships to further conversations and influence change.

Sub-Area/Corridor Planning

Sub-area, corridor, and scenario planning studies may include evaluating, analyzing, and determining feasible projects in congestion management, multimodal planning, Complete Streets, access management, traffic studies, ITS, Transportation Systems Management (TSM), and Transportation Demand Management (TDM). We address several of these categories below.

Complete Streets and Bicycle and Pedestrian Planning. The desire to make streets safe and comfortable for all users is beginning to take hold throughout Collier County. The County and its cities are implementing or pursuing implementation to accommodate future growth, support multimodal travel, and make regional connections. The 2012 Comprehensive Pathways Plan encouraged local jurisdictions to adopt Complete Streets Policies and in response the City of Naples very recently adopted a Complete Streets resolution. We will assist the MPO with Complete Streets implementation throughout the county, to complement projects such as the recently completed Central Avenue Complete Streets project.

We are monitoring the effort to build the Shared-Use Non-motorized (SUN) Trail Network with connections to Southwest Florida. The SUN Trail presents an opportunity to develop the Southwest Coastal Regional Trail connecting Tampa Bay to Collier. The River of Grass Greenway is another potential regional trail that will provide a pathway for cyclists and pedestrians across the Everglades from Naples to Miami. Because this is a potentially controversial project, it must be closely monitored. While not prioritized for immediate funding by the Florida Greenways and Trails Council on March 31, both projects should be considered during the proposed update to the MPO's Comprehensive Pathways Plan.



Our engineers and planners work together on Complete Streets projects that serve many community needs with the goal to operate a context-sensitive transportation network that works for all types of travelers. This can be a difficult challenge given right-of-way constraints, impacts on businesses, costs, and existing land use policies.

Corridor Planning. Traditional corridor planning allows multiple, sometimes seemingly unrelated problems to be tackled at the same time. It relates to the corridor's character and use and requires thorough stakeholder and public input. We first identify key corridor issues such as mobility, existing infrastructure deficiencies, drainage impacts, overall character, and aesthetics to meet existing and predicted development pressures without compromising quality of life and neighborhood character.

Alternatives typically focus on traffic operational improvements combined with aesthetic amenities that stimulate a sense of place and connectivity between neighborhoods with enhanced safety recommendations. Modal amenities such as transit service, bus shelters, bike paths, sidewalks, and crosswalks in conjunction with aesthetic amenities can contribute to a safe, pedestrian-friendly, and cohesive neighborhood.

Florida's Future Corridors, under study by FDOT, will analyze existing and new transportation corridors and utility lines to improve connectivity between regions in the state where existing facilities do not have the capacity to support anticipated growth over the next 50 years. Collier County is within the Future Study Area connecting Southwest Florida through the Heartland to Central Florida. This is an opportunity to transform and modernize existing facilities. We will help the MPO monitor progress and take advantage of opportunities to participate.

Connecting land use and transportation ensures the integration of transportation, land use, economic development, and environmental plans. It is about making a strong link between plans and implementation programs, maximizing investments, and improving quality of life. It is also about promoting transit, bicycle, and pedestrian-friendly neighborhoods and joining housing with jobs, shopping, schools, and every day destinations.

Congestion Management. Collier County is expected to see significant growth in the coming years. As the county grows, congestion will increase. We can provide Collier MPO with many congestion management services including developing and assessing transportation performance and strategies to alleviate congestion and enhance mobility of people and goods. We can collect and measure the data and system performance, identify the causes of congestion, assess alternative actions, implement cost effective solutions, and evaluate the effectiveness of implemented actions..

Transportation Statistics And Data Collection

As the Collier MPO and the region's transportation system continue to evolve and expand so does the region's data collection and management needs. Advances in transportation planning software technologies, such as ArcGIS, have allowed for greater data capacity and improved flexibility for data manipulation and analysis. We have a wealth of experience with transportation data collection, management, and validation.

We will provide comprehensive support implementing the Collier MPO LRTP by collecting, validating, and analyzing key transportation data, as well as validating and calibrating the travel demand model. We will also collect and synthesize critical transportation data necessary for plans, such as: traffic counts, traffic signal locations, highway network geometries, hotel/motel locations, school enrollment, socioeconomic data, transit route and ridership data, transit origins and destinations, highway and transit speeds, parcel/land use data, and employment data.

We will coordinate and collect data relevant to Collier County from a variety of state, regional, and local sources and integrate it into a consistent ArcGIS format. We can create a customized geodatabase that fits your needs for current and future efforts. Data will be presented in a user-friendly format to simplify the planning process and allow the MPO to communicate effectively with the public. Accurate, up-to-date, geospatially-oriented data is essential to understanding the demands of the transportation network and will save the MPO time with current and future efforts. We have also worked closely with neighboring Lee and



Charlotte County-Punta Gorda MPOs collecting extensive data, as required to conduct the Lee MPO Bicycle and Pedestrian Master Plan update and 2040 LRTP, and Charlotte County-Punta Gorda MPO 2040 LRTP. Traf-O-Data has special knowledge of the FDOT District 1 regional traffic model and can use the model to analyze the existing network and to develop alternative planning scenarios with Cube/Voyager.

An optional task for your consideration is to create a GIS database the Collier MPO can use to manage all existing and new data and integrate it into a comprehensive map collection. This will help visually depict data in a user-friendly map format to better identify and communicate project needs to all stakeholders, from elected officials to the general public. Presenting transportation data is critical to the planning process.

Transit Planning

The MPO provides planning and funding for transit services in Collier County and significant work has been accomplished in planning for transit improvements. While transit is not a heavily used form of travel in Collier County, it is still an integral part of the multimodal transportation system, especially for those that rely on it for mobility or choose to ride. We will help the MPO reach the next step to implement transit improvements that are appropriate and beneficial to those who live in and visit Collier County. The most recent TDP identifies transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies. Additional opportunities to improve transit service in the coming years include enhancing existing regional service along the US 41 Corridor with Lee County and LeeTran. While the Lee in Collier County (LinC) service is performing well, it may be improved with greater financial resources and other efficiencies. We can also assist as CAT works with LeeTran and stakeholders, such as FDOT District One, to seek funding opportunities and evaluate transit service options for new regional transit service between the Fort Myers/Naples International Airport and tourist and business destinations.

Collecting and managing quality data is arguably the foundation of sound transportation planning. Detailed documentation of the methodology used to collect, process, and analyze the data will be provided. All data will be checked and validated for errors, completeness, and sources.

Transit accessibility is important and we are well positioned to support tasks improving accessibility for transit users, including investment in facilities like sidewalks, bus shelters, benches, park-and-ride lots, and vehicles through planning and project prioritization. We can also provide policy guidance on transit operations and service evaluations to identify options for more efficient service without increased cost. Our work with FTA serving as an on-call consultant provides us invaluable experience reviewing transit project proposals, cost estimates, and finance plan factors. We can bring knowledge of this process to the Collier MPO to lead development of sound transit planning studies that stand a greater chance of successful federal funding.

Transportation Disadvantaged Planning

Planning for and providing transportation services to the elderly, disabled, and economically disadvantaged is an important function of the Collier MPO. We have the experience to help the MPO staff and Local Coordinating Board (LCB) maintain and grow the transportation services for those in the community that need them the most. The Unified Planning Work Program and the LCB identified the need to continue to seek out and apply for grants, update memoranda of agreements and service contracts, and complete the annual evaluation of the Community Transportation Coordinator (CTC).

The MPO plays a major role managing and providing planning services for a coordinated TD Program in Collier County. Working with the CTC and LCB, the MPO updates the Transportation Disadvantaged Service Plan (TDSP) annually in accordance with Chapter 427 of the Florida Statutes and Florida Administrative



Code Rule 41-2. Having led the evaluation of the Hillsborough MPO CTC for several years, we understand the requirements of transportation disadvantaged (TD) programs.

Short and Long Range Planning

The process of selecting and prioritizing transportation projects to move them from a long range vision to a project on the ground benefitting Collier residents and visitors is a critical planning activity conducted by the MPO. A fair, efficient, and transparent method is imperative to effectively evaluate projects and identify tradeoffs. A consistent yet flexible evaluation process provides detailed quantitative information to guide staff, policymakers, and stakeholders to a sound decision. We will work with the MPO to identify project-specific performance metrics that result in cost-effective investments. We will follow the guidance in current Federal legislation to create a process that is transparent, predictable, and repeatable.

Short and long range planning may require updates to shorter range plans such as the TIP and Congestion Management Plan, mid-range plans such as the TDP, and the 20-year LRTP to meet local and state needs and priorities as well as Federal and state policies. Efficient project programming requires coordinating project location and timing – knowing when and where all projects may be implemented to best capitalize on investments. A multimodal corridor approach can maximize return on investment of improvements and be the best use of taxpayer money by allowing simultaneous construction of varied projects in the same geography.

Public Engagement

There are many ways to reach the public today. Traditional in-person meetings can be a costly way to reach relatively few people, and not everyone can come to the same place at the same time. Virtual strategies such as e-townhall meetings, surveys, and other online tools provide a new arena for public participation. Busy people may participate while relaxing at home or attending to other activities. The internet, television, and telephone are common tools used in broadening outreach to larger numbers of participants in a cost-effective manner.

In addition, our method of illustrating geographic-based information has become more sophisticated. Many MPOs, including the Lee and Hillsborough, used scenario planning to visually demonstrate possible outcomes of a decision represented in their LRTPs. Visualizations reinforce the connection between transportation and land use in a new and exciting way while increasing public understanding and social sharing of ideas and concepts.

Another helpful innovation in technology is interactive websites. These are becoming more user-friendly, providing lay-persons with the ability to dig deeper into the details of a plan, while directing their search to their particular area of interest more quickly and efficiently. New technologies and communications tools that make it easier for the public to participate and contribute to the long-term vibrancy of their regions will play an increasingly vital role in long-term planning.

We are experienced in developing and implementing market research including questionnaire/opinion surveys, focus groups, and online techniques. The goal is to obtain a broad-based, accurate reflection of public opinion concerning your transportation plans, policies, and potential funding sources. We've learned that focus groups and consensus building. Workshops are immensely helpful to better understand the expectations and sentiment of the community.

Public Involvement requires products be developed so they are easily understood by the public, written in plain language, free of jargon, and translated into relevant languages spoken in the region. We have implemented innovative and highly successful public engagement activities for TBARTA and for the Hillsborough MPO.

We have relevant experience performing major public engagement work for the Pinellas MPO as part of the Pinellas 2040 LRTP, the Broward MPO Public Engagement Campaign called Speak-up Broward, and the public engagement programs for both the Lee MPO 2040 LRTP and Charlotte County-Punta Gorda MPO LRTP.

Reaching out to Collier County's diverse citizens and gaining their honest, actionable participation will take multiple approaches and methods. Getting to "Yes, I will participate." or "Yes, I support this plan or funding initiative." is all about



answering the questions of “What’s in it for me?”, “How will this transportation plan benefit me at home, at work, or at play?”, and “What are the trade-offs?” We understand this will take a diverse team of experts to engage the community and ultimately build consensus.



Consensus Building

Consensus building is a collaborative problem solving process used mainly to discuss complex viewpoints to arrive at an understanding. The process allows various interested parties to work together to develop a mutually acceptable solution and take ownership of decisions. While everyone may not get everything they initially wanted, consensus has been reached when everyone agrees they can live with whatever is proposed after efforts have been made to meet the interests of all stakeholders.

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2. CERTIFIED MINORITY BUSINESS ENTERPRISE





2 CERTIFIED MINORITY BUSINESS ENTERPRISE >>>

We understand that Collier County has a fundamental responsibility to provide equal opportunities for all businesses to help to ensure the success of women, minority and small local businesses who contribute to the economic development of the community. We share in this responsibility and supports these goals. While Jacobs Engineering Group Inc. is not a Certified Minority Business Enterprise (MBE) firm, we often team with women and minority owned businesses and small local firms.



Our team includes two DBE/MBE firms. **Traf-O-Data** is a State of Florida certified DBE firm that specializes in traffic data collection for a wide range of transportation projects. Traf-O-Data will lead the traffic modeling for the FDOT for the MPO 2045 Long Range Transportation Plan. Their local and regional knowledge of Collier and Lee County traffic patterns, modeling and land use will help facilitate project delivery. **Capital Consulting Solutions** is a State of Florida DBE/MBE firm with experience in a variety of planning, engineering, technical, analytical, statistical, graphical, public involvement and project review activities. Capital Consulting is exclusive to our team and will be leading GIS/Mapping for the Plan.

Our commitment to local and DBE/MBE participation does not stop once subcontracts are awarded. We have a true commitment to helping those firms perform successfully. We want to enhance their respective capabilities as a result of working with us.

We take pride in building strong relationships with our local MB/DBE subconsultant partners. We regularly exceed our FDOT MB/DBE Utilization Goals, as demonstrated by our most recent FDOT utilization grade of A+. (24.64% utilization on 45 projects).

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**Florida UCP DBE Directory
Vendor Profile**

As Of: 02/15/2018

Vendor Name: TRAF-O-DATA CORP

Certification: DBE

Former Name:

Business Description: OTHER MANAGEMENT CONSULTING SERVICES

Mailing Address:
202 E IDLEWILD AVE
TAMPA, FL 33604-

Physical Address:
202 E IDLEWILD AVE
TAMPA FL 33604-

District: 07 County: HILLSBORO

Website:

Contact Name: ANNE W PIVNICKI

Phone: (813) 758-1140

Fax:

Contact Email: SGRAHAM@TRAFODATA.NET

Current DBE Certification: Certified

Certifying Member: Florida Department of Transportation

ACDBE Status: N

Statewide Availability: N

Certified NAICS

541690 - Other Scientific and Technical Consulting Services

Available Work Counties

01-CHARLOTTE	03-COLLIER	04-DESOTO	05-GLADES	06-HARDEE	07-HENDRY
09-HIGHLANDS	12-LEE	13-MANATEE	91-OKEECHOBEE	16-POLK	17-SARASOTA

Available Work Districts

01

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



GREATER ORLANDO AVIATION AUTHORITY



JACKSONVILLE TRANSPORTATION AUTHORITY

Florida Unified Certification Program

Disadvantaged Business Enterprise (DBE)

Certificate of Eligibility

CAPITAL CONSULTING SOLUTIONS LLC (PART TIME)

MEETS THE REQUIREMENTS OF 49 CFR, PART 26

APPROVED NAICS CODES:

541330, 541340, 541990, 541690, 238990

Samuel Febres

*Samuel (Sammy) Febres
DBE & Small Business Development Manager
Florida Department of Transportation*



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ANNIVERSARY DATE – Annually on 06/02

The Florida Department of Transportation (Department) has certified, ***CAPITAL CONSULTING SOLUTIONS LLC (PART TIME)*** under the Florida’s Unified Certification Program (UCP) as a Disadvantaged Business Enterprise (DBE), in accordance with Title 49 Part 26, Code of Federal Regulations (CFR).

DBE Certification does not expire. It is contingent upon the firm maintaining eligibility annually through this office. We will notify Owners of their responsibilities in advance of the anniversary date.

We have listed the firm in the Florida's DBE Certification Directory, found at the following link:
<http://www3b.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/>

Prime contractors and consultants must verify the firm's DBE certification status, and identify eligible work area(s) through the Directory. The Department makes available DBE Support Service Providers, offering managerial and technical assistance at no cost.

Contact us at (850) 414-4747 or via email DBECert.Help@dot.state.fl.us with your questions or concerns. Thank you.



Samuel Febres

Samuel (Sammy) Febres
DBE & Small Business Development Manager
Equal Opportunity Office

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State of Florida

Minority Business Certification

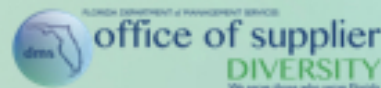
Capital Consulting Solutions, LLC

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:

07/27/2017 to 07/27/2019



Erin Rock, Secretary
Florida Department of Management Services





3. PAST PERFORMANCE



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

3 PAST PERFORMANCE >>>

Our Experience

Our proven, available team is prepared to provide the Collier MPO with efficient, coordinated services for the 2045 Long Range Transportation Plan (LRTP). We have a strong track record of successful project delivery in Collier County, and bring this understanding with your preferred methods of project delivery and standards for quality. Just as important, we have the technical expertise and the professional experience on similar projects which will allow us to be efficient in addressing key challenges affecting project success. We routinely work together delivering high-quality projects for the Collier MPO and Collier County and offer an integrated approach to provide successful solutions, on time and within budget.

Previous Performance with Similar Jobs

Our extensive experience with Long Range Transportation Planning provides a wealth of understanding of what will be required to successfully deliver this critical LRTP for the Collier MPO. A sample of our Florida experience with MPO's and LRTP's include:

- **Collier MPO:** Miscellaneous Planning Tasks
- **Lee County MPO:** LRTP and Miscellaneous Planning Tasks
- **Charlotte County-Punta Gorda MPO:** LRTP and Miscellaneous Planning Tasks
- **Hillsborough MPO:** LRTP and Miscellaneous Planning Tasks
- **Pinellas County MPO:** LRTP and Miscellaneous Planning Tasks
- **Seminole County MPO:** LRTP and Miscellaneous Planning Tasks
- **Highlands County MPO:** LRTP and Miscellaneous Planning Tasks
- **Seminole Tribe of Florida:** LRTP and Miscellaneous Planning Tasks
- **Palm Beach MPO:** Miscellaneous Planning Tasks

Unparalleled Knowledge of Collier County



We bring an acute understanding of local conditions through our planning, design, permitting, and construction management services. Our Task Order work has consisted of: Transportation Planning, Traffic Impact Study Reviews, Developer Contribution Agreement Reviews, Roadway Planning, Roadway Designs, Complete Streets, Roundabouts, Intersection Designs, Transit Designs (Bus Shelter Design, Bus Stop Design), 100 miles of Sidewalks and Bike Lanes, 40 miles of Pathways, Boardwalk Designs, ADA Survey's for 400+ County Facilities, Grant Writing (TIGER, Safe Routes to Schools, EECBG),

Bridge Designs, Box Culvert Designs, Pedestrian Bridges, Weir Structural Evaluations, 100+ miles of Utility Designs, FDEP Permitting, Drainage Design, SFWMD Permitting, Environmental Surveys (T&E species, wetlands, contamination), ACOE Permitting, Consultant Peer Reviews, Pavement Evaluations (1000+ Miles), Site/Civil Plans, Architectural Designs, Facilities Designs (Electrical, Mechanical, HVAC), Landfill Design (Master Planning), Construction Engineering and Inspection and Emergency Response Services.

In addition, we have provided planning and design services on ten major roadway design contracts (60+ miles of roadway) and five PD&E studies (40+ miles of roadway).

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► **Representative Collier County Roadway Planning and Design Services**

- **Collier Boulevard Widening Projects – 5 Segments totaling 15 miles**
 - Collier Boulevard I (Golden Gate Boulevard to Immokalee Road), 3 miles of 4-6 lane widening
 - Collier Boulevard II (US 41 to Davis Boulevard, 7 miles of 4-6 lane widening
 - Collier Boulevard II Extension (Davis Boulevard to Golden Gate Canal, 1 mile of 4-6/8 lane widening at I-75 Interchange
 - Collier Boulevard III Phase I (Green Boulevard to Golden Gate Boulevard), 2 miles 4-6 lane widening
 - Collier Boulevard III Phase II (Main Golden Gate Canal to Green Boulevard), 2 miles 4-6 lane widening
- **Collier-Immokalee Intersection Improvements.** Services Included highway design, drainage design, bridge design, environmental permitting, utility relocation design (water and sewer).
- **Vanderbilt Beach Road Extension (Collier Boulevard to Desoto Boulevard) 2 Segments totaling 10 miles.** This road is a new 6-lane urban arterial. Services provided include highway design, bridge design (8 new bridges), drainage design, environmental permitting and mitigation, utility relocation design (water and sewer). Placed On Hold at 60% in 2008. (Restarted in January 2018)
- **Vanderbilt Beach Road Widening (Airport Pulling Road to Collier Boulevard) Widening 5 miles of a 2 Lane Rural to 6-Lane Urban Roadway.** Services included highway design, drainage design, environmental permitting, 25 miles of utility relocation design (water and sewer).
- **Immokalee Road Widening (Collier Boulevard to 43rd Ave) 8.1 miles of a 2 Lane Rural to 6-Lane Urban Roadway.** Services provided included highway design, drainage design, environmental permitting, utility relocation design (water and sewer).

- **Pine Ridge Road (US 41 to Airport Pulling Road), 3 miles of 2- 6 lane widening.** Services provided included highway design, drainage design, environmental permitting, utility relocation design.
- **Pine Ridge Road (Airport Pulling Road to Logan Boulevard), 3.5 Miles of 4-6 lane widening.** Services provided include highway design, box culvert design, drainage design, environmental permitting and mitigation, utility relocation design, I-75 Ramp Improvements.



► **Representative Collier County Transportation Planning/Traffic Engineering Services**

Master Mobility Plan Application Preparation and Phase I Services. We worked with County Planning staff to prepare the Master Mobility Plan Grant Application which received a \$472,799 Department of Energy Grant for the Phase I MMP Project. In addition, we successfully performed planning and engineering services as part of the MMP Phase I Project. We were responsible for the data collection, existing infrastructure evaluation, public involvement presentation, Board of Collier County Commissioners Presentation as well as preparing the Project Charter.

Analysis and Quality Control Review of AUIR. We provided consulting services for use in the Analysis and Quality Control Review of AUIR Background Data and Related Collection and Calculation Methodology. Services included: Providing quality analysis and quality control of collected and calculated background traffic data used in the Annually Updated Inventory Report [AUIR]. We verified for each concurrency roadway segment that the data collected was consistent with prior year data, that the proper conversion factor(s) were used and applied appropriately, that the pm peak hour capacity and background volumes were correctly calculated, assessed and applied.

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Access Management System Update. We were responsible for updating the Access Management System/Standards for Collier County. Tasks performed as part of this assignment included: Review of the County's Existing Access Management System; Update the Access Management Classification Spreadsheet; Review of Access Management Standards at Intersections; Provide Recommendations for Exceptions, Variances, and Joint Access; Preparation of a Report which documented the findings and recommendations of the study.

Update of LOS Maximum Service Volumes for Concurrency Segments. We were responsible for updating the maximum service volumes for concurrency segments identified in the County's Annual Update and Inventory Report (AUIR). Tasks performed as part of this assignment included: Review and Update of the Existing Files & Procedures; Identification and Summary of Roadway Properties; Collection of Signal Timings and Signal System Information; Collection and Summary of TMC Data; Analysis of Concurrency Segments; Preparation of AUIR Report

Roadway Asset Management Database and Project Evaluation. We assisted the County with the field and office Review and Evaluation of the County Fixed Roadway Asset Management Database. In addition, we prepared a Roadway Asset Management Database and Project Evaluation Report and Presentation. Services included under this Work Order included:

- Review the Roadway Asset Management Database, which is currently organized into separate GIS Layers, to assess the available data,
- Coordinate and gather data with regards to "Priority Projects" from County staff,
- Develop Summary of "Overall" Asset Conditions based on County staff input,
- Develop Maintenance Schedule for assets based on FDOT Recommended Maintenance Program and input from County Maintenance staff,
- Assist County staff with the development of an Asset Management Plan

The Asset Management Report will be used by County staff to plan, prioritize and budget the assets future maintenance and replacement.

► **Miscellaneous Collier County Transportation Planning/Traffic Engineering Services**

- Developer Responsibility Reviews 2010-2018 (On-Going)
- Transportation Planning Design/Reviews 2010-2018 (On-Going)
- Traffic Impact Study 2010-2018 (On-Going)
- PUD Monitoring
- Traffic Analysis
- DRI Monitoring
- Collier County Access Management Policy Update
- Collier County LOS Update
- Planning Project Management Assistance
- Drainage Modeling
- Livingston Road E-W Conceptual Planning
- Collier Boulevard Alignment Study
- Woodcrest Road Alignment Study
- Immokalee Road/Randall Blvd Intersection Planning
- Immokalee Rd/ Collier Blvd Intersection Expansion
- Grant Assistance - Researched and prepared twenty-five (29) grant applications for Collier County Facilities, Transportation Planning, and Parks and Recreation Departments



► **Representative Collier County General Services Contracts**

We have performed a broad range of services in recent years under our many existing General Service Contracts including:

- Collier MPO General Services
- CAT Program Engineering/Architectural Services
- Transportation Planning Services
- Traffic Engineering Services
- Project Management and Oversight Services
- Professional Engineering Design Services
- Land Planning and ROW Services
- GIS General Services
- Utility Engineering Services
- Miscellaneous Construction Inspection Services
- Structural Engineering Services
- Roadway Construction Engineering Services



► **Representative Feasibility Studies and PD&E Projects**

Our ability to provide appropriate technical solutions on projects throughout Florida and nationwide is directly applicable to the services required as part of the 2045 LRTP. We have highlighted Florida projects that demonstrate our local expertise on projects that mirror some of the scope items detailed in the RPS. This extensive “Corridor Study” project experience, along with our technically qualified team members who possess recent, relevant experience on LRTP projects and who bring lessons learned and established relationships with local consultants, stakeholders, and the County staff. This combined experience and knowledge provides the greatest opportunity to successfully complete this project on time and in budget.



Rendering of Collier Blvd Design

Immokalee Road (CR 846) at Randall Boulevard Intersection, Efficient Transportation Decision Making (ETDM) Number: 14125 (reference included)

The Florida Department of Transportation (FDOT), District 1 initiated a Project Development and Environment (PD&E) study to evaluate proposed improvements at the intersection of Immokalee Road (County Road (CR) 846) and Randall Boulevard (Blvd) in Collier County, Florida. Intersection capacity improvements are needed to accommodate the projected future traffic demand. The proposed project will improve future intersection operations and result in enhanced mobility and safety. Additionally, intersection improvements will increase regional transportation network connectivity, reduce crashes, improve operations on existing evacuation routes, and expand multi-modal access to pedestrian and bicycle traffic in the area.

An Initial Alternatives Technical Memorandum was prepared to document the need for the project, the development of intersection improvement alternatives, and a preliminary comparative evaluation based on engineering constraints, environmental effects and preliminary cost estimates. Proposed alternatives

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include at-grade alternatives and grade-separated alternatives to increase the intersection capacity.

Collier Boulevard Alignment Study, Collier County, FL. We conducted a comprehensive analysis to determine the type, design, and location of proposed future improvements to Collier Boulevard (CR 951) from U.S. 41 to Immokalee Road, a distance of approximately 15 miles. As part of the study, we developed and analyzed various typical sections and roadway geometry; and evaluated drainage and utility adjustment requirements, site constraints, preliminary environmental, and right-of-way requirements for a six-lane urban divided section with bike lanes, sidewalks, and stormwater management facilities.

Vanderbilt Beach Road Extension Corridor Study, Collier County FL. We completed a corridor study to determine the feasibility of extending Vanderbilt Beach Road east into the Golden Gate Estates area. The corridor study limits were from Collier Boulevard (CR 951) east to DeSoto Boulevard, a length of approximately 10 miles.

The initial objective was to identify the existing and future transportation demands along the potential Vanderbilt Beach Road Extension corridor. Extensive right-of-way investigations were performed to determine potential impacts of 15 different corridor alternatives. Coordination with County right-of-way staff and community development was required to create a database of potential future impacts.

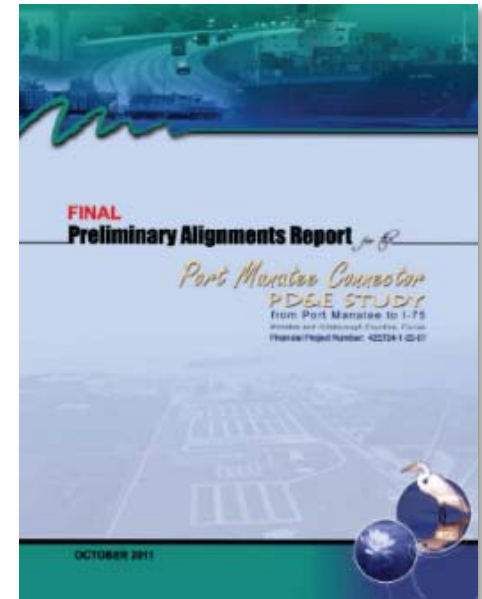
I-4 Poinciana Parkway Connector PD&E Study; FDOT District Five; Osceola/Polk Counties, FL. The project involved the preparation of the alternate corridor evaluation report (ACER), public involvement and agency coordination, environmental documentation and various management duties in anticipation of an Environmental Impact Statement. The study evaluated an enhanced connection from the northern terminus of the Poinciana Parkway at US 17/92 and C.R. 54 to Interstate 4 or the Central Polk Parkway, approximately 4 to 6 miles in length.

Port Manatee Connector PD&E Study; FDOT District One; Manatee and Hillsborough Counties, FL. The project involved the development and evaluation of viable alternatives (4 to 7 miles in length) that will improve goods movement and traffic flow between I-75 and Port Manatee. We compared the

corridor and alignment analyses using an evaluation of numerous environmental constraints (wetlands, floodplains, cultural resources, threatened and endangered species, hazardous waste sites, and public lands). Public involvement included extensive consensus building with the Manatee County Port Authority, agency stakeholders, and project stakeholders including environmental special interest groups, major developers, and approximately 2,000 property owners.

Polk Rail Study; FDOT District One; Polk County FL. The project involved a planning study to identify the best solutions for regional freight movement through Polk County while minimizing community and environmental impacts. Alternatives considered included both potential short-term and long-term solutions. Long-term solutions included alternatives, approximately 80 miles in length, to relocate regional freight rail trains to an alternative rail corridor. Short-term solutions included the evaluation of grade separations, rail crossing signal preemption, quiet zones, and geometric track improvements.

Wekiva Parkway/SR 46 Realignment PD&E Study; Orlando-Orange County Expressway Authority and FDOT District Five; Orange, Lake, and Seminole Counties, FL. The project involved 25-mile limited-access toll facility (four lanes, expandable to six lanes) on new alignment that will complete the Western Beltway around the metropolitan Orlando area. Project involved Environmental Assessment (EA) with Finding of No Significant Impact (FONSI), Programmatic Section 4(f) Evaluation for affected public lands and Individual Section 4(f) Evaluation for Section 106 historic resources. The Wekiva Parkway PD&E was



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downgraded from an EIS to an EA based on early project coordination with FHWA.

Englewood Interstate Corridor PD&E Study; FDOT District One; Sarasota and Charlotte Counties, FL. We provided support to facilitate the environmental documentation and public involvement. This 14-mile corridor provides vital transportation connections for evacuation of the Cape Haze Peninsula and economic development in Sarasota, Charlotte and Lee Counties. The Englewood Interstate Corridor PD&E was downgraded from an EIS to a Type 2 CE based on early project coordination with FHWA.

LPGA Boulevard Extension PD&E Study; FDOT District Five; Volusia County, FL. This project evaluated the environmental impacts associated with the proposed 3.2-mile extension of LPGA Boulevard for an Environmental Assessment (EA) with Finding of No Significant Impact (FONSI). The study involved the construction and new alignment of a two-lane facility that would extend from CR 415 to the current southern terminus of LPGA Boulevard at US 92 in Volusia County. The proposed project was conceived as a critical link in establishing a regional north-south corridor as an alternative to I-95.

I-4 PD&E Study, Orange, Seminole and Volusia Counties, FL. This 43-mile PD&E study on I-4 from SR 528 in Orange County to east of SR 472 in Volusia County involved the engineering and environmental analyses, as well as public involvement efforts to complete an Environmental Impact Statement (EIS). The project limits include downtown Orlando, a crossing of the St. Johns River, and a major systems interchange with SR 408 (East-West Expressway). The project also included an extensive public involvement program involving three counties and more than 10 local municipalities and a full array of potential impacts, including historic areas, wetlands, parks, endangered species, and environmental justice issues.

Western Beltway, Part A, Orange County, FL. This project involved the preparation of a state environmental impact statement (SEIR) for this section of the 11-mile long corridor limited access facility of proposed expressway around the Orlando area, located on a new alignment. Project involved alternative alignment analysis and extensive avoidance/ minimization strategies.

I-4 PD&E Study—Section 2, Orange, Seminole, and Volusia Counties, FL. We prepared an EIS for improvements to I-4 through Orange, Seminole, and Volusia counties. Proposed improvements include widening the segment of I-4 from the Bee Line Expressway Interchange in Orange County, to just east of the SR 427 Interchange, a distance of approximately 43 miles. Six general use lanes (GULs) plus two high-occupancy vehicle (HOV) lanes are planned. In addition, the project will evaluate the need for interchange modification. Elements of study include an EIS, noise impact study, socioeconomic analyses, an air quality study, CSER, and a location hydraulics report. The project also entails extensive coordination with FDOT, FTA, and other various governmental agencies; public involvement activities; and preparation of environmental documents.

I-95 PD&E Study, Brevard County, FL. We performed the I-95 PD&E Study for FDOT District 5. The I-95 area extends from SR 514 in Palm Bay to SR 50 in Titusville in Brevard County. The total project length was approximately 43 miles. Improvements will include the addition of two general use lanes to the existing four lanes, the evaluation of existing structures, and the determination of drainage structure improvements. Elements of the study include the preparation of a Type II Categorical Exclusion, Preliminary Engineering Report, and other environmental and engineering documents. In addition, the project entails extensive coordination with various federal, state, and local agencies, and local stakeholders.

State Road 429 Northern Extension PD&E Study, Orange and Lake Counties, FL. To meet the growing transportation needs in the greater Orlando area, the Orlando- Orange County Expressway Authority required a PD&E Study for the Northern Extension of the State Road 429 Expressway. We managed a team that included eight sub-consultants to develop and evaluate alternate corridors and location/design alternatives within the area's viable corridors. The work includes studying and preparing environmental reports and documents that evaluate the physical, natural, social, cultural, air and noise quality, economic and human impacts of the alternative corridors.



FDOT District 1, General Transportation Planning Projects/Tasks

We have successfully delivered the following services:

- FSUTMS Modeling
- Districtwide Model Development including TBEST
- Town of Lake Placid, Highlands County Model Support
- Project Traffic Reports
- SR 82 from Ortiz Avenue to SR 884, Lee County
- SR 84 from West of Santa Barbara Boulevard to East of CR 951, Collier County
- University Parkway Transportation System Management (TSM) Study from US 41 to I-75, Sarasota and Manatee Counties
- I-75 Systems Interchange Modification Report (SIMR) from SR 884 to SR 78, Lee and Charlotte Counties
- DRI and other Major Development Reviews

FDOT District 1, General Planning Consultant for FIHS

Our successful performance merited six contract extensions (three for additional time and three to increase the monetary threshold). Work efforts under this contract included:

- **Evaluation/Demonstration of the Charlotte County Model.** Provided review of the current forecasting model and making short- and long-term recommendations to improve performance. Work products included a technical model evaluation; estimated time/costs to “update” the model based on recommendations; and meetings/presentations to FDOT and Charlotte County staff.
- **Interchange Evaluations for Daniels Parkway and Immokalee Road Interchanges with I-75, Lee and Collier Counties.** Included the evaluation of existing and future-year conditions to determine viable short-term improvements to the interchanges and the analysis of preliminary interchange improvement layouts recommended to provide storage lengths for additional turn lanes.

- **Update and Evaluation of Central Sarasota Parkway Interchange Modification Report (IMR) Traffic, Sarasota County.** Prepared an overall evaluation of the Central Sarasota Parkway IMR traffic for implementation (PD&E) phase. Worked with FDOT District One staff and PD&E consultant (Wilson Miller) in developing future-year traffic projections and assessments which would allow the interchange to progress to design.
- **I-75 Project Traffic Reports for River Road to SR 72, Sarasota County, and from North of SR 78 to North of River Road, Lee, Charlotte, and Sarasota Counties.** Prepared two separate comprehensive traffic reports documenting potential improvements to I-75 for upgrading to a six/eight-lane facility. Project tasks included modeling; trend analyses; development of future-year traffic forecasts; recommendations for K, D, and T factors; comprehensive operational analyses using both HCS and CORSIM; and extensive PD&E coordination.
- **Evaluation of Interim I-4 Improvements from Kathleen Road to U.S. 98, Polk County.** Evaluated operational conditions for the proposed interim connection of I-4 with the ultimate I-4 connection between the Kathleen Road and US 98 interchanges, which included review of traffic forecasts and analyses.
- **Bartow Bypass (Northern Arterial), Polk County.** Completed a feasibility study for a connection from US 98 to US 17 to bypass the US 98/SR 60A intersection. Project included data collection; coordination with local agencies and government; determination of potential travel demand; review specific operational benefits; overall viability assessment; and formal presentation to the Polk Transportation Planning Organization (TPO), Technical Advisory Committee (TAC), Citizens Advisory Committees (CAC), and local officials.
- **Long-Range Transportation Plan, Highlands County.** Updated the Highlands County transportation model and developed a long-range transportation plan in support of their comprehensive plan update. Transportation model validation; land use modeling; development of future year highway networks and socio-economic data and traffic forecasts; evaluation of future-year traffic operations and deficiencies; identification of a Year 2030 Needs Network, Year 2030 Thoroughfare Plan, and Year 2030

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Highest Priority Needs Network; planning level roadway improvement cost estimates; extensive coordination with Highlands County planning staff, a TAC, and a CAC; presentations to the Highlands County Homeowner's Association and local elected officials; and preparation of a Model Validation Report and a Long-Range Transportation Plan were the key elements.

- **District One Planning Information Portal.** Completed work effort to evaluate TAIMS, developed and in use in District 5, as a platform for a Planning Information Portal in District One. Application review and research; functional requirements workshop; coordination with consultants involved in the development and maintenance of TAIMS and the District One ETDM Information Portal; and providing implementation options are the primary efforts.

Seminole Tribe of Florida (STOF), Transportation Program Manager

We have provided a variety of assignments similar to those identified in the RPS for the STOF. We provided Transportation Program Management Services for all six reservations in Florida including Hollywood, Tampa, Big Cypress, Brighton, Fort Pierce and Immokalee. Services included plan review, preparation of LRTP, grant writing, safety audits, asset management, pavement evaluations, cost estimating, bid reviews, budget analysis, safety plan, access management and roadway design, work order preparations, RFP preparation services, FDOT, BIA, FHWA coordination, public involvement and planning.

Projects/tasks included:

- Transportation Program Management
- STOF Long Range Transportation Plan (6 Reservations)
- Roadway Plan and Estimate Reviews
- Reservation-Wide Systemic Safety Analysis
- Prepare Transportation SOQ's
- 2014 Infrastructure Analysis Report
- Josie Billie Highway Road Safety Audit
- Big Cypress Safety Plan
- Josie Billie Highway Emergency Sign Package
- STOF Reservation Wide Asset Collection

- TIFIA Loan Presentation
- STOF Transportation CIP
- ARCGIS Collection Software Design
- TTPSF Safety Funds Grant- Coordinated with Federal Highway Administration (Awarded \$360,000)
- Reservation Safety Plan
- Accident Database
- Indian Reservation Roads (IRR) Inventory Update
- Transportation Network Study
- Transportation Site Impact Procedures



Our Experience

We offer a long history of working in Collier County. We know the Collier MPO's systems and operations and bring an acute understanding of local conditions through our planning, design, permitting, and construction management services. This unparalleled experience gives us an understanding of the issues faced during plan. We routinely work together and offer an integrated approach to provide successful solutions. The table below demonstrates recent projects of similar size, type, and complexity where we have worked together.

TASK LEAD	LEE COUNTY MPO 2040 LONG RANGE TRANSPORTATION PLAN	LEE COUNTY MPO LAND-USE SCENARIO STUDY	TBARTA REGIONAL TRANSPORTATION MASTER PLAN	CHARLOTTE COUNTY-PUNTA GORDA MPO 2040 LRTP	HILLSBOROUGH COUNTY MPO 2035 LONG RANGE TRANSPORTATION PLAN	PINELLAS COUNTY MPO 2040 LRTP	GRANT PREPARATION – VARIOUS CLIENTS (COLLIER, LEE, STOF) AND FUNDING SOURCES (TIGER, EECBG, FHWA)	FDOT DISTRICT 1 TRAVEL DEMAND MODEL DEVELOPMENT	CITY OF KEY WEST TRANSIT DEVELOPMENT PLAN (TDP)	SEMINOLE TRIBE OF FLORIDA, SYSTEMIC SAFETY ANALYSIS	SEMINOLE TRIBE OF FLORIDA "RESERVATION WIDE" 2040 LRTP	HIGHLANDS COUNTY LRTP UPDATE	COLLIER MPO, GOLDEN GATE CITY WALKABILITY PLAN	FDOT DISTRICT ONE IMMOKALEE ROAD (CR 846) AT RANDALL BOULEVARD INTERSECTION PD&E STUDY	COLLIER COUNTY OIL WELL ROAD WIDENING DESIGN	LEE COUNTY COMPLETE STREETS DESIGN BUILD CRITERIA PACKAGES	CITY OF FORT MEYERS SHARED USE PATH FEASIBILITY STUDY	LEE COUNTY MPO CRASH ANALYSIS	FDOT DISTRICT 4, CENTRAL BROWARD EAST-WEST TRANSIT STUDY
Bill Gramer, PE, AICP							✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	
Ned Baier, AICP	✓	✓	✓	✓	✓		✓						✓				✓	✓	
Adam Ahmad, PE, AICP, GC							✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			
Bill Spikowski, FAICP	✓	✓						✓											
Tara Jones, PE												✓		✓	✓	✓			
Katie Habgood, AICP	✓		✓	✓	✓	✓	✓						✓						
Brandie Miklus, AICP	✓	✓	✓	✓	✓	✓	✓												
Ana Elias, PhD, PE, PTOE																			✓

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Client Reference Forms

We have provided five Client Reference Forms and project descriptions for recent projects of similar size, type, and complexity on the follow pages.



Attachment B – Form 8 Reference Questionnaire

Solicitation: RFP 18-7408 – Long Range Transportation Plan		
Reference Questionnaire for: Jacobs Engineering Group		
(Name of Company Requesting Reference Information) Ned Baier, AICP		
(Name of Individuals Requesting Reference Information)		
Name: Donald Scott (Evaluator completing reference questionnaire)	Company: Lee County MPO (Evaluator's Company completing reference)	
Email: dscott@leempo.com	FAX: 239-790-2695	Telephone: 239-330-2241

Collier County has implemented a process that collects reference information on firms and their key personnel to be used in the selection of firms to perform this project. The Name of the Company listed in the Subject above has listed you as a client for which they have previously performed work. Please complete the survey. Please rate each criteria to the best of your knowledge on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). If you do not have sufficient knowledge of past performance in a particular area, leave it blank and the item or form will be scored "0." (Please note, references from Collier County staff will not be accepted.)

Project Description: Land Use Scenario Project Completion Date: September 22, 2014

Project Budget: \$223, 000 Project Number of Days: 420

Item	Criteria	Score
1	Ability to manage the project costs (minimize change orders to scope).	9
2	Ability to maintain project schedule (complete on-time or early).	10
3	Quality of work.	9
4	Quality of consultative advice provided on the project.	10
5	Professionalism and ability to manage personnel.	9
6	Project administration (completed documents, final invoice, final product turnover; invoices; manuals or going forward documentation, etc.)	8
7	Ability to verbally communicate and document information clearly and succinctly.	9
8	Ability to manage risks and unexpected project circumstances.	8
9	Ability to follow contract documents, policies, procedures, rules, regulations, etc.	9
10	Overall comfort level with hiring the company in the future (customer satisfaction).	9
TOTAL SCORE OF ALL ITEMS		90

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LONG-RANGE LAND USE SCENARIO PLANNING »

Lee County MPO

As the Lee County MPO General Planning Consultant, Jacobs manages a variety of transportation-related projects using a task-driven contract, for multi-modal improvements, long range planning and policy, transportation demand management, and public engagement. One such effort was the Land Use Scenario Study to develop alternative land use scenarios for the purpose of selecting a preferred scenario to use for the Lee County's 2040 LRTP update.

The need to re-imagine the future was never so important as the years following the "Great Recession" for Lee County — a County which experienced some of the greatest property value declines in the country.

Following in the footsteps of national trends and Federal Highway Administration endorsement of the scenario planning process, the Lee County MPO scenario planning is an analytical process that assesses the strengths and weaknesses of alternative futures that can help transportation planners prepare for changes in land use and demographics.

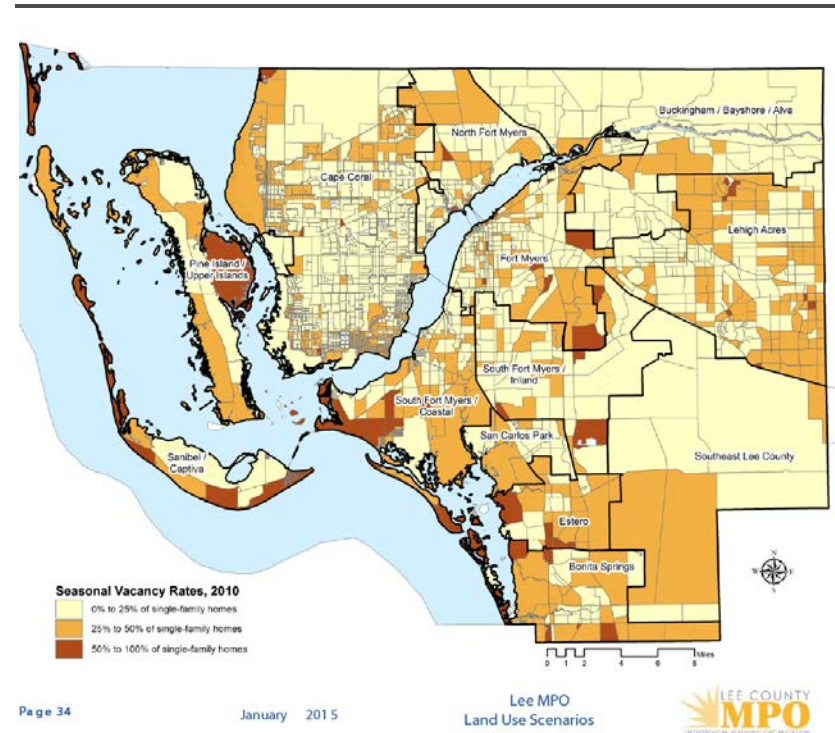
Identifying future land use scenarios allowed the MPO and citizens of Lee County to evaluate the costs and benefits. At the end of this process, the MPO Board unanimously selected the preferred land use scenario, which encourages in-fill development and opportunities for a future multimodal system.

► Achievements

By building consensus around one future development vision for the County allowed the MPO to move forward with alternative jobs and population forecasts. These jobs and population forecasts are now the basis of the MPO's 2040 Long Range Transportation Plan.

SERVICES INCLUDE

- ✓ Long Range Transportation Planning
- ✓ Demographic Forecasting and Scenario Planning
- ✓ Land Use Visioning
- ✓ Economic Development
- ✓ Cutting-Edge Public Engagement
- ✓ Visualization and Charrette Facilitation
- ✓ Stakeholder Coordination



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January 2015

Lee MPO
Land Use Scenarios



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Selection of Preferred Land Use Scenario

The screenshot shows the 'Lee County - MetroQuest' interface. The main section is titled 'Explore and Rate Scenarios'. It features a navigation menu on the left with 'WELCOME', 'PRIORITIES', 'SCENARIOS', and 'STAY INVOLVED'. The 'SCENARIOS' section is active, showing 'Scenario A: Spreading Out'. The scenario description states: 'Growth primarily occurs away from existing development. Areas that were planned to remain rural and single-family residential become multi-family and commercial/office. Only a few places are mixed-use, which blend homes, jobs, schools and shops in the same area. Growth is accommodated primarily by car-oriented transportation improvements, with limited transit investments.' Below the description is a map of Lee County with a legend. To the right of the map, there is a 'Please rate this scenario:' section with a 5-star rating system (all stars are empty) and 'Optional Comment:' buttons for 'Like' and 'Dislike'. Below that is a 'Your Priorities:' section with sliders for 'Walking and Bicycling', 'Water Conservation', 'Less Driving', 'Preserve Rural Land', 'Access to Transit', and 'Other Priorities: Less Coastal Development'. A legend at the bottom indicates 'Worse than trend' (red arrow) and 'Better than trend' (green arrow).

MetroQuest Public Outreach Tool

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Attachment B – Form 8 Reference Questionnaire

Solicitation: 18-7408 Long Range Transportation Plan		
Reference Questionnaire for: Jacobs		
(Name of Company Requesting Reference Information)		
Ned Baier, AICP		
(Name of Individuals Requesting Reference Information)		
Name: Carl Karakos (Evaluator completing reference questionnaire)	Company: City of Fort Myers, FL (Evaluator's Company completing reference)	
Email: ckarakos@cityftmyers.com	FAX: 239-344-5943	Telephone: 239-321-7458

Collier County has implemented a process that collects reference information on firms and their key personnel to be used in the selection of firms to perform this project. The Name of the Company listed in the Subject above has listed you as a client for which they have previously performed work. Please complete the survey. Please rate each criteria to the best of your knowledge on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). If you do not have sufficient knowledge of past performance in a particular area, leave it blank and the item or form will be scored "0." (Please note, references from Collier County staff will not be accepted.)

Project Description: Winkler Canal and John Yarbrough Completion Date: June 30, 2018
Liner Park Feasibility Studies

Project Budget: \$320,000 (\$150,000 + \$170,000) Project Number of Days: 220

Item	Criteria	Score
1	Ability to manage the project costs (minimize change orders to scope).	10
2	Ability to maintain project schedule (complete on-time or early).	10
3	Quality of work.	9
4	Quality of consultative advice provided on the project.	10
5	Professionalism and ability to manage personnel.	10
6	Project administration (completed documents, final invoice, final product turnover; invoices; manuals or going forward documentation, etc.)	8
7	Ability to verbally communicate and document information clearly and succinctly.	10
8	Ability to manage risks and unexpected project circumstances.	10
9	Ability to follow contract documents, policies, procedures, rules, regulations, etc.	9
10	Overall comfort level with hiring the company in the future (customer satisfaction).	10
TOTAL SCORE OF ALL ITEMS		96

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

JOHN YARBROUGH LINEAR PARK SHARED-USE PATH FEASIBILITY STUDY >>>

City of Fort Myers

Jacobs determined the feasibility of a 12-foot wide path extending the JYLP to Hanson Street from its existing terminus at Colonial Boulevard. JYLP is part of the SUN Trail system. The study and documentation describes the development and evaluation of alternatives considered during this feasibility study, which is funded by FDOT. The preferred option will advance to the design and construction phases later in 2018.

The City provided contract administration, management services and quality acceptance reviews of all work associated with the completion of the associated Study. The final completion date for all contract documents was June 30, 2018 and the project was delivered on time and on budget. Jacobs collaborated with the City, Lee County Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT), stakeholders, and the public. The City Council approved the Study conclusions and recommendations in a June 30, 2018 workshop.

Jacobs performed a feasibility analysis and identify right-of-way impacts; concept design; safety, security, and maintenance; and environmental issues and permitting requirements and section 4(f) impacts related to development of a shared-use path. The consultant team will also provide conceptual design and development services that identified bicycle and pedestrian connectivity opportunities in the existing neighborhood and existing bike and pedestrian facilities and develop alternatives and final design concepts for the pathway or alternatives that ensure safety, security, maintenance, and issues addressed in the project. The Study included a public workshop, extensive stakeholder participation, and a City Council Workshop. The Final report and recommendations were approved by City Council in June, 2018.

SERVICES INCLUDE

- ✓ Right of Way Analysis
- ✓ Environmental Analysis and 4(f)
- ✓ Conceptual Design
- ✓ Safety & Security Planning
- ✓ Bike and Pedestrian Planning
- ✓ Visualization and Charrette Facilitation
- ✓ Stakeholder Coordination
- ✓ Transportation Capital, Operating and Maintenance Cost Estimating

“

I am so impressed with the dedicated services Mr. Baier is providing that I felt compelled to go on the record with my praise. His exemplary leadership skills truly deserve recognition. The devoted work effort that Mr. Baier routinely provides should be promoted and serve as an example for others to follow.

”

Carl G. Karakos |
Transportation Engineer
City of Fort Myers



Before and After

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

SHARED-USE PATH FEASIBILITY STUDY WINKLER CANAL >>>

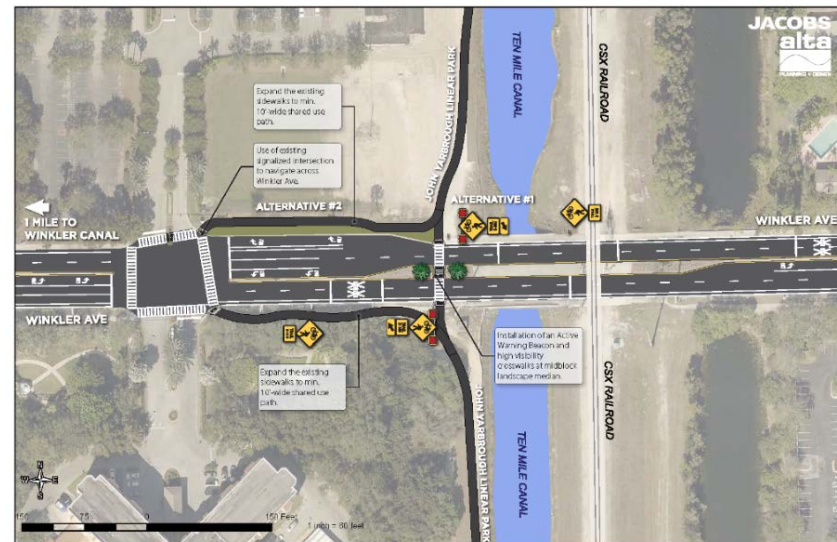
City of Fort Myers

Jacobs determined the feasibility of constructing a 10-foot-wide shared use path along the Winkler Canal and other alternative alignments in a study area from west of US 41 to McGregor Boulevard. The City provided contract administration, management services and quality acceptance reviews of all work associated with the completion of the associated Study. The final completion date for all contract documents was June 30, 2018 and the project was delivered on time and on budget.

Jacobs performed a feasibility analysis and identify right-of-way impacts; concept design; safety, security, and maintenance; and environmental issues and permitting requirements and section 4(f) impacts related to development of a shared-use path. The consultant team will also provide conceptual design and development services that identified bicycle and pedestrian connectivity opportunities in the existing neighborhood and existing bike and pedestrian facilities and develop alternatives and final design concepts for the pathway or alternatives that ensure safety, security, maintenance, and issues addressed in the project. The Study included a public workshop, extensive stakeholder participation, and a City Council Workshop. The Final report and recommendations were approved by City Council in June, 2018.

SERVICES INCLUDE

- ✓ Right of Way Analysis
- ✓ Environmental Analysis and 4(f)
- ✓ Conceptual Design
- ✓ Multimodal Systems Planning
- ✓ Bike and Pedestrian Planning
- ✓ Demographic Planning
- ✓ Visualization and Charrette Facilitation
- ✓ Stakeholder Coordination
- ✓ Transportation Capital, Operating and Maintenance Cost Estimating



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Attachment B – Form 8 Reference Questionnaire

Solicitation: 18-7408 Long Range Transportation Plan		
Reference Questionnaire for: <input type="checkbox"/> Jacobs Engineering Group- Ned Baier, AICP		
(Name of Company Requesting Reference Information) Ned Baier, AICP		
(Name of Individuals Requesting Reference Information)		
Name: Ramond A. Chiamonte, FAICP Former Executive Director (Evaluator completing reference questionnaire)	Company: TBARTA (Evaluator's Company completing reference)	
Email: 65impalaray@gmail.com	FAX:	Telephone: 813-695-3154

Collier County has implemented a process that collects reference information on firms and their key personnel to be used in the selection of firms to perform this project. The Name of the Company listed in the Subject above has listed you as a client for which they have previously performed work. Please complete the survey. Please rate each criteria to the best of your knowledge on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). If you do not have sufficient knowledge of past performance in a particular area, leave it blank and the item or form will be scored "0." (Please note, references from Collier County staff will not be accepted.)

Project Description: 2015 Master Plan Completion Date: June 2015

Project Budget: \$225,000 Project Number of Days: 365

Item	Criteria	Score
1	Ability to manage the project costs (minimize change orders to scope).	10
2	Ability to maintain project schedule (complete on-time or early).	10
3	Quality of work.	10
4	Quality of consultative advice provided on the project.	10
5	Professionalism and ability to manage personnel.	10
6	Project administration (completed documents, final invoice, final product turnover; invoices; manuals or going forward documentation, etc.)	10
7	Ability to verbally communicate and document information clearly and succinctly.	10
8	Ability to manage risks and unexpected project circumstances.	10
9	Ability to follow contract documents, policies, procedures, rules, regulations, etc.	10
10	Overall comfort level with hiring the company in the future (customer satisfaction).	10
TOTAL SCORE OF ALL ITEMS		100

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY (TBARTA) REGIONAL TRANSPORTATION MASTER PLAN >>>

FDOT District 7 & TBARTA

Jacobs supported the newly-created TBARTA regional transportation authority in 2007, FDOT pledged technical support for TBARTA to meet a legislated mandate of an adopted Regional Transportation Master Plan by July 2009. This project examined regional transit and toll facility needs while ensuring the movement of passengers and freight for the seven-county area of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. The TBARTA Regional Transportation Master Plan identified a vision for corridor and mode options to meet regional travel demands within a 25-year planning horizon. The Master Plan incorporated regional roads, regional transit, freight modes, waterborne transportation, transportation demand management, multi-use trails, and air quality. The Plan was adopted ahead of schedule in 2009 and we subsequently led three minor updates to the plan, in 2011, 2013, and 2015. Public and agency engagement has been broad based and intensive. To date, Jacobs has brought to bear new outreach technologies and have engaged well over 400,000 participants in the regional transportation conversation. This was accomplished through the use of regional media, website information distribution and polling, community workshops, speakers' bureau presentations, focus groups, and telephone surveys.

As part of the Master Plan development process, Jacobs convened TBARTA's Land Use Working Group. The group opened a dialogue about coordinated regional policy approaches to land use in relation to transportation investment choices. At regular meetings from 2008 to 2012, the group shared technical data on existing land use patterns, long-range land use plans and growth projections, provided valuable advice about key areas to connect across the region, and the potential for transit to affect development patterns.

SERVICES INCLUDE

- ✓ Roadway Capacity Analysis
- ✓ Freight Movement Analysis
- ✓ Transit Planning
- ✓ Travel Demand Forecasting
- ✓ Transit Ridership Forecasting
- ✓ Demographic Forecasting and Scenario Planning
- ✓ Transit Oriented Development
- ✓ Land Use Policy and Implementation
- ✓ Public Outreach
- ✓ Stakeholder Coordination
- ✓ Transit Capital, Operating and Maintenance Cost Estimating

With the concurrence of this group, Jacobs developed criteria and identified significant regional activity centers and developed alternative scenarios for population and job growth in 2050.

The group also created a resource guide for promoting Transit Oriented Development (TOD), facilitated by Jacobs. The TOD Resource Guide is a complete and extensive toolbox of tools and strategies to help interested communities throughout the TBARTA region better understand and prepare for TOD, thereby enabling the region to better compete for FTA Capital Investment Grant funds.

► Achievements

One of the Master Plan's top priorities was the evaluation of premium transit through an Alternatives Analysis (AA) in Pinellas County. Jacobs continued to implement these long-term strategic priorities by leading the AA, following guidance from Federal Transit Administration to seek approval for federal funding.

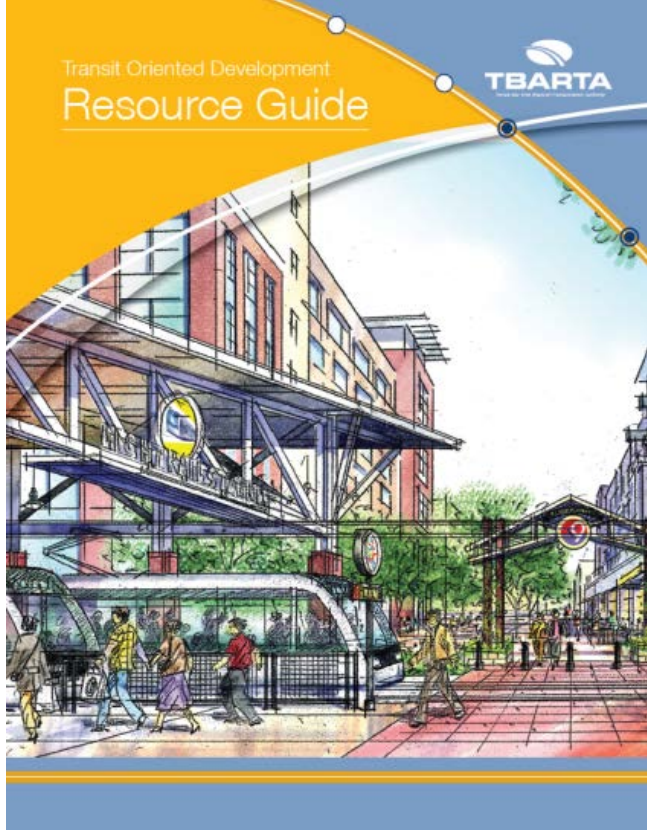
Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

► **Lessons Learned**

Jacobs acted as staff for TBARTA's Executive Director as he began the process of building the agency, requiring that we respond directly to the needs of a Board composed of elected officials from a seven-county area. This was a rare opportunity to learn how to anticipate and respond directly to direction from a Board and better advise public agencies on a range of different issues. We also learned many valuable organizational lessons as a result of managing a contract which totaled several millions of dollars — a once in a generation opportunity in the planning profession. In summary, the TBARTA Master Plan helped to define Jacobs' strategic planning expertise.



2013 Regional Transportation Master Plan



Transit Oriented Resource Guide

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Attachment B – Form 8 Reference Questionnaire

Solicitation: 18-7408 Long Range Transportation		
Reference Questionnaire for: Jacobs Engineering Group Inc.		
(Name of Company Requesting Reference Information) Ned Baier, AICP, Project Manager		
(Name of Individuals Requesting Reference Information)		
Name: Gary D. Harrell, Director (Evaluator completing reference questionnaire)	Company: Charlotte County-Punta Gorda MPO (Evaluator's Company completing reference)	
Email: harrell@cempo.com	941-883-3534	941-883-3535

Collier County has implemented a process that collects reference information on firms and their key personnel to be used in the selection of firms to perform this project. The Name of the Company listed in the Subject above has listed you as a client for which they have previously performed work. Please complete the survey. Please rate each criteria to the best of your knowledge on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). If you do not have sufficient knowledge of past performance in a particular area, leave it blank and the item or form will be scored "0." (Please note, references from Collier County staff will not be accepted.)

Project Description: LRTP

Completion Date: 10/5/2015

Project Budget: \$215,000

Project Number of Days: 548

Item	Criteria	Score
1	Ability to manage the project costs (minimize change orders to scope).	10
2	Ability to maintain project schedule (complete on-time or early).	10
3	Quality of work.	10
4	Quality of consultative advice provided on the project.	10
5	Professionalism and ability to manage personnel.	10
6	Project administration (completed documents, final invoice, final product turnover; invoices; manuals or going forward documentation, etc.)	10
7	Ability to verbally communicate and document information clearly and succinctly.	10
8	Ability to manage risks and unexpected project circumstances.	10
9	Ability to follow contract documents, policies, procedures, rules, regulations, etc.	10
10	Overall comfort level with hiring the company in the future (customer satisfaction).	10
TOTAL SCORE OF ALL ITEMS		100

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

2040 LONG RANGE TRANSPORTATION PLAN »»

Charlotte County-Punta Gorda MPO

Jacobs, along with the Charlotte County-Punta Gorda MPO, successfully completed on budget and two months early the 2040 Long Range Transportation Plan identifying implementable projects through the year 2040. The update includes refinement of the goals, objectives, policies, and performance measures; review and validation of the environmental justice population in the county; update of the congestion management plan; and development of a financial plan, Needs Plan, and Cost Feasible Plan. The team initiated a public engagement program to reach out the stakeholders, agency representatives, elected officials, and the community during the update. Public Engagement efforts include creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed.

SERVICES INCLUDE

- ✓ Long Range Transportation Planning
- ✓ Multimodal Systems Planning
- ✓ Demographic Forecasting and Scenario Planning
- ✓ Public Engagement
- ✓ Stakeholder Coordination
- ✓ Transportation Capital, Operating and Maintenance Cost Estimating

CHARLOTTE TRANSPORTATION PLAN
Charlotte County-Punta Gorda Metropolitan Planning Organization

WHAT IS THE CHARLOTTE TRANSPORTATION PLAN?
The Charlotte Transportation Plan (CTP) is the Long Range Transportation Plan for Charlotte County through 2040. It is a 24-year vision of how to meet our community's transportation needs and expectations. The plan will incorporate all types of travel including driving, biking, walking, public transportation, and freight movement.

HOW DO WE KNOW WHAT PROJECTS ARE BEST FOR CHARLOTTE COUNTY?
To identify the projects that will best serve Charlotte County, the MPO needs a clear understanding of how people and goods move around the county now and how they are expected to move in the future. The MPO is engaging in an effort to identify the best projects by answering the following questions:

- Where are people traveling to and from within the county?
- What transportation projects are needed?
- How will growth impact transportation in the future?
- Where do we expect congestion in the future?
- How can we identify the most effective transportation projects?

DECISION-MAKERS AND THE PUBLIC WILL HELP THE MPO IDENTIFY:

- Transportation and mobility improvements
- Funding options
- A plan that will meet goals and improve conditions for all travel modes

WHY DO WE NEED A LRT?P?
Safe, efficient, and reliable travel options are important building blocks for creating a thriving community with a strong economy that is also a desirable place to live, work, and play. The CTP will identify future transportation needs and prioritize projects that meet those needs in a cost effective way. The CTP is also required to be eligible for important federal and state funding for these projects.

Help the Charlotte County-Punta Gorda MPO create a vision for a **prosperous, safe, and comfortable future!**

January 2015 For more information: (841) 883-3636 • gurr@mcpo.com • www.mcpo.com



CHARLOTTE TRANSPORTATION PLAN
Charlotte County-Punta Gorda Metropolitan Planning Organization

HOW CAN I GET INVOLVED?
Your thoughts and opinions are critical for creating a successful plan. Public meetings, workshops, and surveys will give you an opportunity to share your thoughts and add your voice to the discussion of transportation needs in the community. What you want and need from the transportation system in Charlotte County will be vital components in developing the CTP. Please visit www.mcpo.com to learn more and get involved.

WHAT IS THE SCHEDULE FOR THE CTP?

2014	<ul style="list-style-type: none"> • Collected data and estimate future how many people will live and work in Charlotte County in 2040. • Identified goals of the Plan and key transportation issues. • Identified all - Transportation Modes for the Charlotte Transportation Plan. 	<ul style="list-style-type: none"> • 2,676 Miles of roadways • 135 Miles of sidewalks • 125 Miles of bike lanes and trails • 156,600 Residents in 2010 • 50,600 New residents by 2040 (an increase of 32%) • 64,800 Jobs in 2010 • 207,200 Residents in 2040 (an increase of 30%) • 19,600 New Jobs in 2040 (an increase of 30%) • 84,400 Jobs in 2040 • 96,800 Homes in 2010 • 28,800 New Homes in 2040 (an increase of 30%) • 125,700 Homes in 2040
2015	<ul style="list-style-type: none"> • Analyze future travel patterns and high-traffic areas and develop road • Identify projects to improve mobility and travel in areas identified in the Charlotte Transportation Plan. • Calculate anticipated future revenue to fund projects. • Estimate the benefits, cost, and impacts to prioritize projects. • Develop a Plan that aligns with the community's needs and is financially feasible. 	
2016	<ul style="list-style-type: none"> • Present the draft, Cost Feasible Plan and request comment's. • Public Hearing to adopt the Charlotte Transportation Plan. 	
2017	<ul style="list-style-type: none"> • Transportation Capital, Operating and Maintenance Cost Estimating. • Final local authorization of Charlotte County-Punta Gorda MPO is available. 	

January 2015 For more information: (841) 883-3636 • gurr@mcpo.com • www.mcpo.com



Attachment B – Form 8 Reference Questionnaire

Solicitation: RPS 18-7408		
Reference Questionnaire for: JACOBS/CH2M CAPITAL		
(Name of Company Requesting Reference Information) ADAM AHMAD		
(Name of Individuals Requesting Reference Information)		
Name: FABIAN LEFLER (Evaluator completing reference questionnaire)	Company: SEMINOLE TRIBE OF FLORIDA PUBLIC WORKS (Evaluator's Company completing reference)	
Email: FABIANLEFLER@SEMTRIBE.COM	FAX:	Telephone: 954-894-1060

Collier County has implemented a process that collects reference information on firms and their key personnel to be used in the selection of firms to perform this project. The Name of the Company listed in the Subject above has listed you as a client for which they have previously performed work. Please complete the survey. Please rate each criteria to the best of your knowledge on a scale of 1 to 10, with 10 representing that you were very satisfied (and would hire the firm/individual again) and 1 representing that you were very unsatisfied (and would never hire the firm/individual again). If you do not have sufficient knowledge of past performance in a particular area, leave it blank and the item or form will be scored "0." (Please note, references from Collier County staff will not be accepted.)

Project Description: 2015 STOF LRTP

Completion Date: March 2015

Project Budget: \$150,000

Project Number of Days: 180

Item	Criteria	Score
1	Ability to manage the project costs (minimize change orders to scope).	10
2	Ability to maintain project schedule (complete on-time or early).	10
3	Quality of work.	10
4	Quality of consultative advice provided on the project.	10
5	Professionalism and ability to manage personnel.	10
6	Project administration (completed documents, final invoice, final product turnover; invoices; manuals or going forward documentation, etc.)	10
7	Ability to verbally communicate and document information clearly and succinctly.	10
8	Ability to manage risks and unexpected project circumstances.	10
9	Ability to follow contract documents, policies, procedures, rules, regulations, etc.	10
10	Overall comfort level with hiring the company in the future (customer satisfaction).	10
TOTAL SCORE OF ALL ITEMS		100

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



TRIBALWIDE SYSTEMATIC SAFETY ANALYSIS >>>

Seminole Tribe of Florida Public Works

Jacobs worked with the Seminole Tribe of Florida Public Works Department to successfully complete the 2035 Seminole Tribe of Florida Long-Range Transportation Plan (LRTP). The 20-year comprehensive study area included the boundary limits of the six Seminole Tribe reservations (primarily comprised of trust lands) within the state of Florida.

An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water was completed. Social and economic development planning was used to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion. Cultural preservation planning was used to identify important issues and develop a transportation plan that is sensitive to Tribal cultural preservation. We prioritized the listing of short and long-term transportation needs. An analysis of funding alternatives to implement plan recommendations was completed. A Public Involvement Plan was created to coordinate with the tribal community.

SERVICES INCLUDE

- ✓ Long Range Transportation Planning
- ✓ Community Characteristics
- ✓ Existing Transportation System Analysis
- ✓ Existing and Future Traffic Analysis
- ✓ Transportation Needs/Project Priorities
- ✓ Funding Plan/Tribal Transportation Improvement Program
- ✓ GIS Mapping Roadway Inventory/Process Maps/FLU Maps/
Cost Estimates
- ✓ Maintenance Project Identification

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

4. PROJECT APPROACH, WILLINGNESS TO MEET TIME & BUDGET REQUIREMENTS





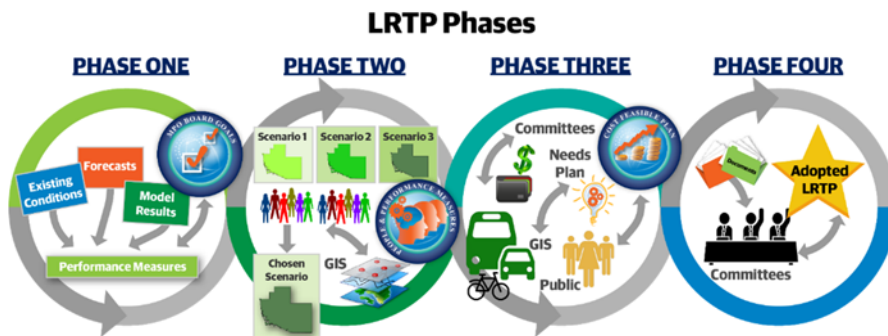
4 PROJECT APPROACH »

Our expertise paired with our intimate knowledge of the Collier MPO provides:

- A deep bench of qualified planning and engineering experts to perform multiple, concurrent efforts that lead to an adoptable, implementable LRTP
- A project manager familiar to you and committed to frequent in-person communication
- Key subject experts to ensure accuracy through internal peer reviews
- A deep understanding of the MPO's need to implement the 2045 LRTP with limited funding

The diagram below illustrates our general approach to achieving a successful LRTP adoption. You will recognize the phases from the Request for Professional Services. Some tasks are applicable to all phases and include:

- Project Management
- Districtwide Travel Model Development Process Oversight
- Public Involvement Activities
- GIS Database Development



The remainder of this document discusses our approach to the four phases of tasks shown in the diagram in greater detail.

Phase One | Existing Conditions, Forecasts, Goals, and Performance Measures

These early tasks include data collection and analysis, a MPO Board visioning workshop, early public involvement activities, and the development of performance measures. These tasks, particularly the visioning workshop, will build the foundation for a successful plan.

Katie Habgood, AICP, will lead data collection and analysis with **Bill Spikowski, FAICP** with GIS support from **Adam Ahmad, PE, AICP, CGC**. We will collect, validate, and analyze data related to all modes of transportation, socio-economic trends, and land development forecasts.

We will provide accurate, up-to-date, geospatially-oriented data. We have a wealth of experience with innovative transportation data collection using ArcGIS, GPS, and cloud-based database management systems, and are prepared to integrate new data sources, like Strava, which collects GPS data from smart phone users. With this expertise, we enhance your transportation statistics capability and processes. All data will be checked for errors and completeness and data sources will be fully disclosed. **Ana Elias, PhD, PE, PTOE**, will provide continual oversight of the travel demand model and its socio-economic forecasts. She will facilitate review and coordination for all 732 traffic analysis zones in Collier County between FDOT, Traf-O-Data, and MPO staff. There are many 2045 initiatives and their associated data and results will be incorporated into the 2045 LRTP to best reflect Collier County and future needs. Providing all of this data and summary trends in a user-friendly format facilitates the transportation planning process and provide a concise means of communicating data to the public.

We will guide you through developing performance measures that are accurate for Collier County and also address national standards for performance measures and state-adopted performance targets. The travel demand model is one major tool to help develop performance measures and guide the decision-making process. You will benefit from a process that prioritizes projects and transparently moves them from the needs plan to the cost-affordable plan; the process allows the plan to continue through implementation after adoption.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Public Involvement. Brandie Miklus, AICP, will lead all Public Involvement activities and deliverables. Facilitating quality communication and collaborating with the public, community stakeholders and citizens, businesses, agency staff, and elected officials is essential to keeping communities connected, ensuring public confidence, identifying and resolving issues and concerns, and generating consensus. To affect change and implement real solutions, all communication must be easy to relate to, simple, and straightforward. Our approach is simple; we use a blend of traditional techniques with new technologies to reach a wider audience. Our Public Involvement Plan will be developed during this first phase of work, and it will guide all efforts throughout the plan's development.

The Lee MPO embraced land use scenario planning when developing the 2040 LRTP to consider the trade-offs and consequences of different investments to help the public and key stakeholders understand the impact of transportation and land use choices on their communities and quality of life.

Phase Two | Scenario Planning

Bill Spikowski, FAICP will lead the scenario planning effort which will integrate land use planning, economic development, and resource protection. Successful integration links housing with jobs, shopping, schools, and recreation and promotes neighborhoods that are bikeable, walkable, and have access to transit. Bill Spikowski, FAICP developed and modeled land use scenarios to support the Lee MPO 2040 LRTP, coordinating with officials from Lee County and the five municipalities and his knowledge will be invaluable for this Plan.

A land-use scenario exercise evaluates the impact of land use changes on the transportation network's performance, among other metrics. We will develop options that reflect what happens when the projected household and employment growth is shifted from the status quo to something more like your community's vision for future growth. We will work closely with you to develop alternative land use and transportation scenarios that reflect the community's vision of Collier County in 2045. The scenarios may include bus rapid transit, intermodal hubs, enhanced demand management, and enhanced freeway network, and all will be analyzed using the County's Interactive Growth Model in five-year increments through 2045, as well as tested using the regional travel demand model and other criteria identified by the MPO and advisory network. The resulting preferred scenario sets the framework for a socioeconomic dataset, a list of needed projects,

and the third phase of work.

Public Involvement. Community input through stakeholder coordination, public engagement, and MPO advisory network subcommittee activities is essential when developing the transportation and land use alternatives and particularly when selecting the preferred scenario. We will use a number of tools to communicate and build consensus including online interactive surveys, real-time polling exercises, and visualization materials such as graphically appealing and easily understood fact sheets and scenario handouts.

We have worked closely with MPOs in FDOT District One, including the Sarasota-Manatee MPO, Charlotte County-Punta Gorda MPO, and Lee MPO. Our experience includes the Sarasota-Manatee MPO 2040 LRTP model development and validation and Bicycle, Pedestrian, and Trails Master Plan; Charlotte County-Punta Gorda MPO 2040 LRTP; and Lee MPO 2040 LRTP.

Phase Three | Needs and Cost Feasible Plan

This phase of work reacts directly to the previous phase. Once the preferred scenario is selected by the stakeholders, we will identify all needed transportation projects associated with it and begin analysis, resulting in a Needs Plan. The Needs Plan will integrate all modes, but will also communicate each mode separately in its own System Needs Plan. Our knowledge and understanding of projects planned or in the pipeline will help us identify true needs and lead to an accurate Cost Feasible Plan.

Bill Gramer, PE, AICP, will lead the creation of a Cost Feasible Plan by identifying project costs, anticipated revenues, and which projects are most need and beneficial. To reach a level of system sustainability, the long range operations and maintenance costs and environmental and social costs of the projects need to be considered. All projects will undergo two additional analyses: environmental screening to determine the environmental impacts, and environmental justice analysis to determine how the benefits and costs of the transportation system are shared amongst all citizens of Collier County. We will use FDOT's environmental screening tool, Efficient Transportation Decision Making (ETDM), a low-cost and efficient tool that can more quickly lead to implementation.

FDOT District 1 has agreed to perform up to five Cost Feasible alternative model runs on behalf of the MPO as part of the LRTP development. If needed, we can perform preliminary or supplemental model runs to help establish or prioritize



transportation and land use alternatives. A set of Transportation Alternatives maps will be prepared for public input. The initial task is primarily to identify deficiencies using the existing plus committed (E+C) roadway network model run with 2045 socioeconomic data. Transportation improvements will be developed to address the identified deficiencies.

There is inadequate funding to maintain current infrastructure at acceptable levels. This will continue to be a concern. We will identify trends, forecasts, and revenues from local, state, and federal sources, and develop more detailed costs for projects. The shortfall in revenue at the local, state, and federal levels impacts the Collier MPO and local partners, particularly in delayed operating assistance for roadway maintenance and transit operators like Collier Area Transit. We evaluate existing and potential new revenue sources to leverage scarce transportation funds. Once all funding options have been identified, we will develop an easy-to-use spreadsheet model that documents all projects, the projects' priority, and funding in year of expenditure by five-year increments. These years of expenditure dollars will include costs for design, right-of-way, construction, and operations and maintenance directly tied to each appropriate funding source. You will be able to easily sort this spreadsheet by a number of different categories for quick reference.

Public Involvement. This phase of public involvement will focus on interagency collaboration and stakeholder consensus. An interactive survey, created on the MetroQuest platform, can be used during this phase in order to dive deep into the preferred scenarios or illustrate different financial options that could be used to pay for transportation investments. This type of survey can both display and collect information while making it fun for users with a variety of online activities.

We understand that effective outreach also means reaching the "silent majority." All too often traditional public outreach connects with those that have either a special interest or professional relationship with a project, and not the general public. The silent majority are those with busy daily schedules, long work days, and family responsibilities. One way of reaching the silent majority is to distribute and promote an online tool via email and social media so the public can participate on their own time, on their own schedule, via a home computer or even their smart phone.

We are well-versed in transit costing and revenues and developing models in partnership with FDOT, FHWA, and FTA. We completed the recent LRTP revenue and cost analysis for the Lee, Charlotte County-Punta Gorda, and Hillsborough MPOs.

Phase Four | Preliminary and Final LRTP

Submitting timely, relevant deliverables is integral to our quality management process which will be implemented upon NTP and led by **Beth Roussel**. As part of the Quality Management Team, Beth will establish and communicate writing standards to authors and reviewers to ensure documents are clear, consistent, and address the contracted scope. She will coordinate a team of publishing, graphic design, and production professionals throughout the program and implement a QC process to create submittals that achieve your expectations and standards.

We strive for clear, concise language, especially when producing documents to be read by the public. We use national best practices of citizen-friendly LRTPs, utilizing guidance provided in FDOT's Office of Policy Planning's latest report on the topic. We also use visual tools including charts, diagrams, and maps in our documentation to explain data, illustrate concepts, and demonstrate processes. The Executive Summary Report will be visually appealing and printed in color to enhance the document's user-friendliness. This document captures the core elements of the plan, making use of graphics, maps, and tables to present the key highlights. The 2045 Long Range Transportation Plan Final Report and associated Technical Reports represent a body of knowledge that documents, explains, and details the adopted Plan, along with the methodologies used throughout the planning process. We will provide all technical files documenting the study.

In the final stage of the plan, we will ensure that all public activities, comments, and input are documented and will also identify how the comments from the public, staff, and elected officials were addressed in the plan's development.

And Beyond

We are uniquely qualified to support the MPO following the adoption of the 2045 LRTP to advance cost feasible projects to implementation. Over the next few years we will emphasize opportunities to maximize limited funding and look for ways to implement projects. As the details of specific projects become further defined, we may amend the LRTP. We will use our working knowledge of the LRTP to support the MPO with any required amendments. Other activities associated with the adopted 2045 LRTP include monitoring Federal policy and how the current MAP-21 and future guidelines impact the LRTP. We will provide technical analysis support including developing and validating the future planning assumptions using socioeconomic data and coordinating with FDOT regarding the latest District One Regional Planning Model.



Schedule

Collier MPO 2045 Long Range Transportation Plan -- Work Plan Schedule																											
Activities and Tasks	Month																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. Project Management																											
1.1 Oversight and Management of all Consultant Products, QA/QC	[Task Progress]																										
1.2 Project Kickoff Meeting	★																										
1.3 Project Steering Committee Monthly Coordination		▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
2. Districtwide Travel Model Development Oversight																											
2.1 Support MPO in Regional Model (DIRPM) Update Process	[Task Progress]																										
3. Public Involvement Activities																											
3.1 Develop Public Involvement Plan (PIP)				■																							
3.2 LRTP Website and Social Media				■																							
3.3 Online Survey and Summary Results																											
3.4 Metroquest Public Engagement Tool																											
3.5 Presentations to MPO Board, Advisory Committees, Tribal Gov't																											
3.6 Advisory Network/General Public Meetings																											
4. Geographic Information System (GIS) Database																											
4.1 Develop GIS Database and Corresponding LRTP Maps	[Task Progress]																										
5. MPO 2045 Initiatives and Coordination																											
5.1 Coordinate All 2045 Initiatives and LRTP Integration	[Task Progress]																										
Phase One Tasks - Existing Conditions, Forecasts, Goals, Performance Measures																											
6. Visioning																											
6.1 Develop Visioning Concepts, Alternatives																											
6.2 Conduct Visioning Workshop with MPO Board																											
7. Opportunities and Challenges																											
7.1 Identify and Analyze Trends																											
8. Goals and Objectives																											
8.1 Develop LRTP Goals and Objectives																											
9. Performance Measures and Targets																											
9.1 Develop LRTP Performance Measures and Targets																											
10. 2045 Socioeconomic Data and Regional Travel Demand Model Validation																											
10.1 Support MPO with Review and Comments																											
11. Allocate 2045 Socioeconomic Forecasts to TAZs																											
11.1 Support MPO with TAZ allocation using 2045 forecasts																											
Phase Two Tasks - Scenario Planning																											
12. Alternative Land Development Scenario Development and Testing																											
12.1 Develop Scenario Alternatives																											
12.2 Conduct Scenario Testing																											
13. Existing and Committed Network																											
13.1 Develop Existing and Committed (E+C) Network																											
13.2 Review, QA/QC of E + C Network																											
14. Project Selection and Prioritization																											
14.1 Develop Project Selection and Prioritization Criteria																											
Phase Three Tasks - Needs and Cost Feasible Plan																											
15. System-wide Needs Plan																											
15.1 Recommendations for Systems Needs Plan by Mode																											
16. Revenue Projections																											
16.1 Summary Report on Forecasted Revenues and Trade-offs																											
17. Preliminary and Final Cost Feasible Plan																											
17.1 Develop the Cost Feasible Plan																											
17.2 Review, QA/QC Process for Cost Feasible Plan																											
18. Conduct Environmental Screening Process																											
18.1 Conduct EJ Analysis of Proposed Cost Feasible Plan																											
18.2 Conduct ETDM Screening of New, Unscreened Improvements																											
Phase Four Tasks - Preliminary and Final 2045 LRTP																											
19. Preliminary LRTP Document																											
19.1 Develop Draft LRTP Document																											
19.2 Review/QA/QC Process (Internal Review and Public Comment)																											
20. Final LRTP Document																											
20.1 Develop Final LRTP Document, Supporting Documents, Data File																											
20.2 Review/QA/QC Process (Internal Review)																											
21. 2045 LRTP Submission Support																											
21.1 Provide support to MPO for plan submission to FHWA, FDOT																											

★ Major Milestone ☆ Public Meeting/Workshop ▲ Meeting/Workshop ■ Task Progress ■ Deliverable Pursuant to federal guidelines, the MPO is scheduled to adopt a 2045 Long Range Transportation Plan (LRTP) by December 2020

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



4 APPROACH FOR CONTROLLING BUDGET AND SCHEDULE >>>

Project Controls will be managed by **Perrin Hunter**. Our project controls for tracking budget and schedule have proven successful on similar contracts, including some of the country’s largest transportation development programs. These controls will ensure that the schedule and budget are monitored and standards for quality met throughout the project.

- Project schedule development and oversight
- Measures of performance
- Estimating and cost control
- Invoicing
- Progress reporting
- Coordination meetings

Work Plan

Upon acceptance of the proposal and notice to proceed, the formal project Work Plan will be finalized. Planning is crucial to project success. A quality work plan defines all roles and responsibilities. It also describes how the knowledge and skills of the team will be used to meet or exceed the project requirements. The work plan is a powerful tool for creating a high-quality project and achieving the Collier MPO’s satisfaction.

Development of the work plan is essential because it helps us work together efficiently. Effective instruction in the work plan eliminates cost overruns, schedule slippages, and ineffective personnel assignments, promoting quality. The essential elements of a work plan answer the following:

- What needs to be done?
- Who will do the work?
- What equipment will be needed?
- When will the work be done?
- How much will the work cost?
- How will the work be done?

- How will quality be ensured?
- How will the client be kept satisfied?
- How will changes be managed?
- How will the project be closed?

We recommend an initial meeting once the MPO has authorized work to proceed. At this meeting, we will establish clear lines of communication that will remain in place throughout the project. Regularly scheduled project review meetings will be held to ensure project success. Prior to starting work, we will perform a detailed analysis, focusing on:

- Project facilitation
- Schedule requirements
- Technical approach
- Required expertise and staffing
- Stakeholder identification and coordination
- Public outreach (public involvement and education)

Project Schedule

Schedule monitoring will consist of reviewing two separate schedules: the target (or control) schedule and the working schedule. The target schedule is the baseline schedule established at the beginning of the project. Approved changes will be the only basis for changing the target schedule. Recognizing that actual performance will never exactly match the original plan, a working schedule will be maintained that documents performance to date and predicts future events.

Bill Gramer, PE, project manager, and task leaders will coordinate project activities. Changes will inevitably occur during the course of a project that will affect the schedule. When this happens, Bill will work with MPO staff so that the change is managed, with the least impact on project schedule and budget.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Good schedule control means expediting completion of the project. We will conduct team meetings on a regular basis to discuss key project milestones or any arising challenges. As part of the weekly meeting, we will monitor the status of each task's progress to avoid time-consuming re-work. We also will meet with each subconsultant bi-weekly to review the as-planned schedule and for a "look-ahead" review to ensure that we stay on schedule.

Cost Control

We will focus on two critical areas: on-time decision making and top-quality, committed project staffing. To ensure on-time decision making, we will conduct task-specific workshops with MPO staff to discuss and evaluate project elements.

A variety of tools and techniques will assist in establishing cost estimates and in refining those estimates as design proceeds. Specific strategies we will implement to speed completion of this project includes:

- Early integration of the MPO staff into the processes, allowing us to evaluate deliverables during development as opposed to milestone submittals thereby minimizing surprises and reducing late changes.
- Quality control, spearheaded by QA/QC team member **Tara Jones, PE** to provide input throughout the project. Tara will review all documents as they are produced to reduce unnecessary re-work.
- Weekly team meetings to discuss tasks requiring additional manpower, items ready for quality review, and the most efficient approaches to upcoming work tasks.
- Close and early coordination with project stakeholders.

We recognize the importance of continual cost control. Perrin Hunter-Matheis, our Project Controls Specialist, will assist Bill by providing weekly reports identifying hours worked and staff working on the project, by discipline. Bill is responsible for reviewing the project financials against project status to ensure proper progress is made and the project is invoiced accurately each month.

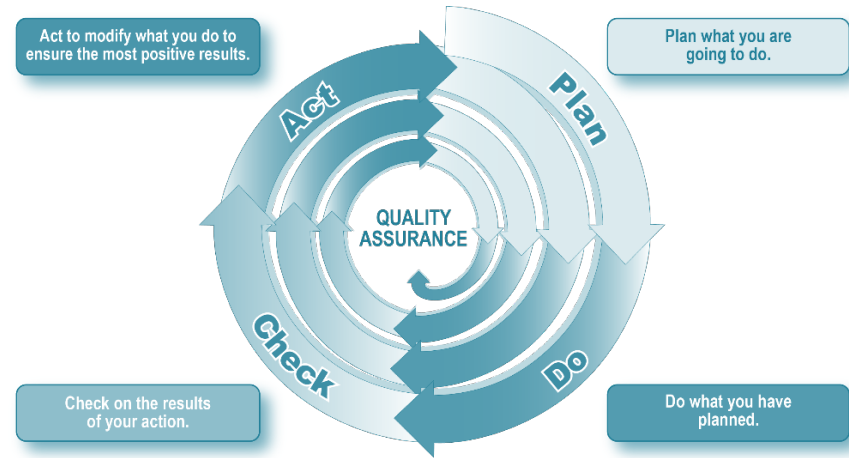
Quality Assurance/Quality Control (QA/QC)

Delivering superior quality service is our key marketplace strategy and is reinforced in every aspect of our business. As part of our Quality Control Program, we assign

senior reviewers who are independent of the project and have the experience to provide concentrated, rigorous reviews throughout the project. Formal QC reviews are performed prior to Draft and Final Deliverables. These reviews concentrate on issues of consistency, completeness, clarity, coordination, constructability (when applicable), and cost effectiveness.

Our Quality Improvement Program (QIP) is based on the principles of total quality management. Our Quality Assurance Program has established project-related policies, procedures, standards, training and guidelines to ensure a successful project on-time and in budget.

To implement these principles, our QIP for the Collier MPO includes:



Change Orders on Previous Projects

We work with clients during the Scope and Fee development to ensure all required services are considered. This minimizes the need for Change Orders during project execution which can be cumbersome and delay project schedules. The sample Change Orders shown below were for add-on services requested by the Clients as the projects progressed.



▶ **Lee County MPO LRTP: Supplemental for \$18,840**
January 4, 2016

The supplemental work order was approved for additional services to assist the Lee County MPO staff with the preparation of documents for submittal to regulatory agencies, including Florida Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Work included completing the LRTP “checklist” of tasks required by FDOT and supporting Lee County MPO in response. This additional work task resulted in FDOT and FHWA approving the 2040 LRTP document.

▶ **Lee County MPO TIGER Grant: Supplemental for \$21,400**
June 19, 2015

The supplemental work order was approved for additional services to assist the Lee County MPO with fast tracking their Federal TIGER Grant Application for the Lee County Complete Streets Initiative Project within a limited 45-day schedule. The original work order utilized local funding to initiate the grant application and evaluate the feasibility of the submittal. The MPO Board then approved the Supplemental on June 19, 2015 for \$21,400 which utilized planning (state) funds allocated in the MPO work program to complete the application. The grant was successful and provided \$10-million-dollar for the MPO “Complete Streets” project. Jacobs worked with Alta on this successful grant application.

▶ **Previous Project Budget Performance**

CLIENT	EXAMPLE PROJECT	BUDGET	FINAL COST
Collier County	Collier Blvd (Golden Gate- Immokalee, 6-Lane)	\$1,833,495	\$1,833,495
Collier County	Collier Blvd (U.S. 41 - Davis, 6-Lane)	\$2,264,000	\$2,264,000
Collier County	Vanderbilt Beach Rd Ext. Corridor Study	\$599,558	\$599,558
Collier County	Vanderbilt Beach Road (6-Lane)	\$2,148,868	\$2,148,868
Collier County	Collier Boulevard Corridor Study (15-Miles)	\$90,000	\$90,000
Collier County	Immokalee Road (6-Lane)	\$3,205,841	\$3,205,841
Collier County	Pine Ridge Road (6-Lane)	\$1,125,000	\$1,125,000

▶ **Previous Project Schedule Performance**

CLIENT	EXAMPLE PROJECT	SCHEDULE PERFORMANCE
Collier County	Collier Blvd (Golden Gate- Immokalee, 6-Lane)	Completed On- Schedule
Collier County	Collier Blvd (U.S. 41 - Davis, 6-Lane)	Completed On- Schedule
Collier County	Vanderbilt Beach Rd Ext. Corridor Study	Completed On- Schedule
Collier County	Vanderbilt Beach Road (6-Lane)	Completed On- Schedule
Collier County	Collier Boulevard Corridor Study (15 Miles)	Completed On- Schedule
Collier County	Immokalee Road (6-Lane)	Completed On- Schedule
Collier County	Pine Ridge Road (6-Lane)	Completed On- Schedule

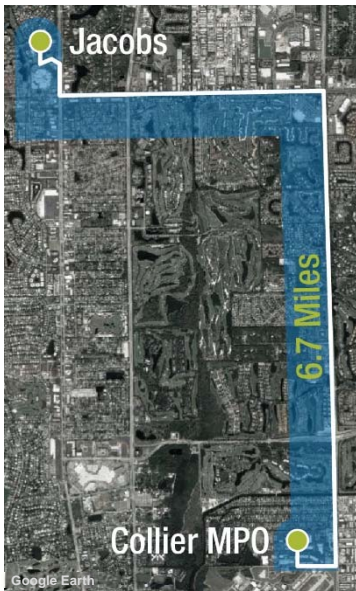
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5. LOCATION



5 LOCATION »»

Local Office Committed to Collier MPO



Providing the Collier MPO with top quality planning and engineering services requires a locally-based firm that brings superior technical capabilities and project management experience to meet the unique requirements of this critical project. Our Naples office, located less than 7 miles (15 minutes) from the Collier MPO's office, will serve as the principal and coordinating office for this contract. As needed, we will draw upon technical expertise from other Florida offices, whose staff have a broad range of recent and relevant experience providing services on Collier MPO Projects, Collier County Transportation Planning, Design and Construction Projects and Long Range Transportation Plans and related services

for MPO's throughout Florida.

This LRTP will periodically require support from our subject matter experts in long range transportation planning, autonomous vehicle planning, sea level rise and resiliency and other challenges facing the future of Collier County. Our sophisticated computer network will make the intra-office transfer of documents and other types of information between our Naples and other Florida offices quick and cost-effective. Our "NetMeeting" program and other internet-based services make it possible to host teleconferences and review meetings with remote staff, if required.

Approach to Management and Execution of Work



Jacobs Florida Office Locations

Day-to-day management and coordination will be led by Project Manager, Bill Gramer, PE, AICP. Bill has the authority and resources to deliver all services that may be required throughout the development of the 2045 Long Range Transportation Plan. Bill has been based in our Naples office for the last 15 years and for the last 20 years has served as Project Manager on more than 60 transportation planning, design and construction projects for numerous Collier County Departments. He has also served as project manager or project coordinator on more than 30 general services contracts for Southwest Florida clients, including the Collier MPO, Lee County MPO, FDOT District 1 and various Collier County departments. Bills extensive knowledge of Collier County, gathered over the past 20 years, makes him the best resource to lead and coordinate the various tasks that will be required to execute and successfully



complete this project on schedule and within budget. Planning Lead, Ned Baier, AICP, a former MPO and local government manager who is well known in Southwest Florida, will be working side-by-side with Bill. Ned has recent experience with the local and regional resources, agencies, and stakeholders through his work for the Collier MPO, Lee County MPO and Charlotte County-Punta Gorda MPO which included the successful development and adoption of the MPO 2040 Long Range Transportation Plans. Ned also supported the development of the Hillsborough MPO and Tampa Bay Regional Transportation Authority Long Range Plans for and has led dozens of MPO tasks small and large.

Project Stakeholders Communication Process

Coordination between our team members, Collier MPO staff, the Collier MPO Board (City of Naples, Everglades City, City of Marco Island, County Commissioners and FDOT District One Advisor) and project stakeholders, including the Technical Advisory Committee (TAC), Bicycle and Pedestrian Advisory Committees (BPAC), Congestion Management Committee (CMC), Local Coordinating Board (LCB), Citizen Advisory Committee (CAC), Golden Gates Estates Area Civic Association (GGEACA), Naples Pathway Coalition, Seminole Tribe of Florida, Miccosukee Tribe of Florida must be consistent and continuous to successfully complete this Plan.

Bill and Ned will apply proven methods for successfully managing communication, people and resources. Efficient communication between our team and the Collier MPO is essential to our approach because it establishes project goals and standards for performance early in the project. Communication with Collier MPO staff will be continuous, utilizing written format (e-mail, memo, letter) as "official direction" to avoid misinterpretations. In addition, pro-active communication with the Collier MPO and project stakeholders will help identify issues and concerns that need to be resolved early in the project.

Project Kick-off, Planning and Operations

A project kick-off meeting will be held with all team members and MPO staff outlining the path forward. Bill Gramer, PE, AICP, working from our Naples office,

is responsible for day-to-day coordination and will be accomplished through regular staff meetings and frequent action item reports to document the actions required. As the project progresses, technical memoranda or monthly progress reports will be submitted to MPO staff for review. The use of technical memoranda and progress reports has proven to be effective in achieving an orderly flow of work. This approach also provides concise, detailed data, and the ability to track the record of decisions made.

We understand the importance of developing a detailed, task specific 2045 LRTP Work Plan that provides the appropriate level of management, reporting, and communication for each assignment. Bill and Ned will meet with MPO staff once work is authorized to proceed. At this meeting, we will establish clear lines of communication and review and finalize the project work plan. Planning is crucial to project success. A quality work plan defines all roles and responsibilities. It also describes how team knowledge and skills will be used to meet the project requirements. The work plan is a powerful tool for creating a high-quality project and achieving the MPO's satisfaction. Development of the work plan is essential because helps the team work together efficiently. Effective instruction in the work plan eliminates cost overruns, schedule slippages, ineffective personnel assignments and promotes quality results.



Team Location

The table below summarizes the location of the team who are committed to providing services to Collier MPO for its 2045 Long Range Transportation Plan.

NAME	PROJECT ASSIGNMENT	LOCATION
Bill Beddow, PE	Principal-In-Charge	Naples, FL
Bill Gramer, PE, AICP	Project Manager; Needs & Cost Feasible Plan Task Lead; Preliminary & Final LRTP; Cost & Constructability; Cost & Constructability	Naples, FL
Jim Bradbury, PE	Resiliency	Naples, FL
Mike Carta	Costs & Constructability	Naples, FL
Nick De Ciccio	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	Naples, FL
Nick Easter, PE	Utilities Infrastructure	Naples, FL
Joe Elarde, PE	Utilities Infrastructure	Naples, FL
Mike Furdock, CEC	Costs & Constructability	Naples, FL
Kevin Helderfer	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	Naples, FL
Yue Hu	Utilities Infrastructure	Naples, FL
Andrew Ozolnieks	Costs & Constructability	Naples, FL
Daniel Stark, RCMP	Utilities Infrastructure	Naples, FL
David Vanegas	Hydrogeologist	Naples, FL
Sue Diuk, MBA	Public Involvement; Client Deliverables	Naples, FL
Adam Ahmad, PE, AICP, GC	GIS Database & Mapping Development Task Lead; Scenario Planning	Naples, FL
Fritz Saint Louis	GIS Database & Mapping Development	Naples, FL
Bill Spikowski, FAICP	GIS Database & Mapping Development; Existing Conditions, Forecasts, Goals & Performance Measures; Scenario Planning Task Lead	Ft. Myers, FL
Ned Baier, AICP	Planning Task Lead; Scenario Planning; Preliminary & Final LRTP Task Lead	Tampa, FL
Rosana Correa, PE, PTOE	Preliminary & Final LRTP; Freight & SIS	Tampa, FL
Mike Devore	Cost & Constructability	Tampa, FL
Brandie Miklus, AICP	Public Involvement Task Lead; Transit Planning	Tampa, FL
Katie Habgood, AICP	Public Involvement; Existing Conditions, Forecasts, Goals & Performance Measures Task Lead; Bicyclists, Pedestrians & Complete Streets	Tampa, FL
Megan Maier	Public Involvement	Tampa, FL
Chad Polk, PE	Preliminary & Final LRTP; Smart Cities & Autonomous Vehicles	Tampa, FL
Perrin Hunter-Matheis	Project Controls	Tampa, FL
Tara Jones, PE	Quality Assurance Task Lead	Orlando, FL
Sunserea Dalton, PE	Preliminary & Final LRTP; Client Deliverables; Transit Planning	Orlando, FL
Nancy Houston	Transit Planning	Orlando, FL
Ana Elias, PhD, PE, PTOE	Districtwide Travel Model Oversight Task Lead; Needs & Cost Feasible Plan	Deerfield Beach, FL
Jerry Graham, PE, AICP	Districtwide Travel Model Oversight; GIS Database & Mapping Development	Tampa, FL
Steve Pivnicki, PE, AICP	Districtwide Travel Model Oversight	Tampa, FL

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NAME	PROJECT ASSIGNMENT	LOCATION
Dan MacMurphy	Districtwide Travel Model Oversight	Tampa, FL
Brad Davis, AICP, CNU-A	Scenario Planning; Needs & Cost Feasible Plan; Bicyclists, Pedestrians & Complete Streets	West Palm Beach, FL
Jonathan Heiss, GISP	GIS Database & Mapping Development	Tampa, FL
Robert Paquin	Existing Conditions, Forecasts, Goals & Performance Measures	Tampa, FL
Cris Schooley, PE	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	Orlando, FL
Jenn Rhodes	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	Orlando, FL
Ryan Farncomb	Scenario Planning; Transit Planning	Portland, OR
Marc Ispass	Scenario Planning	Orlando, FL
Rob Balmes, AICP	Needs & Cost Feasible Plan	Tampa, FL
Beth Roussel	Principal-In-Charge	Boston, MA
Sabrina Becker	Project Manager; Needs & Cost Feasible Plan Task Lead; Preliminary & Final LRTP; Cost & Constructability; Cost & Constructability	Denver, CO
John Cock	Resiliency	West Palm Beach, FL
Lance Decuir, PE, AICP	Costs & Constructability	Doral, FL
Avi Patwardhan, PhD, BCEEM	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	Palm Beach, FL
Jason Bird	Utilities Infrastructure	Tampa, FL
Brian Burkhard	Utilities Infrastructure	Oakland, CA
Jim Bays, PWS	Costs & Constructability	Tampa, FL
Lisa Niesensen	Existing Conditions, Forecasts, Goals & Performance Measures; Needs & Cost Feasible Plan	West Palm Beach, FL
Mike Landrum, REM	Utilities Infrastructure	Fort Lauderdale, FL
Rafael Vazquez-Burney, PE	Costs & Constructability/	Tampa, FL

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



6. RECENT, CURRENT, AND PROJECTED WORKLOADS OF THE FIRM





6 RECENT, CURRENT, AND PROJECTED WORKLOADS OF THE FIRM >>>

Our team, including many of the same subconsultants, has served the MPO on previous projects and are ready to work with you again on the Collier MPO 2045 Long Range Transportation Plan. Together, we have thoroughly researched the project, fully understand the project issues, and have the resources to begin work immediately. We understand that timely completion of this project is critical and we commit to making the resources available to deliver this project within budget and on-time.

Commitment of Key Members

Management, task leads, and subject matter experts have been selected for their experience in working on similar projects in Florida, including work for Collier County and other local governments, their reputation for providing top-quality service, and their ability to be fully committed to this assignment.

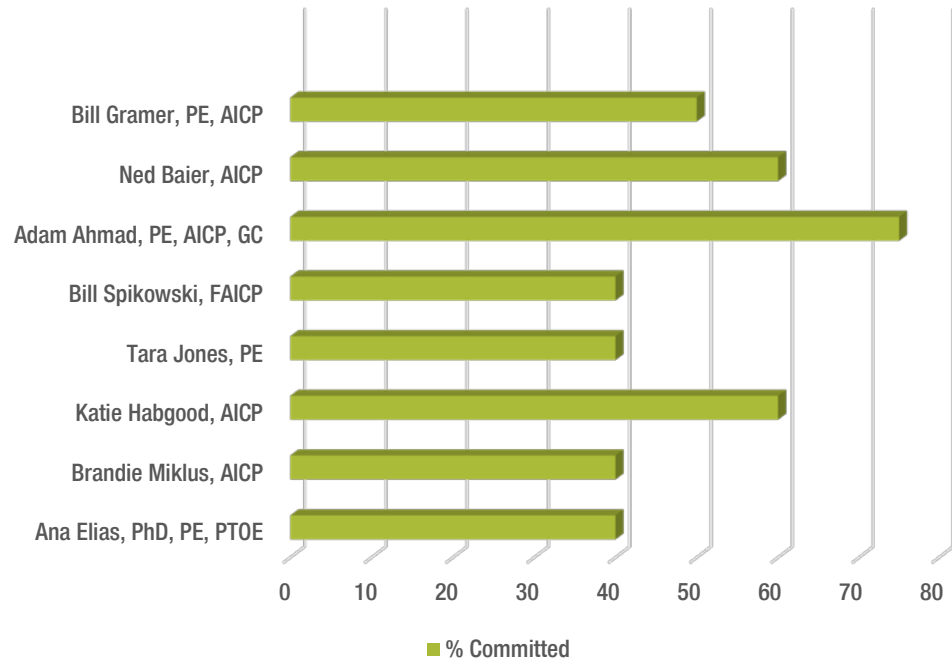
We are available and will complete task on schedule. Project Manager Bill Gramer, PE, AICP pledges at least 50% percent of this time to the Plan's development. Planning Lead Ned Baier, AICP is 60% available to lead all the planning effort. Bill Gramer, PE, AICP will complete several current commitments during the first quarter of 2019 and future workload will consider his commitment to the 2045 LRTP. Ned Baier, AICP recently completed two projects, including the City of Fort Myers Shared-Use Path Winkler and JYLP Feasibility Studies, and will complete the Charlotte County-Punta Gorda MPO Bicycle & Pedestrian Master Plan in October 2018.

Ability to Handle Scope

All of our subconsultant firms are committed and available to fulfill the duties required in their respective scopes of services. Many of our team members are local residents and are personally committed to the success of this project. Numerous members of our Naples staff (transportation personnel as well as others) live in Collier County and have a vested interest in planning, designing, and helping construct projects that help the County meet its transportation infrastructure goals.

We analyzed our existing projects and projected work and we have the depth of staff needed to begin work immediately. The diagram to the above shows staff availability to support this project based on a notice to proceed date in October 2018 and a completion date in December 2020.

Average % Committed through December 2020 | Task Leads



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



7. REQUIRED FORMS



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



NOT APPLICABLE

Form 1: Vendor's Non-Response Statement

The sole intent of the Collier County Procurement Services Division is to issue solicitations that are clear, concise and openly competitive. Therefore, we are interested in ascertaining reasons for prospective Vendors not wishing to respond to this solicitation. If your firm is not responding to this solicitation, please indicate the reason(s) by checking the item(s) listed below and return this form via email noted on the cover page, or mail to Collier County Government, Procurement Services Division, 3295 Tamiami Trail East, BLDG C-2, Naples, FL 34112.

We are not responding to the solicitation for the following reason(s):

- Collier County Business Tax Receipt (Vendors Located in Collier County Only).
- Services requested not available through our company.
- Our firm could not meet specifications/scope of work.
- Specifications/scope of work not clearly understood or applicable (too vague, rigid, etc.)
- Project is too small.
- Insufficient time allowed for preparation of response.
- Incorrect address used. Please correct mailing address:

Other reason(s):

Name of Firm: _____

Address: _____

City, State, Zip: _____

Telephone: _____

Email: _____

Representative Signature: _____

Representative Name: _____ Date _____

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Form 2: Vendor Check List

IMPORTANT: THIS SHEET MUST BE SIGNED. Please read carefully, sign in the spaces indicated and return with your Proposal.

Vendor should check off each of the following items as the necessary action is completed:

- The Solicitation Submittal has been signed.
- All applicable forms have been signed and included, along with licenses to complete the requirements of the project.
- Any addenda have been signed and included.
- Grant Contract Provisions and Assurances package has been reviewed, completed and returned with your proposal.

ALL SUBMITTALS MUST HAVE THE SOLICITATION NUMBER AND TITLE

Name of Firm: Jacobs Engineering Group, Inc.

Address: 5801 Pelican Bay Blvd # 505

City, State, Zip: Naples, FL, 34108

Telephone: (239) 596-1715

Email: Bill.Beddow@Jacobs.com

Representative Signature:

A handwritten signature in blue ink that reads "W Beddow".

Representative Name:

William Beddow

Date: 7/23/18

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Form 3: Conflict of Interest Affidavit

The Vendor certifies that, to the best of its knowledge and belief, the past and current work on any Collier County project affiliated with this solicitation does not pose an organizational conflict as described by one of the three categories below:

Biased ground rules – The firm has not set the “ground rules” for affiliated past or current Collier County project identified above (e.g., writing a procurement’s statement of work, specifications, or performing systems engineering and technical direction for the procurement) which appears to skew the competition in favor of my firm.

Impaired objectivity – The firm has not performed work on an affiliated past or current Collier County project identified above to evaluate proposals / past performance of itself or a competitor, which calls into question the contractor’s ability to render impartial advice to the government.

Unequal access to information – The firm has not had access to nonpublic information as part of its performance of a Collier County project identified above which may have provided the contractor (or an affiliate) with an unfair competitive advantage in current or future solicitations and contracts.

In addition to this signed affidavit, the contractor / vendor must provide the following:

1. All documents produced as a result of the work completed in the past or currently being worked on for the above mentioned project; and,
2. Indicate if the information produced was obtained as a matter of public record (in the “sunshine”) or through non-public (not in the “sunshine”) conversation (s), meeting(s), document(s) and/or other means.

Failure to disclose all material or having an organizational conflict in one or more of the three categories above be identified, may result in the disqualification for future solicitations affiliated with the above referenced project(s).

By the signature below, the firm (employees, officers and/or agents) certifies, and hereby discloses, that, to the best of their knowledge and belief, all relevant facts concerning past, present, or currently planned interest or activity (financial, contractual, organizational, or otherwise) which relates to the project identified above has been fully disclosed and does not pose an organizational conflict.

Firm: Jacobs Engineering Group, Inc.

Signature and Date:  8/9/18

Print Name: William Beddow

Title of Signatory: Client Account Manager

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Form 4: Vendor Declaration Statement

BOARD OF COUNTY COMMISSIONERS
Collier County Government Complex
Naples, Florida 34112

Dear Commissioners:

The undersigned, as Vendor declares that this response is made without connection or arrangement with any other person and this proposal is in every respect fair and made in good faith, without collusion or fraud.

The Vendor agrees, if this solicitation submittal is accepted, to execute a Collier County document for the purpose of establishing a formal contractual relationship between the firm and Collier County, for the performance of all requirements to which the solicitation pertains. The Vendor states that the submitted is based upon the documents listed by the above referenced Solicitation. **Further, the vendor agrees that if awarded a contract for these goods and/or services, the vendor will not be eligible to compete, submit a proposal, be awarded, or perform as a sub-vendor for any future associated with work that is a result of this awarded contract.**

IN WITNESS WHEREOF, WE have hereunto subscribed our names on this 9 day of AUGUST, 2018 in the County of Collier, in the State of Florida.

Firm's Legal Name: Jacobs Engineering Group, Inc.

Address: 5801 Pelican Bay Blvd # 505

City, State, Zip Code: Naples, FL, 34108


Florida Certificate of Authority Document Number: P13217

Federal Tax Identification Number: 95-4081636

*CCR # or CAGE Code: 3T810

*Only if Grant Funded

Telephone: (239) 596-1715



Signature by: William Beddow

(Typed and written)

Title: Client Account Manager

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

Additional Contact Information

Send payments to:
 (required if different from above)
 Contact name: Jacobs Engineering Group, Inc
Company name used as payee

Title: William Gramer
Project Manager

Address: 800 Market Street, Lockbox 18713F
Wire Transfer payments to: Jacobs Engineering Group
c/o Bank of America ABA #111000012 Acct 3750916030

City, State, ZIP St. Louis, MO 63150-8713

Telephone: (239) 596-1715

Email: Bill.Gramer@jacobs.com

Office servicing Collier County to place orders
 (required if different from above)
 Contact name: Jacobs Engineering Group, Inc.

Title: William Gramer
Project Manager

Address: 5801 Pelican Bay Blvd # 505

City, State, ZIP Naples, FL, 34108

Telephone: (239) 596-1715

Email: Bill.Gramer@jacobs.com

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Form 5: Immigration Affidavit Certification

This Affidavit is required and should be signed, notarized by an authorized principal of the firm and submitted with formal solicitation submittals. Further, Vendors are required to enroll in the E-Verify program, and provide acceptable evidence of their enrollment, at the time of the submission of the Vendor's proposal. Acceptable evidence consists of a copy of the properly completed E-Verify Company Profile page or a copy of the fully executed E-Verify Memorandum of Understanding for the company. Failure to include this Affidavit and acceptable evidence of enrollment in the E-Verify program may deem the Vendor's proposal as non-responsive.

Collier County will not intentionally award County contracts to any Vendor who knowingly employs unauthorized alien workers, constituting a violation of the employment provision contained in 8 U.S.C. Section 1324 a(e) Section 274A(e) of the Immigration and Nationality Act ("INA").

Collier County may consider the employment by any Vendor of unauthorized aliens a violation of Section 274A (e) of the INA. Such Violation by the recipient of the Employment Provisions contained in Section 274A (e) of the INA shall be grounds for unilateral termination of the contract by Collier County.

Vendor attests that they are fully compliant with all applicable immigration laws (specifically to the 1986 Immigration Act and subsequent Amendment(s)) and agrees to comply with the provisions of the Memorandum of Understanding with E-Verify and to provide proof of enrollment in The Employment Eligibility Verification System (E-Verify), operated by the Department of Homeland Security in partnership with the Social Security Administration at the time of submission of the Vendor's proposal.

Company Name Jacobs Engineering Group, Inc.

Print Name
Signature

William Baddow

Title: Client Account Manager
Date 8/9/18

State of Florida

County of Collier

The signee of these Affidavit guarantees, as evidenced by the sworn affidavit required herein, the truth and accuracy of this affidavit to interrogatories hereinafter made.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



**Form 6: Vendor Substitute W – 9
Request for Taxpayer Identification Number and Certification**

In accordance with the Internal Revenue Service regulations, Collier County is required to collect the following information for tax reporting purposes from individuals and companies who do business with the County (including social security numbers if used by the individual or company for tax reporting purposes). Florida Statute 119.071(5) requires that the county notify you in writing of the reason for collecting this information, which will be used for no other purpose than herein stated. Please complete all information that applies to your business and return with your quote or proposal.

1. General Information (provide all information)

Taxpayer Name <u>Jacobs Engineering Group, Inc.</u> <i>(as shown on income tax return)</i>	
Business Name <i>(if different from taxpayer name)</i>	
Address <u>5801 Pelican Bay Blvd #505</u>	City <u>Naples</u>
State <u>Florida</u>	Zip <u>34108</u>
Telephone <u>(239) 596-1715</u>	Email <u>Bill.Gramer@jacobs.com</u>
Order Information (Must be filled out)	Remit / Payment Information (Must be filled out)
Address <u>5801 Pelican Bay Blvd #505</u>	Address <u>Lockbox 18713F</u>
City <u>Naples</u> State <u>Florida</u> Zip <u>34108</u>	City <u>St. Louis</u> State <u>MO</u> Zip <u>63150-8713</u>
Email <u>Bill.Gramer@jacobs.com</u>	Jacobs Engineering Group c/o Bank of America ABA #111000012 Acct 3750916030
	Email <u>Bill.Gramer@jacobs.com</u>

2. Company Status (check only one)

<input type="checkbox"/> Individual / Sole Proprietor	<input checked="" type="checkbox"/> Corporation	<input type="checkbox"/> Partnership
<input type="checkbox"/> Tax Exempt (Federal income tax-exempt entity under Internal Revenue Service guidelines IRC 501 (c) 3)	<input type="checkbox"/> Limited Liability Company	
<input checked="" type="checkbox"/> Enter the tax classification <i>(D = Disregarded Entity, C = Corporation, P = Partnership)</i>		

3. Taxpayer Identification Number (for tax reporting purposes only)

Federal Tax Identification Number (TIN) <u>95-4081636</u>
<i>(Vendors who do not have a TIN, will be required to provide a social security number prior to an award).</i>

4. Sign and Date Form: Certification:

Under penalties of perjury, I certify that the information shown on this form is correct to my knowledge.

Signature <u></u>	Date <u>8/9/18</u>
Title <u>William Beddow, Client Account Manager</u>	Phone Number <u>(239) 596-1715</u>

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

FORM 7 - INSURANCE AND BONDING REQUIREMENTS

Insurance / Bond Type	Required Limits
1. <input checked="" type="checkbox"/> Worker's Compensation	Statutory Limits of Florida Statutes, Chapter 440 and all Federal Government Statutory Limits and Requirements Evidence of Workers' Compensation coverage or a Certificate of Exemption issued by the State of Florida is required. Entities that are formed as Sole Proprietorships shall not be required to provide a proof of exemption. An application for exemption can be obtained online at https://apps.fldfs.com/bocexempt/
2. <input checked="" type="checkbox"/> Employer's Liability	\$ <u>1,000,000</u> single limit per occurrence
3. <input checked="" type="checkbox"/> Commercial General Liability (Occurrence Form) patterned after the current ISO form	Bodily Injury and Property Damage \$ <u>1,000,000</u> single limit per occurrence, \$2,000,000 aggregate for Bodily Injury Liability and Property Damage Liability. This shall include Premises and Operations; Independent Contractors; Products and Completed Operations and Contractual Liability.
4. <input checked="" type="checkbox"/> Indemnification	To the maximum extent permitted by Florida law, the Contractor/Vendor shall defend, indemnify and hold harmless Collier County, its officers and employees from any and all liabilities, damages, losses and costs, including, but not limited to, reasonable attorneys' fees and paralegals' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Contractor/ Vendor or anyone employed or utilized by the Contractor/Vendor in the performance of this Agreement.
5. <input checked="" type="checkbox"/> Automobile Liability	\$ <u>1,000,000</u> Each Occurrence; Bodily Injury & Property Damage, Owned/Non-owned/Hired; Automobile Included
6. <input checked="" type="checkbox"/> Other insurance as noted:	<input type="checkbox"/> Watercraft \$ _____ Per Occurrence <input type="checkbox"/> United States Longshoreman's and Harborworker's Act coverage shall be maintained where applicable to the completion of the work. \$ _____ Per Occurrence <input type="checkbox"/> Maritime Coverage (Jones Act) shall be maintained where applicable to the completion of the work. \$ _____ Per Occurrence <input type="checkbox"/> Aircraft Liability coverage shall be carried in limits of not less than \$5,000,000 each occurrence if applicable to the completion of the Services under this Agreement. \$ _____ Per Occurrence <input type="checkbox"/> Pollution \$ _____ Per Occurrence <input checked="" type="checkbox"/> Professional Liability \$ <u>1,000,000</u> Per claim & in the aggregate <input type="checkbox"/> Project Professional Liability \$ _____ Per Occurrence <input type="checkbox"/> Valuable Papers Insurance \$ _____ Per Occurrence <input checked="" type="checkbox"/> Cyber Liability \$1,000,000 Per Occurrence <input type="checkbox"/> Technology Errors & Omissions \$ _____ Per Occurrence
7. <input type="checkbox"/> Bid bond	Shall be submitted with proposal response in the form of certified funds, cashiers' check or an irrevocable letter of credit, a cash bond posted with the County Clerk, or proposal bond in a sum equal to 5% of the cost proposal. All checks shall be made payable to the Collier County Board of County Commissioners on a bank or trust company located in the State of Florida and insured by the Federal Deposit Insurance Corporation.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

8. Performance and Payment Bonds For projects in excess of \$200,000, bonds shall be submitted with the executed contract by Proposers receiving award, and written for 100% of the Contract award amount, the cost borne by the Proposer receiving an award. The Performance and Payment Bonds shall be underwritten by a surety authorized to do business in the State of Florida and otherwise acceptable to Owner; provided, however, the surety shall be rated as "A-" or better as to general policy holders rating and Class V or higher rating as to financial size category and the amount required shall not exceed 5% of the reported policy holders' surplus, all as reported in the most current Best Key Rating Guide, published by A.M. Best Company, Inc. of 75 Fulton Street, New York, New York 10038.
9. Vendor shall ensure that all subcontractors comply with the same insurance requirements that he is required to meet. The same Vendor shall provide County with certificates of insurance meeting the required insurance provisions.
10. Collier County must be named as "**ADDITIONAL INSURED**" on the Insurance Certificate for Commercial General Liability where required. This insurance shall be primary and non-contributory with respect to any other insurance maintained by, or available for the benefit of, the Additional Insured and the Vendor's policy shall be endorsed accordingly.
11. The Certificate Holder shall be named as Collier County Board of County Commissioners, OR, Board of County Commissioners in Collier County, OR Collier County Government, OR Collier County. The Certificates of Insurance must state the Contract Number, or Project Number, or specific Project description, or must read: For any and all work performed on behalf of Collier County.
12. **Thirty (30) Days Cancellation Notice** required.

6/7/18 - CC

Vendor's Insurance Statement

We understand the insurance requirements of these specifications and that the evidence of insurability may be required within five (5) days of the award of this solicitation.

Name of Firm Jacobs Engineering Group, Inc. Date 8/9/2018

Vendor Signature W. Beddow 8/9/18

Print Name William Beddow

Insurance Agency Marsh Risk & Insurance Services

Agent Name James L. Vogel Telephone Number (Fax) 1 (212) 948-1306

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) **9.C.4**
07/24/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER LIC #0437153 Marsh Risk & Insurance Services CIRTS_Support@jacobs.com 633 W. Fifth Street Los Angeles, CA 90071	1-212-948-1306	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: ACE AMER INS CO	FAX (A/C, No): 1-212-948-1306 NAIC # 22667
INSURED Jacobs Engineering Group Inc. C/O Global Risk Management 600 Wilshire Blvd., Suite 1000 Los Angeles, CA 90017		INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES CERTIFICATE NUMBER: 53483370 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> CONTRACTUAL LIABILITY GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			HDO G71096750	07/01/18	07/01/19	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 1,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			ISA H25158684	07/01/18	07/01/19	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			WLR C6479033A (AOS)	07/01/18	07/01/19	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER
A	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N	N/A	WCU C64789533 (LA, OH, TX)	07/01/18	07/01/19	E.L. EACH ACCIDENT \$ 1,000,000
A	If yes, describe under DESCRIPTION OF OPERATIONS below			SCF C64789570 (WI)	07/01/18	07/01/19	E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	PROFESSIONAL LIABILITY "CLAIMS MADE"			EON G21655065 009	07/01/18	07/01/19	PER CLAIM/PER AGG \$ 1,000,000 AGGREGATE DEFENSE INCLUDED

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: Every five years, the Collier Metropolitan Planning Organization (MPO) updates its Long Range Transportation Plan (LRTP). The MPO anticipates having a total budget of \$325,000 for the project paid out over the course of three fiscal years. Fiscal year 18/19 budget is \$122,379, Fiscal year 19/20 budget is \$131,379 and Fiscal year 20/21 budget is \$71,242. CONTRACT END DATE: 1/1/2021. PROPOSAL NUMBER: 18-7408. SECTOR: Public. *\$2,250,000 SIR FOR STATES OF: LA, OH, TX. Collier County is added as an additional insured for general liability as respects the negligence of the insured in the performance of insured's services to cert holder under contract for captioned work. Coverage is primary and certificate holder's insurance is excess and non-contributory. General Liability coverage includes the severability.

CERTIFICATE HOLDER Collier County 3295 TAMiami TRAIL EAST BLDG C-2 NAPLES, FL 34112 USA	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
---	--

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Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

SUPPLEMENT TO CERTIFICATE OF INSURANCE

DATE
07/24/2018

NAME OF INSURED: Jacobs Engineering Group Inc.

of interests/Cross Suits Liability provision in favor of the holder. Waiver of subrogation is hereby granted in favor of cert holder for GL, AL and WC. *THIS IS A SAMPLE CERTIFICATE ONLY*. THE ACTUAL CERTIFICATE FOR THE PROPOSED PROJECT WILL COMPLY WITH THE TERMS AND CONDITIONS NEGOTIATED IN THE FINAL CONTRACT, CONSISTENT WITH POLICY TERMS AND CONDITIONS.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Jacobs Engineering Group Inc.
C/O Global Risk Management
600 Wilshire Blvd., Suite 1000
Los Angeles, CA 90017

July 24, 2018

Collier County
3295 TAMIAMI TRAIL EAST
BLDG C-2
NAPLES FL 34112

Re: **Jacobs Engineering Group Inc. – Privacy and Network Security**

To Whom It May Concern:

This is to advise you that with regard to insurance for Privacy and Network Security (“Cyber-risk”), Jacobs Engineering Group Inc., self insures for this type of liability as would otherwise be provided by such insurance.

In lieu of insurance, Jacobs Engineering Group Inc. will be financially responsible for liability as a result of Cyber-risk claims. In no event will such financial responsibility exceed the terms or conditions of the contractual liability.

Please note that Jacobs’ net earnings totaled \$210 million on revenues of \$11.6 billion for its fiscal year ended September 30, 2016.

Should you have any questions, please contact me at (626) 578-6886 or ruth.lindstrom@jacobs.com.

Sincerely,

Ruth Lindstrom

Ruth Lindstrom, ARM
Senior Risk Manager
Global Risk Management

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

COLLIER COUNTY
Certification Regarding Debarment, Suspension, and Other Responsibility Matters
Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

William Beddow
Name

Long Range Transportation Plan
Project Name

Client Account Manager
Title

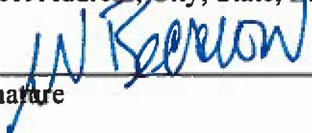
18-7408
Project Number

Jacobs Engineering Group, Inc.
Firm

95-4081636
Tax ID Number

07-410-3508
DUNS Number

5801 Pelican Bay Blvd # 505, Naples, FL, 34108
Street Address, City, State, Zip


Signature

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

COLLIER COUNTY
Certification Regarding Lobbying

The undersigned Jacobs Engineering Group, Inc. (Vendor/ Contractor) certifies, to the best of his or her knowledge and belief, that:

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

(2) No grantee, nor its persons or affiliates, may employ any person or organization with funds received pursuant to any State agreement for the purpose of lobbying the Legislature, the judicial branch, or a State agency. The purpose of lobbying includes, but is not limited to, salaries, travel expenses and per diem, the cost for advertising, including production costs; postage; entertainment; and telephone and telegraph; and association dues. The provisions of this paragraph supplement the provisions of section 11.062, Florida Statutes, which is incorporated by reference into this solicitation, purchase order or contract.

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

The Vendor/Contractor, Jacobs Engineering Group, Inc. , certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 11.062, Florida Statutes., apply to this certification and disclosure, if any.

 William Beddow Name of Authorized Official

 Client Account Manager Title

 W Beddow Signature of Vendor/Contractor's Authorized Official

 8/9/18 Date

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)


COLLIER COUNTY
Conflict of Interest Certification

18-7408
Collier County Solicitation No.

I, William Beddow, hereby certify that to the best of my knowledge, neither I nor my spouse, dependent child, general partner, or any organization for which I am serving as an officer, director, trustee, general partner or employee, or any person or organization with whom I am negotiating or have an arrangement concerning prospective employment has a financial interest in this matter.

I further certify to the best of my knowledge that this matter will not affect the financial interests of any member of my household. Also, to the best of my knowledge, no member of my household; no relative with whom I have a close relationship; no one with whom my spouse, parent or dependent child has or seeks employment; and no organization with which I am seeking a business relationship nor which I now serve actively or have served within the last year are parties or represent a party to the matter.

I also acknowledge my responsibility to disclose the acquisition of any financial or personal interest as described above that would be affected by the matter, and to disclose any interest I, or anyone noted above, has in any person or organization that does become involved in, or is affected at a later date by, the conduct of this matter.

William Beddow	
Name	Signature
Client Account Manager	8/9/18
Position	Date

Privacy Act Statement

Title I of the Ethics in Government Act of 1978 (5 U.S.C. App.), Executive Order 12674 and 5 CFR Part 2634, Subpart I require the reporting of this information. The primary use of the information on this form is for review by officials of The Justice Department to determine compliance with applicable federal conflict of interest laws and regulations. Additional disclosures of the information on this report may be made: (1) to a federal, state or local law enforcement agency if the Justice Department becomes aware of a violation or potential violation of law or regulations; (2) to a court or party in a court or federal administrative proceeding if the government is a party or in order to comply with a judge-issued subpoena; (3) to a source when necessary to obtain information relevant to a conflict of interest investigation or decision; (4) to the National Archives and Records Administration or the General Services Administration in records management inspections; (5) to the Office of Management and Budget during legislative coordination on private relief legislation; and (6) in response to a request for discovery or for the appearance of a witness in a judicial or administrative proceeding, if the information is relevant to the subject matter. This confidential certification will not be disclosed to any requesting person unless authorized by law. See also the OGE/GOVT-2 executive branch-wide Privacy Act system of records.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

EXHIBIT I-02

GRANT CERTIFICATIONS AND ASSURANCES

COLLIER COUNTY ANTICIPATED DISADVANTAGED, MINORITY, WOMEN OR VETERAN PARTICIPATION STATEMENT																					
Status will be verified. Unverifiable statuses will require the PRIME to either provide a revised statement or provide source documentation that validates a status.																					
A. PRIME VENDOR/CONTRACTOR INFORMATION																					
PRIME NAME		PRIME FEID NUMBER		CONTRACT DOLLAR AMOUNT																	
Jacobs Engineering Group, Inc.		95-4081636		\$325,000																	
IS THE PRIME A FLORIDA-CERTIFIED DISADVANTAGED, MINORITY OR WOMEN BUSINESS ENTERPRISE? (DBE/MBE/WBE) OR HAVE A SMALL DISADVANTAGED BUSINESS 8A CERTIFICATION FROM THE SMALL BUSINESS ADMINISTRATION? A SERVICE DISABLED VETERAN?		VETERAN Y <input type="checkbox"/> N <input checked="" type="checkbox"/> DBE? Y <input type="checkbox"/> N <input checked="" type="checkbox"/> MBE? Y <input type="checkbox"/> N <input checked="" type="checkbox"/> WBE? Y <input type="checkbox"/> N <input checked="" type="checkbox"/> SDB 8A? Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		IS THE ACTIVITY OF THIS CONTRACT... CONSTRUCTION? Y <input type="checkbox"/> N <input checked="" type="checkbox"/> CONSULTATION? <input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> OTHER? Y <input type="checkbox"/> N <input checked="" type="checkbox"/>																	
IS THIS SUBMISSION A REVISION?		Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		IF YES, REVISION NUMBER _____																	
B. IF PRIME HAS SUBCONTRACTOR OR SUPPLIER WHO IS A DISADVANTAGED MINORITY, WOMEN-OWNED, SMALL BUSINESS CONCERN OR SERVICE DISABLED VETERAN, PRIME IS TO COMPLETE THIS NEXT SECTION																					
DBE M/WBE VETERAN	SUBCONTRACTOR OR SUPPLIER NAME	TYPE OF WORK OR SPECIALTY	ETHNICITY CODE (See Below)	SUB/SUPPLIER DOLLAR AMOUNT	PERCENT OF CONTRACT DOLLARS																
DBE	Traf-O-Data Corp	Travel Demand Modeling	NMW	TBD	3%																
DBE/MBE	Capital Consulting Solutions	GIS/Mapping	APA	TBD	7%																
TOTALS																					
C. SECTION TO BE COMPLETED BY PRIME VENDOR/CONTRACTOR																					
NAME OF SUBMITTER		DATE		TITLE OF SUBMITTER																	
William Beddow		8/9/18		Client Account Manager																	
EMAIL ADDRESS OF PRIME (SUBMITTER)		TELEPHONE NUMBER		FAX NUMBER																	
bill.beddow@jacobs.com		(239) 596-1715																			
NOTE: This information is used to track and report anticipated DBE or MBE participation in federally-funded contracts. The anticipated DBE or MBE amount is voluntary and will not become part of the contractual terms. This form must be submitted at time of response to a solicitation. If and when awarded a county contract, the prime will be asked to update the information for the grant compliance files.																					
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>ETHNICITY</th> <th>CODE</th> </tr> </thead> <tbody> <tr> <td>Black American</td> <td>BA</td> </tr> <tr> <td>Hispanic American</td> <td>HA</td> </tr> <tr> <td>Native American</td> <td>NA</td> </tr> <tr> <td>Subcont. Asian American</td> <td>SAA</td> </tr> <tr> <td>Asian-Pacific American</td> <td>APA</td> </tr> <tr> <td>Non-Minority Women</td> <td>NMW</td> </tr> <tr> <td>Other, not of any other group listed</td> <td>O</td> </tr> </tbody> </table>		ETHNICITY	CODE	Black American	BA	Hispanic American	HA	Native American	NA	Subcont. Asian American	SAA	Asian-Pacific American	APA	Non-Minority Women	NMW	Other, not of any other group listed	O				
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Subcont. Asian American	SAA																				
Asian-Pacific American	APA																				
Non-Minority Women	NMW																				
Other, not of any other group listed	O																				
D. SECTION TO BE COMPLETED BY COLLIER COUNTY																					
DEPARTMENT NAME		COLLIER CONTRACT # (IFB/RFP or PO/REQ)		GRANT PROGRAM/CONTRACT																	
ACCEPTED BY:				DATE																	

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

COLLIER COUNTY GRANT COMPLIANCE FORM

**BID OPPORTUNITY LIST FOR COMMODITIES AND CONTRACTUAL SERVICES
AND PROFESSIONAL CONSULTANT SERVICES**

It is the policy of Collier County that disadvantaged businesses and minority vendors, as defined in the Code of Federal Regulations (CFR) or Florida Statutes (FS), must have the opportunity to participate on contracts with federal and/or state grant assistance.

Prime Contractor/Prime Consultant: Jacobs Engineering Group, Inc.

Address and Phone Number: 5801 Pelican Bay Blvd # 505, Naples, FL, 34108 (239) 596-1715

Procurement Number/Advertisement Number: 18-7408

The list below is intended to be a listing of firms that are, or attempting to, participate on the project numbered above. The list must include the firm bidding or quoting as prime, as well as subs and suppliers quoting for participation. Prime contractors and consultants must provide information for Numbers 1, 2, 3, and 4; and, should provide any information they have for Numbers 5, 6, 7, and 8. This form must be submitted with the bid package.

<p>1. Federal Tax ID Number: <u>95-4081636</u></p> <p>2. Firm Name: <u>Jacobs Engineering Group, Inc.</u></p> <p>3. Phone Number: <u>(239) 596-1715</u></p> <p>4. Address: <u>5801 Pelican Bay Blvd #505</u> <u>Naples, FL, 34108</u></p> <p>5. Year Firm Established: <u>1947</u></p>	<p>6. <input type="checkbox"/> DBE <input checked="" type="checkbox"/> Non-DBE</p> <p>7. <input type="checkbox"/> Subcontractor <input type="checkbox"/> Subconsultant</p>	<p>8. Annual Gross Receipts</p> <p><input type="checkbox"/> Less than \$ 1 million</p> <p><input type="checkbox"/> Between \$ 1-5 million</p> <p><input type="checkbox"/> Between \$ 5-10 million</p> <p><input type="checkbox"/> Between \$ 10-15 million</p> <p><input checked="" type="checkbox"/> More than \$ 15 million</p>
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<p>1. Federal Tax ID Number: <u>59-3606282</u></p> <p>2. Firm Name: <u>Traf-O-Data Corporation</u></p> <p>3. Phone Number: <u>(813) 758-1140</u></p> <p>4. Address: <u>1609 N 19th Street</u> <u>Tampa, FL 33605</u></p> <p>5. Year Firm Established: <u>1999</u></p>	<p>6. <input checked="" type="checkbox"/> DBE <input type="checkbox"/> Non-DBE</p> <p>7. <input type="checkbox"/> Subcontractor <input checked="" type="checkbox"/> Subconsultant</p>	<p>8. Annual Gross Receipts</p> <p><input checked="" type="checkbox"/> Less than \$ 1 million</p> <p><input type="checkbox"/> Between \$ 1-5 million</p> <p><input type="checkbox"/> Between \$ 5-10 million</p> <p><input type="checkbox"/> Between \$ 10-15 million</p> <p><input type="checkbox"/> More than \$ 15 million</p>
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<p>1. Federal Tax ID Number: <u>68-0465555</u></p> <p>2. Firm Name: <u>Alta Planning + Design</u></p> <p>3. Phone Number: <u>(404) 304-1940</u></p> <p>4. Address: <u>524 Datura St, #216</u> <u>West Palm Beach, FL 33401</u></p> <p>5. Year Firm Established: <u>1996</u></p>	<p>6. <input type="checkbox"/> DBE <input checked="" type="checkbox"/> Non-DBE</p> <p>7. <input type="checkbox"/> Subcontractor <input checked="" type="checkbox"/> Subconsultant</p>	<p>8. Annual Gross Receipts</p> <p><input type="checkbox"/> Less than \$ 1 million</p> <p><input type="checkbox"/> Between \$ 1-5 million</p> <p><input type="checkbox"/> Between \$ 5-10 million</p> <p><input type="checkbox"/> Between \$ 10-15 million</p> <p><input checked="" type="checkbox"/> More than \$ 15 million</p>
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<p>1. Federal Tax ID Number: <u>65-1045019</u></p> <p>2. Firm Name: <u>Capital Consulting Solutions</u></p> <p>3. Phone Number: <u>(239) 273-8894</u></p> <p>4. Address: <u>5633 Strand Blvd, Suite 312</u> <u>Naples, Florida 34110</u></p> <p>5. Year Firm Established: <u>2017</u></p>	<p>6. <input checked="" type="checkbox"/> DBE <input type="checkbox"/> Non-DBE</p> <p>7. <input type="checkbox"/> Subcontractor <input checked="" type="checkbox"/> Subconsultant</p>	<p>8. Annual Gross Receipts</p> <p><input checked="" type="checkbox"/> Less than \$ 1 million</p> <p><input type="checkbox"/> Between \$ 1-5 million</p> <p><input type="checkbox"/> Between \$ 5-10 million</p> <p><input type="checkbox"/> Between \$ 10-15 million</p> <p><input type="checkbox"/> More than \$ 15 million</p>
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1. Federal Tax ID Number: 65-0356826
2. Firm Name: Spikowski Planning Associates
3. Phone Number: (239) 334-8866
4. Address: 1617 Hendry Street, Suite 416
Fort Myers, Florida 33901
5. Year Firm Established: 1992
6. DBE Non-DBE
7. Subcontractor Subconsultant
8. Annual Gross Receipts: Less than \$ 1 million
 Between \$ 1-5 million
 Between \$ 5-10 million
 Between \$ 10-15 million
 More than \$ 15 million

1. Federal Tax ID Number: _____
2. Firm Name: _____
3. Phone Number: _____
4. Address: _____
5. Year Firm Established: _____
6. DBE Non-DBE
7. Subcontractor Subconsultant
8. Annual Gross Receipts: Less than \$ 1 million
 Between \$ 1-5 million
 Between \$ 5-10 million
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4. Address: _____
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6. DBE Non-DBE
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2. Firm Name: _____
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4. Address: _____
5. Year Firm Established: _____
6. DBE Non-DBE
7. Subcontractor Subconsultant
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 Between \$ 1-5 million
 Between \$ 5-10 million
 Between \$ 10-15 million
 More than \$ 15 million

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

COLLIER COUNTY
Acknowledgement of Terms, Conditions and Grant Clauses

Flow Down of Terms and Conditions from the Grant Agreement

Subcontracts: If the vendor subcontracts any of the work required under this Agreement, a copy of the signed subcontract must be available to the Department for review and approval. The vendor agrees to include in the subcontract that (1) the subcontractor is bound by the terms of this Agreement, (ii) the subcontractor is bound by all applicable state and federal laws and regulations, and (iii) the subcontractor shall hold the Department and Recipient harmless against all claims of whatever nature arising out of the subcontractor's performance of work under this Agreement, to the extent allowed and required by law. The recipient shall document in the quarterly report the subcontractor's progress in performing its work under this agreement. For each subcontract, the Recipient shall provide a written statement to the Department as to whether the subcontractor is a minority vendor as defined in Section 288.703, Fla. Stat.

Certification

On behalf of my firm, I acknowledge, and agree to perform all of the specifications and grant requirements identified in this solicitation document(s).

Vendor/Contractor Name Jacobs Engineering Group, Inc.

Date 8/9/18

Authorized Signature 

Address 5801 Pelican Bay Blvd #505, Naples, FL, 34108

Solicitation/Contract # 18-7408

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

COLLIER COUNTY

Scrutinized Companies Certification

The undersigned William Beddow (Vendor/ Contractor) certifies, to the best of his or her knowledge and belief, that it is not listed on the

- Scrutinized Companies with Activities in Sudan List,
- Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and/or
- Scrutinized Companies with Activities in Israel List (eff. 10.1.2016),

pursuant to Section 215.473, F.S.

The subcontractor further agrees the County may immediately terminate this contract for cause if the vendor/contractor is found to have submitted a false certification or is placed on the Scrutinized Companies list during the term of the contract.

William Beddow Name of Authorized Official

Client Account Manager Title

W. Beddow 8/9/18 Signature of Vendor/Contractor's Authorized Official

8/9/2018 Date

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Email: adam.northrup@colliergov.net
Telephone: (239) 252-6098

Addendum 1

Date: 7/25/2018
From: Adam Northrup, Procurement Strategist
To: Interested Bidders
Subject: Addendum # 1
18-7408 – Long Range Transportation Plan

The following change is made to the above mentioned Collier County solicitation:

The scrutinized companies form was inadvertently excluded from the grant provisions package. The file titled "18-7408 Scrutinized Companies form" has been included with this addendum, and should be completed and submitted with your proposal.

If you require additional information please post a question on the Online Bidding site or contact me at the information noted above.

Please sign below and return a copy of this Addendum with your submittal for the above referenced solicitation.

W. Beddow 8/9/18
(Signature) Date
William Beddow, Client Account Manager
(Name of Firm)

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



8. ADDITIONAL INFORMATION





Bill Gramer, PE, AICP

Project Manager

Education

B.S., Civil Engineering,
Polytechnic University, NY

Registrations/Certifications

Florida Professional Engineer
(#59090)

California Professional
Engineer (#49117)

Certified Planner: AICP
(#314390)

Years of Experience
30

Bill is experienced in a wide variety of transportation and site/civil projects, including planning, traffic, roadway, drainage, utility, GIS, environmental, transit, minor "local" roadways, major urban arterials, state route, and interstate highways. He has served as project manager/project coordinator for 21 different General Service Contracts for Florida Clients. Bill has expertise in roadway design, underground utility design/relocations, PD&E studies, Complete Streets projects, grant writing, and Design-Build projects and criteria packages. He has managed more than 40 Public Involvement meetings and 100+ project stakeholder meetings.

Relevant Project Experience

Lee County Complete Streets Design Build Criteria Packages, Lee County, FL; Project Manager. Responsible for managing the Conceptual Design efforts for the 11 planned projects listed in the Complete Streets Initiative TIGER Grant application. Project included preparation of Conceptual Plans and typical sections which defined project features such as sidewalks, pathways, bike lanes and shoulders; preparation of quantities and project estimates, preparation of a preliminary/conceptual design and construction schedule for evaluation by the Lee County MPO.

Tree Farm Road Phase II (Davila St. to Woodcrest Dr.) Design, Collier County, FL; Project Manager. Managed the design for the half-mile segment of Tree Farm Road. This 2-Lane roadway section links four (4) roadways with a new roundabout. The project consists of a new 2-lane new roadway with sidewalks, pathways, bike lanes and a new roundabout. The project included water main and force main design and permitting. The project utilized three (3) adjacent development ponds for stormwater treatment and attenuation. (Permits: SFWMD, ACOE FDEP)

Collier-Immokalee Intersection Improvements Design, Collier County, FL; Project Manager. Responsible for managing the intersection improvements to the Immokalee Road and Collier Boulevard Intersection which will provide additional capacity to the intersection and extend Collier Blvd north approximately one-half mile. The Intersection improvements were planned and designed to accommodate a "future" SPUI at this intersection. Services included: Roadway alternatives analysis, roadway design, drainage design, sidewalks, bike lanes, pathways, canal relocation, pre-fabricated bridge crossing of canal, box culvert extension, signalization, lighting, utility design (36-inch water main, 30-inch water main (42 inch - 540 lf directional drill), 16-inch force main, 24 inch reclaimed water main), coordination with FPL for relocation of transmission and distribution Lines, permitting with SFWMD, ACOE FDEP).

Old US 41 Redevelopment Complete Streets Concepts, City of Bonita Springs, FL; Project Manager. This project provided conceptual roadway and storm water designs for Old US 41 from Bonita Beach Road to W. Terry Street. The intent was to evaluate alternatives for roadway, bike lanes, pathways, sidewalks, access management and storm water improvements. The concepts included roundabout designs at Pennsylvania Ave and W. Terry Street.

Vanderbilt Beach Road Extension, Collier County, FL; Project Manager. Managed the design of a new 10 mile 6-Lane roadway from Collier Boulevard to Desoto Boulevard. Responsibilities included providing public involvement, roadway design, drainage, permitting, maintenance of traffic, structural design, environmental surveys, traffic, noise, aesthetics, survey, geotechnical, access management, and utility services. Project placed "on-hold" at 60% Design.

Collier Boulevard (Golden Gate Boulevard to Green Boulevard) Design, Collier County, FL; Project Manager. Managed the widening of 4 miles of the existing four-lane, urban divided roadway. Responsibilities included managing a multi-firm team in providing public involvement, roadway design, drainage, permitting, maintenance of traffic, structural design, environmental surveys, traffic, noise, aesthetics, survey, geotechnical, access management, and utility services. (Permits: SFWMD, ACOE FDEP).

Vanderbilt Beach Road Extension Corridor Study, Collier County, FL; Project Manager. Managed a corridor study to investigate the feasibility of extending Vanderbilt Beach Road east into the Golden Gate Estates area from Collier Boulevard (CR 951) to DeSoto Boulevard, approximately 10 miles. Project alternatives consisted of 15 Alignments which were evaluated for feasibility and cost effectiveness as well as social and environmental impacts.

Collier Boulevard (US 41 to Davis Boulevard) Design, Collier County, FL; Project Manager. Managed this design project which involved roadway capacity improvements to a 7-mile segment from US 41 to Davis Boulevard. CH2M HILL provided design plans and specifications for widening the existing four-lane roadway to a six-lane facility, including four major intersections. (Permits: SFWMD, ACOE FDEP)

Vanderbilt Beach Road (Airport-Pulling Road to Collier Boulevard) Design, Collier County, FL; Project Manager. Managed the widening of 5.5 miles of the existing two-lane roadway to a six-lane, urban divided roadway. The project required extensive attention to public concerns regarding local access, circulation, traffic demands, impacts to businesses and residential areas, and aesthetics. (Permits: SFWMD, ACOE FDEP)

Collier Boulevard (Golden Gate Boulevard to Immokalee Road) Design, Collier County, FL; Project Manager. Managed the Collier Boulevard (CR 951) project that involved widening 3 miles of the existing two-lane roadway to a six-lane, urban divided roadway from Golden Gate Boulevard to Immokalee Road. Responsibilities included public involvement, roadway design, drainage, permitting, maintenance of traffic, structural design, environmental impacts, traffic, noise, aesthetics, survey, geotechnical, access management, and utility services. (Permits: SFWMD, ACOE FDEP)

Immokalee Road (Collier Boulevard to 43rd Avenue NE) Design, Collier County, FL; Project Manager Managed this design project that involved the 8.1-mile widening of Immokalee Road from two to six lanes (initial construction of four), thereby converting the existing rural section to an urban section. Services provided for this project included complete roadway design, permitting services, drainage design, wetland mitigation, 8 miles of 36-inch water main design, 6 miles of 16-inch force main design, signal design, roadway lighting, traffic studies, and services during construction. (Permits: SFWMD, ACOE FDEP)

Pine Ridge Road (Airport-Pulling Road to Logan Boulevard) Design, Collier County, FL; Project Manager. Managed this design project involving the widening of Pine Ridge Road from four to six lanes converting the existing rural section to an urban section. The 3.3-mile project included widening Pine Ridge Road through the I-75 interchange. One unique aspect of the project was the redesign of the northbound on- and off-ramps to accommodate dual left-turn lanes.

Webber Street (McIntosh Rd. to Cattleman Rd.) Design, Sarasota County, FL; Project Manager/Coordinator. The 2-mile, four-lane divided collector roadway included bicycle lanes, grassed center median with streetscaping, retaining walls, a 200-foot bridge (Phillippi Creek), major cross-road culverts, privacy walls for residences, intersection improvements, traffic control devices, a closed storm drain system to serve the roadway, stormwater system to intercept runoff from private properties adjacent to the roadway, pond design compensation for filling within the 100-year flood plain, and facilities for mitigation of environmental and neighborhood impacts.

Pine Street (Dearborn St. to US41) Design, Sarasota County, FL; Project Manager. The new roadway was designed as a six-lane divided arterial with a majority of the alignment utilizing a rural section. The project involves the preparation of preliminary and final design drawings, geotechnical investigations, obtaining environmental and drainage permits, traffic signal design, preparation of right-of-way plans, and surveying. The project was developed in stages, with the first 3,000-foot section designed to 100% Plans. The project involved extensive wetland mitigation along with mitigation for the Florida Scrub Jay.

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State of Florida

Board of Professional Engineers

Attests that

William J. Gramer, P.E.



Is licensed as a Professional Engineer under Chapter 471, Florida Statutes

Expiration: 2/28/2019

Audit No: 228201929505 R

P.E. Lic. No:

59090


Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)


This certificate hereby qualifies

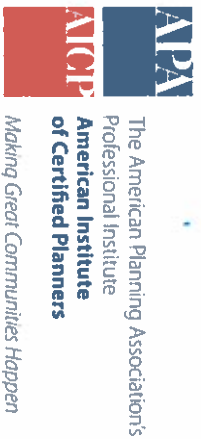
William J. Gramer, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 028768


James M. Drinan, JD
Executive Director


Lee Brown, FAICP
President





Ned Baier, AICP

Planning Lead

Education

BS, Community & Regional Planning, Minor Political Science, Iowa State University, 1984

Continuing Education: Master courses Transportation, University of South Florida, Center for Urban Transportation Research (CUTR)

Registrations

American Institute of Certified Planners, 1998

Years of Experience

31

Ned brings extensive experience in local government and Metropolitan Planning Organization (MPO) transportation planning. He is proficient in cross-functional management, facilitation, and policy analysis. He also has extensive experience in technical analysis, agency and policy board support, and public engagement, MPO policy planning, funding, regional coordination, and LRTP development, capital improvement planning and prioritization, transit, corridor preservation planning, bike/pedestrian/trail feasibility planning, waterborne transportation plans, commuter assistance programs, climate change action plans. Ned managed the transportation planning and development review processes and resources for MPOs and local governments and provided project management.

Relevant Project Experience

Lee County Metropolitan Planning Organization, General Planning Consultant, Lee County, FL; Project Manager. As the Lee County MPO General Planning Consultant (won in 2012 and again in 2016), Ned's team members oversee work on a variety of transportation related projects using a task driven contract.

The team worked with the Lee County MPO to complete the **2040 Long Range Transportation Plan (LRTP) update** identifying implementable projects through the year 2040. The update includes developing a land-use alternative and socio-economic data for 2040, analyzing modeling results and recommending alternative projects, developing costs of the new projects, refinement of the goals, objectives, policies, and performance measures and evaluating potential projects; development of a Needs Plan and Cost Feasible Plan and LRTP documentation. The team initiated a public engagement program to reach out the stakeholders, agency representatives, elected officials, and the community during the update. Public Engagement efforts include creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed. Ned is the project manager for this effort.

A successful **TIGER IV Grant Application** was completed for the Lee County MPO for a \$12 million complete streets project. The application linked together three demonstration projects identified in the MPO's adopted Bicycle Pedestrian Master Plan. The improvements submitted for TIGER funding included new sidewalks, paved shoulders, pathways, bus shelters and amenities, signing, striping, wayfinding signage, and bicycle parking, racks, and lockers. The application was approved during the TIGER IV grant application process.

Jacobs completed the **2010 FSUTMS Travel Demand Model Validation** data collection effort to collect and verify employment data by traffic analysis zone for use in the 2010 FSUTMS travel demand model validation efforts in FDOT District One. The effort included verification of industrial, commercial, and service sector employment based on county control totals. The Jacobs team also updated this data set and maps to 2040.

The goal of the **MAP-21 Bicycle and Pedestrian Project Funding and Prioritization** task was to align local needs with federal funding requirements and procedures, making Lee County MPO projects more competitive given the changes with MAP-21. The task included review of existing funding priorities and process, review of federal funding changes as they related to Lee County, aligning local needs with changing federal funding requirements, development of new performance measures and prioritization and funding process, and development of an implementation guide for stakeholders.

Tampa Bay Area Regional Transportation Authority (TBARTA), FDOT District 7; Senior Planner. The TBARTA Regional Transportation Master Plan determined a vision for corridor and mode options needed to meet regional demands for mobility choices in the seven-county region as they relate to economic development, access to jobs and affordable housing, and maintaining quality of life. Adopted in 2009, the Master Plan focused on mid-term and long-term transit and managed lane improvements. An update to the Master Plan was completed in 2011 to incorporate regional roads, freight modes, and air quality. Priority corridors were also identified and are under study for implementation. The 2013 update included revisions to the previously identified regional networks, as well as five Regional Priority projects. Public and agency engagement was a multi-county, broad-based, and intensive effort through the use of regional media, website development, social media, polling, community workshops, telephone Town Hall meetings, and an extensive Speakers Bureau program. Ned coordinated the stakeholder meetings and assisted with agency and elected official coordination throughout the 2011 and 2013 updates. He also managed the development of the memoranda that detailed the technical process used to complete the Master Plan update.

Charlotte County-Punta Gorda Metropolitan Planning Organization, 2040 Long Range Transportation Plan, Charlotte County, FL; Project Manager. As the Charlotte County-Punta Gorda MPO General Planning Consultant, team members oversee work on a variety of transportation-related projects using a task driven contract. We are working with the Charlotte County-Punta Gorda MPO to complete the 2040 Long Range Transportation Plan update identifying implementable projects through the year 2040. The update includes refinement of the goals, objectives, policies, and performance measures; review and validation of the environmental justice population in the county; update of the congestion management plan; and development of a financial plan, Needs Plan, and Cost Feasible Plan. The team initiated a public engagement program to reach out the stakeholders, agency representatives, elected officials, and the community during the update. Public Engagement efforts include the creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed.

Hillsborough County MPO, General Planning Consultant, Hillsborough County, FL; Task Leader. As the Hillsborough MPO General Planning Consultant, team members oversee work on a variety of transportation related projects using a task driven contract. Team members work on tasks related to multi-modal improvements, air quality, long range planning and policy, transportation demand management, public engagement, and many others. Ned was involved in two major tasks with the MPO. The first was two-phased Water Ferry Feasibility Study to identify potential connections for water ferry transit service in Hillsborough and Pinellas Counties. The task included developing high-level cost estimates, ridership projections, and revenues for the service. Stakeholder coordination was also a significant portion of this task. The second task was the Post Referendum Analysis as a follow-up to a failed transportation referendum in Hillsborough County. The task included revisiting the Long Range Transportation Plan to reexamine the community values and analysis potential plan scenarios through in-depth focus group discussions with randomly selected registered voters, telephone surveys, coordination with an extensive Interagency Working Group, and substantial research into potential funding options, projects, and scenarios linking the two.

Collier MPO, Golden Gate Walkability Community Plan, Naples, FL; Project Manager. Study to assess and prioritize pedestrian facility needs for the Golden Gate City area which are based on quantitative and qualitative factors. Tasks include a walking and bicycling audit, community workshops, MPO committee and Board presentations, facility and LOS review and analysis, needs assessment and identification of pedestrian and safety improvements. Jacobs is performing this work with the assistance of Dan Burden and Blue Zones.

City of Fort Myers, Winkler Canal Shared-Use Path Feasibility Study, Fort Myers, FL; Project Manager. Study to determine the feasibility of constructing a 10-foot-wide shared-use path along the Winkler Canal from west of US 41 to McGregor Boulevard. The team is performing a feasibility analysis to identify right-of-way impacts, concept design, safety, security, maintenance, environmental issues, permitting requirements, and section 4(f) impacts. The team is also providing conceptual design and development services to identify bicycle and pedestrian connectivity opportunities in the existing neighborhood, existing bike and pedestrian facilities, and develop alternatives and final design concepts. Task includes staff workshops and public workshops, management steering committee, and presentations to City Council. Jacobs is being assisted by Alta Planning & Design and Cella Molnar.

City of Fort Myers, John Yarbrough Linear park (JYLP) Feasibility Study, Fort Myers, FL; Project Manager. Trail Feasibility Study for the John Yarbrough Linear Park (JYLP) Phase IV to determine the viability of extending the John Yarbrough Linear Park Trail approximately 1.8 miles north, from Colonial Boulevard to Hanson Street in downtown Fort Myers. Project tasks include identification of right-of-way impacts, concept design, safety, security, maintenance, environmental issues, permitting requirements, and section 4(f) impacts. This includes conceptual design and development services to identify bicycle and pedestrian connectivity opportunities in the neighborhood and between existing bike and pedestrian facilities. Alternatives and final design concepts for the JYLP Trail extension will ensure safety, security, maintenance issues. Jacobs is being assisted by Alta Planning & Design and Cella Molnar.

Lee MPO & City of Cape Coral, Cape Coral Bicycle Pedestrian Master Plan, Lee County, FL; Senior Project Manager. Develop a Bicycle and Pedestrian Plan to guide investments to improve walking and biking conditions, improve safety, and spur economic development. This update includes refinement of the goals, objectives, policies, and performance measures, document existing conditions and perform a needs assessment, public outreach and stakeholder coordination, design criteria development to guide the design and engineering of facilities, funding analysis to identify how to implement the plan, project prioritization, and recommendations to guide policies, programs, and projects to improve biking and walking in the city. Jacobs is supporting Alta Planning & Design with this project.



EDWARD L. BAIER

HAS QUALIFIED AS A

MEMBER

AMERICAN INSTITUTE OF CERTIFIED PLANNERS

JULY 1998

DATE OF MEMBERSHIP

PRESIDENT

EXECUTIVE DIRECTOR

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Ana Elias, PhD, PE, PTOE

Traffic Modeling

Education

PhD, Civil Engineering,
University of Florida, 1998

ME, Civil Engineering, University
of Florida, 1996

BS, Civil Engineering, University
Cordoba, Argentina, 1989

Registrations/Certifications

Florida Professional Traffic
Operations Engineer (2332),
2007

Florida Professional Engineer
(66369), 2007

Work History

Jacobs Engineering Group from
10/2006 to Present

Parsons Brinckerhoff from 2001
to 2006

University of Florida McTrans
Center from 1998 to 2001

Years of Experience

27

Dr. Elias has extensive experience in several areas of the transportation field including: transportation planning, computer modeling and simulation, traffic engineering, and transportation economy. She has proficient knowledge of highly specialized transportation software (Cube Voyager/Avenue/Analyst, VISSIM/VISUM, PARAMICS, TSIS, HCS-2000/2010, and Synchro, including GIS packages), and a thorough understanding of most areas of the transportation industry. Dr. Elias is not only an accomplished transportation professional, but she also has strong and broad experience in programming languages and computer applications in general.

Dr. Elias has been the project manager and technical task leader on a broad spectrum of transportation projects—both domestic and international—from planning and travel demand modeling efforts to complex micro-simulation and operational analyses. She has actively participated in many design-build ventures, successfully helping the design teams to prove and flaw-test alternative technical concepts that have successfully gained the praises of the clients. Furthermore, her proficiency in understanding clients' needs allows her to excel at developing sound technical scopes that fully satisfy clients' requirements. In turn, this ability has enabled Dr. Elias to successfully complete projects—even complex ones—with the utmost quality and within budget.

Relevant Project Experience

FDOT District 4, Central Broward East-West Transit Study, Fort Lauderdale, FL; Senior Traffic Engineer. Study to develop and evaluate a series of transit corridors and modes in Central Broward County (Fort Lauderdale) to determine the most effective way to accommodate future east-west travel demand. A detailed analysis was undertaken utilizing the VISSIM microsimulation software to simulate and evaluate the traffic and transit operations along the Broward Boulevard and SR 7 corridors given the preferred alternative. Ana was Senior Technical Director of the "VISSIM/3-D Modeling Supplemental Services" task related to this project. The purpose of this task was to evaluate the future operating

characteristics of SR 7 between Riverland Road and Broward Boulevard and along Broward Boulevard from SR 7 to just west of I-95 with at-grade transit service along the median of these two arterial roadways.

FDOT District 6, SR 7 from SW 8th Street to GGI Park and Ride Lot Corridor Study, Miami, FL; Project Manager. Study to provide professional transportation planning, traffic operations, and environmental services for the development and evaluation of corridor alternatives to develop a recommendation for further study for a critical arterial in Miami-Dade County; namely, SR 7. The project involved a detailed compilation of existing conditions and coordination with a project advisory team (PAT) to determine a series of strategies from which viable build alternatives were developed and analyzed using a variety of planning and operational tools such as SERPM 6.5 travel demand model, VISSIM, Synchro, and LOSPLAN. The first lane elimination project in District 6 was approved by Central Office as part of the SR 7 Corridor Study. In an effort to accelerate the implementation, the lane elimination recommended improvements were incorporated into three programmed RRR.

FDOT District 4, District-wide Urban Model Application Support; Task Work Order Lead. Assist Systems Planning staff with applying the Dynamic Traffic Assignment (DTA)/Mesoscopic tool. The state-of-the-art DTA tool applies Cube Avenue in the modeling of the Southeast Regional Planning Model (SERPM). Currently, the DTA tool is being updated for use with the latest SERPM 7 Activity-Based Model in the modeling of managed lanes. Tasks performed to-date include subarea identification and network preparation, traffic data analysis, demand estimation, DTA tool calibration and validation, and a static versus dynamic assignment test.

FDOT District 4, SE 17th Street Transit Study, Fort Lauderdale, FL; Traffic Discipline Lead. The study is to evaluate transit service on SE 17th Street from SR 5/US 1 east to Port Everglades, as an extension to the Federal Transit Administration (FTA) approved Downtown Transit Circulator known as The Wave Streetcar. As part of this work order, the mesoscopic Dynamic Traffic Assignment (DTA) tool developed by District 4 is being applied to determine the level of diversion expected if the typical cross-section of SE 17th Street were to be reduced by one lane. Additionally, a more detailed microscopic simulation analysis is being performed using the VISSIM software which includes the calibration of AM and PM peak periods, and future No-Build and Build analyses with the proposed streetcar extension in place.

FDOT District 6, SR 7 from SW 8th Street (SR 90) to GGI Park and Ride Lot/SW 7th/8th Street (SR 90) from US 1 to SW 27th



Avenue (SR 9) Corridor Study, Miami, FL; Project Manager. Study to provide professional transportation planning, traffic operations, and environmental services for development and evaluation of corridor alternatives to develop a recommendation for further study for two critical arterials in Miami Dade County, namely, SR 7 and SR 90. The project involved a detailed compilation of existing conditions and coordination with a project advisory team (PAT), public and major stakeholders to determine a series of strategies to incorporate Complete Street concepts to a large portion of the corridor, as appropriate. The concepts were developed and analyzed using a variety of planning and operational tools such as SERPM 6.5 travel demand model, VISSIM micro-simulation software, Synchro, etc.

Miami-Dade MPO, SR 953/LeJeune Road at SR 90/SW 8th Street Intersection Improvement Study, Miami, FL; Project Manager. Work order to verify the need(s) and to determine, evaluate, and document both short-term and long-term improvements for the intersection. Alternative designs and concepts were explored, such as movement restrictions and diversions with lane re-purposing and signal timing phasing adjustments to improve the safety and operations of the intersection for all modes of travel.

FDOT District 4, SW 30th Avenue DTTM from Griffin Road to SW 45th Street, Broward County, FL; Technical Director. Traffic development and traffic operations evaluation for a two-mile section of SW 30th Avenue Griffin Road (SR 818) to SW 45th Street in Dania Beach. The evaluation consisted of collecting traffic data, developing project traffic forecasts, and analyzing the intersections and turn lanes along the corridor using Synchro to determine improvements needed for Design Year, as well as preparation of a Design Traffic Technical Memorandum, and development of 18- Kip Equivalent Single Axle Loading (ESAL).

FDOT District 6, Districtwide Planning and PD&E Support, FL; Technical Director. Transportation planning and traffic engineering services support to the Planning and PD&E staff including the development of recommendations and review of traffic and transportation planning documents and studies (i.e., FDOT handbooks, guidelines, Interchange Justification Reports, and PD&E documents). As part of this contract, Dr. Elias reviewed several IJR and IMR documents, attended District Interchange Review Committee (DIRC) meetings as requested, and provided comments on relevant documentation such as Interchange Justification/Modification (Topic No. 525-030-160), among others.

FDOT District 4, Demand Forecast Model Development and Application, General Planning Consultant (Districtwide); Project Manager and Technical Director. Provide professional planning services in developing and applying travel demand forecasting models for the District's Planning and Environmental Management Office, with tasks that range in depth from simple, straightforward applications of existing model(s) to highly-technical, research-oriented assignments in other occasions. The primary tasks included, but were limited to, analyzed census and other demographic data, analyzed travel characteristics, updated network physical and operational attributes, enhanced transportation demand forecast and land use forecast processes in response to policy or natural changes, implemented model calibration standards, and developed GIS data and applications to support modeling.

FDOT District 4, SERPM Dynamic Traffic Assignment (DTA) Mesoscopic Model; Task Leader/Technical Director. Principal model developer with the FDOT in development, testing, and improvement of a state-of-the-art mesoscopic tool application directly compatible with the Southeast Florida Regional Planning Model (SERPM). SERPM networks and origin-destination matrices (further subdivided into six 30-minute trip tables per peak period) are input into the application for more-detailed subarea mesoscopic simulation using dynamic traffic assignment (DTA). This tool was developed using the Florida FSTUMS travel demand model standards and Cube software package, including Cube Base, Cube Voyager, Cube Avenue and Cube Cluster. 2

FDOT District 4, Central East Palm Beach Mobility Study, Central Palm Beach, FL; Technical Director. Study to enhance the overall mobility, livability, and economic viability of the area generally bounded by Blue Heron Boulevard (SR 708) on the north, 45th Street on the south, Military Trail (SR 809) on the west and US 1 (SR 5) on the east. The study involved identification and analysis of a series of viable mobility concepts including a potential interchange at SR 710 / I-95, SR 710 Port Connector, Blue Heron, and Dixie Highway FEC railway crossing, and TSM strategies. The SERPM 6.5 travel demand model was utilized to assess the regional impact of the Port Connector and SR 710/I-95 interchange. In addition, to provide a regional comparison with and without the SR 710/I-95 interchange, regional benefits and cost-benefit ratio were calculated using FHWA's STEAM 2.0.

Miami-Dade MPO, Strategies for the Integration of Sustainability and the Transportation System, Miami-Dade County, FL; Senior Transportation Modeler. As part of a general services contract with the Miami-Dade Metropolitan Planning Organization (MPO), Jacobs was selected to identify and analyze a series of three strategies with the focus on reducing travel demand without increasing the transportation system supply. The *SERPM Model* was used to test pricing policies through a system of managed lanes and increased parking fees, examine better integration of *land use* and the transportation system by reallocating future population and employment growth following smart growth principles, and examining the effect of improving both the travel speed and comfort of public transit through the conversion of several local bus routes to arterial bus rapid transit and the use of timed transfers between routes.

Licensee Details

Licensee Information

Name: **ELIAS, ANA MARIA (Primary Name)**
 Main Address: **11873 FOX HILL CIRCLE
 BOYNTON BEACH Florida 33473**
 County: **PALM BEACH**
 License Mailing:
 LicenseLocation:

License Information

License Type: **Professional Engineer**
 Rank: **Prof Engineer**
 License Number: **66369**
 Status: **Current,Active**
 Licensure Date: **06/28/2007**
 Expires: **02/28/2019**

Special Qualifications **Qualification Effective**
Civil **02/14/2005**

Alternate Names

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[2601 Blair Stone Road, Tallahassee FL 32399](#) :: Email: [Customer Contact Center](#) :: Customer Contact Center: 850.487.1395

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Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

Transportation Professional Certification Board Inc.

certifies that

Ana Maria Elias

*has met all of the requirements established by the Certification Board
to use the title of*

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board, and subject to the provisions for renewal.

Certificate number 2332 issued in Washington, D.C., U.S.A.

November 7, 2007

Steven D. Hofener
Chair



Thomas M. [Signature]
Executive Director



Katie Habgood, AICP

Existing Conditions & Performance Measures

Education

MA, Urban and Regional Planning, University of Florida, 2005

BS, Communications, University of Florida, 2002

Registrations/Certifications

American Institute of Certified Planners (026011), 2012

Work History

Jacobs Engineering Group from March 2011 to Present

Knoxville Transportation Planning Organization from 2005 to 2011

Orange County Planning from 2004 to 2005

Years of Experience

15

Katie's professional practice has involved a range of planning products at all scales of geography, from corridor studies to multi-county Long Range Transportation Plans (LRTPs). She is a strong writer, who enjoys face-to-face time with clients and a project's audience and stakeholders. Her project experience includes transit planning, bicycle and pedestrian feasibility and master planning, climate change and vulnerability studies, long range transportation plans, environmental studies, and public engagement.

Relevant Project Experience

Lee County MPO, 2040 Long Range Transportation Plan, Lee County, FL; Task Leader.

The Jacobs team is working with the Lee MPO to complete the 2040 Long Range Transportation Plan update identifying implementable projects through 2040. The update includes developing a land-use alternative and socioeconomic data for 2040, analyzing modeling results and recommending alternative projects, developing costs of the new projects, refinement of the goals, objectives, policies, and performance measures and evaluating potential projects; development of a Needs Plan and Cost Feasible Plan and LRTP documentation. The team initiated a public engagement program to reach out the stakeholders, agency representatives, elected officials, and the community during the update. Public engagement efforts include the creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed. Katie is leading the documentation effort and is assisting with the public involvement strategy and implementation.

Tampa Bay Area Regional Transportation Authority (TBARTA), 2015 Regional Transportation Master Plan Update, West Central Florida; Transportation Planner.

TBARTA is required to update its Regional Transportation Master Plan every two years. The inaugural and previous updates of the TBARTA Master Plan determined a vision for corridor and mode options needed to meet regional demands for mobility choices in the seven-county region as they relate to economic development, access to jobs and affordable housing, and maintaining quality of life. The 2015 update of the plan modified the regional transportation networks; added new components, including the Multi-use Trails Network and Regional Transportation Demand Management Plan; and aligned technical efforts underway by the MPOs' Long Range Transportation Plans with the Mid-Term Regional Networks. This Regional Master Plan will serve as Tampa Bay's Regional Long Range Transportation Plan. Katie was responsible for the Regional Transportation Demand Management Plan and Commuter Services analysis, as well as documentation for the update.

Tampa Bay Area Regional Transportation Authority / Florida Department of Transportation District 7 / Pinellas Suncoast Transit Authority / Pinellas County MPO, Pinellas County Transit Alternatives Analysis, Pinellas and Hillsborough Counties, FL; Task Leader. This study was conducted for TBARTA, FDOT, the Pinellas County MPO, and PSTA to look at premium transit options connecting the major activity centers in Pinellas County—Clearwater, the Greater Gateway area, and St. Petersburg—to the Westshore area and Downtown Tampa in Hillsborough County. The AA evaluated feasible alternatives and identified a Locally Preferred Alternative (LPA), as consistent with the TBARTA Master Plan and Pinellas MPO 2035 LRTP. Following the Federal Transit Administration's New Starts Guidelines for an AA, the major work efforts for this study included extensive public engagement, a Purpose and Need statement, alignment options, capital and operations/maintenance cost estimates, year 2035 forecasted ridership estimates, identification of potential economic, social and environmental impacts, and the recommendation of a LPA. Katie assisted with documentation and public engagement efforts.

Hillsborough County MPO, General Planning Consultant, Hillsborough County, FL; Task Leader, Transportation Planner.

The Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultant contract was task driven for a variety of transportation-related projects, including multi-modal improvements, air quality, long range planning and policy, transportation demand management, public engagement, and many others.

Jacobs partnered with Cambridge Systematics to develop Hillsborough County's **Vulnerability Assessment and Adaptation Pilot Project**. The pilot project was funded through FHWA and measured the impact storm events and sea level rise may have on the county's infrastructure and subsequently on its economics. Ms. Habgood worked with local, on-the-ground resources to determine the most vulnerable infrastructure, while Cambridge Systematics modeled the results of a Category 3 Hurricane. Ms. Habgood led the final documentation efforts as well as recommendations for strengthening key infrastructure segments to mitigate the economic impacts.



Imagine 2040 included several stakeholder and public outreach activities, each designed to identify key transportation priorities for Hillsborough County through the year 2040. This effort included multiple stakeholder live voting exercises which led to the development of several scenarios for public input. These scenarios used technical analysis and detailed high resolution visual renderings to communicate the benefits of each scenario through an interactive web survey platform. Katie was responsible for the development of these scenarios and led the outreach effort.

Jacobs assisted the MPO with the **2040 Long Range Transportation Plan Needs Assessment** to identify transportation needs through 2040. A unique approach was taken to the development of transportation needs, emphasis five different investment categories. Each emphasis area aligned and satisfies MAP-21 requirements evaluating the need for investment in system preservations, safety, alternatives to driving, congestion, and major projects. This effort pooled together many different MPO GPC consultant teams to complete the analysis of each investment category. Jacobs led this effort for the MPO with great success and the information was then incorporated into the MPO's Imagine 2040 outreach strategy. Katie was the task leader for this effort.

The **2040 Socioeconomic Data Forecasting and Scenario Planning** included forecasting socioeconomic data for the 2040 Long Range Transportation Plan Update. The Hillsborough MPO, working with the Planning Commission, used scenario planning as a tool to identify key assumptions regarding population and employment growth. Three growth strategies were created and measured. Following a strategic public engagement process and using comments received, a hybrid scenario was created. Katie served as task manager, leading several efforts for this task, including the stakeholder interview process; coordination and meeting facilitation with the Imagine 2040 Working Group made up of local planners, developers, and other interested persons; creating public materials, including a 12-page newspaper insert distributed in the Tampa Bay Times and Tampa Tribune and fact sheet; and coordinating with MetroQuest to create an interactive web tool for the public to review and rank the scenarios and provide comments. Katie assisted with developing scenarios, stakeholder coordination, and development of public materials.

The **Congestion Management Process** created a performance report to identify the study area, transportation system under analysis, available data sources, performance measures, and a monitoring strategy to address congestion throughout the MPO study area boundary. Once the Congestion Management Process was defined, Jacobs assisted in measuring the performance of the goals identified in the plan. Katie performed the system performance and documented the analysis results.

The **Post-Referendum Analysis** looked at the transportation needs of the county following a failed transportation sales tax referendum in Hillsborough County. The task included revisiting the Long Range Transportation Plan to reexamine the community values and analysis potential plan scenarios through in-depth focus group discussions with randomly selected registered voters, telephone surveys, coordination with an extensive Interagency Working Group, and substantial research into potential funding options, projects, and scenarios linking the two. To communicate the funding scenarios to the public, simple, easy to read and visually engaging fact sheets were created. Katie researched eight funding scenarios including calculating the range of revenues and the specific projects that could be funded. This phase of the project resulted in focus groups of registered voters who discussed the scenarios after reviewing the visually appealing "fact sheets."

Lee County Transit (LeeTran), J.N. "Ding" Darling National Wildlife Refuge, Alternative Transportation in Public Parks and Lands Project, Sanibel Island (Lee County), FL; Task Leader. The Alternative Transportation in Public Parks and Lands (ATPPL) project was conducted in cooperation with Lee County Transit (LeeTran), the City of Sanibel, and the National Wildlife Refuge. The ATPPL (renamed to Paul S. Sarbanes Transit in Parks Program) project is a federal program grant awarded to manage the J.N. "Ding" Darling National Wildlife Refuge's visitation through alternative transportation while meeting the primary goal of providing sanctuary to wildlife. As a result of the close relationship between the J.N. "Ding" Darling National Wildlife Refuge and the unique City of Sanibel, the impact of refuge visitation on Sanibel Island and any proposed solutions was also considered. Katie assisted and then led the team and stakeholder coordination as well as technical analysis of alternative transportation scenarios, preparation of the environmental assessment and implementation plan documents, and extensive public involvement.

Sarasota-Manatee MPO, Bicycle, Pedestrian, and Trails Master Plan, Sarasota and Manatee Counties, FL; Transportation Planner. Jacobs assisted the MPO and its Bicycle Pedestrian Trail Advisory Committee in developing the Bicycle, Pedestrian, and Trails Master Plan to identify recommended bicycle, pedestrian, and trails improvements to increase safety and connectivity in Manatee and Sarasota Counties. The two-phased study included data collection, identification of gaps in the networks, and development of project recommendations to fill the gaps. Katie was responsible for inventorying bicycle and pedestrian facilities, determining the most critical new connections, and recommending safety improvements based on an in-depth GIS analysis.



Brandie Miklus, AICP

Public Involvement

Education

MS, Urban and Regional Planning, Florida State University, 2007

BA, Mass Media Studies Communication, Minor in Spanish, Florida State University, 2003

Registrations/Certifications

American Institute of Certified Planners, Florida (026043), 2012

Work History

Jacobs Engineering Group from 8/2007 to Present

Florida State University from 5/2006 to 8/2006

Blueprint 2000 & Beyond from 1/2006 to 4/2007

Years of Experience

12

Brandie is a detail-driven community engagement and planning professional with strong communication skills and the ability to work on complex projects in a variety of environments. Her knowledge in a wide range of planning areas, including transit and transportation planning, master planning, alternatives analysis, traditional and non-traditional public engagement and inventive community outreach, enables her to provide invaluable public engagement guidance and support. She also has experience in transportation disadvantaged planning, land use analysis as well as grant writing and management plan development for capital improvement projects. Her open-mindedness and ability to bring fresh and new ideas contribute to superior results.

Brandie's major differentiator is her background in both Urban Planning and Mass Communications and what that unique combination can provide. She is passionate about communicating complex planning topics in an easy to understand and meaningful way. Brandie enjoys discovering and learning new tricks in both planning and communication in order to achieve stakeholder collaboration and community consensus.

Relevant Project Experience

Lee County Metropolitan Planning Organization, 2040 Long Range Transportation Plan, Lee County, FL; Task Leader/Public Engagement. The Jacobs Team is working with the Lee MPO to complete the **2040 Long Range Transportation Plan (LRTP)** identifying implementable projects through 2040. The update includes developing a land-use alternative and socio-economic data for 2040, analyzing modeling results and recommending alternative projects, developing costs of the new projects, refinement of the goals, objectives, policies, and performance measures and evaluating potential projects; development of a Needs Plan and Cost Feasible Plan and LRTP documentation. The team

initiated a public engagement program to reach out the stakeholders, agency representatives, elected officials, and the community during the update. Public Engagement efforts include the creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed. Brandie was responsible for the public involvement effort, strategy, and implementation.

Charlotte County-Punta Gorda Metropolitan Planning Organization, 2040 Long Range Transportation Plan, Charlotte County, FL; Transportation Planner/Public Engagement. The Jacobs Team is working with the Charlotte County-Punta Gorda MPO to complete the 2040 LRTP identifying implementable projects through the year 2040. The update includes refinement of the goals, objectives, policies, and performance measures; review and validation of the environmental justice population in the county; update of the congestion management plan; and development of a financial plan, Needs Plan, and Cost Feasible Plan. The team initiated a public engagement program to reach out to stakeholders, agency representatives, elected officials, and the community during the update. Public Engagement efforts include the creation of public-friendly materials, stakeholder and agency staff coordination, public workshops and meetings, and other strategies as needed. Brandie was responsible for assisting with all public engagement and stakeholder outreach, conducting consensus-building workshops, and developing public-friendly materials.

Tampa Bay Area Regional Transportation Authority, Regional Transportation Master Plan, District 7, West Central Florida; Transportation Planner/Public Engagement. The TBARTA Regional Transportation Master Plan determined a vision for corridor and mode options needed to meet regional demands for mobility choices in the seven-county region as they relate to economic development, access to jobs and affordable housing, and maintaining quality of life. Adopted in 2009, the Master Plan focused on mid-term and long-term transit and managed lane improvements. An update to the Master Plan was completed in 2011 to incorporate regional roads, freight modes, and air quality. Priority corridors were also identified and are under study for implementation. The 2013 update included revisions to the previously identified regional networks, as well as five Regional Priority projects. Public and agency engagement was a multi-county, broad-based, and intensive effort through the use of regional media, website development, social media, polling, community workshops, telephone Town Hall meetings, and an extensive Speakers Bureau program. Brandie assisted on public and agency participation, which was a proactive, broad-based, and intensive process designed to reach a broad audience. Through various channels including the TBARTA website, Facebook and Twitter accounts, telephone Town Hall meetings, electronic newsletters, regular email updates, live and online community workshops, Public Service Announcements broadcasted in regional television markets, media alerts, and televised TBARTA Board meetings, the public engagement program reached out to the community and businesses, as well as elected officials and governmental agencies, on an ongoing basis.

Pinellas County Metropolitan Planning Organization, 2040 Long Range Transportation Plan, Pinellas County, FL; Task Leader, Transportation Planner/Public Engagement. The Pinellas County MPO 2040 LRTP update includes identification of strategies and actions to develop an integrated multimodal transportation system that facilitates the safe and efficient movement of people and goods. Scenario planning efforts were used to provide guidance in recommending priority transportation investments for the LRTP Needs Assessment and Cost Feasible Plan, examine how Transit Oriented Development could affect future growth. The update included scenario development focusing on the potential for economic development around light rail transit stations identified in the Pinellas Alternatives Analysis Locally Preferred Alternative, and enhanced by Pinellas Suncoast Transit Authority bus networks. An extensive public engagement effort included eight focus groups designed to engage a diverse cross-section of Pinellas County residents and coordination with dozens of stakeholders and community leaders in a series of intensive workshops and design charrettes. Targeted community outreach and specific visualization tools, including computer renderings and fact sheets, used to help develop and illustrate the scenario. Additional public engagement tasks included social media, an online forum, and a Telephone Town Hall multi-media event. Brandie implemented the focus groups, created the public-friendly fact sheets, and developed a virtual site (hosted on MindMixer, www.telluspinellas.com) for public discussion on a variety of transportation topics. She also produced an electronic televised Telephone Town Hall meeting as well as worked with a team of designers to create computer renderings and sketch perspectives for a public-friendly "Light Rail Station Development Concepts" brochure detailing 16 potential light rail stations.

Tampa Bay Area Regional Transportation Authority, Regional Transportation Master Plan 2015 Update, West Central Florida; Public Involvement Task Leader, Transportation Planner/Agency Coordination. TBARTA is required to update its Regional Transportation Master Plan every two years. The inaugural and previous updates of the TBARTA Master Plan determined a vision for corridor and mode options needed to meet regional demands for mobility choices in the seven-county region as they relate to economic development, access to jobs and affordable housing, and maintaining quality of life. The 2015 update of the plan modified the regional transportation networks; added new components, including the Multi-use Trails Network and Regional Transportation Demand Management Plan; and aligned technical efforts underway by the MPO's Long Range Transportation Plans with the Mid-Term Regional Networks. This Regional Master Plan will serve as Tampa Bay's Regional Long Range Transportation Plan. Brandie was responsible for extensive agency coordination throughout the eight-county region, public involvement for the plan update, and document production.

Hillsborough County Metropolitan Planning Organization, General Planning Consultant, Hillsborough County, FL; Transportation Planner/Public Engagement. As the Hillsborough MPO General Planning Consultant, team members oversee work on a variety of transportation-related projects using a task-driven contract. Team members work on tasks related multi-modal improvements, air quality, long-range planning and policy, transportation demand management, public engagement, and many others.

Imagine 2040 included several stakeholder and public outreach activities, each designed to identify key transportation priorities for Hillsborough County in the year 2040. This effort included multiple stakeholder live voting exercises which led to the development of several scenarios for public input. These scenarios used technical analysis and detailed high resolution visual renderings to communicate the benefits of each scenario through an interactive web survey platform. **Dates:** January to December 2014

Jacobs assisted the MPO with the **2040 Long Range Transportation Plan Needs Assessment** to identify transportation needs for 2040. A unique approach was taken to the development of transportation needs, emphasis five different investment categories. Each emphasis area aligned and satisfies MAP-21 requirements evaluating the need for investment in system preservations, safety, alternatives to driving, congestion, and major projects. This effort pooled together many different MPO GPC consultant teams to complete the analysis of each investment category. Jacobs led this effort for the MPO with great success and the information was then incorporated into the MPO's Imagine 2040 outreach strategy.

The **2035 Cost Affordable Plan Public Outreach** was conducted during the 2035 update of the Hillsborough County MPO the Long Range Transportation Plan (LRTP). The MPO Board has placed a high priority on providing multimodal transportation choices that will improve livability, sustainability, mobility, accessibility, and connectivity as well as support strong economic growth for Hillsborough County. In developing the Cost Affordable Plan's list of projects derived from both the needs and desires of the community, public contribution is imperative to ensuring the plan is one that will be successful and supported by the community. Extensive public engagement was completed through traditional and innovative channels to provide an open dialogue with the citizens of Hillsborough County and ensure their participation in making the 2035 LRTP a joint effort. Public outreach included efforts such as a 15-minute video, Facebook and Twitter updates, a Telephone Town Hall meeting, and a Speakers Bureau program.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

This certificate hereby qualifies

Brandie L. Miklus, AICP

as a member with all the benefits of a Certified Planner
and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number 026043



Paul Farmer, AICP
Chief Executive Officer



Anna Breinich, AICP
President



The American Planning Association's
Professional Institute
**American Institute
of Certified Planners**

Making Great Communities Happen



Adam Ahmad, PE, AICP, CGC

GIS/Database Development and Mapping

Prequalification

3.1, 6.1, 6.2, 6.3.1, 7.1, 7.2, 7.3, 13.4, 13.5, 13.6

CA License: 32121

DBE Cert NAICS: 541330, 54340, 541990, 431690, 238990

Relevant Experience

- » 12 years of comprehensive experience encompassing all phases of planning and design and production for civil/site work projects
- » Experience in a variety of planning, engineering, technical, analytical, statistical, graphical, public involvement and project review activities
- » Skilled in civil engineering site and roadway design/mapping and surveying, computer information science, management, cartography, and graphic design
- » Proficient in the use of state-of-the-art engineering software including Microstation and GEOPAK, ICPR, Adobe Illustrator and Photoshop, MathCAD, Sketchup, Leica HDS Cyclone and ESRI ArcGIS.
- » Public Involvement, master planning, permitting, environmental, construction

Education

B.S., Civil Engineering, University of Kansas

Professional Registration

Professional Engineer: Florida 72472

AICP No: 028767

General Contractor: Florida CGC 1525246

General Contractor: North Carolina 58054

General Contractor: South Carolina 109618

General Contractor: Tennessee 52456

DOT/FAA Airman Certificate UAS 3999943

FDOT Advanced TTC Certification 28347

Representative Project Experience

Type of Work 3.1: Minor Highway Design

Project Manager, 2018 Immokalee Complete Streets TIGER Grant, Immokalee, Florida. 20 Miles of concrete sidewalks, 1 miles of shared-uses paths, 20 miles of upgrades drainage/ditch and swales/ 32 intersection enhancing treatments at priority intersections, enhanced bus stop amenities/shelters including 22 bus shelters, 35 benches, and 25 bike racks construction of a Bus Transfer Station at the Collier County Health Department in Immokalee. Comprehensive lighting improvements including five miles of street lights and 106 lit intersections A five-mile neighborhood bike boulevard network with traffic calming and wayfinding intersections. Responsibilities include developing the TIGER Grant package and the preliminary design/cost package for the project. The grant was awarded \$ 13 Million through Federal TIGER Funding

Roadway Design Engineer; Vanderbilt Beach Road (Airport to Collier Boulevard Design); Collier County Florida Widening of 5.5 miles of the existing rural two-lane roadway to a six lane, urban divided roadway. Responsibilities included preparation of the design plans in Microstation/GEOPAK, utilities designs, drainage calculations (ICPR) and field calculations. Provided close coordinate with local agencies.

Roadway Design Engineer; Oil Well Road (Immokalee Road to Camp Keais Road); Collier County, Florida. Widening and reconstruction of 11.1 miles of Oil Well Road from Immokalee Road to east of Camp Keais Road in eastern Collier County. The project scope included widening a two-lane rural section to a four lane and six lane urban section. The permitting effort included drainage and environmental impacts to environmentally sensitive areas. Responsibilities included preparation of the design plans in Microstation, public involvement meetings and field calculations. Participated in post design services throughout the project.

Project Manager, Safe Routes to Schools Grant Eden Park Elementary, Immokalee, Florida. New sidewalk and compensatory drainage system in lieu of roadway drainage swales to provide an accessible route for students to attend Eden Park Elementary. Responsibilities for developing the Safe Routes to School Grant and roadway criteria package for the project. The grant was awarded \$ 717, 071.33 through Safe Routes to School Funding under the requirements of the Local Agency Program (LAP) Developed conceptual roadway plans, typical sections location maps, existing condition map, student location map, proof of right of way, analyzed crash data and traffic data. Evaluated field conditions with representatives from FDOT and Collier County.

Roadway Design Engineer; Tree Farm Road Phase II (Davila St. to Woodcrest Dr.) Design; Collier County, Florida. Design for the half-mile segment of Tree Farm Road. This 2-Lane roadway section links four (4) roadways with a new roundabout. The project consists of a new 2-lane new roadway with sidewalks, pathways, bike lanes and a new roundabout. The project included water main and force main design and permitting. The



project utilized three (3) adjacent development ponds for stormwater treatment and attenuation. (Permits: SFWMD, ACOE FDEP) Responsibilities included preparation of the design plans in Microstation, public involvement meetings, permitting packages and field calculations.

Roadway Design Engineer; Lee County Complete Streets Design Build Criteria Packages; Lee County, Florida. Design Criteria Packages efforts for the 11 planned projects listed in the Complete Streets Initiative TIGER Grant application. Project included the preparation of Conceptual Plans (horizontal layout on aerial photos) which delineated the intent of the proposed project(s), preparation of typical sections which defined project features such as sidewalks, pathways, bike lanes and shoulders; development of a Conceptual Report detailing the criteria used as the basis for the conceptual plans; preparation of a preliminary/conceptual design and construction schedule for evaluation by the Lee County MPO. Project included preparation of Conceptual Plans and typical sections which defined project features such as Coordinated NEPA permitting effort. Prepared bid package, hosted pre-bid meeting. Evaluated bids.

Roadway Design Engineer; Vanderbilt Beach Road Extension; Collier County, Florida New 10 mile 6-Lane roadway from Collier Boulevard to Desoto Boulevard. Responsibilities included providing public involvement, roadway design, drainage, permitting, maintenance of traffic, structural design, environmental surveys, traffic, noise, aesthetics, survey, geotechnical, access management, and utility services. Project placed "on-hold" at 60% Design.

Roadway Design Engineer; Collier Boulevard (US 41 to Davis Boulevard) Design; Collier County, Florida. Design of roadway capacity improvements to a 7-mile segment from US 41 to Davis Boulevard. Responsibilities included preparation of design plans and specifications for widening the existing four-lane roadway to a six-lane facility, including four major intersections. Attended public involvement meetings and prepared permitting packages for SFWMD, ACOE and FDEP.

Roadway Design Engineer; Collier Boulevard (Golden Gate Boulevard to Immokalee Road) Design; Collier County, Florida. Design of the Collier Boulevard (CR 951) project that involved widening 3 miles of the existing two-lane roadway to a six-lane, urban divided roadway from Golden Gate Boulevard to Immokalee Road. Responsibilities included public involvement, roadway design, drainage, permitting, maintenance of traffic, structural design, environmental impacts, traffic, noise, aesthetics, survey, geotechnical review, access management, and utility services. Attended public involvement meetings and prepared permitting packages for SFWMD, ACOE and FDEP.

Roadway Design Engineer; Immokalee Road (CR 951 to 43rd Avenue NE); Collier County, Florida. Design of the widening of 8.1 miles of the existing two-lane roadway to a six-lanes. Responsibilities included aerial photography, attended public meetings and performed modeling and computer simulations. Attended public involvement meetings

Roadway Design Engineer; Collier Boulevard Widening (Golden Gate Canal to Golden Gate Boulevard); Collier County, Florida. Design of the widening of 4 miles of the existing two-lane roadway to a six-lane, urban divided roadway. Created exhibits, attended public meetings, prepared Gantt chart schedules in Microsoft Project

Design Manager, Billie Johns Street, Seminole Tribe of Florida, Big Cypress Reservation, Florida New construction of 0.75 miles of new 2 lane paved road, with each lane being 12 feet. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for the purpose of compliance with design intent.

Design Manager, Josie Billie Highway Segment 2, Seminole Tribe of Florida, Big Cypress Reservation, Florida This project consists of widening 9.6 miles of Josie Billie Highway from 10 feet per lane to 12 feet per lane.



The construction also includes paved shoulders and guardrails at the canal side of the road. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for the purpose of compliance with design intent.

Design Manager, Billie Road, Seminole Tribe of Florida, Big Cypress Reservation, Florida. New construction of 0.77 miles of new, paved 2 lane road extension. Each of the lanes will be 12 feet wide, with 6 feet wide sodded shoulders. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for the purpose of compliance with design intent.

Design Manager, Osprey Road, Seminole Tribe of Florida, Brighton Reservation, Florida. This project consists of the reconstruction of 0.3 miles of paved 2 lane road. Each of the lanes will be 6 feet wide, with 6 feet wide sodded shoulders. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for the purpose of compliance with design intent.

Roadway Design Engineer; Immokalee Road (CR 951 to 43rd Avenue NE); Collier County, Florida. Involved in the widening of 8.1 miles of the existing two-lane roadway to a six-lanes. Provided aerial photography, attended public meetings and performed modeling and computer simulations.

Type of Work 6.1: Traffic Engineering Studies

Traffic Engineer; Districtwide Traffic Operational Studies; FDOT District One. Responsible for conducting traffic operations studies such as signal warrant analysis, intersection delay study, left turn delay study, crash analysis, and spot speed studies. Performed standard travel time and delay studies along arterial roads using computerized hardware/software (JAMAR).

Project Manager, STOF Reservation Wide Traffic Counts, Seminole Tribe of Florida, Tribalwide, Florida. Project to perform 72-Hour traffic counts of the entire Seminole Tribe of Florida roadway network. Counts performed on the Big Cypress, Brighton, Tampa, Fort Pierce, Hollywood and Immokalee Reservations. Responsible for evaluating the data and mapping the data in Geographic Information's Systems (GIS) database.

Project Manager, TIGER Grant Post Design Pedestrian Counts, Big Cypress Reservation, Florida. Pedestrian, atv and bicyclist counts of traffic along a TIGER Grant funded corridor to show the impacts roadway improvements post construction. Selected and purchased video count camera hardware and software. Setup count stations and performed data collection. From on the data collected, created reports to satisfy the TIGER grant reporting requirements.

Project Manager, Seminole Tribe of Florida Road Safety Audit (RSA) Josie Billie Highway, Big Cypress, Florida. Assembled a multidisciplinary team to evaluate the performance the corridor. Responsible for conducting the start-up meeting, performing the field review, conducting analysis and preparing the report. Presented the finding to the FDOT safety officer.

Project Manager, Miccosukee Tribe Road Safety Audit (RSA) Josie Billie Highway, Big Cypress, Florida. Engineering representative of a multidisciplinary team to evaluate the performance the corridor. Attended the start-up meeting and performed the field review. Provided observations of the findings to the Miccosukee representatives.

Project Manager, Seminole Tribe of Florida Road Safety Audit (RSA) Reservation Road, Big Cypress, Florida. Provided safety audit of the Reservation road. Responsible for field review, conducting analysis and preparing the report. Coordinated with the Seminole Police Department and Public Works Department on concerns with speed. Posted speed was lower than the 85% percentile travel speed.



Traffic Engineer; District Wide Systems Planning; FDOT District One; Florida. Project to provide a wide range of services including project traffic reports, FSUTMS modeling, evaluations of facilities on the Strategic Intermodal System (SIS), development of interchange justification\modification reports (IJRs\IMRs), and project report reviews. Responsibilities included updating transportation forecasting model validations for; review of transportation impact studies for growth management in rural counties; and developing the future year transportation plan updates.

Traffic Engineer, Traffic Engineering Support Services; Collier County Transportation Planning Department; Collier County, Florida. Extension of County staff, performing reviews of Traffic Impact Reports and DRIs; development of design traffic for roadway widening projects; operational analysis and development of improvement alternatives; assistance with travel demand forecasting; Level of Service (LOS) Analysis; review of traffic operations and safety; developing guidelines for traffic impact studies; developing access management policies, training consultants and county staff; and providing general support for traffic engineering services.

Traffic Engineer; Transportation Planning Continuing Services; Collier County Transportation Planning Department; Collier County, Florida. Services provided on an as needed basis to serve as an extension to the County staff including reviews of Traffic Impact Reports and DRIs, development of guidelines for traffic impact studies; training for the consultants and County staff; and general support for traffic engineering services as they relate to the overall development and growth in the County.

Type of Work 6.2: Traffic Signal Timing

Project Engineer; Collier Boulevard (US 41 to Davis Boulevard) Design; Collier County, Florida. Traffic signal design for this project which involved roadway capacity improvements to a 7-mile segment from US 41 to Davis Boulevard. Assisted in the design plans and specifications for widening the existing four-lane roadway to a six-lane facility, including four major intersections

Project Engineer; Collier-Immokalee Intersection Improvements Design; Collier County, Florida. Design of intersection improvements to the Immokalee Road and Collier Boulevard Intersection which will provide additional capacity to the intersection and extend Collier Blvd north approximately one-half mile. The Intersection improvements were planned and designed to accommodate a "future" SPU at this intersection. Responsibilities include preparation of the design plans in Microstation, public involvement meetings, permitting packages for SFWMD, ACOE and FDEP. Participated in post design services throughout the project.

Type of Work 6.3.1: Intelligent Transportation Systems Analysis and Design

Project Manager, Adaptive Traffic Control System Engineering for CR 876, Lee County, Florida. Engineering design and analysis to upgrade a traffic responsive signal system along Daniels Parkway/Cypress Lake Drive from South Point Blvd to Gateway Blvd to utilize the latest technologies for Adaptive signal control. Review of the existing system documentation including regional ITS architecture, concept of operations, prior ITS studies and design documentation for the existing system. Prepared existing system inventory including a listing and evaluation of the existing equipment and system communication networks available to support an ASCT system. Provided stakeholder coordination. Conducted systems engineering analysis and prepared systems engineering documents.

Type of Work 7.1: Signing, Pavement Marking, and Channelization.

Design Manager, Josie Billie Highway Segment Emergency Signing Package, Seminole Tribe of Florida, Big Cypress Reservation, Florida. Design of roadway signing package along the Segment II (6.57 Miles) of Josie Billie Highway to improve safety. Responsibilities included preparation of the design plans per the MUTCD in



Microstation/GEOPAK. Plans package included key, general notes, MOT notes, project layout, typical, summary of guardrail, striping replacement detail and locations, tabulation of quantities, plans and guide sign worksheet.

Project Manager, College Whiskey Intersection and Signalization Improvements, Lee County, Florida

Final design of the College Parkway westbound left turn lane to Edison Parkway (further south) to improve visibility for the opposing (eastbound College Parkway to Whiskey Creek) left turn movements, Providing "Mast Arm" signalization for the intersection and improving ADA accessibility at the corners. Responsible for the design of new cross bars and crosswalks required for new signal installation and the left turn lanes and median modifications required for offsetting the College Parkway left turn lane. Plans package included Key, Tabulation of Quantities, General Notes, and Signing and Marking Plans Sheets.

Type of Work 7.2: Lighting.

Project Manager, Hollywood 64th Avenue Permanent Lighting, Florida. This project incorporates the installation of a permanent street lighting system that replaces the existing temporary solar lights installed between the Northern Gate and Charleston Street. Additionally, the project will include additional street lights from Charleston Street to the Southern Gate, which will double the number of street lights along the corridor. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for compliance with design intent.

Project Manager, IM Koowachobee Trail / Seminole Crossing Lighting, Florida. The Koowachobee Trail Lighting project includes the installation of a permanent street lighting system on both sides of Koowachobee Trail as an extension of the street lighting system installed by East-Alice Jimmie Project. The Seminole Crossing Trail Lighting project includes the installation of a street lighting system on both sides of Seminole Crossing Trail which will continue the street lights beyond Koowachobee Trail. Performed design reviews at the 30, 60, 90 and 100% levels of completion. Monitored permit applications for compliance with design intent.

Type of Work 7.3: Signalization

Project Manager, College Whiskey Intersection and Signalization Improvements, Lee County, Florida

Final design of the College Parkway westbound left turn lane to Edison Parkway (further south) to improve visibility for the opposing (eastbound College Parkway to Whiskey Creek) left turn movements, Providing "Mast Arm" signalization for the intersection and improving ADA accessibility at the corners. Responsible for the preparation of plans, details, specifications, quantities and cost estimates for the preferred traffic signal configuration at the College Parkway and Whiskey Creek Intersection. Plans included location of poles, mast arms, signal heads, controllers, video cameras, pedestrian pushbuttons and head locations, luminaries, street name signs and power service and appurtenances.

Roadway Design Engineer; Collier-Immokalee Intersection Improvements Design; Collier County, Florida.

Design of intersection improvements to the Immokalee Road and Collier Boulevard Intersection which will provide additional capacity to the intersection and extend Collier Blvd north approximately one-half mile. The Intersection improvements were planned and designed to accommodate a "future" SPUI at this intersection. Responsibilities include preparation of the design plans including mast arms in Microstation, public involvement meetings, permitting packages for SFWMD, ACOE and FDEP. Participated in post design services throughout the project.

Type of Work 10.1: Roadway CEI.



Project Manager, Stirling Road/ SR848 Off-Site Roadway Improvement; Hollywood, Florida. Construction of three turn lanes and incidental improvements located near the intersection of SR 848/Stirling Road and SW 58th Avenue. The turn lanes were constructed to accommodate anticipated traffic generated by a future development in the existing vacant parcel. Adam provided coordination with the Seminole Tribe of Florida, Designer, and Contractor: shop drawing review; contract compliance; contractor clarifications and request for information; contract modifications; contractors monthly pay applications; as-built/record drawings; project closeout. He conducted bi-weekly progress meeting, and other meetings as required to facilitate project.

Project Manager, Stockade Road; Immokalee, Florida. Construction of drainage and sidewalk improvements to Stockade Road. Adam provided coordination with the Seminole Tribe of Florida, Designer, and Contractor: shop drawing review; contract compliance; contractor clarifications and request for information; contract modifications; contractors monthly pay applications; as-built/record drawings; project closeout. He conducted bi-weekly progress meeting, and other meetings as required to facilitate project. Coordination/management of CEI firm, process RFI's, RFQ's, Field Orders, Work Change Directives, change management, conduct progress meetings

Project Manager, Bus Stop Improvements to Achieve ADA Compliance; Collier County, Florida Site modifications required to bring 33 bus stops located along the state highway system in Collier County up to ADA compliance. Conducted the pre-construction meeting. Provided contract document interpretation in addressing request for information, field visits, review of and assist in field changes.

Type of Work 13.3: Policy Planning

Project Manager, Collier County Master Mobility Plan Phase I; Collier County, Florida. The plan was developed to guide the need and location of land use, public services (libraries, EMS, schools, etc), multi-modal transportation and various infrastructures while protecting environmentally sensitive land and habitat. Adam facilitated authoring a grant that was awarded \$500,000 through the American and Recovery Reinvestment Act. Upon receipt of the award, he developed metrics to report the success of the plan. He developed a Public Involvement Plan. It consisted of a series of public workshops that were held to gain local knowledge, and to build a consensus of build out expectations. The effort included conducting smaller group stakeholder meetings (charettes); compiling the results of these meetings to assess benefits and weaknesses; and preparing an overall draft MMP for use in future public workshops. He collected the information provided during the public workshops to develop land use and mobility objectives that was memorialized in a series of Memorandum of Understandings (MOU). He assisted in securing MOU's that defined, validated and documented the commitments and expectations of Collier County Government and the primary stakeholders and agencies My coordination effort with MOU's facilitated the MMP to move forward in partnership rather than in controversy. He was responsible for building databases and GIS maps of existing and proposed stakeholder plans (utility, parks, fire, protections overlays, etc.). Adam researched and pulled together geospatial databases from Collier County Growth Management Department, Facilities, Property Appraiser, Parks and Recreation, Information Technology and Utilities Department. Adam collected information from peripheral groups such South Florida Water Management District, Conservations Collier, Florida Geographic Data Library, and the Environmental Systems Research Institute (ESRI). With the information collected he created base maps in geographic information system (GIS) maps and definite growth management objectives outlining and defining the needs of the plan. This information was presented to the Collier County Planning Commission (CCPC) and the Board of County Commissioners (BOCC) for review and concurrence. The approval of CCPC and the BOCC advanced the process of creating Land Development Code (LDC) language as needed. Once the public and stakeholders provided input, Adam assisted in conducting and evaluation of the effects of the MPO plan on the transportation network. This



involved researching Collier County's 2035 Long Range Transportation Plan and Annual Update and Inventory Report (AUIR). A component he prepared on the MMP endorsed consolidating each of the county agencies (school, utilities, clerk of court, jail, etc.) long range transportation plans (such as the East of CR951 Horizon Study) into a unified planning document.

Project Manager, Collier County Master Mobility Plan Phase II; Collier County, Florida.

Adam was a project manager for Collier County's Master Mobility Plan. (MMP) The plan was developed to guide the need and location of land use, public services (libraries, EMS, schools, etc), multi-modal transportation and various infrastructures while protecting environmentally sensitive land and habitat. He developed a plan to provide a comprehensive analysis to select projects, considering all significant impacts and options, including economic objectives (such as improving accessibility and reducing dependency on imported fuel), social objectives (improving accessibility for non-drivers, and encouraging public fitness and health) and environmental objectives (such as reducing pollution emissions and pavement area). He responded to future demands, taking into account changing demographics, economics and consumer preferences. Protected past investments by rehabilitating existing transportation infrastructure (sidewalks, paths, roads, bridges and transit systems) and redeveloping existing communities. Supported strategic land use objectives, such as creating more accessible, multi-modal communities. Reduced household transportation costs, particularly future energy consumption. Improved transportation options for mobility disadvantaged people. He facilitated in establishing and defining stakeholders to include all local, state, and federal agencies Lee and Hendry Counties, FDOT, DCA, Fish and Wildlife, Water Management Districts, etc.) along with affected Indian tribes, internal county departments and divisions, fire districts, and special interest groups (i.e., The Conservancy, Audubon Society, Economic Development Council, major land holders, etc.). I was part of the effort to notify stakeholders of the MMP effort; notify stakeholders of Visioning Plan effort; obtain commitment from stakeholders to participate; obtain documentation and public comments from prior efforts for the East of 951 Study and obtain current needs plans, preservation plans, protection areas, etc. from stakeholders. I participated in small group meetings with individuals or small groups of stakeholders document results of each group meeting. In the end a full day symposiums was held with all groups to consolidate and finalize MMP. The Collier County Planning Director required that substantial observed empirical data was required to substantiate the objectives of the MMP. He was responsible for conducting an economic analysis to determine the maximum social benefit. The evaluation determined the maximum benefit-cost to yield maximum reimbursement for regional communities from a monetary, pollutant reduction, energy savings and quality of life perspective. Adan recommended to increased public transit service because it is an effective economic stimulation strategy since it increases short-term employment, improves mobility for lower-income people (allowing unemployed people better options for accessing schooling and job opportunities), and increases economic productivity by reducing traffic congestion and parking costs. Adam encouraged improvements to efficient modes, including walking, cycling, ridesharing and public transit since it responds to future travel demands, allows households to reduce their transport costs, supports economic development by reducing energy demand and other transportation costs, improves mobility for non-drivers, and improves public fitness and health. He endorsed investments that support smart growth land use policies including building more affordable housing in accessible locations, urban infrastructure upgrades, improved public services (such as schools and medical clinics) in smart growth locations, and other forms of urban redevelopment.

Design Manager, Seminole Tribe of Florida Systemic Safety Analysis, Big Cypress, Florida. The objective of this effort involved production of a prioritized list of highway facilities (segments, curves and intersections), identification of high priority candidate locations for safety investment and the development of safety projects (specific strategies at specific locations). The analysis that supports the prioritization exercise and safety project development



will be comprehensive and involve both site analysis of designated high crash locations and a systemic risk assessment of the entire road system. Responsible for assembling crash data, obtaining existing records, gis database and aerial photography. Conducted a data webinar to preview how the data will support the technical analysis. Analyzed crash data, identified safety emphasis areas, high crash locations and systemic risk factors. Suggested safety projects at both high crash and systemic risk locations will be developed along with draft one-page summaries for each safety project.

Type of Work 13.4: Systems Planning

Design Manager, Long Range Transportation Plan, Seminole Tribe of Florida; Hollywood, Florida. He managed the 2035 Seminole Tribe of Florida Long-Range Transportation Plan (LRTP). The 20-year comprehensive study area included the boundary limits of the six Seminole Tribe reservations (primarily comprised of trust lands) within the state of Florida. A few services he managed were: An evaluation of a full range of transportation modes and connections between modes such as highway, rail, air, and water to meet transportation needs; Social and economic development planning to identify transportation improvements or needs to accommodate existing and proposed land use in a safe and economical fashion; Cultural preservation planning to identify important issues and develop a transportation plan that is sensitive to Tribal cultural preservation; Prioritized list of short and long-term transportation needs; An analysis of funding alternatives to implement plan recommendations.

Design Manager, Seminole Tribe, Infrastructure Analysis Report, Tribal Wide, Florida Program to develop a reliable framework to financially optimize the planning, design, construction, operations and maintenance of their transportation infrastructure facilities. Responsible for creating a business process which will help the Seminole Tribe of Florida make informed decisions with regards to their resource allocation.

Project Manager; Lee MPO Miscellaneous Planning Services; Lee County, Florida. Provided a variety of transportation planning and engineering services for the Lee County MPO under CH2M'S Lee County MPO General Services contract (2009-2015). To date the following services included: 1). Miscellaneous Planning Services: Validation of Project Feasibility and Development of Project Estimates. Preparation of conceptual designs along with quantity and cost estimates for roadway and corridor improvements. 2) Grant Preparation – Various TIGER I and TIGER III grant applications.

Design Manager, Big Cypress Reservation Safety Plan, Big Cypress, Florida Big Cypress Reservation comprehensive safety plan that provides a framework for reducing highway fatalities and serious injuries. The Florida Department of Transportation (FDOT), in partnership with the Federal Highway Administration (FHWA) and representatives of Florida's traffic safety community that addresses the "4 E's" of safety – engineering, enforcement, education, and emergency response. Responsible for developing a prioritized list of safety improvements used justify safety request and identified public private and non-profit funding sources.

Type of Work 13.5: Subarea/Corridor Planning

Project Manager; Collier Community Streets and Infrastructure Project (CCSIP); Naples, Florida Planning project in North Naples to provide multi-use pathways, sidewalks, walkway amenities and enhance the connection to transit facilities. Planning study to improve the infrastructure of Vanderbilt Drive. Vanderbilt Drive is a north-south collector roadway that runs parallel to the west of US 41 (SR 45, Tamiami Trail N.) between Vanderbilt Beach Road (CR 862) and Bonita Beach Road (CR 865). The project completes a local street network and connect the community. This project includes total replacement of three bridges (Bridge No. 030177, Bridge No. 030178 on



Vanderbilt Drive and Bridge No. 030149 on Bluebill Avenue), roadway reconstruction, and roadway safety improvements. It includes, roadway, safety, multimodal, quality of life and environmental sustainability components. Assessed technical feasibility, financial feasibility and project schedule. Collaborated with many departments including Transportation Planning, Transportation Engineering, Road Maintenance, Parks and Recreation, Public Utilities, Construction Management, Stormwater Management and Public Transit and Neighborhood Enhancement to ensure successful completion of the project. Evaluated the long term outcomes that included the State of Good Repair, Economic Competitiveness, Livability, Sustainability and Safety.

Project Manager; Growing Connections to Create Mobility Opportunities; Immokalee, Florida. Project designed to grow the existing pedestrian network by providing new facilities to accommodate transit, bicyclist and pedestrians where none currently exist. Applied complete streets concepts and incorporated Collier Area Transit (CAT) routes, bus shelters, proposed sidewalks and proposed lighting features. Collected data and completed a Benefit Cost Analysis (BCA) that reflected public benefit by reducing the Vehicle Miles Traveled (VMT), reducing frequency of crashes with bikes/pedestrians, increasing community health and resiliency, and supporting community reinvestment when compared to a baseline (no-build) scenario.

Type of Work 13.6: Land Planning/Engineering.

Project Manager, Collier County Master Mobility Plan Phase I; Collier County, Florida. The plan was developed to guide the need and location of land use, public services (libraries, EMS, schools, etc), multi-modal transportation and various infrastructures while protecting environmentally sensitive land and habitat. Responsibilities include assessing the impacts that proposed transportation improvements have on public/private property.

Project Manager; Old US 41 Redevelopment Complete Streets Concepts; City of Bonita Springs, Florida. Conceptual roadway and storm water designs for Old US 41 from Bonita Beach Road to W. Terry Street. Responsibilities included the evaluation alternatives for roadway, bike lanes, pathways, sidewalks, access management and storm water improvements. The concepts included roundabout designs at Pennsylvania Ave and W. Terry Street.

Design Engineer; Gordon River Water Quality Park; Collier County; Naples, Florida. Responsible quality control, planning, design, and development of a master wetland park plan and construction documents for an \$8 million, 50-acre, passive wetland park including vehicular parking areas, three miles of boardwalk, park amenities, 3,000-square-foot education facility, upland and wetland planting plans, surface water irrigation plan, gopher tortoise relocation plan. Tasks included assisting the Project Manager with multiple public meetings and presentations throughout the planning process and preparation of presentation graphics in support or meetings.

Type of Work 13.7: Transportation Statistics.

Project Manager; Randall Boulevard Corridor Study

Study to examine the feasibility of potential transportation impact of the most appropriate corridor for needed multi-lane improvements to Randall Boulevard and Oil Well Road. To ascertain the Corridor's existing and future transportation demands, including traffic volumes, travel characteristics, and historical trends; facility operation (level of service), conditions of existing facilities and plans for improvements; describe what the existing or expected concerns are for the corridor and how the management plan expects to address these concerns. Prepared in accordance with the Florida Department of Transportation's Project Development & Environmental Guidelines Manual (in Part 1, Chapter 8-2.1 and Part 2, Chapter 9 of the PD&E Manual), a written Public Involvement Plan outlining each element of the public involvement process. He establish an open process that is responsive to the



concerns of the citizens and provides for timely involvement that influences the decision-making process. He prepared Kick-off notification, mailing/contact list, identified public meeting site and collected public input. He attended meetings with local officials including EMS, Fire District, Parks and Rec, Public Utilities, Planning Department, MPO and local civic associations.

Project Manager, Collier County Master Mobility Plan Phase I; Collier County, Florida. The plan was developed to guide the need and location of land use, public services (libraries, EMS, schools, etc), multi-modal transportation and various infrastructures while protecting environmentally sensitive land and habitat. Responsibilities include assessing the impacts that proposed transportation improvements have on public/private property.

Project Manager; Growing Connections to Create Mobility Opportunities; Immokalee, Florida. Project designed to grow the existing pedestrian network by providing new facilities to accommodate transit, bicyclist and pedestrians where none currently exist. Applied complete streets concepts and incorporated Collier Area Transit (CAT) routes, bus shelters, proposed sidewalks and proposed lighting features. Collected data and completed a Benefit Cost Analysis (BCA) that reflected public benefit by reducing the Vehicle Miles Traveled (VMT), reducing frequency of crashes with bikes/pedestrians, increasing community health and resiliency, and supporting community reinvestment when compared to a baseline (no-build) scenario.

NOTICE

FBPE no longer requires that continuing education be reported by the provider. Instead licensees will be subject to a random audit no more than every four (4) years. If you are selected for the random audit, you must provide verification of one (1) hour of Florida laws and rules, one (1) hour of professional ethics, four (4) hours of area of practice and twelve (12) hours in any topic pertaining to the practice of engineering, all taken prior to February 28, 2017. (See s. 471.017, Fl. Stat.) Any CE hours taken after February 28, 2017 will result in a \$100 delinquent fee and your license being placed in a delinquent status until the additional fee is paid.

State of Florida**Board of Professional Engineers**

Attests that

Adam N. Ahmad , P.E.

Is licensed as a Professional Engineer under Chapter 471, Florida Statutes
 Expiration: 2/28/2019
 Audit No: 228201917768

**State of Florida****Board of Professional Engineers**

Attests that

Adam N. Ahmad , P.E.**Is licensed as a Professional Engineer under Chapter 471, Florida Statutes****Expiration: 2/28/2019****Audit No: 228201917768 R****P.E. Lic. No:****72472**

This certificate hereby qualifies

Adam Ahmad, AICP

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 028767

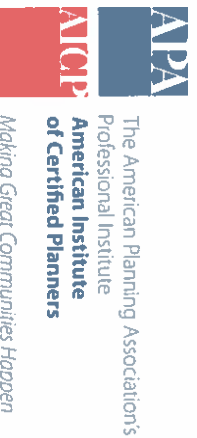


A handwritten signature in black ink that reads "James M. Drinan".

James M. Drinan, JD
Executive Director

A handwritten signature in black ink that reads "Valerie J. Hubbard".

Valerie J. Hubbard, FAICP
President



Making Great Communities Happen



RICK SCOTT, GOVERNOR

JONATHAN ZACHEM, SECRETARY



**STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION**

CONSTRUCTION INDUSTRY LICENSING BOARD

THE GENERAL CONTRACTOR HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 489, FLORIDA STATUTES

AHMAD, ADAM

CAPITAL CONTRACTORS, LLC
8225 LAUREL LAKES BLVD
NAPLES FL 34119

LICENSE NUMBER: CGC1525387

EXPIRATION DATE: AUGUST 31, 2020

Always verify licenses online at MyFloridaLicense.com



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Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Tara Jones, PE

Quality Assurance

Education

BS, Civil Engineering,
University of Central
Florida

BS, Environmental
Engineering, University of
Central Florida

Registrations/Certifications

Florida Professional
Engineer (# 54680)

Years of Experience
21

Tara is highly experienced on complex highway/bridge PD&E studies in Florida, including the 2006 SR 528 PD&E Study completed by CH2M. She is a proven public involvement task lead with strong coordination, multi-task, and organization skills. Tara has demonstrated significant proficiency in working with project stakeholders to develop coordinated public involvement plans for building early consensus.

Relevant Project Experience

FDOT District One, Polk Rail Study, Polk County, FL; Project Coordinator. Responsible for document control, document coordination, public involvement support (including displays, website development and maintenance, newsletters, and meeting participation and summaries), and management support activities (subconsultant coordination, invoicing, and progress reporting). The purpose of this study was to identify the best solutions for regional freight movement through Polk County while minimizing community and environmental impacts. The study also evaluated potential improvements such as rail relocation options, other rail and signal improvements, as well as roadway, pedestrian/bicycle bridge and tunnel concepts.

FDOT District One, Downtown Lakeland Pedestrian Crossings PD&E Study at Kentucky Avenue (overpass) and New York Avenue (underpass), Polk County, FL; Project Manager.

Managing this study to evaluate grade-separated pedestrian/bicycle access improvements at the intersections of the CSX Railroad with Kentucky Avenue and New York Avenue in Lakeland. Alternatives considered include grade-separated concepts that maintain access to local streets and properties including a pedestrian bridge over the CSX Railroad at Kentucky Avenue and a pedestrian tunnel under the CSX Railroad at New York Avenue. The conceptual overpass at Kentucky Avenue by Munn Park includes staircases, elevators, bridge towers with aesthetic considerations, and landscaping. At New York Avenue, the study will investigate whether the tunnel under the CSX Railroad can be constructed without impact to railroad operations, utility services, and local vehicle access. The project is being completed under a compressed 14-month schedule.

FDOT District One, Port Manatee Connector PD&E Study, Manatee and Hillsborough Counties, FL; Deputy Project Manager. Served as deputy project manager to develop and evaluate viable alternatives that will improve goods movement and traffic flow between I-75 and Port Manatee. The team completed a Corridor Analysis Report and Preliminary Alignment Report using an evaluation of numerous environmental constraints (wetlands, floodplains, cultural resources, threatened and endangered species, hazardous waste sites, and public lands). Public involvement included extensive consensus building with the Manatee County Port Authority, agency stakeholders, and project stakeholders including environmental special interest groups, major developers, and approximately 2,000 property owners.

FDOT District One, Englewood Interstate Corridor PD&E Study, Sarasota and Charlotte Counties, FL; Project Coordinator. Working as a subconsultant to Wilbur Smith and Associates, CH2M provided support to facilitate the environmental documentation and public involvement. This 14-mile corridor provides vital transportation connections for evacuation of the Cape Haze Peninsula and economic development in Sarasota, Charlotte and Lee Counties. The Englewood Interstate Corridor PD&E was downgraded from an EIS to a Type 2 CE based on early project coordination with FHWA.

Deputy Project Manager, I-4 Poinciana Parkway Connector PD&E Study, FDOT District 5, Osceola and Polk Counties, Florida. Serving as deputy project manager responsible for preparing the Alternate Corridor Evaluation Report, public involvement and agency coordination, and environmental documentation in anticipation of an EIS. The study is evaluating an enhanced connection from Poinciana Parkway to I-4.

FDOT District 5, I-4 PD&E Study, Section 2, Orange, Seminole, and Volusia Counties, FL; Project Coordinator. Assisted as project coordinator for this 43-mile study of I-4. The project included 33 interchanges, high occupancy vehicle access, coordination with light rail transit, and an extensive public involvement program. Responsible for the coordination of engineering and environmental impact analyses, and public involvement efforts to complete an EIS, including Section 4(f) and Section 106 involvement.

FDOT District Five, SR 528 PD&E Study, Orange and Brevard Counties, FL; Deputy Project Manager. Served on management team for PD&E services for improvements from SR 520 to Port Canaveral's Terminal B interchange, a 24-mile segment. Project issues included establishing project need, developing interchange modifications, evaluating causeway access management options, determining drainage/right-of-way needs, assessing environmental constraints including the preparation of a Type II CE and Programmatic Section 4(f) Evaluation, and determining bridge considerations. The project also included evaluation of a separated, paved multi-use trail. Managed a proactive public involvement program with a Project Advisory Group working

through the CSS process on project alternatives to reach consensus for the solution.

FDOT District Five, Wekiva Parkway/SR 46 Realignment PD&E Study, Orlando-Orange County Expressway Authority and Orange, Lake, and Seminole Counties, FL; Project Coordinator. Project involved 25-mile limited-access toll facility (four lanes, expandable to six lanes) on new alignment that will complete the Western Beltway around the metropolitan Orlando area. Project involved Environmental Assessment (EA) with Finding of No Significant Impact (FONSI), Programmatic Section 4(f) Evaluation for affected public lands and Individual Section 4(f) Evaluation for Section 106 historic resources. The Wekiva Parkway PD&E was downgraded from an EIS to an EA based on early project coordination with FHWA.

FDOT District Five, LPGA Boulevard Extension PD&E Study, Volusia County, FL; Project Coordinator. This project involved the evaluation of the environmental impacts associated with the proposed 3.2-mile extension of LPGA Boulevard for an Environmental Assessment (EA) with Finding of No Significant Impact (FONSI). The study involved the construction and new alignment of a two-lane facility that would extend from CR 415 to the current southern terminus of LPGA Boulevard at US 92 in Volusia County. The proposed project was conceived as a critical link in establishing a regional north-south corridor as an alternative to I-95.

Florida's Turnpike Enterprise, Seminole Expressway/SR 417 Widening PD&E Study, Seminole County, FL; Project Engineer. Responsible for quality review of data collection, engineering and environmental documents, and public involvement in the development of a State Environmental Impact Report for this 16-mile section of the SR 417 limited-access facility from the Orange County line to the Rinehart Road interchange. Project issues included Lake Jesup water quality, public involvement with the Friends of Lake Jesup, previous permit coordination, and interchange improvements at Aloma Avenue. The SEIR was approved in July 2007. A design option for this project was exercised by the client based on successful performance, which was completed in early 2010.

FDOT District Five, I-95 PD&E Study, Brevard County, FL; Project Coordinator. Responsible for overall project coordination for this 43-mile study of I-95. The project consisted of the preparation of a Categorical Exclusion for the proposed six-lane widening of I-95 from SR 514 to SR 50 and involved extensive coordination with FDOT and other local and regional agencies, and consultants. Responsible for project coordination of public involvement, engineering analyses, and preparation of environmental and engineering documents.

FDOT District Five, SR 415 PD&E Study, Seminole and Volusia Counties, FL; Deputy Project Manager. Served as deputy project manager for PD&E-level engineering, environmental, and public involvement services for proposed improvements to SR 415 from SR 46 to SR 44, a 28-mile segment. Project issues for this study included establishing project need, determining drainage/environmental requirements with associated right-of-way needs, assessing permitting issues and environmental constraints including the preparation of a Type II CE, and determining bridge considerations for final design. The project also included the evaluation of a separate, paved multi-use trail facility within the SR 415 corridor, and the development of a proactive public involvement program.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

Licensee Details

Licensee Information

Name: **JONES, TAMARA (Primary Name)**
 Main Address: **C/O CH2MHILL
 225 ROBINSON STREET
 SUITE 505
 ORLANDO Florida 32801-4321**
 County: **ORANGE**
 License Mailing:
 LicenseLocation:

License Information

License Type: **Professional Engineer**
 Rank: **Prof Engineer**
 License Number: **54680**
 Status: **Current,Active**
 Licensure Date: **07/26/1999**
 Expires: **02/28/2019**

Special Qualifications Qualification Effective

Alternate Names

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2601 Blair Stone Road, Tallahassee FL 32399 :: Email: **Customer Contact Center** :: Customer Contact Center: 850.487.1395

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However email addresses are public record. If you do not wish to supply a personal address, please provide the Department with an email address which can be made available to the public.

WILLIAM M. SPIKOWSKI, FAICP

Scenario Planning

PROFESSIONAL

Spikowski Planning Associates (1992 - present), principal of consulting firm that specializes in comprehensive planning, community & redevelopment plans, and land development codes, primarily for public agencies and community organizations.

Lee County Government (1983 - 92). Director of Growth Management (1991-92); Deputy Director of Community Development (1990-91); Principal Planner and Senior Planner (1983-1990). Duties include comprehensive planning and zoning requests.

Fellow of the American Institute of Certified Planners (2012)

Charter Award from the Congress for the New Urbanism for *Seven50: Southeast Florida Prosperity Plan* (subconsultant to Dover Kohl & Partners with many other firms) (2015)

John Nolen Medal for contributions to urbanism in Florida, the highest honor conferred by the Florida Chapter of the Congress for the New Urbanism for superior effort in furthering the principles of the Charter of the New Urbanism and demonstrating exemplary performance and achievement (2013)

Charter Award from the Congress for the New Urbanism for *Plan El Paso* (with Dover Kohl & Partners et al.) (2015)

Charter Award from the Congress for the New Urbanism for *Prospects for Southeast Lee County: Planning for the Density Reduction / Groundwater Resource Area* (with Dover Kohl & Partners et al.), www.cnu.org/node/3401 (2010)

Award of Merit in the *Grassroots Initiative* category from the Florida Chapter of the American Planning Association for *Prospects for Southeast Lee County: Planning for the Density Reduction / Groundwater Resource Area* (with Lee County, Dover Kohl & Partners et al.); the Lee County Board of Commissioners also received the *Community Steward Award* from 1000 Friends of Florida for this effort (2009)

Conservation Planning Award from the Florida Wildlife Federation for continuing work on behalf of sensible development (2008)

Driehaus Form-Based Codes Award from the Form-Based Codes Institute, for:

- Delray Beach's *CBD Code and Architectural Guidelines* (with Treasure Coast Regional Planning Council et al.) (2016)
- Lee County's *Compact Communities Code* (with Dover Kohl & Partners) (2011)
- St. Lucie County's *Towns, Villages, Countryside Land Development Regulations* (with Treasure Coast Regional Planning Council and Dover Kohl & Partners) (2007)

Outstanding Private Study Award from the Florida Planning and Zoning Association for *Revitalization Plan for Dr. Martin Luther King, Jr. and Veronica S. Shoemaker Boulevards* (with Dover Kohl & Partners et al. (2007)

Award of Excellence from the Florida Chapter of the American Planning Association for *Towns, Villages and Countryside for St. Lucie County* (with Treasure Coast Regional Planning Council, Dover Kohl & Partners, et al.) (2006)

Roland Eastwood Memorial Planner Recognition Award from the Promised Lands Section of the American Planning Association (2002).

Certificate of Merit from the Florida Planning and Zoning Association for the *Greater Pine Island Community Plan Update* (with Mohsen Salehi Consulting Services) (2002)

Place Planning Award from *Places, A Forum of Environmental Design* and *Environmental Design Research Association*, and **Award of Excellence** from the Florida Chapter of the American Planning Association for *Toward Better Places: The Community Character Plan for Collier County* (with Dover Kohl & Partners et al. (2002 & 2001)

Outstanding Report Award from the Florida Planning and Zoning Association for the *Fort Myers Beach Comprehensive Plan* (with Carol Cunningham, Dover Kohl & Partners, Mohsen Salehi, Smith-Osborne Associates, and Camp Dresser & McKee Inc.) (1999)

Outstanding Public Study Award from the Florida Planning and Zoning Association (with Team Plan Inc.) for *Storefront Beautification in Lehigh Acres* (1998)

Award of Merit from the Florida Chapter of the American Planning Association for *Lehigh Acres Commercial Land Use Study* (1996)

Outstanding Private Study Award from the Florida Planning and Zoning Association for *Farmworkers in Lee County: the Housing Challenge* (1994)

Form-Based Codes Institute, founding director, 2004-2015; emeritus 2015 to present

City of Fort Myers Planning Board, member from 1999 to 2012

Lee County Local Planning Agency, member from 1995 to 2000

Lee County Zoning Board, member from 1981 to 1983

Calusa Land Trust & Nature Preserve of Pine Island, Inc. (co-founder, 1976); board member and treasurer from 1976 to 2011

Spikowski Planning Associates

1617 Hendry Street, Suite 416, Fort Myers, Florida 33901-2947 • phone: (239) 334-8866 fax: (239) 334-8878
 e-mail: bill@spikowski.com web: www.spikowski.com

PUBLICATIONS

- When the comprehensive plan leads nowhere.** *Better! Cities & Towns* (January-February 2014).
- Form-Based Codes.** *Florida Planning* (Winter 2010).
- A legal guide to urban and sustainable development for planners, developers and architects** by Daniel K. Slone, Doris S. Goldstein, and W. Andrew Gowder (Spikowski was a contributing author to Chapter 4), Wiley, August 2008.
- Form-based codes: a guide for planners, urban designers, municipalities, and developers** by Daniel G. Parolek, Karen Parolek, and Paul C. Crawford (Spikowski authored two of the case studies in Chapter 4), Wiley, March 2008.
- Place making with form-based codes.** *Urban Land* (Volume 65, No. 9). Madden, Mary E. and Spikowski, Bill, September 2006.
- Review of Complete guide to zoning: how real estate owners and developers can create and preserve property value** by Dwight H. Merriam. *Journal of the American Planning Association* (72:3), 2006.
- A Guidebook to New Urbanism in Florida 2005.** Florida Chapter of the Congress for the New Urbanism, 2005 (contributing author and editorial committee member).
- Reviews of Driving forces: the automobile, its enemies, and the politics of mobility** by James A. Dunn, Jr.; **The wealth of cities: revitalizing the centers of American life** by John O. Norquist; and **When city and country collide: managing growth in the metropolitan fringe** by Tom Daniels. *Urban Land* (Volume 58, No. 10; Vol. 59, Nos. 2 & 8, 1999–2000)
- Planning in the wake of Florida land scams.** *Journal of Planning Education and Research* (Volume 19, No. 1). Stroud, Hubert B. and Spikowski, William M., 1999.
- Review of Guidelines for preparing urban plans** by Larz T. Anderson. *Journal of the American Planning Association* (62:273), 1996.
- The age structure of southwest Florida's population.** *Florida Scientist* (Volume 58, No. 2), 1995.
- Farmworkers in Lee County: the housing challenge.** Fort Myers, Florida: 1994.
- Recent issues in comprehensive planning and concurrency.** *Florida Planning* (Volume III, No. 10), 1992.
- Paying for growth: Lee County in the 1990s.** Fort Myers, Florida: Lee County Community Development Department (principal author, 1990).
- Managing coastal resource and development demands: the Lee County, Florida, plan.** In *Coastal Zone '89: Proceedings of the Sixth Symposium on Coastal and Ocean Management*. New York: Amer. Soc. of Civil Engineers. With Dr. David R. Godschalk, 1989.
- Transportation levels of service: evolving state and local roles.** *Florida Planning* (Vol. 9, No. 10), 1989.
- Financing Florida's growth: beyond impact fees...** *Florida Planning* (Vol. 9, No. 6), 1989.
- Review of History of architecture: stonehenge to skyscrapers** by Dora P. Crouch. *Journal of the American Planning Association* (53:410), 1987.
- Review of Utopia on trial: vision and reality in planned housing** by Alice Coleman. *Journal of the American Planning Association* (53:549-50), 1987.

PRESENTATIONS

- Form-Based Codes.** Webinar presented by the International Municipal Lawyers Association, with Joseph Kohl and Daniel Mandelker, 2017.
- Form-Based Codes: Coming Soon . . . to a Neighborhood Near You?** Downtown Sarasota Alliance, 2015.
- Comprehensive Planning for Urban Form.** APA Florida conference, 2013.
- Zoning to Shape Urban Form.** Co-organizer and presenter of day-long course and simulcast webinar. American Planning Association National Conference. Chicago, 2013.
- Regional Thoroughfare Networks.** Congress for New Urbanism, Salt Lake City, 2013.
- Advanced Form-Based Planning & Zoning.** Planners Training Service, Seattle, 2013.
- Complete Streets: Planning for the 21st Century.** Conference presentation to Florida Section of the Institute of Transportation Engineers, Bonita Springs, 2012.
- Regulating Traditional Neighborhoods with Form-Based Codes: Principles and Trends.** Lecture at CLE International Land Use Law Conference, Tampa, 2012.
- The Numbers, and Why They Matter in Regional Planning.** Lecture at Regional Summit for "Seven Counties, Fifty Years." Delray Beach, 2012.
- The American Renaissance of Form-Based Land Development Regulations.** With Sam Poole and Dan Slone. Florida Bar CLE Seminar, Ponte Vedra Beach, 2011.

American Institute of Certified Planners
declares

William Spikowski

A Member of the College of Fellows of AICP

In recognition of exemplary leadership, high standards,
outstanding achievements, and distinguished contributions to the
advancement of the art and science of the planning profession.



W. Paul Farmer, FAICP
Chief Executive Officer

Anna Breinich, AICP
President

9.C.4



The American Planning Association's
Professional Institute

**American Institute
of Certified Planners**

Making Great Communities Happen



A REQUIRED LICENESES >>

COLLIER COUNTY BUSINESS TAX
COLLIER COUNTY TAX COLLECTOR - 2800 N. HORSESHOE DRIVE - NAPLES FLORIDA 34104 - (239) 252-2477
BUSINESS TAX NUMBER: 102498

VISIT OUR WEBSITE AT: www.colliertax.com
THIS RECEIPT EXPIRES SEPTEMBER 30, 2018

LOCATION: 5801 PELICAN BAY BLVD #505
ZONED: COMM / PUD SIC#8711
BUSINESS PHONE: 720-286-2407
STATE LIC: 25861



DISPLAY AT PLACE OF BUSINESS FOR PUBLIC INSPECTION
FAILURE TO DO SO IS CONTRARY TO LOCAL LAWS.

THIS TAX IS NON-REFUNDABLE -
CH2M HILL ENGINEERS INC
CH2M HILL ENGINEERS INC
ATTN: TAX DEPT
9191 S JAMAICA ST
ENGLEWOOD CO 80112-0000

CLASSIFICATION: ENGINEERING BUSINESS
CLASSIFICATION CODE: 03600101

This document is a business tax only. This is not certification that licensee is qualified.
It does not permit the licensee to violate any existing regulatory zoning laws of the state, county or cities
nor does it exempt the licensee from any other taxes or permits that may be required by law.

DATE 09/01/2017
AMOUNT 30.00
RECEIPT 5208.42

Larry N. Ray



Florida Board of Professional Engineers
2639 North Monroe Street, Suite B-112
Tallahassee, FL 32303-5268

Jacobs Engineering Group Inc.
600 WILSHIRE BOULEVARD
SUITE 1000 -LEGAL
LOS ANGELES, CA 90017

Each licensee is solely responsible for notifying the Florida Board of Professional Engineers in writing the licensee's current address.

Name changes require legal documentation showing name change. An original, a certified copy, or a duplicate of an original or certified copy of a document which shows the legal name change will be accepted unless there is a question about the authenticity of the document raised on its face, or because the genuineness of the document is uncertain, or because of another matter related to the application.

At least 90 days prior to the expiration date shown on this license, a notice of renewal will be sent to your last known address. If you have not yet received your notice 60 days prior to the expiration date, please call (850) 521-0500, or write, Florida Board of Professional Engineers, 2639 North Monroe Street, Suite B-112, Tallahassee, FL 32303-5268 or e-mail: board@fbpe.org. Our website address is <http://www.fbpe.org>.

State of Florida

Board of Professional Engineers

Attests that
Jacobs Engineering Group Inc.



Is authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes.

Expiration: 2/28/2019

Audit No: 228201902917 R

CA Lic. No:

Packet Pg. 302

2018 FOREIGN PROFIT CORPORATION AMENDED ANNUAL REPORT

FILED

9.C.4

DOCUMENT# P13217

Apr 08, 2018
Secretary of State
CC7135491533

Entity Name: JACOBS ENGINEERING GROUP INC.

Current Principal Place of Business:

1999 BRYAN STREET
DALLAS, TX 75201

Current Mailing Address:

SHOVAN BAKSI, JACOBS HOUSE
RAMKRISHNA MANDIR ROAD, ANDHERI EAST
MUMBAI, MAHARASHTRA 400059 IN

FEI Number: 95-4081636

Certificate of Status Desired: Yes

Name and Address of Current Registered Agent:

CT CORPORATION SYSTEM
1200 S. PINE ISLAND ROAD
PLANTATION, FL 33324 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent

Date

Officer/Director Detail :

Title CONTROLLER & SENIOR VICE
 PRESIDENT
Name GOLDFARB, JEFFREY M.
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title EXECUTIVE VICE PRESIDENT, CFO
Name BERRYMAN, KEVIN C
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title EXECUTIVE VICE PRESIDENT
 INTEGRATION MANAGEMENT OFFICE
Name MANDEL, JOSEPH G
Address 5995 ROGGERDALE RD
City-State-Zip: HOUSTON TX 77072

Title SENIOR VICE PRESIDENT &
 GENERAL MANAGER, UK, EUROPE
 AND MIDDLE EAST
Name DUFF, ROBERT S
Address 95 BOTHWELL STREET
City-State-Zip: GLASGOW G2 7HX

Title SENIOR VICE PRESIDENT, SALES
 CENTER OF EXCELLENCE
Name HANNIGAN, MARIETTA C
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT &
 GENERAL MANAGER, MINING &
 MINERALS
Name AXCELL, STEPHEN C
Address LEVEL 3
City-State-Zip: BRISBANE 4000

Title GENERAL COUNSEL & SECRETARY &
 SENIOR VICE PRESIDENT
Name TYLER, MICHAEL R
Address 600 WILSHIRE BLVD SUITE 1000
City-State-Zip: LOS ANGELES CA 90017

Title ASSISTANT SECRETARY
Name REFINSKI, ELIZABETH A
Address 299 MADISON AVENUE
City-State-Zip: MORRISTOWN NJ 07960

Continues on page 2

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am an officer or director of the corporation or the receiver or trustee empowered to execute this report as required by Chapter 607, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: MICHAEL CARLIN

TREASURER

04/08/2018

Electronic Signature of Signing Officer/Director Detail

Date

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

Officer/Director Detail Continued :

Title DIRECTOR
Name THOMPSON, CHRIS M T
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title DIRECTOR
Name LEVINSON, LINDA F
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title DIRECTOR
Name EBERHART, RALPH E
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT, HUMAN RESOURCES
Name JOANNA, CARUSO
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT & GENERAL
MANAGER, MISSION SOLUTIONS
Name KRAABEL, DARREN L
Address 600 WILLIAM NORTHERN BLVD
City-State-Zip: TULLAHOMA TN 37388

Title DIRECTOR
Name DAVIDSON, R C JR.
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title CHAIRMAN OF THE BOARD & DIRECTOR
Name DEMETRIOU, STEVEN J
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT & GENERAL
MANAGER, ADVANCED ENGINEERING,
RESEARCH & OPERATIONS
Name JOHNSON, RABON W
Address 600 WILLIAM NORTHERN BLVD.
City-State-Zip: TULLAHOMA TN 37388

Title ASSISTANT SECRETARY
Name LIMBAUGH, JOHN
Address 501 N. BROADWAY
City-State-Zip: ST. LOUIS MO 63102

Title SENIOR VICE PRESIDENT AND CHIEF
ACCOUNTING OFFICER
Name ALLEN, WILLIAM B
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title DIRECTOR
Name BRONSON, J R
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title DIRECTOR
Name ROBERTSON, PETER J
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT &
GENERAL MANAGER, AUSTRALIA,
NEW ZEALAND AND ASIA
Name HILL, PATRICK
Address LEVEL 11, 452 FLINDERS STREET
City-State-Zip: MELBOURNE 3000

Title DIRECTOR
Name JOSE SUAREZ, COPPEL J
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title DIRECTOR
Name HICKTON, DAWNE S
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title PRESIDENT - BUILDINGS &
INFRASTRUCTURE
Name PRAGADA, ROBERT V
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Title INTERIM HEAD OF GLOBAL
PETROLEUM & CHEMICALS
Name PAI, VINAYAK
Address 5995 ROGERDALE ROAD
City-State-Zip: HOUSTON TX 77072

Title SENIOR VICE PRESIDENT &
GENERAL MANAGER, SPECIALTY
CHEMICALS & MANUFACTURING
Name BERRYMAN, ANDREW B
Address 2930 VIRTUAL WAY SUITE 200
City-State-Zip: VANCOUVER V5M 0A5

Title ASSISTANT SECRETARY
Name SCHER, BRIAN
Address 1100 N. GLEBE ROAD, 5TH FLOOR
City-State-Zip: ARLINGTON VA 22201

Title SENIOR VICE PRESIDENT AND CHIEF
INFORMATION OFFICER
Name BIGELOW, BARBIE
Address 1999 BRYAN STREET
City-State-Zip: DALLAS TX 75201

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

Title TREASURER
 Name MICHAEL, CARLIN
 Address 1999 BRYAN STREET
 City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT
 Name GILMARTIN, KEN
 Address TWO ASH STREET, STE. 3000
 City-State-Zip: CONSHOHOCKEN PA 19428

Title SENIOR VICE PRESIDENT, SAFETY, SECURITY,
 SUSTAINABILITY AND SALES CENTER OF
 EXCELLENCE
 Name SCHMOLKE, CATRIONA
 Address 95 BOTHWELL STREET
 City-State-Zip: GLASGOW G2 7HX

Title PRESIDENT - AEROSPACE & TECHNOLOGY
 Name HAGEN, TERENCE D
 Address 600 WILLIAM NORTHERN BLVD
 City-State-Zip: TULLAHOMA TN 37388

Title DIRECTOR
 Name MCNAMARA, ROBERT
 Address 1999 BRYAN STREET
 City-State-Zip: DALLAS TX 75201

Title VICE PRESIDENT
 Name ADAIR,, DAVID L
 Address 201 NORTH FRANKLIN STREET SUITE 1400
 City-State-Zip: TAMPA FL 33602

Title SENIOR VICE PRESIDENT, BUSINESS
 SERVICES & TRANSFORMATION
 Name K, ALAN DICK
 Address 1999 BRYAN STREET
 City-State-Zip: DALLAS TX 75201

Title SENIOR VICE PRESIDENT &
 GENERAL MANAGER, GLOBAL FIELD
 SERVICES
 Name ROBERTS, VALERIE
 Address 5995 ROGERDALE ROAD
 City-State-Zip: HOUSTON TX 77072

Title SENIOR VICE PRESIDENT FINANCE
 AND STRATEGY
 Name WALTER, ERIC
 Address 1999 BRYAN STREET
 City-State-Zip: DALLAS TX 75201

Title PRESIDENT AND CHIEF EXECUTIVE
 OFFICER
 Name DEMETRIOU, STEVEN J
 Address 1999 BRYAN STREET
 City-State-Zip: DALLAS TX 75201

Title VP
 Name MEINHART, THOMAS J
 Address 10 TENTH STREET SUITE 1400
 City-State-Zip: ATLANTA GA 30309

A NEW WAY TO SIGN IN - If you already have a SAM account, use your **SAM email** for login.gov.

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ALERT - June 11, 2018: Entities registering in SAM must submit a [notarized letter](#) appointing their authorized Entity Administrator. Read our [updated FAQs](#) to learn more about changes to the notarized letter review process and other system improvements coming in June.

Learn About Registration Status

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- [What is Draft status?](#)
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What If?

- [What if my entity fails TIN validation?](#)
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SAM Status Tracker

Check Entity Registration Status

Page Description

You can quickly check an entity's registration status in SAM by entering a DUNS Number or CAGE Code. The SAM Status Tracker will show you the current status of that entity's most recent record, as well as tell you what steps are left to complete based on why they are registering.

The SAM Status Tracker only returns the registration status for publicly-searchable registration records. If you are a Federal government user, please log into SAM and use the Search Records link in the main navigation menu to view registrations or data that are not publicly available.

Use the SAM Status Tracker Now

Check registration status by typing in a DUNS Number.

DUNS Number Plus 4 (Optional)

Or, check registration status by typing in a CAGE Code.

CAGE Code

Jacobs Engineering Group Inc.
Status: Active

Your registration was activated on Apr 02, 2018. It expires on Apr 02, 2019 which is one year after you submitted it for processing.



Core Data
Completed



Assertions
Completed



Reps & Certs
Completed



POCs
Completed



Submit
Completed



Processing
Completed



Active
Completed

Find Your Registration in SAM

Log into your account on the SAM homepage. Once logged in, select Entity Registrations from the My SAM sub-navigation menu to create, update, renew, or deactivate your entity registration.



- Search Records
- Data Access
- Disclaimers
- Check Status
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- About
- Help
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- GSA.gov
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WWW8

This is a U.S. General Services Administration Federal Government computer system that is "FOR OFFICIAL USE ONLY." This system is subject to monitoring. Individuals found performing unauthorized activities are subject to disciplinary action including criminal prosecution.

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

State of Florida

Department of State

I certify from the records of this office that JACOBS ENGINEERING GROUP INC. is a Delaware corporation authorized to transact business in the State of Florida, qualified on February 12, 1987.

The document number of this corporation is P13217.

I further certify that said corporation has paid all fees due this office through December 31, 2018, that its most recent annual report/uniform business report was filed on April 8, 2018, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Eighth day of April, 2018*



Ken DeFoner
Secretary of State

Tracking Number: CC7135491533

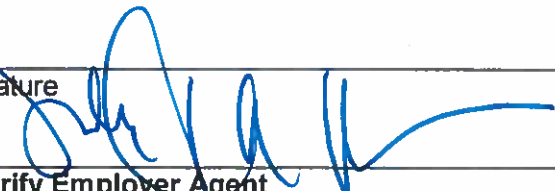
To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

<https://services.sunbiz.org/Filings/CertificateOfStatus/CertificateAuthentication>

Company ID Number: 11557

Client Company ID Number: 885319

Approved by:

Employer Jacobs Engineering Group Inc	
Name (Please Type or Print) Julie Tchida Brown	Title VP, Human Resources Global Compensation, Benefits and HR Ops.
Signature 	Date 6/18/2015
E-Verify Employer Agent HireRight, Inc. (v26)	
Name (Please Type or Print) Kathleen Magelssen	Title
Signature Electronically Signed	Date 06/10/2015
Department of Homeland Security – Verification Division	
Name (Please Type or Print)	Title
Signature	Date

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



B SUBCONSULTANT COMMITMENT LETTERS >>>

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



Alta Planning + Design
524 Datura St, #216
West Palm Beach, Florida 33401
Tel: 404.304.1940
Email: brad.david@altaplanning.com

July 26, 2018

Ned Baier
Jacobs Engineering Group
5801 Pelican Bay Blvd.
Suite 505
Naples, FL 34108

**RE: Long Range Transportation Plan for Collier County
RFP No: 18-7408**

Dear Mr. Baier:

Alta is pleased to join the Jacobs Team for the above referenced Collier County project. Please accept this letter as our commitment to provide you and your staff quality transportation planning services.

We appreciate this opportunity to be a part of your team and look forward to working with you in the future. If there is any additional information needed, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Davis".

Brad Davis, AICP, CNU-A

Alta Planning + Design

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



CAPITAL

Capital Consulting Solutions
5633 Strand Blvd, Suite 312
Naples, FL 34110
Tel: 239.273.8894
Email: adam.ahmad@capitalengr.com

July 26, 2018

Ned Baier
Jacobs Engineering Group
5801 Pelican Bay Blvd.
Suite 505
Naples, FL 34108

**RE: Long Range Transportation Plan for Collier County
RFP No: 18-7408**

Dear Mr. Baier:

Capital Consulting is pleased to join the Jacobs Team for the above referenced Collier County project. Please accept this letter as our commitment to provide you and your staff quality transportation planning services.

We appreciate this opportunity to be a part of your team and look forward to working with you in the future. If there is any additional information needed, please feel free to contact me.

Sincerely,

Capital Consulting Solutions

Adam Ahmad, PE, AICP, GC

Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)



July 30, 2018

Ned Baier
Jacobs Engineering Group
5801 Pelican Bay Blvd.
Suite 505
Naples, FL 34108

RE: Long Range Transportation Plan for Collier County, RFP No: 18-7408

Dear Mr. Baier:

Spikowski Planning is pleased to join the Jacobs Team for the above referenced Collier County project. Please accept this letter as our commitment to provide you and your staff quality transportation planning services.

We appreciate this opportunity to be a part of your team and look forward to working with you in the future. If there is any additional information needed, please feel free to contact me.

Sincerely,

Bill Spikowski, FAICP



Traf-O-Data
1609 N 19th St.
Tampa, FL 33605
Tel: 813.758.1140
Email: jgraham@trafodata.net

July 26, 2018

Ned Baier
Jacobs Engineering Group
5801 Pelican Bay Blvd.
Suite 505
Naples, FL 34108

**RE: Long Range Transportation Plan for Collier County
RFP No: 18-7408**

Dear Mr. Baier:

Traf-O-Data is pleased to join the Jacobs Team for the above referenced Collier County project. Please accept this letter as our commitment to provide you and your staff quality transportation planning services.

We appreciate this opportunity to be a part of your team and look forward to working with you in the future. If there is any additional information needed, please feel free to contact me.

Sincerely,

TRAF-O-DATA

A handwritten signature in blue ink, appearing to read "Jerry Graham", with a long, sweeping horizontal line extending to the right.

Jerry Graham, P.E., AICP



JACOBS®

5801 Pelican Bay Blvd | #505 | Naples, FL 34108



Attachment: 18-7408 Jacobs Proposal (7232 : Approve Vendor Selection for 2045 LRTP)

EXECUTIVE SUMMARY

Approval of a Work Order for Tindale Oliver Associates to prepare the Transportation System Performance Report

OBJECTIVE: To approve a Work Order for Tindale Oliver and Associates, and the scope and fee for the Transportation System Performance Report (TSPR).

CONSIDERATION: The MPO's Fiscal Year (FY) 2018/19-2019/20 Unified Planning Work Program (UPWP) includes preparing a Transportation System Performance Report. The Congestion Management Process 2017 Update (2017 CMP Update) calls for the preparation of a Biennial Transportation System Performance Report, described in the CMP as follows:

“The Biennial Transportation System Performance Report (Performance Report) will lay the foundation for project identification and prioritization in accordance with Federal guidelines. The Performance Report will provide a thorough system assessment to identify where priority investments should be made. The Performance Report will include an analysis of newly implemented CMC projects based on the performance measures identified in the CMP as specifically assigned to each funded project.

The Performance Report will recommend both short- and long-term projects to address congestion. The CMC will use the report as a basis for recommending project priorities that in all likelihood, will have associated costs that are beyond the reach of the MPO's limited TMA funds allocated to the Congestion Management “Box”. The CMC committee will use the Performance Report to develop projects for the timeframe that covers the next five-to-ten years out, to propose studies and solutions that go beyond the MPO's current 5-year TIP.

The first iteration of the Biennial Performance Report is expected to identify and prioritize projects for the CMC to develop in more detail and submit for future funding. It is likely that the first Performance Report will indicate procedural changes that may require amending the 2017 CMP Update. Amendments, if required, will be brought to the MPO Board for adoption.”

To complete this task, the MPO requires the services of a consultant to provide technical support. This study is being completed under the MPO General Planning Services Contract (GPC) # 16-6562, which was approved by the MPO Board on December 9, 2016. As required under that contract, a request for proposals letter and a scope of work (**Attachment 1**) was sent to each of the three consulting firms on that contract. Only Tindale Oliver and Associates submitted a response to the request for proposals letter. A selection committee reviewed and scored the proposal and met on August 17, 2018, to discuss the proposal and determine if it was sufficient and met the intent of the scope. The committee score the proposal and determined that the study should be awarded to Tindale Oliver. Tindale Oliver's proposal letter is included as **Attachment 2**.

The cost to complete the Transportation System Performance Report is \$157,485. This is above the amount that is allocated in the UPWP. An amendment to the UPWP will be required when the closeout funding from FY 17/18 becomes available, which is expected to be FY 19/20. The cost will be split between FY 18/19 and FY 19/20.

11/09/2018

In accordance with the MPO Agreement between the Florida Department of Transportation (FDOT) and the MPO, G0Y70 (Section 10B), the Collier MPO requested and has received the Department's concurrence to use Tindale Oliver and Associates.

COMMITTEE RECOMMENDATIONS: The Technical Advisory Committee, Citizens Advisory Committee and Congestion Management Committee reviewed and endorsed the scope of services. Contracting matters are not presented to committees.

STAFF RECOMMENDATION: That the Board approve the work order for Tindale Oliver to prepare the Performance Report.

Prepared by: Brandy Otero, MPO Senior Planner

ATTACHMENT(S)

1. Request for Proposal and Scope of Work (PDF)
2. Tindale Oliver Proposal (PDF)
3. Work Order (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 9.D**Doc ID:** 7230**Item Summary:** Approval of a Work Order for Tindale Oliver Associates to prepare the Transportation System Performance Report**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/02/2018 10:37 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/02/2018 10:37 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/02/2018 10:39 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 10:42 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM



2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-8192 • Fax (239) 252-5815

June 14, 2018

Mr. Ned Baier
Mr. Wally Blain
Mr. Jeff Perry

RE: Request for Letter of Proposal for 16-6562-6 – Transportation System Performance Report and Action Plan

Dear Sirs,

The Collier MPO is issuing a request for Letters of Proposal for the Collier Area Transportation System Performance Report and Action Plan. This request is being issued to each of the three consulting firms (Jacobs Engineering, Stantec Consulting, Inc., and Tindale-Oliver & Associates, Inc.) retained under the MPO General Planning Services Contract (#16-6562).

In order to be considered, all proposals must be submitted electronically to, Adam Northrup, Procurement Strategist (adam.northrup@colliercountyfl.gov) by 5:00 p.m. on June 29, 2018.

The maximum length for each Letter of Proposal is Seven (7) pages and must address the following:

1. Narrative on how your firm will address the scope of work (attached);
2. Principle point of contact; and key personnel along with their role(s) in the project;
3. Cost estimate including man-hour estimate by job title;
4. Time line for completion.

Proposals will be evaluated and scored based on the following criteria with a maximum of 100 points awarded:

1. Approach and Timeline – Demonstration of a solid understanding of Scope that addresses all aspects of the Scope. Specific attention should be given to public involvement. (max. 40 points)
2. Knowledge and Expertise of Designated Staff - Specific experience and expertise completing fare studies (max. 35 points)
3. Cost Proposal - Identify the personnel categories that will be assigned to the work order and provide the estimated hours and fees for each category. (max 25 points)

The Selection Committee for the Letters of Proposal will include representatives from the entities listed below.

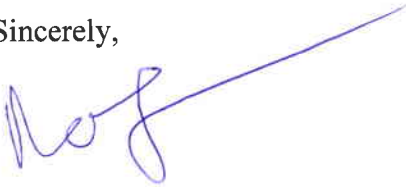
1. Collier County Public Transit and Neighborhood Enhancement

2. Collier County Transportation Planning
3. Collier County Traffic Operations
4. City of Naples Streets and Drainage Department
5. MPO Senior Planner

Committee members will independently evaluate, score proposals and discuss at a selection committee in the near future. When a selection committee meeting is set, you will be alerted in the event you wish to attend. Procurement Services will provide oversight of the process.

Attachment(s): 16-6562-6 – Scope of Work

Sincerely,



Anne McLaughlin,
Collier County Metropolitan Planning Organization
Executive Director

TRANSPORTATION SYSTEM PERFORMANCE REPORT AND ACTION PLAN

SCOPE OF WORK

BACKGROUND

The Congestion Management Process 2017 Update (2017 CMP Update) calls for the preparation of a Biennial Transportation System Performance Report, described in the CMP as follows:

“The Biennial Transportation System Performance Report (Performance Report) will lay the foundation for project identification and prioritization in accordance with Federal guidelines. The Performance Report will provide a thorough system assessment to identify where priority investments should be made. The Performance Report will include an analysis of newly implemented CMS/ITS projects based on the performance measures identified in the CMP as specifically assigned to each funded project.

The Performance Report will recommend both short- and long-term projects to address congestion. The CMS/ITS committee [since renamed “Congestion Management Committee (CMC)] will use the report as a basis for recommending project priorities that in all likelihood, will have associated costs that are beyond the reach of the MPO’s limited TMA funds allocated to the CMS/ITS “Box”. The CMS/ITS committee will use the Performance Report to develop projects for the timeframe that covers the next five-to-ten years out, to propose studies and solutions that go beyond the MPO’s current 5-year TIP.

The first iteration of the Biennial Performance Report is expected to identify and prioritize projects for the CMS/ITS Committee to develop in more detail and submit for future funding. It is likely that the first Performance Report will indicate procedural changes that may require amending the 2017 CMP Update. Amendments, if required, will be brought to the MPO Board for adoption.”

TASKS APPLICABLE TO ALL PHASES

1. Project Management - provide over-all project management, QA/QC review of documents and provide support services as needed. Activities include a project kick-off meeting, management and oversight of the activities and products produced by the consultant team members. If subconsultants are used, primary consultant will coordinate delivery of sub-consultant work products, provide technical support during staff review of products and communicate needed revisions to the sub-consultants.
2. Public Involvement Activities – Consultant will develop a Public Participation Plan (PPP) for the project. PPP will provide on-line opportunities for public input by establishing an interactive project web site and use of social media. Consultant will provide on-line surveys, prepare necessary materials, exhibits, presentations, and handouts for meetings with the MPO Board and Advisory Committees. One general public meeting will be held, with outreach conducted to the MPO’s Advisory Network. Staff will provide the Consultant with the MPO’s Advisor Network email list-serve. Consultant will take minutes and record verbal and documented comments from the public, staff and elected officials and keep a record of how comments were addressed. Staff may choose to supplement the consultant-supported outreach by giving presentations to local homeowner’s and civic associations and by

hosting informational booths at special events. The MPO will follow its Government to Government Public Outreach policy to conduct outreach to Tribal entities. MPO staff will present to the CAC.

Consultant will present to the following entities at least once during each of the two phases in the development of report and action plan. Anticipate presenting at six meetings:

- 2 MPO Board Meetings
 - 2 Congestion Management Committee Meetings
 - 2 Technical Advisory Committee Meetings
 - 1 Public Meeting/Advisor Network list-serve
3. GIS Database Development - The Consultant will ensure the MPO receives all data pertinent to completion of the report and action plan, including GIS shapefiles, spreadsheets, databases, and all exhibits in PDF or JPEG format.

PHASE ONE – SYSTEM PERFORMANCE REPORT

Baseline Conditions

1. Evaluate Baseline Conditions – Consultant will expand Collier County’s Annual Update & Inventory Report/Capital Improvement Element Schedule 2017 (AUIR) to include congested conditions within the City of Naples, City of Marco Island and Everglades City for arterial and collector roads and bridge facilities (pp23-37). The AUIR captures committed improvements through FY2022 and projects deficiencies out ten years to 2027 (in two five-year increments.) The System Performance Report will extend the AUIR’s analysis to include committed improvements through FY 2023 to coincide with the current FDOT FY 2019-2023 Work Program/MPO TIP (pending June 2017 adoption).

Data Gaps

2. Evaluate Data Resources and Monitoring Practices – Consultant will identify data gaps that are essential to fill; and recommend projects to close the gaps. The Congestion Management Committee (CMC) identified several critical data gaps while developing the 2017 CMP Update, to be used as a starting point:
 - Intersection Turning Movement Counts
 - Intersection LOS
 - Travel Time Reliability (Excessive Delay, Person Miles Traveled on non-interstate NHS)
 - Crash Data / Congestion Overlays / incident Delay
 - School congestion – significance, measurement, mitigation
 - How to factor in transit ridership, mode choice
 - How to monitor effectiveness of current ITS
 - Consideration of Automated/Connected Vehicles
3. Recommend Projects Needed to Fill Data Gaps – Consultant will identify projects needed to fill data gaps, including a brief project description, estimated cost and a recommended staging plan for completing these studies in relation to other on-going planning efforts such as the MPO’s responsibility to complete the 2045 Long Range Transportation Plan for adoption by December 2020.

4. Propose Alternative Analyses to Complete Initial Performance Report – It is critical that the Consultant be prepared to offer suggestions for completing the Initial Performance Report using readily available data. This requires the Consultant to plan ahead, anticipate potential issues, and reserve time and budget in the response to the RFP in order to complete the Initial Performance Report.

Phase One Report

1. Phase 1 Report summarizing existing conditions – Consultant will prepare report summarizing evaluation of Transportation System Performance based on analysis of existing conditions and projects for which funding has already been programmed in the current Transportation Improvement Program (TIP).

PHASE TWO – ACTION PLAN

I. Identify and Prioritize Projects Needed to Address Congestion

Strategies - apply the full range of strategies identified in 2017 CMP and incorporate additional strategies suggested by applicable Best Practices within state of Florida

Project Prioritization/Evaluation Criteria – develop and apply criteria that address the following:

- Cost/Benefit Analyses (identify projected performance)
- Cost Feasibility based on projected revenues (MPO can supply)
- Environmental Justice Screening
- Expansion of Mode Choice
- Opportunities to Support Local Land Use Policies/Comprehensive Plans
- ETDM Screening
- National System Performance Measures per 23 CFR § 490.507 (Travel Time) and §490.607 (Freight)
 - 490.507 (a)(1) Percent of the person-miles traveled on the Interstate that are reliable (*Travel time reliability defined as the consistency or dependability of travel times from day to day or across different times of the day 23 CRF §490.101*)
 - 490.507 (a)(2) Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable (all traffic/vehicles data in NPMRDS or Equivalent – every 15 minutes) Level of Travel Time Reliability (LOTTR)
 - 490.607 Truck Travel Time Reliability (TTTR) Index on the Interstate System
 - 490.707(a) Annual Hours of Peak Hour Excessive Delay Per Capita – Total Peak-Hour Excessive Delay person-hours on NHS (*required in urbanized areas with population over 1 million first reporting period; second reporting period applies to urban areas with pops over 200,000*)
 - 490.707(b) Percent of Non-SOV Travel (*ditto*) sources: ACS, local survey or local counts (includes bike/ped counts)
 - 490.807 Total Emissions Reduction - Percent Change in CO2 Emissions on the NHS compared to Calendar Year 2017 – NHS – based upon annual state total fuel sales data from Highway Statistics and VMT estimates on NHS and all public roads from HPMS; annual Total Tailpipe Co2 Emissions on the NHS

II. Provide Implementation Strategy

1. Group projects in the following categories:
 - a. Short, Medium and Long-Range

- b. Low, Medium and High Cost
- 2. Recommend funding sources
- 3. Identify methodology to monitor projected performance
- 4. Provide staff training on querying spreadsheets, updating data and maps.
- 5. Other recommendations to assist with congestion management identified by the Consultant

III. Final Report

- Summarize Phase I and Phase II in a single, combined report
- Submit all associated electronic files, spreadsheets, and GIS shapefiles





Collier MPO Transportation System Performance Report and Action Plan

Revised per MPO Staff 10/3/18

June 29, 2018

Ms. Anne McLaughlin, MPO Executive Director
Collier Metropolitan Planning Organization
2885 South Horseshoe Drive
Naples, FL 34104

RE: Request for Letter of Proposal for 16-6562-6— Transportation System Performance Report and Action Plan

Dear Ms. McLaughlin:

Tindale Oliver is pleased to respond to your request for letters of proposal for the Collier Area Transportation System Performance Report and Action Plan for the Metropolitan Planning Organization (MPO). We are a transportation planning firm committed to using greater insights to produce greater outcomes. Demonstrated through this response is our commitment to meeting the requirements listed in the scope of work and enhancing the current Congestion Management Process used by the MPO.

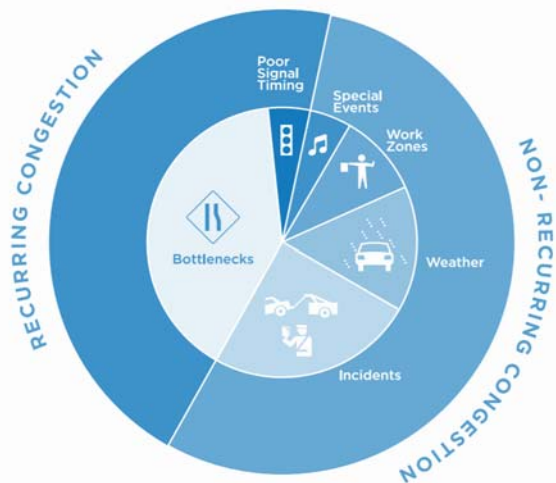
In completing this task, the Tindale Oliver approach includes three distinguishing factors that we believe differentiate us from others:

- > We have a **longstanding history** of helping MPOs in Florida navigate through the changing federal Congestion Management Process requirements.
- > We have partnered with BCC Engineering to bring additional expertise to address the data issues associated with meeting the requirements of **measuring transportation reliability**.
- > Our approach to addressing congestion includes a screening of **safety strategies and solutions**.

We thank you for this opportunity to introduce more of our capabilities and expertise and look forward to continuing commitment to meeting the needs of the Collier MPO through this planning effort.

Understanding the Causes of Congestion

The Congestion Management Process (CMP) begins with understanding the causes of congestion, which, as noted in the figure to the right, include both recurring and non-recurring causes. National data are widely used in CMP updates due to the lack of comprehensive local studies on the causes of congestion; these data suggest that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion. Including travel time reliability measures into the CMP and considering the impact of non-recurring congestion historically has not been incorporated by MPO CMPs.



Source: FHWA, "Incorporating Travel Time Reliability into the Congestion Management Process: A Primer," February 2015.

Collier MPO
General Planning Services
Contract 16-6562



In partnership with:



PRIMARY CONTACT:

Wally Blain, AICP
Project Manager
Tindale Oliver
1130 Creekside Pkwy, #111226
Naples, FL 34108
(239) 298-8007
wblain@tindaleoliver.com

PROJECT MANAGENT TEAM:

Robert Cursey, AICP
Principal-in-Charge
(813) 224-8862
rcursey@tindaleoliver.com

Bill Ball, AICP
QA / QC Manager
(813) 224-8862
bball@tindaleoliver.com

TABLE OF CONTENTS:

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Approach to Scope of Work....	2
Project Timeline	5
Cost Estimate.....	5
Project Management Team & Key Staff.....	7

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

Approach to the Scope of Work

Tindale Oliver proposes an approach to implement and expand the current Collier MPO CMP that will rely heavily on the Pasco County MPO CMP previously developed by our firm. This approach includes assessing current and potential congested locations, integrating safety strategies that can reduce the non-recurring congestion associated with traffic incidents, identifying opportunities for including new performance-based planning requirements such as travel time reliability, and supporting the MPO in ranking potential strategies and projects to address and monitor identified congested locations. This approach is implemented through the following six tasks, described in greater detail below:

Task 1: Project Initiation and Project Management

Guaranteeing a successful outcome for the Transportation System Performance (TSP) Report includes conducting a thorough and action-oriented kickoff meeting. Developing and maintaining a project schedule with reasonable timeframes for review and presentations to MPO committees will provide the project team with ample time for review and refinement of project deliverables.

Task 2: Public Involvement

A key component of public outreach for the CMP is matching public perception of congestion with results from technical analysis. Including outreach to citizens provides input into the process for identifying congested areas that may not be identified through the use of planning level analysis using generalized arterial capacities.

We believe that engaging with the public must involve a variety of methods and opportunities. For the Collier MPO Bicycle and Pedestrian Master Plan, the majority of outreach and interaction with citizens was through an online survey and a web-based interactive map rather than in-person public meetings.

We use a variety of website formats customized to the specific needs of the project. Websites are built and



Mobile-friendly website developed for the Pasco County MPO Vision 54/56 Corridor Study.

maintained by Tindale Oliver staff using HTML coding or through website content management software such as WordPress or Microsoft's SharePoint.

Using the MPOs recently-developed Advisor Network will be an excellent opportunity to engage a broader targeted audience for receiving input on the development of the TSP Report. We will develop a project newsletter designed to communicate the requirements of the CMP and status of the project to the Advisor Network.



The use of social media is an important part of communications today, and enhancing the MPO's current social media presence will provide staff with a new avenue of communication with the community. Tindale Oliver uses the latest technology that allows us to be both efficient and cost-effective while providing a satisfying user experience for our clients.

As safety considerations are included in our approach to the CMP, it is recommended that public involvement and outreach be extended to include local law enforcement through the Community Traffic Safety Team.

Task 3: Baseline Conditions

Developing baseline congestion conditions is a foundational component of the TSP Report (sometimes referred to as the State of the System Report). Building on the Collier County Annual Update & Inventory Report, we will work with MPO staff and representatives from cities to accurately identify transportation facilities that should be evaluated as the CMP Network. A key component of this will be determining if local collectors and arterials listed in City comprehensive plans should be considered part of the CMP Network. Once those determinations are made, we will develop a consolidated GIS network of the collector and arterial roadways for use by the MPO in future CMPs and other related planning activities, including the upcoming 2045 Long Range Transportation Plan (LRTP).

Using the *FDOT Quality/Level of Service (Q/LOS) Handbook*, we will assess existing and projected deficient roadway segments and will review them with the MPO. GIS maps of the congested roadways and projects that are currently programmed or listed in the LRTP will be produced for the purpose of identifying congested locations that require evaluation or screening through the CMP.

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

Task 4: Identification of Data Gaps

The MPO included a list of potential data elements that are seen as gaps in the CMP. A first step in our approach to addressing these data gaps will be to review with MPO staff the relative importance of these data elements before proceeding with conducting a detailed review and assessment of each, along with the magnitude of integrating and adapting these data collection and analysis techniques.

For each data gap component, a cost estimate has been listed. These estimates are included as part of the cost estimate shown on page 6.

Intersection LOS and Turning Movement Counts and ICE evaluation

Traditional methods for determining congestion include analysis of arterial conditions. Often, arterial analysis is done using standard conversion factors, which can underrepresent extreme peak congestion conditions. Our approach includes using available turning movement counts for intersections to conduct operational reviews at five critical/key intersection locations. It is envisioned that these locations will be identified through the public involvement process or as already known based on first-hand accounts. The analysis of intersection level of service (LOS) will be conducted using Synchro.

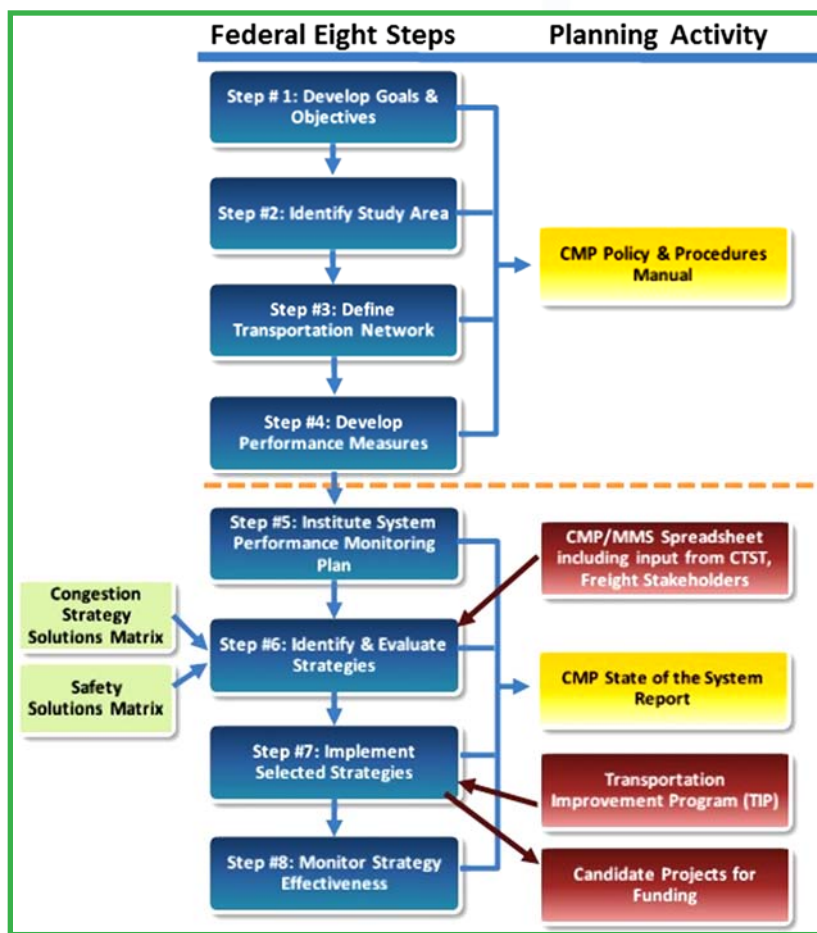
Although many major intersections in Collier County are built-out or are right-of-way-constrained, an important consideration for moving forward is the application of the FDOT-approved Intersection Control Evaluation (ICE) process for evaluating alternative intersection designs such as roundabouts, diverted left turns, and median U-turns. The analysis of these five intersections includes use of the ICE process to identify candidate solutions for potential further evaluation.

Travel Time Reliability

The requirement for MPO’s to address travel time reliability for meeting federal performance measures has been limited to the National Highway System (NHS). In Collier County, the NHS consists of I-75, US 41, SR 29, CR 951 between I-75 and US 41, and the intermodal connector of Pine Ridge Road and Airport-Pulling Road from I-75 to the Naples Municipal Airport.

Conducted by BCC Engineering, the incorporation of travel time reliability for county arterial and collector roadways will use Streetlight data as the preferred application based on implementation experience. This approach includes researching and understanding what (if any) capabilities Collier County currently has for collecting data. Using Streetlight data, origin and destination pairs can be used to identify travel times and reliability. As the trip data are associated with mobile and cellular technologies, availability of data points are greatest in more dense urban areas and become sporadic in rural locations.

Results from 2017 for reliability measures were released recently by FDOT. Guidance provided by FDOT indicates that “Non-Interstate Reliability continues to show erratic results.” These erratic trends are attributed to the data sources. For 2017, 100% of person-miles traveled on I-75 in Collier County were considered to be reliable, whereas 97% were considered reliable on the non-Interstate NHS.



Relationship of federal 8-Step CMP with MPO planning activities.

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

Crash Data / Incident Delay

As noted, traffic bottlenecks form the greatest single congestion factor nationwide. However, non-recurring congestion is not measured through traditional LOS methods, which focus primarily on roadway segment supply and demand. Identifying incident delay locations is accomplished through the use of the Collier County Crash Data Management System (CDMS). Using the geospatial location information of crash records, we will identify the top-tier locations at which crashes occur routinely. Using our Safety Strategy Matrix, implementation recommendations will be made for these locations as part of the Action Plan developed in Task 5.

School-Related Congestion

Selecting strategies to address school-related congestion issues requires an evaluation and assessment of the unique circumstances that surround each school. The Institute of Transportation Engineers (ITE) published a Safe Routes to School briefing sheet that identifies strategies to improve traffic operations and safety. In this briefing sheet, congestion is one of four issues addressed by ITE. Our approach to addressing this data gap includes coordinating with MPO, Collier County, and School Board transportation staff to identify the top-tier locations of concern and identify a future study that addresses school transportation and safety. Strategies include considerations for reconfiguring drop-off and loading areas at existing school locations, coordination of connected land uses for future school sites, and/or identifying incentives for students who walk, bike, or carpool to school.

ITS and Automated/Connected Vehicles

As described in Task 5, Tindale Oliver uses a five-tier strategy screening approach for identifying potential recommendation on congested corridors (see graphic below). Evaluating ITS strategies is included in Tier 4.

Alternative Analysis for Implementation Report

The incorporation of multimodal performance measure is a component that would be added by the Tindale Oliver Team. Identifying quality as well as quantity measures for the walking, cycling, and transit modes establishes measures for tracking the implementation of multimodal projects that encourage safe mobility for all users. Incorporation of these measures would need to be coupled with potential revisions to the 2017 CMP Goals, Objectives, and Performance Measures accordingly.

Task 5: Develop Action Plan

The purpose of selecting corridors for analysis in the CMP is to identify specific projects or strategies that will help reduce congestion on roadways that currently are congested or that are nearing congestion, specifically projects or programs that can be undertaken in the short term for relatively lower costs. The congested corridors map developed in Task 3 will be reviewed, and corridors will be selected for additional screening based on existing and projected congestion levels. Corridors generally are selected by following four steps, which include reviewing congested corridors to determine if:

- (1) a project is included in the five-year work program
- (2) a project is included in the second five years of the AUIR
- (3) there are congested corridors that do not have a project in the five-year work program or AUIR
- (4) there are corridors approaching congestion for which improvements can be identified

Using the 2017 CMP guidelines, the baseline conditions report will include an evaluation of congested roadways using an expanded strategy screening process. We will coordinate with the MPO to identify potential additional strategies for inclusion as part of the strategy screening and evaluation process.

Consideration of reliability measures is a new requirement of MPO’s under MAP-21. Although system performance measures are measured only on the NHS, the MPO may want to consider to what extent integration of the reliability measures is beneficial for the CMP. As such, inclusion of reliability in the Action Plan is also considered an optional item to be considered by the MPO. Identifying tiered recommendations for reliability using Streetlight data researched under Task 4 will be based on future cost of implementation. Project recommendations developed through the use of these data could be used to determine/prioritize future congestion management projects.

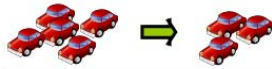
As the Collier MPO is not designated as an air quality non-attainment or maintenance area, the measures of peak-hour excessive delay, non-SOV travel, and emissions reduction are not required under MAP-21 and current FAST Act legislation.

Included in the Action Plan will be a list of activities with recommended timeframes for completion to develop and maintain an ongoing CMP.

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)



CMP Toolbox of Strategies



Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled



Tier 2: Strategies to Shift Automobile Trips to Other Modes



Tier 3: Strategies to Shift Trips from SOV to HOV Auto/Van



Tier 4: Strategies to Improve Roadway Operations



Tier 5: Strategies to Add Capacity

Five-tiered approach used by Tindale Oliver for identifying candidate mitigation projects in creating the Action Plan.

Task 6: Documentation

This task consists of developing the Phase 1 Baseline Conditions Report along with project recommendations identified for filling data gaps.

The Phase 2 Action Plan will be developed under this task as well and will include a review of potential congestion mitigation strategies and an implementation plan. Coordinated with the performance measures listed in the 2017 CMP, a matrix of monitoring activities will be included that identifies responsible agencies and required activities.

Tindale Oliver will coordinate with MPO staff for the delivery of related project files developed through this scope of work and review of any required data and mapping applications used for developing the Transportation System Performance Report and Action Plan.

Project Timeline

On the following page is a projected timeline of activities for completing this project in a 12-month timeframe. It is anticipated that Notice to Proceed will occur in December 2018, and project completion with a final presentation to the MPO Board will occur in November 2019.

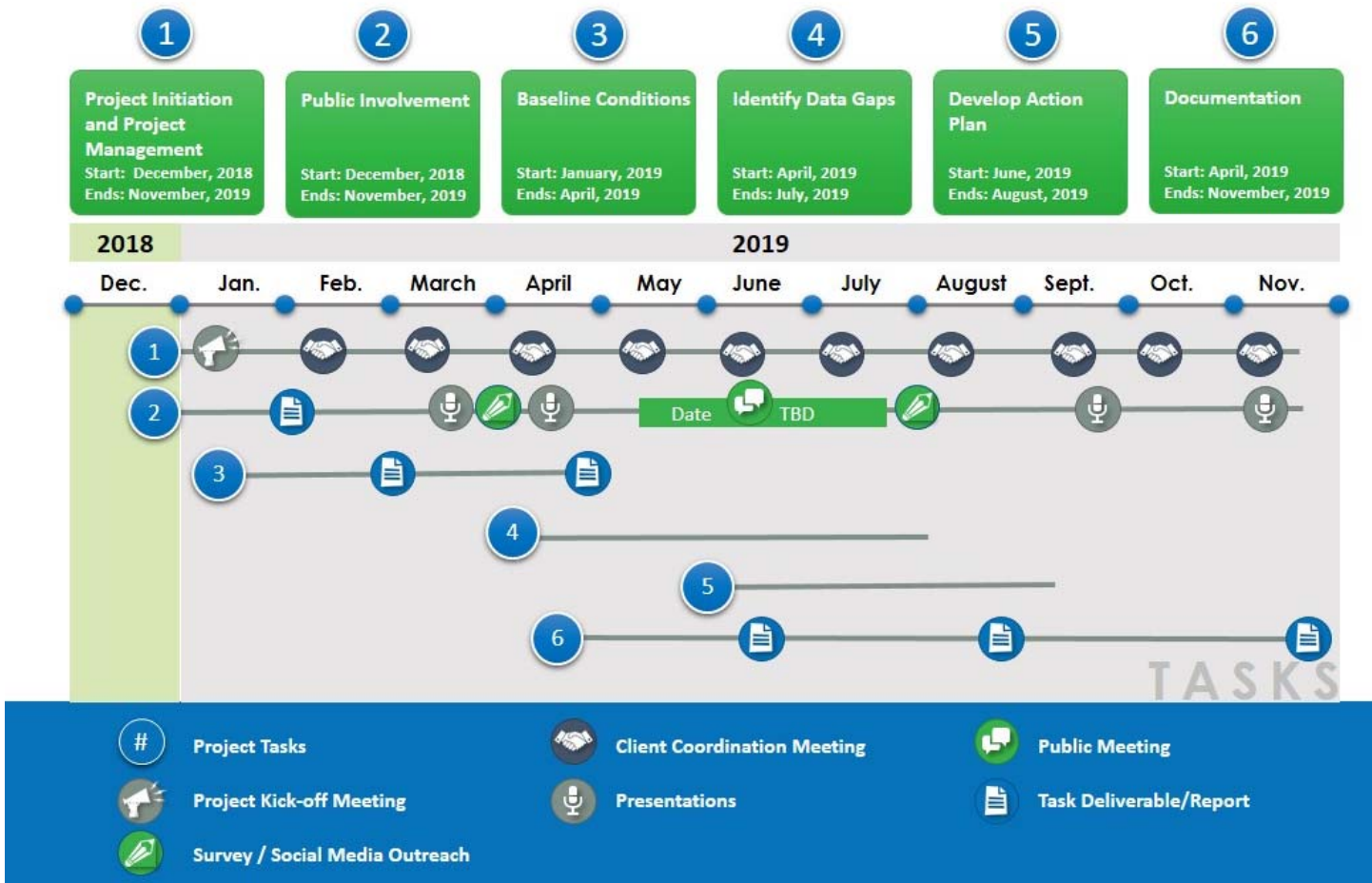
Cost Estimate

The cost estimate developed for completing this scope of work is \$157,485. A breakdown of this cost by task is listed below.

Task Description		Total Cost
Task 1	Project Initiation and Project Management	\$9,030
Task 2	Public Involvement	\$23,020
Task 3	Baseline Conditions	\$16,665
Task 4	Identify Data Gaps	\$47,620
Task 5	Develop Action Plan	\$43,370
Task 6	Documentation	\$17,780
Total Fee		\$157,485

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

Project Timeline



Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

PROJECT MANAGEMENT TEAM & KEY STAFF



Robert Cursey, AICP
Role: Principal-in-Charge

Rob leads Tindale Oliver’s Multimodal Planning team and has served as Project Manager, Principal-in-Charge, or Task Leader on numerous assignments with MPOs, FDOT, and local governments.

Throughout his professional consulting career, he has been responsible for managing and providing technical support for transportation planning projects, including all modes of travel, with expertise including all aspects of public sector planning (primarily long-range transportation planning), sub-area studies, corridor studies, travel demand modeling, bicycle and pedestrian planning, transit studies, freight and goods movement studies, and roadway characteristics inventory.



Wally Blain, AICP
Role: Project Manager

Wally has far-reaching experience in long-range multimodal planning. Building on solid technical skills in travel demand modeling, GIS, data analysis, and an understanding of the planning process, he

has served as a project manager for metropolitan and long-range planning projects since joining Tindale Oliver. He gained a comprehensive understanding of federal metropolitan planning regulations while working for 10 years at the Hillsborough MPO. He has developed and updated internal operating procedures for a number of MPO processes, including project prioritization for TIPs. His experience working for a Florida MPO provided him with expanded opportunities for presenting to committees and elected officials on controversial and difficult projects regarding the need for transportation improvements balanced with community desires expressed in community and comprehensive plans.



William L. Ball, AICP
Role: QA / QC Manager

Bill specializes in transit planning, metropolitan transportation planning, and public finance. He has served as the Principal-in-Charge or Project Manager for MPO general planning consultant contracts,

long range transportation plans, congestion management studies, and short- and long-range transit plans, among others. This experience includes relationships and projects with FDOT Districts 1, 4, and 7, as well as MPOs and TPOs throughout Florida.

W.T. Bowman, P.E. (Tindale Oliver), has calculated roadway and intersection levels of service; analyzed traffic signal warrants, traffic signal systemization, sight distances, and queuing; and made recommendations on traffic safety, capacity improvements, and comprehensive plan modifications. He has developed computer graphics, simulations, exhibits, and animations for public presentations.

Steve Infanti, AICP (Tindale Oliver), is experienced in transportation planning and GIS applications including travel demand modeling using Cube Voyager models and mapping, geodatabase design, and geospatial analysis using ESRI ArcGIS. He has conducted numerous traffic impact studies, general traffic analyses, freight corridor screenings, crash data analysis, and other similar projects.

Asela Silva, AICP (Tindale Oliver), has significant experience in transit operations plans, transit corridor studies, regional and local congestion management studies, bus rapid transit (BRT) feasibility assessments, transit site evaluation studies, and transportation elements in county comprehensive plans.

Danyu Shi (BCC Engineering) is a senior transportation planner and traffic engineer responsible for developing transportation planning/engineering projects in the area of the modeling. She has extensive experience with Bluetooth origin-destination survey and data processing throughout Florida and is experienced in reviewing and analyzing big data such as Airsage and StreetLight for the I-195 corridor study.

Yifan Zhang (BCC Engineering) has experience with planning and GIS software, including as Cube, VISSIM, Synchro, and ArcGIS. She is capable of processing and analyzing big data using statistical programming language as well as producing data visualizations using HTML and JavaScript.

Attachment: Tindale Oliver Proposal (7230 : Approve Transportation System Performance Report Work Order)

WORK ORDER/PURCHASE ORDER
Contract 16-6562 "MPO General Planning Services Contract"
Contract Expiration Date: December 8, 2019

This Work Order is for professional Planning services for work known as:

Project Name: Transportation System Performance Report
Project No:

The work is specified in the proposal dated June 29, 2018, which is attached hereto and made a part of this Work Order. In accordance with the Terms and Conditions of the Agreement referenced above, this Work Order/Purchase Order is assigned to: Tindale Oliver and Associates

Scope of Work: As detailed in the attached proposal and the following:


- * Task I Project Initiation and Project Management
- * Task II Public Involvement
- * Task III Baseline Conditions
- * Task IV Identification of Data Gaps
- * Task V Develop Action Plan
- * Task VI Documentation

Schedule of Work: Complete work within 540 days from the date of the Notice to Proceed. which is accompanying this Work Order. The Consultant agrees that any Work Order that extends beyond the expiration date of Agreement # 16-6562 will survive and remain subject to the terms and conditions of that Agreement until the completion or termination of this Work Order.

Compensation: In accordance with the Agreement referenced above, the County will compensate the Firm in accordance with following method(s): Negotiated Lump Sum (NLS) Lump Sum Plus Reimbursable Costs (LS+RC) Time & Material (T&M) (established hourly rate – Schedule A) Cost Plus Fixed Fee (CPFF), (define which method will be used for which tasks) as provided in the attached proposal.

Task I	\$ 9,030.00
Task II	\$23,020.00
Task III	\$16,665.00
Task IV	\$47,620.00
Task V	\$43,370.00
Task VI	\$17,780.00
TOTAL FEE	\$157,485.00

Attachment: Work Order (7230 : Approve Transportation System Performance Report Work Order)

PREPARED BY: 
Brandy Otero, Senior Planner

10/31/18
Date

APPROVED BY: 
Anne McLaughlin, Executive Director

10/31/18
Date

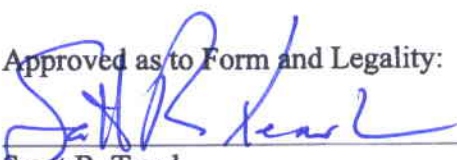
Attest:

COLLIER MPO

By: _____
Anne McLaughlin
Collier MPO Executive Director

By: _____
Commissioner William L. McDaniel, Jr.,
Collier MPO Chairman

Collier MPO Executive Director

Approved as to Form and Legality:

Scott R. Teach
Deputy County Attorney

By the signature below, the Firm (including employees, officers and/or agents) certifies, and hereby discloses, that, to the best of their knowledge and belief, all relevant facts concerning past, present, or currently planned interest or activity (financial, contractual, organizational, or otherwise) which relates to the proposed work; and bear on whether the Firm has a potential conflict have been fully disclosed.

Additionally, the Firm agrees to notify the Procurement Director, in writing within 48 hours of learning of any actual or potential conflict of interest that arises during the Work Order and/or project duration.

ACCEPTED BY: Tindale Oliver & Associates


William L. Ball, Principal/Chief Operating Officer

October 31, 2018
Date

Attachment: Work Order (7230 : Approve Transportation System Performance Report Work Order)

EXECUTIVE SUMMARY

Draft Policy on Bicycle and Pedestrian Improvements - US 41 and SR 29

OBJECTIVE: For the Board to receive a report on a draft policy on bicycle and pedestrian improvements on US 41 and SR 29

CONSIDERATIONS: At the previous MPO Board meeting in October, the eastern section of US 41 (Tamiami Trail) was the subject of discussion resulting in a motion passed by the Board and a request for clarification regarding the State statutes governing cycling on road shoulders and roadways generally.

In response to the request for clarification, FDOT provided a link to the bicycle regulations in Florida State Statutes (see **Attachment 1**). The regulations state that “Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle...” Regarding the use of shoulders on US 41 for cycling, the regulations state that “Any person operating a bicycle upon a roadway at less than the normal speed of traffic ...shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway...” (The shoulders on US 41 in Collier County are not marked as bicycle lanes.)

The motion the Board passed regarding US 41 is as follows:

Commissioner Solis amended his motion to state that the Board is directing the Executive Director to bring back a clear policy that states that any improvements that are discussed for US 41 must include collaboration and discussion with the Tribe. Second by Councilman Buxton. Motion Passed Unanimously.

MPO staff is redrafting the Bicycle & Pedestrian Master Plan (BPMP) in response to comments received from the public, technical staff and advisory committees. The BPMP will include a chapter that is currently titled “Policy and Implementation.” These draft policies would be in addition to, rather than in place of, current MPO Board policies regarding the treatment of US 41 east and the Board’s Government to Government policy involving tribal communications and outreach. It may well be that the Board already has sufficient policy in place to guide the development of the BPMP regarding US 41 east of San Marco Rd and SR 29 south of Oil Well Rd.

However, US 41 east and SR 29 south are unique in that both are State Roads fronted on both sides by a mix of tribally-owned lands; traditional recreational uses such as bird watching, hunting, fishing and airboating; State and National Parks, Preserves, Forests, Wildlife Refuges; and Everglades National Park. These two roads, and US 41 east in particular, are gateways providing access to a system of State and National Parks that is highly significant on a state and national level due to the extent of the conservation areas involved and their proximity to urban centers on both the east and west coast of Florida. US 41 has state and national significance that transcends the jurisdiction of any one County or MPO.

In recognition of their unique characteristics and the fact that both roads are State owned and operated, staff recommends that the BPMP include a policy statement similar to the following:

11/09/2018

“Planning along US41 east and SR29 south should be coordinated to promote a safe, well-planned transportation system; one that includes all modal choices to promote local, State and Federal transportation goals supporting Safety, Mobility of Goods, Economic Prosperity and Preservation of the Quality of our Environment and Communities. Any proposed improvements will utilize existing policies and take into account participation from concerned parties.”

COMMITTEE RECOMMENDATIONS: n/a

STAFF RECOMMENDATION: That the Board receive a report on a draft policy on bicycle and pedestrian improvements on US 41 and SR 29

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. 2018 Florida State Statutes - Bicycle Regulations Highlighted (PDF)
2. Map Showing Context of US 41 East and SR 29 South (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 10.A**Doc ID:** 7243**Item Summary:** Draft Policy on Bicycle and Pedestrian Improvements - US 41 and SR 29**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/02/2018 10:21 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/02/2018 10:21 AM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/02/2018 10:32 AM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 10:34 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

The 2018 Florida Statutes

Title XXIII
MOTOR VEHICLES

Chapter 316
STATE UNIFORM
TRAFFIC
CONTROL

316.2065 Bicycle regulations. –

(1) Every person propelling a vehicle by human power has all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.

(2) A person operating a bicycle may not ride other than upon or astride a permanent and regular seat attached thereto.

(3)(a) A bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his or her person in a backpack or sling.

(b) Except as provided in paragraph (a), a bicycle rider must carry any passenger who is a child under 4 years of age, or who weighs 40 pounds or less, in a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.

(c) A bicycle rider may not allow a passenger to remain in a child seat or carrier on a bicycle when the rider is not in immediate control of the bicycle.

(d) A bicycle rider or passenger who is under 16 years of age must wear a bicycle helmet that is properly fitted and is fastened securely upon the

passenger's head by a strap and that meets the federal safety standard for bicycle helmets, final rule, 16 C.F.R. part 1203. A helmet purchased before October 1, 2012, which meets the standards of the American National Standards Institute (ANSI Z 90.4 Bicycle Helmet Standards), the standards of the Snell Memorial Foundation (1984 Standard for Protective Headgear for Use in Cycling), or any other nationally recognized standards for bicycle helmets adopted by the department may continue to be worn by a bicycle rider or passenger until January 1, 2016. As used in this subsection, the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.

(e) Law enforcement officers and school crossing guards may issue a bicycle safety brochure and a verbal warning to a bicycle rider or passenger who violates this subsection. A bicycle rider or passenger who violates this subsection may be issued a citation by a law enforcement officer and assessed a fine for a pedestrian violation, as provided in s. [318.18](#). The court shall dismiss the charge against a bicycle rider or passenger for a first violation of paragraph (d) upon proof of purchase of a bicycle helmet that complies with this subsection.

(4) No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle may attach the same or himself or herself to any vehicle upon a roadway. This subsection does not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle if that trailer or semitrailer is

commercially available and has been designed for such attachment.

(5)(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride in the lane marked for bicycle use or, if no lane is marked for bicycle use, as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.

2. When preparing for a left turn at an intersection or into a private road or driveway.

3. When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, pedestrian, animal, surface hazard, turn lane, or substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane.

For the purposes of this subsection, a “substandard-width lane” is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane.

(b) Any person operating a bicycle upon a one-way highway with two or more marked traffic lanes may ride as near the left-hand curb or edge of such roadway as practicable.

(6) Persons riding bicycles upon a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast may not impede traffic when traveling at less than the

normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.

(7) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a lamp and reflector on the rear each exhibiting a red light visible from a distance of 600 feet to the rear. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section. A law enforcement officer may issue a bicycle safety brochure and a verbal warning to a bicycle rider who violates this subsection or may issue a citation and assess a fine for a pedestrian violation as provided in s. [318.18](#). The court shall dismiss the charge against a bicycle rider for a first violation of this subsection upon proof of purchase and installation of the proper lighting equipment.

(8) No parent of any minor child and no guardian of any minor ward may authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.

(9) A person propelling a vehicle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

(10) A person propelling a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing such pedestrian.

(11) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, may go upon any roadway except while crossing a street on a crosswalk; and, when so crossing, such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.

(12) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by state, county, or municipal authority.

(13) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of 10 miles per hour on dry, level, clean pavement.

(14) A person engaged in the business of selling bicycles at retail shall not sell any bicycle unless the bicycle has an identifying number permanently stamped or cast on its frame.

(15)(a) A person may not knowingly rent or lease any bicycle to be ridden by a child who is under the age of 16 years unless:

1. The child possesses a bicycle helmet; or
2. The lessor provides a bicycle helmet for the child to wear.

(b) A violation of this subsection is a nonmoving violation, punishable as provided in s. [318.18](#).

(16) The court may waive, reduce, or suspend payment of any fine imposed under subsection (3) or subsection (15) and may impose any other conditions on the waiver, reduction, or suspension. If the court finds that a person does not have sufficient funds to pay the fine, the court may

require the performance of a specified number of hours of community service or attendance at a safety seminar.

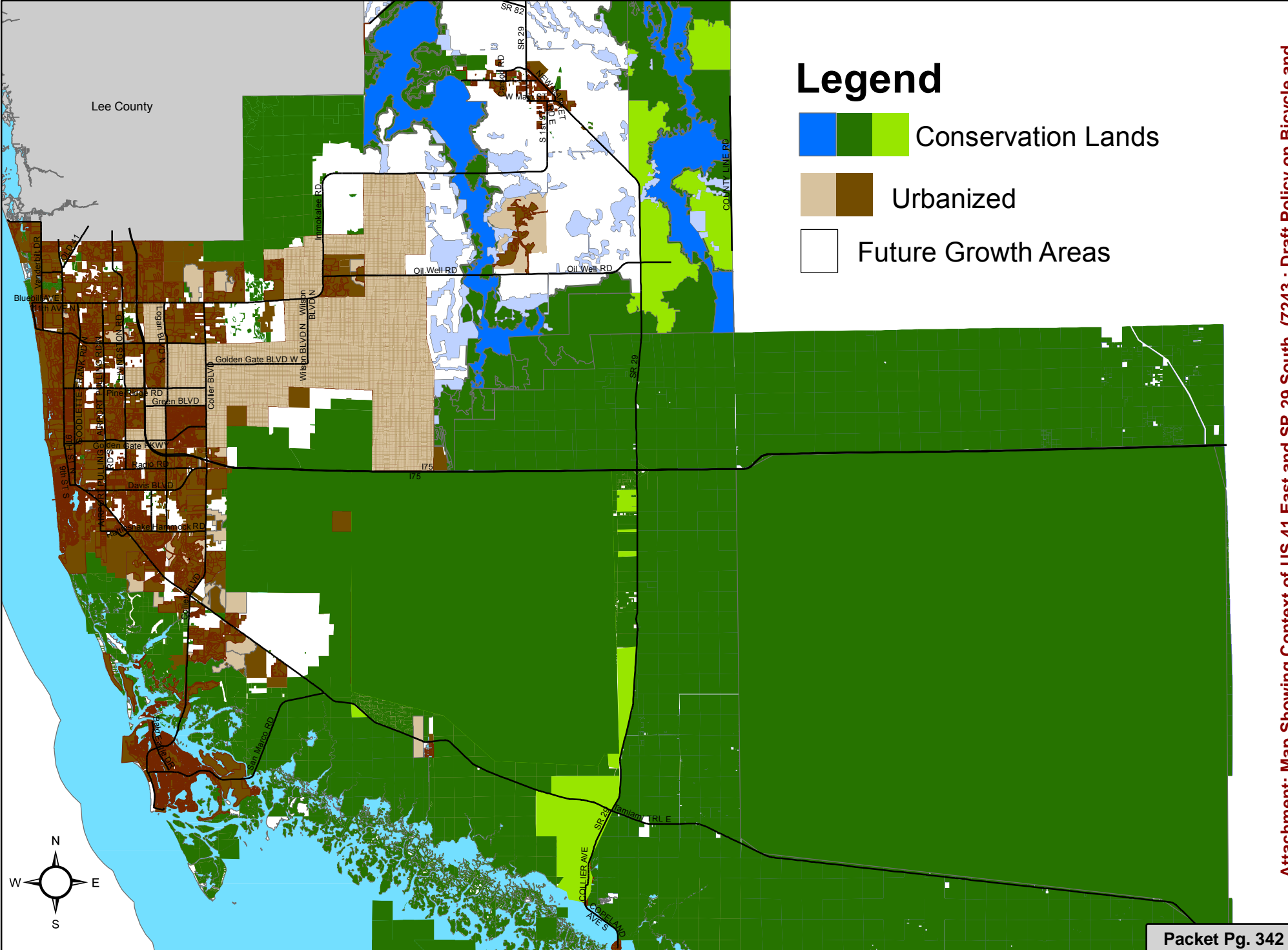
(17) Notwithstanding s. [318.21](#), all proceeds collected pursuant to s. [318.18](#) for violations under paragraphs (3)(e) and (15)(b) shall be deposited into the State Transportation Trust Fund.

(18) The failure of a person to wear a bicycle helmet or the failure of a parent or guardian to prevent a child from riding a bicycle without a bicycle helmet may not be considered evidence of negligence or contributory negligence.

(19) Except as otherwise provided in this section, a violation of this section is a noncriminal traffic infraction, punishable as a pedestrian violation as provided in chapter 318. A law enforcement officer may issue traffic citations for a violation of subsection (3) or subsection (15) only if the violation occurs on a bicycle path or road, as defined in s. [334.03](#). However, a law enforcement officer may not issue citations to persons on private property, except any part thereof which is open to the use of the public for purposes of vehicular traffic.

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0300-0399/0316/Sections/0316.2065.html

Collier County



Legend

-  Conservation Lands
-  Urbanized
-  Future Growth Areas

EXECUTIVE SUMMARY**Administrative Modification to FY2019 - FY2023 Transportation Improvement Program (TIP)**

OBJECTIVE: For the MPO Board to receive distribution of an Administrative Modification to the FY2019 - FY2023 TIP.

CONSIDERATIONS: At the request of the City of Marco Island, the MPO Executive Director has administratively modified the FY2019 - FY2023 TIP to change the funding source on two bicycle/pedestrian projects from federal (SA) to local (LF) in 2019. The modified TIP project sheets are included as Attachment 1. The two projects are:

1. FPN 4418781 - Bald Eagle Dr. from Collier Blvd. to Old Marco Ln. - Sidewalk
2. FPN 4418791 - Inlet Dr. from Addison Ct. to Travidia Terr. - Sidewalk

COMMITTEE RECOMMENDATION: Not applicable.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. Modified TIP Project Sheets (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 12.A**Doc ID:** 7233**Item Summary:** Administrative Modification to FY2019-2023 TIP**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 2:35 PM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 2:35 PM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 2:42 PM
Metropolitan Planning Organization	Anne McLaughlin	MPO Executive Director Review	Completed	11/02/2018 8:06 AM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM

4418791 INLET DRIVE FROM ADDISON CT TO TRAVIDA TERRACE

Project Description: 8' SHARED USE PATHWAY EAST & SOUTH SIDE
BPAC PRIORITY 2017-12, 16-12, 15-12

Prior Years Cost: 0
Future Years Cost: 268,707
Total Project Cost: 299,707
L RTP Ref: CFP P6-25 & APPENDICES
A & D

Work Summary: SIDEWALK

Lead Agency: MARCO ISLAND

Length: 0.65

TIP ADMIN MOD: 10/12/2018
Marco Island request to change funding
from SA to LF

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	LF	31,000	0	0	0	0	31,000
							0
							0
							0
							0
							0
							0
							0
Total		31,000	0	0	0	0	31,000



Attachment: Modified TIP Project Sheets (7233 : Administrative Modification to FY2019-2023 TIP)

4418781 BALD EAGLE DRIVE FROM COLLIER BLVD TO OLD MARCO LN

Project Description: BPAC PRIORITY 2014, 2014 & 2016-09

Prior Years Cost: 0

Future Years Cost: 308,030

Total Project Cost: 344,030

Work Summary: SIDEWALK

L RTP Ref: CFP P6-25 & APPENDICES
A & D

Lead Agency: MARCO ISLAND

Length:

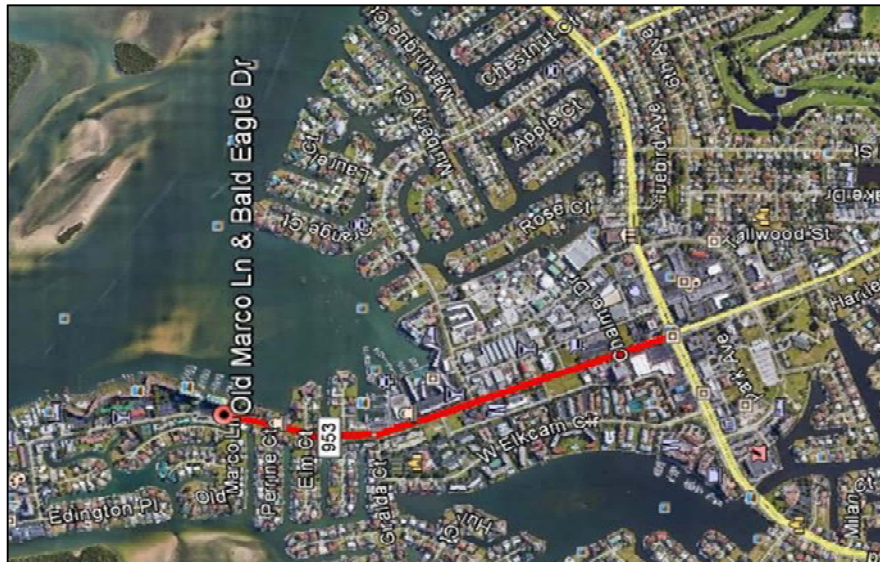
0.89

TIP ADMIN MOD: 10/12/2018

Marco Island request to change funding from SA to LF

Phase	Fund	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	LF	36,000	0	0	0	0	36,000
							0
							0
							0
							0
							0
							0
Total		36,000	0	0	0	0	36,000

<-- North



Attachment: Modified TIP Project Sheets (7233 : Administrative Modification to FY2019-2023 TIP)

EXECUTIVE SUMMARY**2019 MPO Calendar**

OBJECTIVE: For the MPO Board to receive distribution of the MPO Calendar for 2019

CONSIDERATIONS: MPO staff has prepared the MPO Calendar for 2019.

COMMITTEE RECOMMENDATION: Not applicable.

STAFF RECOMMENDATION: Not applicable

Prepared by: Anne McLaughlin, MPO Director

ATTACHMENT(S)

1. 2019 MPO Calendar (PDF)

11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 12.B**Doc ID:** 7234**Item Summary:** 2019 MPO Calendar**Meeting Date:** 11/09/2018**Prepared by:**

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 2:42 PM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 2:42 PM

Approved By:**Review:**

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:22 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:22 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM



2019 Meeting Schedule

Collier Metropolitan Planning Organization (MPO)
2885 S. Horseshoe Drive, Naples, FL 34104
www.CollierMPO.com
(239) 252-5814

STRIKETHROUGH = CANCELLED MEETING
DATES IN RED = ADDED MEETING

Metropolitan Planning Organization (MPO) – Monthly at 9:00 a.m.

All MPO Board Meetings are held on the second Friday of the month. MPO Board Meetings will be held at the Board of County Commissioners Chambers, 3299 E. Tamiami Trail, Naples, unless otherwise noted.

February 8, 2019	March 8, 2019	*April 12, 2019	May 10, 2019
June 14, 2019	September 13, 2019	October 11, 2019	**October 18, 2019
November 8, 2019	December 13, 2019		
*This is the Collier MPO road-show meeting held at Everglades City Hall, 102 Copeland Ave. N			
** This a JOINT MEETING with Lee MPO, location TBD			

Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

All TAC Meetings are held on the last Monday of the month. TAC Meetings will be held at the Collier Growth Management Department, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 28, 2019	February 25, 2019	March 25, 2019	April 29, 2019
*May 20, 2019	August 26, 2019	September 30, 2019	**October 3, 2019
October 28, 2019	November 25, 2019		
*May 27 th is Memorial Day			
**This is a JOINT MEETING with Lee TAC, location TBD			

Citizen Advisory Committee (CAC) – Monthly at 2:00 p.m.

All CAC Meetings are held on the last Monday of the month. CAC Meetings will be held at the Collier Growth Management Department Construction and Maintenance Building, Main Conference Room, 2885 South Horseshoe Drive, Naples, unless noted below.

January 28, 2019	February 25, 2019	March 25, 2019	April 29, 2019
*May 20, 2019	August 26, 2019	September 30, 2019	**October 3, 2019
October 28, 2019	November 25, 2019		
*May 27 th is Memorial Day			
*This is a JOINT MEETING with Lee CAC, location TBD			

Bicycle/Pedestrian Advisory Committee (BPAC) – Monthly at 9:00 a.m.

All BPAC Meetings are held on the third Tuesday of the month. BPAC Meetings will be held at the Collier County Growth Management Division, Planning & Regulation Building Conference Rooms 609/610, 2800 North Horseshoe Drive, Naples, unless noted below.

January 15, 2019	February 19, 2019	March 19, 2019	April 16, 2019
May 21, 2019	August 20, 2019	*August 27, 2019	September 17, 2019
October 15, 2019	November 19, 2019		
*This is a JOINT MEETING with Lee BPCC, location TBD			

Congestion Management Committee (CMC) – Bi-Monthly at 2:00 p.m.

All CMC Meetings are held on the third Wednesday of every other month. CMC Meetings will be held at the Collier County Growth Management Department Main Conference Room, 2885 South Horseshoe Drive, Naples, unless noted below.

January 16, 2019	March 20, 2019	May 15, 2019	July 17, 2019
September 18, 2019	November 20, 2019		

Local Coordinating Board (LCB) for the Transportation Disadvantaged – Quarterly at 2:30 p.m.

All LCB Meetings are held quarterly on the first Wednesday of the corresponding month. LCB Meetings will be held at the Collier County Government Center Building F, Information Technology Training Room 5th Floor, 3299 E. Tamiami Trail, Naples, unless noted below.

March 6, 2019	May 1, 2019	September 4, 2019	December 4, 2019
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11/09/2018

COLLIER COUNTY
Metropolitan Planning Organization

Item Number: 13.A

Item Summary: Regular Meeting - December 14, 2018 - 9:00 a.m. Board of County Commissioners Chambers, 3299 Tamiami Trail East, Naples, FL 34112

Meeting Date: 11/09/2018

Prepared by:

Title: – Metropolitan Planning Organization

Name: Karen Intriago

11/01/2018 11:18 AM

Submitted by:

Title: Executive Director - MPO – Metropolitan Planning Organization

Name: Anne McLaughlin

11/01/2018 11:18 AM

Approved By:

Review:

Metropolitan Planning Organization	Brandy Otero	MPO Analyst Review	Completed	11/01/2018 4:23 PM
Metropolitan Planning Organization	Brandy Otero	MPO Executive Director Review	Skipped	11/01/2018 4:23 PM
Metropolitan Planning Organization	Anne McLaughlin	Meeting Pending		11/09/2018 9:00 AM