

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