



AGENDA BPAC

Bicycle Pedestrian Advisory Committee
Collier County Growth Management Department
Conference Rooms 609/610
2800 North Horseshoe Drive
Naples, FL 34104
January 21, 2019
9:00 a.m.

1. **Call to Order**
 2. **Roll Call**
 3. **Approval of Agenda**
 4. **Approval of the November 19, 2019 Meeting Minutes**
 5. **Open to the Public for Comment on Items not on the Agenda**
 6. **Agency Updates**
 - A. FDOT
 - B. MPO
 7. **Committee Action**
 - A. Election of Officers
 - B. Endorse Amendment to Bicycle & Pedestrian Master Plan
 8. **Reports & Presentations (May Require Committee Action)**
 - A. Staff Updates on SUN Trail Application, FDOT Work Program, BPAC 2020 Project Priorities
 9. **Member Comments**
 10. **Distribution Items**
 - A. N/A
- Next Meeting Date**
February 18, 2020 – 9:00 a.m. – Collier County Growth Management Department Conference Rooms 609/610
11. **Adjournment**

PLEASE NOTE:

This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to 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 by 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 Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the 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 the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. 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 by calling Ms. Anne McLaughlin at (239) 252-5884 or by writing to her at 2885 South Horseshoe Dr., Naples, FL 34104.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Growth Management Division
Conference Room 609/610
2800 North Horseshoe Drive
Naples FL 34104**

**November 19, 2019 9:00 A.M.
Meeting Minutes**

1. Call to Order

Mr. Bonness called the meeting to order at 9:02 a.m.

2. Roll Call

Mr. Ortman called roll and confirmed a quorum was present.

Members Present

Alan Musico, At-Large
Dayna Fendrick, At-Large
Andrea Halman, At-Large
Victor Ordija, At-Large
Anthony Matonti, At-Large
Reginald Wilson, At-Large
Joe Bonness, At-Large
Susan Sonnenschein, At-Large
Dr. Mort Friedman, At-Large

Members Absent

Larry Smith, At-Large
David Driapsa, At-Large

MPO Staff

Eric Ortman
Karen Intriago

Others Present

Trinity Scott, Collier County Transportation Planning (CCTP)
Deborah Chesna, FDOT
Patty Huff, Florida Bicycle Association
Kim Jacob, Naples Park Citizen
Roberta Lepore, Naples Park Citizen
Cathy Faerber, Naples Pathway Coalition
Michelle Wotring, Minute Taker

3. Approval of the Agenda

Mr. Musico moved to approve the agenda. Second by Ms. Halman. Carried unanimously.

4. Approval of the September 17, 2109 Meeting Minutes

Ms. Fendrick moved to approve the September 17, 2019 Meeting Minutes. Second by Mr. Musico. Carried unanimously.

5. Public Comments for Items not on the Agenda

Ms. Jacob and **Ms. Lepore** -- both are Naples Park citizens who live on 91st Ave.; expressed their concern about traffic, bicycles, congestion and the need for sidewalks. **Ms. Jacob** asked about any planning being done for sidewalks in Naples Park; stating that there have been numerous hit-and-runs in the community and that it is a huge issue based on how dangerous it is.

Mr. Ortman – 91st Ave. was put forth in the County’s original concept sheets in August. The County, based on committee input concerning Wiggins Pass, removed 91st and added that funding request to the Wiggins Pass request. This was done to maintain an even distribution of cost estimates between the five districts.

Ms. Scott – after the original concepts were submitted, committee feedback favored bike lanes on Wiggins Pass. The bike lanes are significantly more expensive than the sidewalk. The 91st Ave. project can be pursued but will increase the cost of the project by \$640,000. The committee needs to provide direction if they so desire. If not, the County will continue to pursue 91st through other funding sources.

Ms. Scott – County is requesting that flat space be left on one side of each road where utility and stormwater work is being done in Naples Park. This flat space can be used for sidewalks if so desired in the future. Putting in the flat spaces now will significantly reduce the future cost as it would be a simple form and pour project.

Mr. Bonness – walkability study was done in Naples Park, but it was never adopted. **Mr. Ortman** – the walkability study was not adopted due to community opposition. If the community’s outlook has changed, adoption of walkability study could be revisited.

6. Agency Updates

A. FDOT

- No update.

B. MPO Executive Director

Mr. Ortman – at their last meeting, the Board voted to remove the reappointment of committee members from the consent agenda and that they be reconsidered. This will apply to all future committee reappointments. Three BPAC members are immediately affected; Mr. Wilson, Mr. Musico and Ms. Fendrick whose terms will now expire in March 2020 as opposed to a two-year term. The Board requested that all open committee seats be advertised, and that applicants be reviewed along with current members. MPO staff is supporting all members stay on the committee but the Board has final say. The seats will be advertised on the website, through the MPO email Listserv, and on social media. In May of 2020, Mr. Ordija and Dr. Friedman will be coming up for reappointment.

Ms. Halman – will the advertised seats be open to the public and which commissioner brought this up? **Mr. Ortman** – seats will be open to the public; the matter was brought up by Commissioner Solis. Currently there are no vacancies on the BPAC; there are two vacancies on the CAC.

Mr. Musico – important that the people who get accepted attend the meetings to be conversant in the topics discussed. **Mr. Ortman** – Mr. Musico is correct; the institutional knowledge of this group is very important and MPO staff would not like to lose that knowledge. **Ms. Sonnenschein** – learning curve as to how the committee functions is big and takes a long time to understand.

Ms. Halman – if someone from Naples Park wanted to apply, would they be eligible? **Mr. Ortman** – anyone from Naples Park can apply but likely only one person would be selected to maintain geographic diversity. If either Ms. Jacob or Ms. Lepore would like to apply, I will send them an application.

Ms. Scott – District 3 project submitted was based on a draft study. The resubmitted District 3 project is a Tier 1 project from the final Golden Gate Walkability Study. The new project is close to a school and is consistent with the Bike Ped Master Plan.

7. Committee Action

A. Review and Ranking of FDOT Priority Project Information Packets

Mr. Ortman – 10 FDOT Priority Project Information Packets were received. As previously voted on by the Committee, the District 3 submittal in the only change in projects. The submittal now includes Tier 1 projects; the original submission was based on a draft and not final report and included Tier 3 projects. The resubmitted project has the same safety and EJ scores; the connectivity score went from one to four, so it now has 10 points. There is one project with 13 points, five with 10 points, two with 8 points, one with 7 points and one with 2 points. Revised cost estimates reduced the total estimated cost by about \$2.5 million; the cost estimate for all projects decreased from \$16.5 million to \$14 million. At the last meeting the committee voted to consider two funding cycles, calendar years 2020 and 2022.

Mr. Ortman – prioritized list will be submitted to FDOT who will take an in-depth look at the applications. After FDOT review, the list will be reviewed the TAC and CAC before going to the Board for approval. FDOT normally accepts the MPO's priority list based on what the Board approves in June; however, that does not necessarily mean FDOT will do the projects in the submitted order but rather by what makes sense to do first based on numerous factors and what is best for everyone concerned.

Mr. Musico – more detailed ranking than listing all 10 projects is a moot point; FDOT will build all the projects, they just may do them in a different order depending on circumstances.

Mr. Bonness – I drove out to Immokalee; there is a lot of old asphalt which hasn't been overlaid; it's cheaper to do that then rebuild from scratch. Replacing asphalt with concrete is also very expensive. There isn't an option to widen some of the sidewalks because they are up against a fence on one side and drop-off on the other. **Ms. Halman** – if there is a cheaper way to be able to ride bikes in Immokalee, they would be okay with it.

Ms. Scott – some of the sidewalks are substandard and don't meet current county standards which calls for concrete sidewalks. Overlaying an asphalt sidewalk is cheaper but from a maintenance perspective, it's more expensive due to its upkeep.

Ms. Fendrick – Everglades City project needs to be rated higher as it is proactive; more than one million visitors come through town annually, and people are walking and biking in the streets because there are no sidewalks. The EJ rank combined several areas together to arrive at the EJ rank, but it really should have been higher. **Mr. Ortman** – Ms. Fendrick makes a good point, noted that Pine Street got grouped together in District 2 and the score reflects that.

Ms. Halman – was SUN Trail was considered? **Mr. Ortman** – it is a different project but FDOT does consider the high foot traffic in Immokalee, Golden Gate City and Naples Park.

Mr. Musico – Marco Island project is for alternate bike lanes to Collier Blvd. There is broad public support including: written endorsement letters from all 3 schools, Chief of Police, Chamber of Commerce, Association of Realtors, YMCA and Marco Island Civic Association. When the

Comprehensive Pathways Plan was developed, public outreach generated 600 comments supporting the project. There were four crashes that a bike lane could have prevented. The project completes five of the 33 connectivity gaps listed in Table 9. There are 10,570 residential units within ½ mile of the project. A traffic survey was during January, February and March. The survey showed an average of 1,061 cyclists per day.

Mr. Musico moved to approve the ranking of projects as follows: Rank 1 – 1 project; Rank 2 – 5 projects; Rank 3 – 2 projects; Rank 4 – 1 project; Rank 5 – 1 project. Second by Mr. Ordija. The motion passed with 8 in favor and 1 against.

Ms. Huff – Copeland, Ochopee, Plantation Island, Jerome and Chololoskee should have been included in the EJ ranking for Everglades City. There are no facilities or services in these communities, they are all in Everglades City. To use the facilities, children are either bused, ride their bike or take golf carts into Everglades City. When the park service took over Copeland, they took away the restaurant, dry cleaner, post office and convenience store. Many of the residents of these communities do not have cars but must go into Everglades to get their mail, groceries and take children to school.

Ms. Sonnenschein – will there be an opportunity prior to FDOT’s decision for community input that might change the decisions? **Mr. Ortman** – there is always an opportunity for public comment and wiggle room. In general, it’s a good idea to have more projects ready than money available in case extra money becomes available or something happens to an existing project.

Mr. Bonness – FDOT does its best to accommodate the Board adopted priorities within the context of available funding and logistics. Two things that have been seen in the past; a funded project is getting close to being implemented and the community speaks up and says they don’t want that, so projects have gotten cancelled. On the other hand, projects can get accelerated if FDOT completes a road project under budget and there is money leftover. Generally, FDOT tries to follow the MPO Board’s priorities.

Ms. Scott – seeks clarification on the 91st Ave project. Would the BPAC like staff to add it back in or is the recommendation for Transportation Planning to hold the project until the next call for projects? **Mr. Musico** – leave it as is, it’s a good project for the next go-round. **Ms. Halman** – how much would it be to add 91st Ave. **Ms. Scott** – \$640,000.

Mr. Ortman – in view of everything that has transpired today; public comments, and more background on 91st Ave, does the whole committee wish to reconsider 91st?

Ms. Halman motioned to include 91st Ave. There was no second. Motion failed.

Mr. Musico -- suggested a discussion on project guidelines and scoring when projects are submitted as a future agenda item.

Ms. Sonnenschein – every single project has tremendous need and validity but with limited funds, it’s difficult to pick one which is why the priority system is in place. More citizen input is needed to get the necessary attention for community safety, walking and biking needs.

8. Reports & Presentations (May Require Committee Action)

A. Review and Comment on FDOT FY21-FY25 Draft Tentative Work Program

Mr. Ortman – FDOT’ revenues have decreased across the board which resulted in a modest decrease in funds, \$42 million or 8.5%, coming to the MPO. It is almost all in the highway section of the TIP.

One sidewalk project was added for Shadowlawn Elementary through a Safe Routes to School grant that was awarded to the County. Two bike projects had minor changes in construction costs; one went up \$150,000, one went down \$50,000. These are the only changes to bike ped projects.

At the TAC meeting, the County expressed their appreciation for \$8.5 million in TRIP and CIGP funding but also expressed concern over certain large projects being deferred as they were long standing safety projects, particularly the I-75/951 Interchange.

The SR29 project from SR82 to the Hendry County Line has been moved out of the current Work Program; it is going to be funded in a future year; the project will not disappear.

FDOT will release the Tentative Work Program in November; it will essentially be the same as the Draft Tentative with one project being added. The fire station at mile marker 63 is for emergency responses on I-75 across the alley. The programmed amount is \$6 million over five years. The impact of all other changes in the Tentative resulted in a \$6,000 increase in programmed funding. The Tentative Work Program will be used to develop the FDOT Adopted Work Program and the MPO TIP.

B. SUN Trail Application Discussion

Mr. Ortman – FDOT has issued a call for SUN Trail projects. Applications are due on the 20th of December. The MPO is drafting an application for the 2 ½ mile gap on US 41 between 6 L Farm Rd and Greenway Rd. FDOT does not have plans in the near future to widen it and has encouraged the MPO to submit an application. One significant concern is who will maintain the shared use path once it was completed. FDOT will do the mowing and asphalt maintenance but another agency will be responsible for all other maintenance.

9. Member Comments

Ms. Fendrick – pleased with how the project on Estero Blvd. in Fort Myers Beach looks, great to see a project come to fruition after 15 years.

Ms. Chesna – FDOT needs a signed maintenance agreement submitted with SUN Trail applications stating what agency will maintain the amenities on the shared use path. FDOT does not want to discourage counties and towns from putting in amenities which are not a requirement but maintaining them is a requirement.

Mr. Ortman – FDOT is shifting their policy to constructing shared use paths and separating uses on roads with speeds in excess of 50 MPH. Question was asked whether this would be to the exclusion of bike lanes? **Ms. Chesna** – FDOT looks at the whole community hence the planning studio and really understanding who the users are. There will always be a shoulder for riders that want to ride in the road but moving towards separating the uses will help drive down the crash numbers.

10. Distribution Items

A. Revised August 20, 2019 Minutes

11. Next Meeting Date

Regular Meeting – January 21, 2020 at 9:00 a.m.
Collier County Growth Management Department, Conference Rooms 609/610

12. Adjourn

With no further comments **Mr. Bonness** adjourned the meeting at 10:57 a.m.

COMMITTEE ACTION
ITEM 7A

Elect Chair and Vice-Chair

OBJECTIVE: For the Committee to elect a Chair and Vice-Chair for calendar year 2020

CONSIDERATIONS: The BPAC by-laws (adopted December 12, 2014) state that the Committee shall elect a Chair and Vice-Chair at the first regularly scheduled meeting of each year when a quorum is attained.

Any committee member may nominate or be nominated as Chair/Vice-Chair. Elections shall be decided by the majority vote of committee members present. The Chair and Vice-Chair shall serve a one-year term or until a successor is elected. Joe Bonness is the current Chair; Anthony Matonti is the current Vice-Chair.

STAFF RECOMMENDATION: That the Committee elect a Chair and Vice-Chair for calendar year 2020.

Prepared By: Eric Ortman, MPO Senior Planner

COMMITTEE ACTION
ITEM 7B

Endorse Amendment to Bicycle and Pedestrian Master Plan (BPMP)

OBJECTIVE: For the Committee to review and endorse an amendment to the Bicycle and Pedestrian Master Plan (BPMP).

CONSIDERATIONS: MPO staff received an email on 12/18/19 from Commissioner Solis forwarding communications from Dennis O’Keefe, Senior Director of Corporate Communications for Arthrex (**Attachment 1**). The Arthrex Global Headquarters is nearing completion and will employ approximately 800 people with 250 living within walking or biking distance. Arthrex may consider employee incentives to walk/bike to work should sufficient facilities be constructed; currently 30 employees regularly cycle to work. The President and Founder of Arthrex, Reinhold Schmieding, and Dennis O’Keefe have requested that the sidewalk on the east side of Goodlette-Frank be continued the entire length between Vanderbilt Beach Road (VBR) and Immokalee Road. That is one possible solution, but others should also be considered.

Goodlette-Frank has a posted speed limit of 45 mph between VBR and Immokalee Road, and is shown as having a paved shoulder on Figure 17 (p36) in the BPMP – Existing + Proposed Facilities (**Attachment 2**). However, in response to the email, MPO staff took a closer look at the existing facilities and discovered there are sections (mostly on the west side of road) without any bike/ped facility, and that the sidewalks that are in place are too narrow to function well as Shared Use Paths. (Gap Analysis - **Attachment 3**)

On p35 of the BPMP, under the heading “Existing + Proposed Facilities,” it is noted that the project team added a layer to the needs analysis to include capacity enhancement roadway projects identified in the 2040 Long Range Transportation Plan (LRTP). The paragraph goes on to state that “Roadway enhancement projects provide an excellent opportunity to expand the bicycle and pedestrian network in a cost-effective manner.” It was an oversight not to expand on “roadway enhancements” to include a full range of roadway improvements, e.g., capacity, restriping, repaving, and drainage, that provide opportunities to include bike/ped improvements in projects identified in other sources - the County’s Annual Update and Inventory Report (AUIR) and municipal Capital Improvement Programs (CIPs).

Goodlette-Frank is identified in the County’s AUIR as becoming deficient in 2027; scheduled for Design in Fiscal Year (FY) 2023, Right of Way acquisition in FY 2022 and 2023 and Advance Construction in FY 2023 and 2024. The County has an excellent opportunity to include enhanced bicycle/pedestrian facilities in the design for this section of Goodlette-Frank. Staff is recommending an amendment to the BPMP to recognize additional project priorities arising from local roadway improvement projects. **Attachment 4** is the recommended amendment with the suggested language being shown as underlined text.

The MPO is completing the following public involvement steps as required by the MPO’s Public Participation Plan for amendments to topical studies/TIP amendments:

- coincides with review of the amendment by the TAC and CAC
- announced on the MPO website
- distributed via e-mail to applicable list-serve(s)

The comment period began on January 20, 2020 and ends with the MPO Board meeting on February 14, 2020.

STAFF RECOMMENDATION: That the Committee review and endorse the amendment to the Bicycle and Pedestrian Master Plan.

Prepared by: Eric Ortman, Senior Planner

Attachments:

1. Emails from Commissioner Solis and Arthrex
2. Snippet of BPMP Figure 17 showing Goodlette Frank Road
3. Gap Analysis – Bike/Ped Facilities on Goodlette-Frank Rd between Vanderbilt Beach Drive and Immokalee Rd
4. Proposed Amendment to the BPMP

From: [SolisAndy](#)
To: [McLaughlinAnne](#)
Cc: dennis.okeefe@Arthrex.com
Subject: Fw: Sidewalk - Goodlette
Date: Wednesday, December 18, 2019 12:23:43 PM
Attachments: [image002.png](#)
[Goodlette Sidewalk.docx](#)
Importance: High

Dear Anne,

Per our conversation, I am forwarding the email from Dennis O'Keefe, Senior Director of Corporate Communications for Arthrex, regarding Reinhold Schmieding's concerns over the lack of bicycle lanes and/or sidewalks on Goodlette-Frank Road between Immokalee Road and Vanderbilt Beach Road. The Arthrex Global Headquarters is nearing completion and there will be a large number of employees relocating to Creekside, many of whom will wish to cycle or walk to work. In my opinion this poses a significant threat to the safety of pedestrians and cyclists that needs to be addressed as soon as possible. I would like this to be placed on the Bicycle and Pedestrian Advisory Committee's agenda for January so that it can be brought to the MPO Board as soon as possible. It also appears that this area is a much needed interconnection between the BPED improvements along Immokalee Road and Vanderbilt Beach Road, and those already existing on Goodlette-Frank Road. There has been significant growth in terms of commercial destinations at the intersection of Immokalee Road and Goodlette-Frank that will increase the bicycle and pedestrian traffic in this area.

I have asked Mr. O'Keefe to provide you with relevant information regarding Arthrex's projected number of employees at the Global Headquarters, Arthrex's wellness programs for employees, etc.

Thank you for your prompt attention to this very important matter.

Andy Solis, Esq.
Commissioner, District 2
Collier County Board of Commissioners
239.252.8602

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From: Dennis O'Keefe <Dennis.OKeefe@Arthrex.com>
Sent: Monday, December 16, 2019 8:57 AM
To: SolisAndy
Subject: Sidewalk - Goodlette

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and

use extreme caution when opening attachments or clicking links.

Good morning, Andy! Hope all is great!! Reinhold and I biked to the office on Sunday morning, leading to this note.

As I'm sure you know, automobile speeds on the Goodlette stretch between Vandy and Immokalee can get pretty high. With that said, it would be best if the sidewalk, at least on the east side, continued the entire length of that stretch. Currently there is only sidewalk part of the way. Any chance there are plans to run the sidewalk the entire distance?

We are hearing from many employees who would like to ride their bikes to work who reside south of the office, including RS.

Map with referenced area attached.

Many thanks in advance!

Dennis

Dennis O'Keefe

Senior Director, Corporate Communications



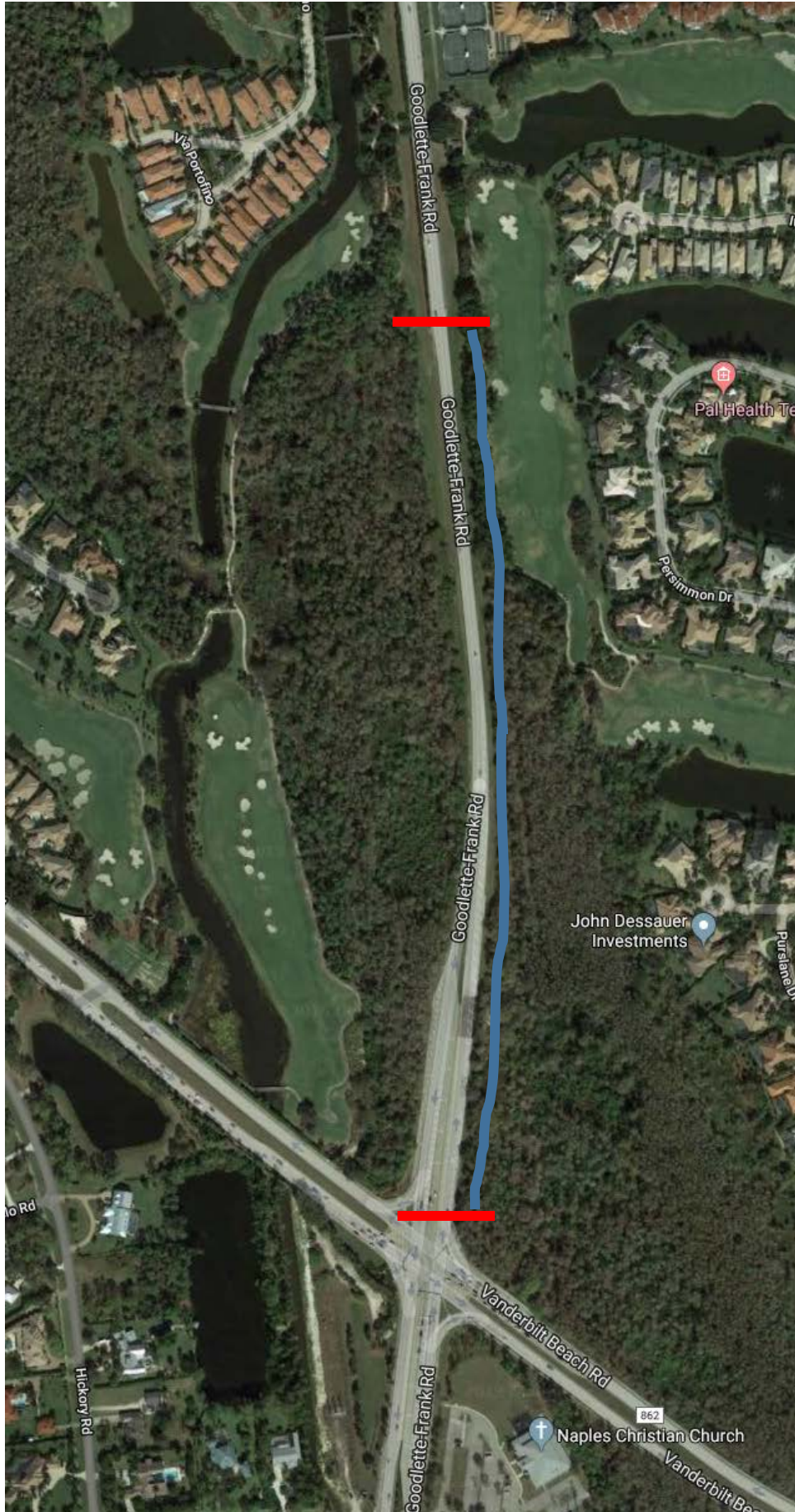
1370 Creekside Boulevard
Naples, FL 34108
www.arthrex.com

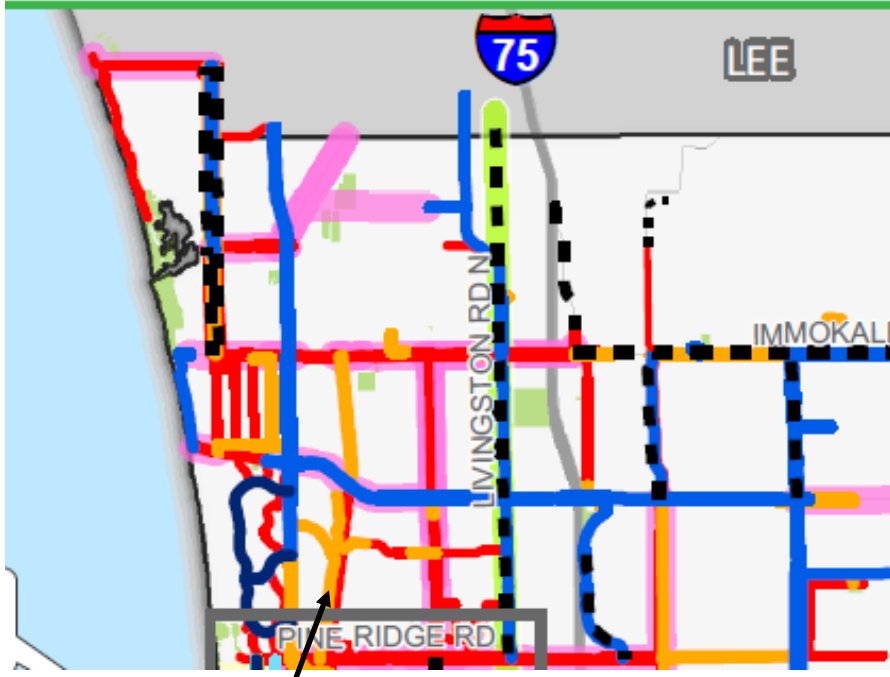
Toll-Free 800-933-7001, x75060

Mobile 239-398-3976

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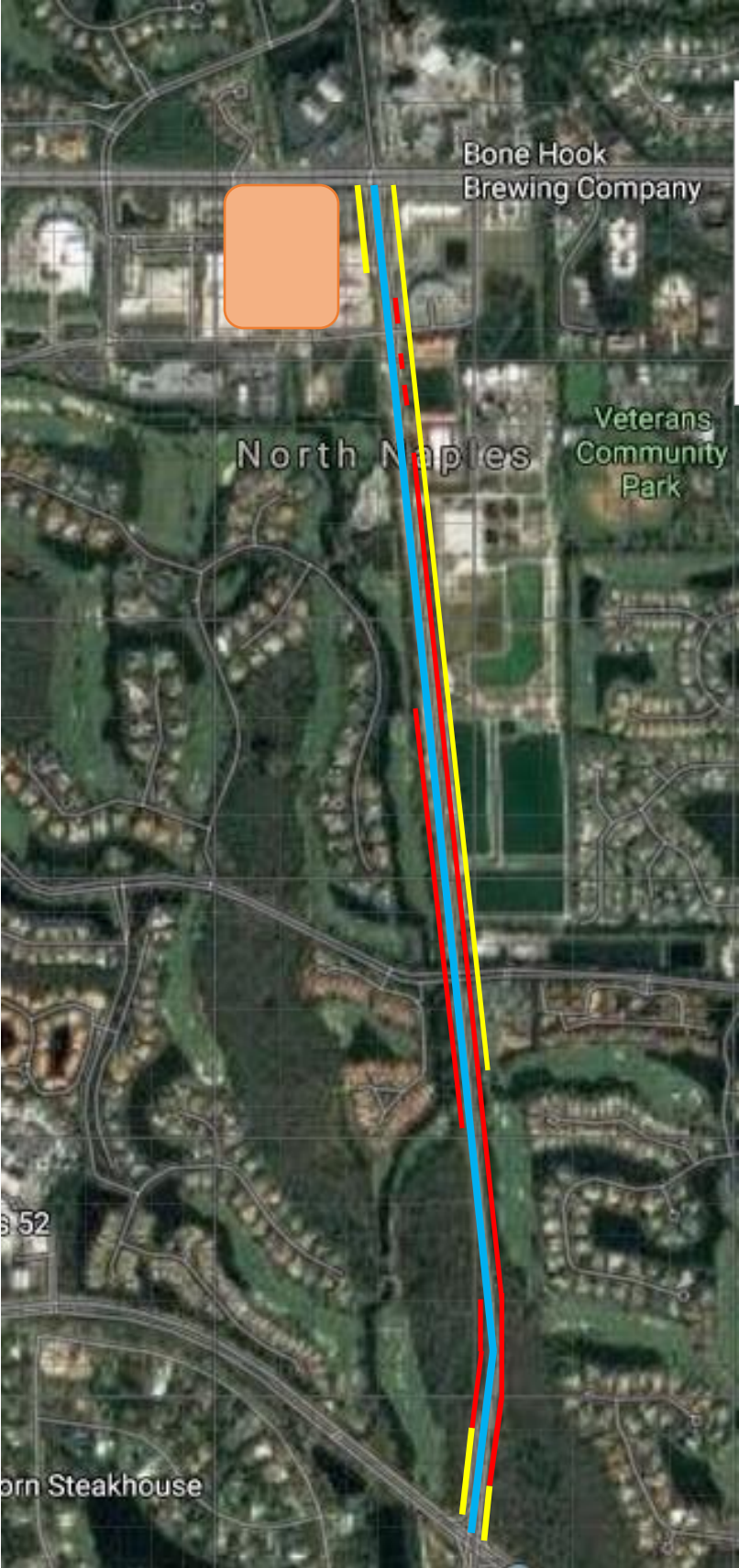
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Goodlette-Frank Road





Existing Sidewalk	
Existing Shoulder	
Goodlette Frank	
New Arthrex Facility	

Existing + Proposed Facilities

The project team added a layer to the needs analysis described above—capacity enhancement roadway projects identified in the 2040 Long Range Transportation Plan (LRTP). Roadway enhancement projects provide an excellent opportunity to expand the bicycle and pedestrian network in a cost-effective manner.

The Existing + Proposed Facilities Map (Figure 17) is a visual summary of the project priorities for major roadways and the Spine Trail network based on the foregoing analysis. [Roadways identified for improvements in the County's Annual Update Inventory and Report \(AUIR\) and municipal Capital Improvement Programs \(CIPs\) are also considered priorities for potential expansion of the bicycle and pedestrian network.](#)

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS

ITEM 8A

(May Require Committee Action)

Staff Updates on SUN Trail Application, FDOT Work Program and BPAC 2020 Project Priorities

OBJECTIVE: For the Committee to receive updates on the submitted SUN Trail application, the FDOT Work Program and the BPAC 2020 project priorities.

CONSIDERATIONS: The Collier MPO began development of a SUN Trail application to complete the 2.5-mile gap in the Shared Use Path on US 41 between Greenway Road and 6L Farm Road. Due to US 41 being a state road, and uncertainty on when the road will be widened (which would include a Shared Use Path), the decision was made to replace this submittal with an application for a feasibility study along the FPL easement that runs parallel to Livingston Road starting at Radio Road and ending at the Collier/Lee County Line. The corridor for the study is roughly 11 miles in length and has approximately 70 different land parcels.

Collier County signed the application indicating its willingness to be a project manager for maintaining the trail which was a requirement of the application. The MPO submitted the application on December 20, 2019 on behalf of the County. The application, minus the photos of the study area, is included as **Attachment 1**.

FDOT will release a snapshot towards the end of February that MPOs will use to generate their TIPS. This snapshot will resemble the Tentative Work Program with no substantive changes being made.

Ms. Peters, the MPO's FDOT Liaison, is conducting an initial review of the non-motorized applications which were submitted in November. Once her review is complete the applications will be forwarded to the 4P Planning Group for further review.

STAFF RECOMMENDATION: That the Committee receive and comment on staff updates on the SUN Trail application, FDOT's Tentative Work Program and the status of the submitted 2020 BPAC priorities.

Prepared by: Eric Ortman, MPO Senior Planner

Attachments:

1. SUN Trail Livingston Road FPL Corridor – Trail Feasibility Application

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



SUN Trail program funding is limited to geographic areas within the SUN Trail network, the provisions of Section 339.81, Florida Statutes, the Florida Department of Financial Services Catalog of State Financial Assistance Number 55.038, and the Florida Department of Transportation (FDOT) Work Program Instructions Part III: Trails.

PART I – APPLICANT INFORMATION

1. Type of Applicant (select one):
 - Municipality/County Government
 - State Agency
 - Federal Agency
 - Recognized Tribal Government
 - Metropolitan/Transportation Planning Organization/Agency (MPO)
2. Name and job title and office of the person who will be in direct contact with FDOT for this project:
3. Agency of the person who will be in direct contact with FDOT for this project:
4. Email of the person who will be in direct contact with FDOT for this project:
5. Telephone Number of the person who will be in direct contact with FDOT for this project:

PART II – PROJECT OVERVIEW

1. Project Name:
2. Municipality where the project is located:
3. County where the project is located:
4. FDOT district number where the project is located:
5. Boundary of the project proposed for SUN Trail funding (give the address or nearest cross streets, municipality, and zip code):
 - a. Termini Begin:
 - b. Termini End:
6. Who is the landowner of the proposed project location? **Please see Attachment 1.**
 - The location of this project is entirely on FDOT right-of-way.
 - The location of this project is entirely on non-FDOT publicly-owned right-of-way.
 - The location of this project is on both FDOT and non-FDOT, publicly-owned right-of-way.
 - Parcels within this project boundary are privately owned, the acquisition of right-of-way must occur.
7. Total length of this project proposed for SUN Trail funding:

Regional Trail System and Individual Trail projects **must meet all eligibility criteria** to receive funding consideration by the SUN Trail program. “Requests for Funding” without the required information are ineligible and will not receive funding consideration.

PART III – ELIGIBILITY CRITERIA

1. Funding is limited to geographic areas within the SUN Trail network. Will the project be developed as a paved multi-use trail within the SUN Trail network? **Please see Attachment 2.**
Yes No
 - a. Provide an aerial location map illustrating the project boundary and project limits.
 - b. Provide a map illustrating the project location within the SUN Trail network.
 - c. Provide the project typical section (this should be a pdf of the typical section schematic depicting existing and proposed features, dimensions, and right-of-way lines).
The typical cross-section will be developed during the Feasibility Study.
2. Funding is limited to projects prioritized by the applicable authority. If the project is within a boundary of a Metropolitan/Transportation Planning Organization/Agency (MPO), it must be prioritized by the MPO. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal or state agency. Is the project a priority of the applicable authority?
Yes No **Please see Attachment 3.**
 - a. Indicate the priority number of the project:
 - b. Provide the prioritization list.
 - c. Complete Part VII (CERTIFICATION OF PROJECT PRIORITIZATION).
3. Has a non-FDOT governmental entity formally committed to operation and maintenance of the project (long-term trail manager)?
Yes No
 - a. Complete Part VIII (CERTIFICATION OF WILLING MANAGER).
4. Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)? **Please see Attachment 4.**
Yes No
 - a. Indicate the type of plan(s), applicable page number(s) and date(s) of adoption:
 - b. Provide documentation of applicable project concurrency information [e.g. supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), unit management plans, etc.].

DO NOT PROCEED TO PART IV IF PROJECT RESULTED IN A “NO” RESPONSE IN PART III.

PART IV – PROJECT DETAILS

1. Project Tier:
 - a. Is the project within the Coast to Coast Trail (C2C)?
Yes No
 - b. Is the project within the St. Johns River-to-Sea Loop (SJR2C)?
Yes No
 - c. Is the project an Individual Trail segment?
Yes No Project is part of the Southwest Coast Connector aka Gulf Coast Trail which is a part of the Sun Trail Priority Network.
2. Will the project be developed as a 12-foot-wide asphalt trail?
Yes No
3. Briefly describe the scope and proposed route of the project (1000-character limit):

4. Have earlier phase(s) of this project been completed? If not, select “no” and continue to Question 5.
Yes No
 - a. Select all project phases that were previously funded, indicate the funding year and completion date (or anticipated completion date for the funded phase).
 - Feasibility Study
 - Project Development & Environment (PDE)
 - Preliminary Engineering/Design (PE)
 - Acquisition of right-of-way (ROW)
 - Construction (CON)* only select for reconstruction/maintenance projects
 - b. Have federal funds been used in the project boundary?
Yes No
 - c. As applicable, indicate the source of the federal allocation(s).
 - d. Have FDOT funds been used in the project boundary?
Yes No
 - e. As applicable, indicate FDOT financial management number(s).
5. Indicate the **proposed** method of performing and administering this project:
 - Project to be locally administered (non-FDOT administered).
 - Project to be administered by FDOT.

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A responsible estimate of the project costs is required prior to adoption in the Department’s Five-Year Work Program. Use Present Day Cost values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Fill out summary of proposed timeline and funding new needs, then complete Engineer’s Cost Estimate spreadsheet and provide it with the “Funding Request”.

PART V – PROJECT COSTS

1. Funding Phase(s) requested:

- Feasibility Study (FS) – FDOT Work Program Fund Code: 1x
- Project Development & Environment Study (PDE) – FDOT Work Program Fund Code: 2x
- Preliminary Engineering/Design (PE) – FDOT Work Program Fund Code: 3x
- Acquisition of right-of-way (ROW) – FDOT Work Program Fund Code: 4x
- Construction (CON) – FDOT Work Program Fund Code: 5x
- Construction Engineering & Inspection Activities (CEI) – FDOT Work Program Fund Code: 6x

2. Summary of proposed timeline and funding needs:

PHASE	PROPOSED YEAR(S)	AMOUNT(S) REQUESTED	MATCHING FUNDS	TOTAL PROJECT COSTS	SOURCE(S) OF OTHER FUNDS
FS	FY25/26	\$1,100,000		\$1,100,000	
PDE					
PE					
ROW					
CON					
CEI					
TOTAL		\$1,100,000	Please see Attachment 5 for Scope Outline		

3. Provide the [Excel Engineer’s Cost Estimate spreadsheet](#). Estimates shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from Agency’s Engineering Office.**

Use the following links to access the basis of estimates manual, as well as historical cost information, and the Reference Guide for State Expenditures for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

[Reference Guide for State Expenditures](#)

Projects are not required to meet all of the following selection criteria, a numerical ranking will not be calculated, projects with the greatest strengths will advance more quickly.

PART VI – SELECTION CRITERIA

1. Does the project enhance the safety of bicyclists, pedestrians, and motorists?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

Project includes a safety element.

The location of the project is within a hazardous biking/walking zone or in an area with significant numbers of safety concerns.

Project implements a bicycle and pedestrian safety action plan. Give the name of the plan and date of adoption.

Other (list)

Briefly describe how the project enhances the safety of bicyclists, pedestrians and motorists. (1000-character limit):

2. Is the project recognized as having regional, state, or national importance?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

Project is a part of a Regional Trail System prioritized by the Florida Greenways and Trails Council.

Project is a part of a National Recreational Trail, East Coast Greenway or a trail that has other national importance.

Project implements an adopted regional bicycle, pedestrian, or trail master plan. Give the name of the regional plan(s).

Other (list)

Briefly describe how the project is recognized as having regional, state, or national importance (1000-character limit):

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3. Is there a non-SUN Trail financial contribution (match dollars) committed to this specific project being proposed for SUN Trail funding (select the most appropriate response)?

Funds are leveraged by multiple public/private sources of investments dedicated to this specific project segment (e.g. federal, state, local, non-profit, private landowner contributions).

If yes, what is the total percentage of match?

What are the sources?

Funds are leveraged by at least one more public/private source of investment dedicated to this specific project segment.

If yes, what is the total percentage of match?

What is the source?

Funds are not leveraged by public/private sources of investments dedicated to this specific trail segment (matching funds are not available for this project).

4. Does the project blend transportation modes by completing, improving, or enhancing existing facilities?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

Project implements Complete Streets goals and initiatives.

Project implements Safe Routes to Schools goals and initiatives.

Project provides a direct connection to regional transit systems (e.g. rail stations, express or local bus routes).

Project is in a designated multi-modal district.

Project has the potential to reduce vehicular congestion.

Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university:

Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community:

Other (list)

Briefly describe how the project blends transportation modes (1000-character limit):

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5. If proposing construction funding, select the most appropriate response:

Project is ready for immediate construction and all pre-construction phases are complete.

Project is capable of near-term development; the design is nearly complete and permitting is underway.

The Project Development and Environment Study (PDE) is complete/nearly complete.

None of the above statements are true.

6. Does the project have documented public support?

Yes No

If yes, select from the following and briefly explain how the project meets the selection criteria.

The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Give the resolution number, adopted date and participating parties. MPO Resolution 2019-06, June 14, 2019, NPC Flagship Project, BPMP Pathway Priority (Please see Attachment 7).

Demonstration of public support is consistent across multiple entities representing the greater community rather than a select few interest groups. Briefly explain. (100-character limit):

Recent community surveys indicate both need and support for the project. Briefly explain. (100-character limit):

An advertised public meeting for discussing the project occurred. Give the date and type of meeting.

(Please see Attachment 7)

Other (list)

7. Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

The project connects to or through federal, state, or local conservation/recreation areas. List public lands.

The project connects people to jobs, businesses, or civic resources.

The project is along or connects to a Florida Scenic Highway. List the Scenic Highway(s).

The project is within a Florida Trail Town as designated by the Florida Department of Environmental Protection.

The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, or private sector partners are directly supporting the project.

The project is within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area.

The project is within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. List the RAO Area.

Other (list)

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8. Does the project enhance or preserve environmental resources?

Yes No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

The project's environmental impact assessment or statement did not identify specific issues.

The project's environmental approval and permitting process is complete.

The project restores or mitigates impacts of environmental degradation.

The project incorporates water quality or drainage improvements.

The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.

The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

Briefly describe how the project enhances or preserves environmental resources. (1000-character limit):

9. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?

Yes No

If yes, how many miles of connected trail, open to the public will be available once this specific project is complete?

List the trail names:

10. The project includes cost-saving elements.

Yes No

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number. (1000-character limit):

PART VII – CERTIFICATION OF PROJECT PRIORITIZATION

1. For projects within a MPO boundary, complete the following information. If the project is outside of a MPO boundary, continue to Part VII, question #2.

Name of applicable MPO/TPO:

MPO/TPO Contact:

MPO Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with MPO/TPO plans and documents; (2) it is an eligible priority of the MPO/TPO, (3) the MPO/TPO supports the project; and (4) you possess authorization to sign the certification of project prioritization.

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2. For projects outside of a MPO boundary, complete the following information:

County Name:

Contact Name:

Contact Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with applicable county, municipality, comprehensive plan(s) and/or the long-term management plan(s) and documents; (2) it is an eligible priority of the County (tribal government, federal or state managing agency); (3) the applicable entity supports the project; and (4) you possess authorization to sign the certification of project prioritization.

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SUN Trail funded projects require a non-FDOT governmental entity formally committed to providing maintenance of the project (long-term trail manager). FDOT will enter into an agreement or other form of documented commitment with the entity to ensure that a local sponsor/agency is committed to long-term trail maintenance (long-term trail manager). The managing entity will be responsible for the day-to-day upkeep and daily operation; protection for the trail users; they will reduce safety hazards that occur; and they will ensure a quality level of service is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage, and other regularly scheduled maintenance activities. For trails constructed in the FDOT ROW, FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the district. ALL other maintenance will be the responsibility of the non-FDOT governmental entity.

Submit the Certification of Willing Manager(s) for all proposed trail segments.

PART VIII – CERTIFICATION OF WILLING MANAGER(S)

Name of Project: Livingston Rd FPL Corridor - Trail Feasibility Study

FROM:

Name of Managing Entity: Collier County

Name of Contact and Job Title: Trinity Scott, Transportation Planning Division Director

Address: 2685 Horseshoe Drive South

Municipality, State, and Zip Code: Naples, FL 34104

Contact Email: Trinity.Scott@colliercountyfl.gov

Contact Telephone Number: 239-252-5832

Signature:

Print Name:

Title:

Date:

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or at the time of programming funding for any project proposed for a later phase; (2) the information in this "Request for Funding" is true and accurate; (3) to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) to comply with the Americans with Disabilities Act; (5) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; (6) support of other actions necessary to fully implement the proposed project; (7) and you possess authorization to sign the certification of the willing manager.