

**TECHNICAL ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
March 28, 2022 9:30 a.m.**

1. Call to Order

Ms. Lantz called the meeting to order at 9:31 a.m.

2. Roll Call

Ms. Bates called the roll and confirmed a quorum was present.

TAC Members Present

Lorraine Lantz, Chair, Collier County Transportation Planning

Tim Brock, Everglades City

Michelle Arnold, Collier County Public Transit and Neighborhood Enhancement (PTNE)

Don Scott, Lee County MPO

Roy Lolly, Collier County Traffic Operations

Margaret Wuerstle, Southwest Florida Regional Planning Council

Allison Bickett, Vice Chair, City of Naples [arrived 4A]

Ute Vandersluis, Naples Airport Authority [arrived 6A]

TAC Members Absent

Dave Rivera, City of Naples

Tim Pinter, City of Marco Island

Andrew Bennett, Collier County Airport Authority

Daniel Smith, City of Marco Island

MPO Staff

Anne McLaughlin, Executive Director

Brandy Otero, Principal Planner

Scott Philips, Principal Planner

Danielle Bates, Administrative Assistant

Others Present

Victoria Peters, FDOT

Steve Ludwinski, Corradino Group

Wally Blain, Benesch

3. Approval of the Agenda

Mr. Brock moved to approve the agenda. *Mr. Scott* seconded. Carried unanimously.

4. Approval of the March 28, 2022 Meeting Minutes

Ms. Arnold moved to approve the March 28, 2022 meeting minutes. Ms. Wuerstle seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Mr. Peters: I've looked over Collier's Unified Planning Work Program (UPWP), Ms. Otero did a great job, it is concise and well organized, and hits all the marks on the checklist. My only comments are things I have to give Brandy, which are new FPN numbers and a new SU fund amount. We finished the joint certification. Every year the FDOT and MPO certify all the statutes, invoices, it's like an audit. Also, I have an update on SR 29 and SR 82. Mr. James Heffelfinger with FDOT works on contracts and the roundabout is almost complete; they have "pork chop" areas left. Ajax Paving is working on turn lanes and cross overs. The traffic is in its final configuration, but it's not at full capacity. They are looking at full capacity in a few weeks pending striping and paving.

B. MPO Executive Director

None.

7. Committee Action

7.A. Endorse Congestion Management Process (CMP) 2022 Update

Ms. Otero: Wally Blain with Benesch formerly Tindale Oliver, will present, It is important to note this is a wrap in of the data and goals and objective from the Transportation System Performance Report (TSPR). TAC reviewed scope of services. CMP update was taken to Congestion Management Committee (CMC) and they approved the report. Staff is requesting an endorsement from TAC.

Mr. Blain: Presented PowerPoint in agenda packet. More full-service capabilities after acquisition. Didn't do updates to analysis. Next steps – referred to 8-step congestion management framework from FHWA required for MPOs like Collier. 2017 CMP was updated; expanded the former overarching goal of addressing congestion to be multimodal, look at strategies and solutions. Action Plan called for overhauling the process. Reliability of transportation system is key. Traditional focus on volume vs. capacity, but another measure is reliability. If transportation system is reliable, you know how long your drive will take even in rush hour. Also looked at strategies recommended by the Action Plan, how do we evaluate future process, do we have strategies that can be addressed and evaluated. Updated the aesthetics of the document and organized it around the 8-steps. Next steps will create project concept sheets, there are some tools being used now and those may be updated but we don't want this document

to have to be updated all the time. We've presented to the CMC twice now. We are moving forward with preparing the fact sheets. We identified tiers of congested corridors, and we're preparing fact sheets on the 10 corridors. These should help staff and the public know what is needed to reduce congestion. We discussed how the fact sheets should look with CMC in March. We're also looking at a county-wide origin-destination study. Those results will go back to the CMC and then back to you in August. We consolidated some corridors, Immokalee Rd is a long corridor but there are studies happening there now, this will give a framework to address hotspots. The fact sheets with present additional data, trip purposes, specific bottleneck locations, etc. They will be visually appealing and useful. We are asking for an endorsement for the Congestion Management Process Update.

Ms. Lantz: The CMC approved it?

Mr. Blain: Yes.

Ms. Lantz: The reports, is that what's going on today or options for solutions.

Mr. Blain: We want to talk about things that will be going forward, items that are part of previous recommendations and look at additional strategies. It is both informational and continuous, next steps.

Ms. Lantz: That's important as the MPO calls for projects and funds them.

Mr. Scott: We studied one area over a year timeframe to see whether it would show season or school seasons. There were some trip length data to zoom in on. When you stack it up and see how many trips are less than half a mile, it is discouraging.

Mr. Blain: So much we discuss is volume, if I go to the grocery store if I drive on Golden Gate Parkway then go from Golden Gate Parkway to Horseshoe that's one trip in stats but 2 trips for me.

Mr. Scott: It is not a slow, the expectation on Immokalee is lower than the interstate so it you're going 28 mph the service is not that bad.

Mr. Blain: Average speeds go down if you keep getting stuck in lights.

Mr. Brock: Have you looked at alternatives and transit?

Mr. Blain: Yes, we've looked at alternatives to road widening, how do we get people to walk and bike, can we get people to carpool, can we tie in transit. The purpose is to look at signal and operational tools, looking at that before widening.

Ms. Otero: Last meeting was the fact sheets, methodology, and data on one corridor, this went to the CMC in January. We did some refinements; it was always scheduled to be taken to the TAC and CAC in March to go to the MPO Board in April. We are still in the methodology of the data part; this committee will see that later. We're trying to let the CMC drive the process and then we bring those forward.

Mr. Brock moved to endorse Congestion Management Process (CMP) 2022 Update. Mr. Scott seconded. Carried unanimously.

7.B. Review & Comment on the Draft FY 2023-27 Transportation Improvement Program (TIP) Narrative

Ms. McLaughlin: We're bringing forward redline revisions to the narrative component. We have made the typical revisions - updating references to the calendar and fiscal years, reporting on performance measures (which is still underway), changes to criteria, inserting last year's priorities, and state/federal requirements. This year we also included moving the acronyms to the front of the document; added an executive summary that gives a good introduction to the maps; added description on the Bipartisan Infrastructure law, but that did not affect this year's funding. We reorganized funding summaries based on federal, state and local categories. Added descriptions of safety, planning and local funds. Deleted text on eligibility on Transportation Alternatives, and to jointly approving Lee and Collier SIS project priorities because we no longer do that, although we may want to continue at some point. We are still working on improving the formatting. We plan to bring the entire TIP for review by this committee in April. We're asking for comments so we can incorporate them into the final version going forward. This is just for review and comment, not endorsement.

Ms. Bickett: There's a photo right over the text on p109. I know you're fixing formatting but want to point it out.

Ms. Arnold: Questioned highlighted text showing 50/50 match for CIGP and TRIP funding.

Ms. McLaughlin: It's an indication that I need to confirm whether that is correct.

Ms. Lantz: Can be up to 50/50 but it could be 10%. Some cases we've gotten 50% for design.

Ms. Bickett: Page 87 of document, one question, 2020-21 for design and 2021-22 for construction, it was Mandarin, but the name was changed to Orchid. I think the funding was moved out last year, but I think it's for this year, the construction was bumped to 2027. There's a concern because we just found out the design was moved to this year, so this is not current.

Ms. McLaughlin: We need to discuss this later.

Ms. Bickett: Because we changed the name is there a way to show it, just so there is not confusion.

Ms. McLaughlin: I don't want to change the date from what your Capital Improvement Plan (CIP) is showing.

Ms. Bickett: This is this year's CIP, we're starting a new CIP. When we move forward, we will update that.

Ms. McLaughlin: We will change the name, but we will leave the dates until you have that change in the CIP.

Ms. Lantz: When do you want comments?

Ms. McLaughlin: By April 8 on just the narrative, send directly to me.

7.C. Endorse 2022 Transit Priorities

Ms. Otero: These were submitted by PTNE. They are similar to the 2021 priorities. They include the Immokalee transfer station and the revised 2021 priority for the maintenance building. They fit within the 2045 Long Range Transportation Plan.

Ms. Lantz: What is MOD?

Ms. Arnold: Mobility on Demand.

Mr. Scott: Where are you looking for an autonomous circulator?

Ms. Arnold: One near City of Naples and one near Bayshore, possibly Marco as well.

Mr. Brock: How far out does this go?

Ms. Arnold: Long term wish list.

Mr. Brock: Will you have sometime that goes everywhere in the County?

Ms. Arnold: We have some things bringing people from Everglades City to the coast and then there's more options. Everglades City has been a tough sell. We've tried to initiate some smaller type of transportation or commuter services, even reaching out for paratransit. We will try to do those smaller projects before a larger one. Marco Island and Naples, all the municipalities are difficult. We tried to do a small pilot on-island circulator on Marco Island, we got a lot of support initially, and then we went back before we implemented it and got a lot of pushback.

Mr. Brock: There's unincorporated Collier County, Chokoloskee, Plantation, etc

Ms. Arnold: Makes sense to want to connect those areas.

Ms. Peters: The Mobility on Demand it goes all the way out there?

Ms. Arnold: No, there are specific areas - Golden Gate Estates, North Naples, Immokalee, but not Everglades City.

Ms. Peters: What's a support vehicle?

Ms. Arnold: Ones that help with maintenance or for supervisors to drive around or when we have to change out buses, that sort of thing.

Ms. Peters: When looking to program off this list, number 1 is number 1 priority, if we can program something lower?

Ms. Arnold: We'll take any funding you want to give.

Mr. Scott moved to endorse 2022 Transit Priorities. Ms. Bickett seconded. Passed unanimously.

7.D. Endorse 2022 Bike-Ped Project Priorities

Ms. McLaughlin: Asking you to endorse the priorities. The BPAC endorsed the list in January. Projects are consistent with the LRTP and Bike-Ped Master Plan. Total cost for all is \$7.4 million. We encouraged the sponsors to present so you can ask questions.

Mr. Tisch: [Presented PowerPoint](#). We put together a project for each Commissioner District. District 1 is the Naples Manor area. We've identified two streets - Confederate Drive and McCarthy Street. These add to the existing sidewalk network in Naples Manor, address safety needs. Each project in every district was chosen because it's located within environmental justice communities, these projects address safety, provide connectivity, and are close to schools and parks. In District 2, in the Naples Park area, a sidewalk is proposed on 111th Street. In Naples Park, Collier County Utilities is replacing water and sewer lines and leaving a 5'-wide flat surface for sidewalks, which saves money. Additionally, sidewalks are proposed on 106th, 108th, and 109th. We've done a number of these in the past to fill in sidewalks in this community. There were several pedestrian and cyclist crashes in the area. The last project is on Vanderbilt Beach Road; there are existing facilities, but because this area has a high utilization volume, we're looking to expand the 6-foot sidewalk to a 10-foot multiuse pathway. In District 3 we used the [Golden Gate] Community Walkability Study done there; sidewalks are proposed on 23rd Street and 45th Street to connect to existing sidewalks. They are in-fill projects to expand the network for the residents, there are also parks and schools nearby. For District 4, we worked with the Bayshore Community Redevelopment Agency (CRA) to see what they needed most [based on their master plan]. The projects provide infill for existing sidewalks and greater walking opportunities. In District 5 we worked with the Immokalee CRA to identify locations; there is high utilization of people walking but there are not sidewalks. There is a great need here.

Ms. Arnold: Are you doing those on both sides?

Mr. Tisch: Just one side.

Mr. Scott: This is for design and construction?

Mr. Tisch: Yes, design and construction.

Mr. Scott: Number 11 is a high cost, is that an overpass?

Ms. McLaughlin: Referring to bike/ped crossing at Golden Gate Parkway and Gordon River Greenway/Freedom Park. This is just for a PD&E study; we want to look at both at-grade and overpass.

Mr. Scott: Does FDOT not have an issue with agencies doing this?

McLaughlin: We haven't gotten that far, we did ask FDOT if they could lead it since the MPO does not have the ability to do it [as a LAP project.] When this was rated and ranked it came in dead last. It could be a lot of money for a crossing that isn't heavily used. It is a County road, so we would need to work with them.

Mr. Scott: We've been asking about the Grant Application Process (GAP) program? But FDOT said an agency has to submit.

Ms. McLaughlin: We said we wouldn't enter any projects into GAP until the Board endorses the priority list.

Ms. Lantz: Isn't Lee MPO Local Agency Program (LAP) certified?

Mr. Scott: We were for some things but are not anymore because of the new systems.

Ms. Peters: I am hoping next year they go more smoothly. I know it's not new but there were a lot of questions and we pushed for answers. We have to go through this new system a couple years to get the kinks out to give answers.

Ms. McLaughlin: Speaking on behalf of Marco Island; they are fulfilling their last project in their bike-ped master plan.

Mr. Brock: Speaking for Everglades City project: It is tying into the city's Bike/Ped Master Plan. Phase 1 is completed, and we would love to see resurfacing and considering bike lanes. This corridor is perfect for the millions of visitors and using Complete Streets going straight from Everglades City and Everglades State Park. We're bringing Camelia Street to the Post Office and School; we're proposing bike lanes and sidewalks. Datura is another one we want to widen the left side and, on the right, we're restriping the existing asphalt for bike lanes and adding sidewalks.

Ms. Lantz: They all touch the school?

Mr. Brock: Camelia and Datura both touch the school.

Ms. Lantz: Asking because Safe Routes to school is always looking for ones that touch the school, that would be an opportunity to consider.

Mr. Brock: There is a gap coming over the bridge to Everglades City. This sidewalk connects it. It is Phase 4 a continuation. We would love to see County Road 29 all the way to the park. There's discussion between our Mayor and Collier County. We have a 4-lane roadway, and we could make that a Complete Street. Phase 4 is simply tying in the northern section and business district, the City recently resurfaced roads and filled potholes.

Ms. Bickett: Naples did not apply; we're working on our new Master Plan.

Ms. McLaughlin: [Addressing the rating and ranking] We adopt the locality's plan and enfold it into our Bike-Ped Master Plan, so all of the projects are eligible; projects can earn extra points for addressing safety, connectivity, and environmental justice. The project in Marco Island does affect a small environmental justice community with housing for service workers.

Ms. Lantz: My understanding is FDOT is still reviewing them?

Ms. Peters: FDOT staff has begun looking. They give the municipalities more of a suggestion on costs, they don't like to say it exactly. It gets a little tight as we do the programming but the 4P Group does a lot of work.

Ms. McLaughlin: FDOT does a constructability review and improves on cost estimates and timing considerations. For instance, it may be better to tie a project in with a drainage or utility project. We usually don't get the review back until after the Board approves the priorities, but I come back to the Board and BPAC to update them on the costs and which projects have been programmed. The BPAC spent a lot of time reviewing this rating and ranking and gave it a lot of consideration.

Mr. Brock: Is the County looking at the southern side of Marco, CR 92?

Ms. McLaughlin: There's a study for that in our TIP. FDOT is doing a feasibility study to see if it can be a shared use path or if it needs to be a wide shoulder. We are allowed to submit one project per year as an MPO. The idea was to pick up projects that might otherwise fall through the cracks.

Mr. Brock moved to endorse 2022 Bike-Ped Project Priorities. Ms. Bickett seconded. Passed unanimously.

7.E. Endorse Amendment #5 to FY2022-2026 TIP and Authorizing Resolution

Ms. McLaughlin: We are requesting review and endorsement. FDOT made the request that the MPO amend the TIP to remove the 16th Street Bridge which is currently programmed for construction in 2022. This project got delayed so it cannot be constructed in 2022. At some point FDOT revised a policy allowing local entities to do design/build projects, which in turn triggered a need to redo the environmental analysis and acquire additional ROW. So the project had to change to a traditional design/bid/build project. Collier County has funded the design with local funds and Secretary Nandam has sent an email assuring that FDOT will continue to participate in funding targeting FY 2024 with SU funds.

Mr. Scott: Is that going to change? If you're LAP certified, you can't do a design/build?

Ms. Peters: I have heard FDOT say that for LAP projects you can't do design/build anymore, and I thought this was grandfathered in. In recent discussions with FDOT staff, was told you can do design/build with LAP. Not sure if it has to do with federal funding; don't know if the change to design/build is tied to FDOT or not.

Mr. Scott: We're going to be at a big disadvantage [under the new transportation appropriations bill] compared to other states with these rules.

Mr. Brock: You just need to have all your ROW purchased before you start.

Ms. Lantz: This went through a PD&E with the MPO.

Ms. Peters: When I programed this project I programed it to Randall, that's not part of the Federal eligible system, that stops at 12th street; the County will do 12th Street to Randall and that's where they need ROW. None of the rest of it requires ROW.

Mr. Scott: You don't need ROW for some bridges and sidewalks, it looks like resurfacing, but you can throw in drainage and other things as a design/build but if you have to do a LAP it hurts us. We don't have designs on the shelf that meet all federal regulations.

Ms. Peters: Melissa Slater and engineer are coming to meet with the MPO. She's the head of the work program.

Ms. McLaughlin: This history is tortured.

Mr. Scott: This goes back even further to years ago, about I-75 and Everglades and they were told you can't do that [proposed interchange] you need to improve your local system and that's lost on FDOT. We did what they said to do and now they're changing.

Mr. Brock: Will the project still be able to utilize that funding?

Ms. Peters: Some of that funding is AC; Work program tries to meet the AC targets each year; the AC won't move forward; the other funding should move forward. The last quarter of 2024 they will try to line it up to it can be identified in 2024. AC funding that has targets that have to be met that year will have to be moved somewhere else. I will be reaching out that a project came with a bigger bid and that money will roll usually, it's not ideal; but it does happen.

*Mr. Brock moved to endorse Amendment #5 to FY2022-2026 TIP and Authorizing Resolution.
Ms. Arnold seconded. Passed unanimously.*

8. Reports and Presentation (May require Committee Action)

9. Member Comments

Ms. Bickett: We have the Bike-Ped Master Plan public meeting Thursday, 5-7, at Riverpark, we're hoping for some feedback.

Ms. Peters: Will it be taped or transcribed?

Ms. Bickett: We should have some comments on our website and there will be more opportunities for comments. It will be the same platform as Speak Up Naples.

Ms. Lantz: We are having a public meeting for the Collier Boulevard project (from Green to City Gate), to present the 60% plans, and determination of where the bridge cross. The meeting is Wednesday April 6, at Golden Gate Community Center.

Mr. Brock: We had the Everglades Seafood Festival in February; it was very popular. We are glad to see Everglades City on a list for funds. We see millions of millions of visitors that come through Everglades City. We extend the stay for a lot of visitors.

Mr. Scott: April 12, 9-12 Tallahassee is doing a Rail/Transit listening session, they're going to different parts of the state, this will be in Fort Myers. April 14 joint PD&E study on Old US 41 and there will be a virtual session.

Mr. Brock: FDOT puts out a lot of training, there is a Complete Streets on March 29, and there are lots more coming out.

10. Distribution Items

(None)

11. Next Meeting Date

April 25, 2022– 9:30 a.m. – in person

Ms. Lantz adjourned the meeting at 11:11 a.m.