

**CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
April 24, 2023, 2:00 p.m.**

1. Call to Order

Ms. Middelstaedt called the meeting to order at 2:00 p.m.

2. Roll Call

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

CAC Members Present

Elaine Middelstaedt, Chair

Dennis DiDonna

Dennis Stalzer

Josh Rincon

Karen Homiak

Rick Hart

CAC Members Absent

Fred Sasser

Josephine Medina

Neal Gelfand, Vice Chair

Stephen Spahr

MPO Staff

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Dusty Siegler, Senior Planner

Others Present

Alex Showalter, Collier Area Transit (CAT)

Lorraine Lantz, Collier County Transportation Planning

Victoria Peters, FDOT Community Liaison

3. **Approval of the Agenda**

Ms. Homiak moved to approve the agenda. Mr. Hart seconded. Carried unanimously.

4. **Approval of the March 27, 2023 Meeting Minutes**

Ms. Siegler indicated that there was a scrivener's error in the minutes circulated in the agenda packet; Ms. Middelstaedt's last name was misspelled. The minutes have since been revised and the corrected minutes will be the minutes of record.

Ms. Homiak moved to approve the March 27, 2023 meeting minutes, as revised. Mr. Stalzer seconded. Carried unanimously.

5. **Public Comments for Items not on the Agenda**

None.

6. **Agency Updates**

A. FDOT

Ms. Peters: Councilman Pernas asked me after last Board meeting when the project in Everglades City on sidewalks will start – May 1. At the same time, the sidewalk project was bid with a turn lane at the Oasis Visitors Center on SR 29. The higher priority project is the sidewalk project for evident safety reasons. Once a contract is awarded, FDOT cannot dictate to the contractor which project goes first. We asked Interim FDOT Secretary Kubler, and he said that we have good relationships with the majority of our contractors and that we can ask whether we can start one project before the other. Both projects will start at the same time.

Ms. Middelstaedt: There are potholes and other barriers which were installed. **Ms. Peters:** Patty Huff contacted me. Because it is not a State road, it is unclear how it will be addressed. City of Everglades may because it is their road. FEMA needs to do an assessment. **Ms. Middelstaedt:** They are still working on Hurricane Irma damage.

Ms. Peters: It will be a great project for the community. Later, another project will go to design. David Agacinski has been working on it as design project manager. He used to be the bike safety contact for the district. The other project, the resurfacing project for bike lanes on CR 29 – the County will take care of those items when it is going to resurfacing. Another on 951 and I-75 for utility relocates will have construction between May and June, along with a resurfacing project on I-75 which will be finishing up soon. Councilman Pernas has spoken with Wayne Gaither from FDOT to give updates at 7pm on May 2. If Wayne is late, I plan to attend on Zoom.

FDOT has a speed management workshop on May 1 at Manatee Operations Center in Sarasota, and another in Bartow in the FDOT auditorium on May 18. We will have a quick programming cycle this year, programming projects very quickly this summer. We will find out in a week or two which projects will be receiving money for Moving Florida Forward projects in Collier on I-75 and SR 29.

Mr. DiDonna: There are people working at the Immokalee and I-75 bridge – what about that? **Ms. Lantz:** I believe they were doing a road safety audit or some safety initiative about wrong way travel at that location. **Mr. DiDonna:** Does this have to do with Moving Florida Forward? **Ms. McLaughlin:** Moving Florida Forward has to do with expansion of the I-75 and the Pine Ridge intersection. **Ms. Lantz:** Moving Florida Forward has to do with the Diverging Diamond Interchange (DDI) at Pine Ridge and I-75 and the expansion of I-75 throughout Collier County. **Ms. McLaughlin:** The other projects with Moving Florida Forward are the two SR 29 projects around Immokalee including the loop road and another.

B. MPO Executive Director

Ms. McLaughlin announced that Dusty Siegler was promoted to Senior Planner and the vacancy for Administrative Support Specialist II has been advertised and should close on Friday, MPO staff is moving fast to try to fill the vacancy.

7. Committee Action

A. Endorse Amendment #3 to FY 22/23-23/24 Unified Planning Work Program (UPWP)

Ms. Siegler indicated that MPO staff requested the endorsement of Amendment 3 to FY 22/23-23/24 UPWP. The UPWP provides a planning work program that identifies and describes the MPO's budget for activities, studies and technical support expected to be undertaken in the metropolitan area on behalf of the MPO Board. It also lists the funding source(s) for each planning task and specifies whether the task will be conducted by MPO staff, consultants or county agencies. The current Fiscal Year (22/23) ends on June 30, 2023.

An amendment is necessary to: (1) in FY 22/23, reallocate personnel PL funds (totaling \$50,000) from Tasks 2, 4, 5, and 6 to personnel PL funds for Task 1 to fund the task work that MPO staff has been working on, and anticipates working on, for the remainder of the current fiscal year - a net zero revision. (2) in FY 23/24, reallocate \$3,000 in PL funds from personnel within Tasks 1, 3 and 5 to PL funds for consultants in the corresponding tasks so that the consultant projects that will remain ongoing at the end of the current fiscal year (June 30, 2023) can continue to be funded with FY 22/23 fund allocations in upcoming FY 23/24. This is a net zero revision. (3) in FY 23/24, include additional \$2,667 in PL funds for Task 6. - the 5305(d) program PL fund allocation increased by \$2,667. The Amendment allocates the funds to the TDSP Major Update to ensure that the ongoing project can be funded with FY 22/23 fund allocations in upcoming FY 23/24.

Other changes contained in the proposed Amendment include updates to some target dates for deliverables and updated FDOT soft match amounts. The public comment period for the proposed Amendment began on April 14, 2023 and will close at the MPO Board meeting on May 12, 2023.

Ms. Homiak moved to endorse Amendment #3 of the FY 22/23-23/24 Unified Planning Work Program (UPWP). Mr. Rincon seconded. Carried unanimously.

B. Review and Comment on Draft FY 2024-2028 Transportation Improvement Program (TIP) Project Sheets

Mr. Kingston provided an overview and indicated that the draft FY 2024-2028 TIP project sheets are provided for committee's review and comment. Capital Consulting Solutions developed the project sheet template, leaving space available to add project maps. FDOT plans to distribute a final TIP download in late April. Time allowing, MPO staff will work with the consultant to update project sheets as needed. The final project sheets for the FY2024-2028 TIP will be brought to TAC/CAC for endorsement in May, and the entire TIP will go to the MPO Board in June.

Ms. Middelstaedt recommended to make the print a little darker in the descriptions to make the documents more legible. **Ms. McLaughlin** mentioned TAC commented to add "lead agency" instead of "funding source." **Ms. Peters** mentioned that checklists are updated frequently and are good guides.

8. Reports and Presentation (May Require Committee Action)

A. Collier County Transportation Planning Overview Informational Presentation

Ms. Lantz provided an overview of how Collier County Transportation Planning works and how they coordinate with Collier MPO and the Planning Commission. Ms. Lantz is the Transportation Planning Manager, with a vacancy for Planner III, Mike Sawyer is Project Manager II, and a vacancy for the Management Analyst position.

Long-term planning is done by the MPO. They deal with vision, needs and what to do. FDOT looks at things long-term too. Collier County is looking at things short-term. The MPO comes up with Long-Range Transportation Plan (LRTP). Collier County looks at an Annual Updated Inventory Report (AUIR). It evaluates what is happening on the roads today and what is projected to happen in the future. We have a budget, similar to the MPO, which we derive our priorities from. Our projects are consistent with the LRTP. There are Traffic Impact Statements (TIS). As developers come in, they complete a TIS to state how their development impacts the roadway network.

The planning process starts with transportation facilities being added or improved. This increases accessibility for people to get home quicker. Because they can do this, their land value may increase. As this happens, land uses change. Land can be rezoned, or potential business opportunities happen. As new trips happen, more needs are generated. Level of Service then decreases. As level of service deteriorates, then transportation facilities are added or improved. This process is circular.

The MPO's long-range transportation planning process is similar. Socioeconomic data is evaluated, which is added to the district model for modeling efforts, about which roads are deficient, what

needs improved, what they can afford, which goes to the Board. These then contribute to the Cost Feasible Plan.

The opposite side of the house is transportation review process. A project is submitted to zoning or planning to change use or zoning, which requires a TIS telling us how their development affects roadways. It is taken to Collier County Planning Commission and then the BOCC approves this. Ultimately, they build. Their site plan becomes specific as to what they will actually build. We then look at this to see if transportation adjustments need to be made.

The MPO's vision is the LRTP, but the BOCC also has a vision, which work together and which we need to be consistent with. Regarding implementation, we continually must analyze what is being built with the plan. That's why we do the AUIR. The AUIR is monitored every year with trip counters and monitored by transportation planners. The AUIR is the cornerstone document of transportation. The AUIR contemplates many things: budget, acceptable Level of Service, what projects are coming in, and what projects are moving forward. This is monitored to see if projects are causing deficiencies, and what is good to be built. The TIS looks at what is deficient, what we are doing to fix it, as the Site Development Plan comes in, are there sufficient access points, interconnections, the impact on the network, and safety.

Mr. Stalzer: What is the average length of time from the start of the development to the project being developed? **Ms. Lantz:** From project start, it depends.

Mr. DiDonna: At Wiggins Pass, when they're putting up the building, they pay impact fees. Are there any counties that expedite reviews with infrastructure first? **Ms. Lantz:** We would look at our AUIR. For Wiggins pass, the current Level of Service is B. There are 533 trips currently remaining on it. The AUIR provides what trips there are today. It also takes trip bank into consideration. We predict between now and next AUIR that 27 of those trips will come out of the ground. They then paid for their impact fees and are built. If the Level of Service is low (a D or a C), there would be more hurdles in building. If there is an existing deficiency, then they would have to pay their proportionate share in order to build.

Mr. Hart: What is proportionate share? **Ms. Lantz:** If the road is moving toward failure, they will pay for a percentage of repair calculated by the TIS. **Mr. Hart:** What is deficient? **Ms. Lantz:** Levels of Service are grades. An A means there is not very many cars on the road-completely free-flowing. F is failing with complete gridlock. That is where there is congestion. We look at peak hour and peak direction. The Level of Service changes during the day. FDOT has different criterion for their roads. A road with a poor Level of Service can be expected to be deficient. **Mr. Hart:** How can a road be expected to be deficient? **Ms. Lantz:** We look at how many cars are on the road by trip counters and by looking at the capacity on the road (how many lanes). We look at what developments are growing in that area. Sometimes there are anomalies, like during COVID, when there was less congestion because less people were on the roads. **Mr. Hart:** What's the goal for the Level of Service? **Ms. Lantz:** Roads are not built for the peak; a little congestion is acceptable. A Level of Service D is acceptable on several roads. We weigh the budget with what is failing and come up with priorities and what can be implemented.

Mr. DiDonna: The impact fees are supposed to be used toward what's impacted on that road, so which goes into the general fund? **Ms. Lantz:** Impact fees are collected for many things, not just roads.

For roads, they can go to adjacent districts. If the impact fee is for District 1 and the adjacent District 2 has a regional facility is coming in, then the question is posed that, does this road affect District 1 but can be used for District 2? It is then reviewed to see if impact fees gathered in District 1 can be used in 2.

Ms. Homiak: The roads were not built to accommodate the changes in growth. People are constantly playing catch-up. **Ms. Lantz:** If the developer comes in and pays all their fees, the development is built. We look at the AUIR and look for deficiencies and then come up with our capital budget, much like the MPO does.

9. Member Comments

Ms. Middelstaedt: Have you gotten any feedback on whether we will be meeting over the summer?
Ms. McLaughlin: I expect to have an answer in May. We will not know for sure the outcome of funding for the Moving Florida Forward in the State Legislature for a week or two. That will affect whether we will be amending the LRTP. I am still communicating with Lee MPO on when we will be holding the joint Board meeting about things like SU funding and PL funding across county lines. This is also moving slowly as it goes to the MPO Advisory Council on the PL issue. This affects the urban area. It is unclear, at this time, when a joint meeting can occur.

Ms. Middelstaedt: On Saturday, April 29, an event in Everglades City is being held by the Museum of Everglades starting at 10 a.m. There will be a parade, Naples Jazz Band will play and Cesar Becerra will be giving a lecture on the Trail, with stilt walkers and jugglers from Miami. It is the 25th anniversary of the opening of the Friends of the Museum of the Everglades, 95th anniversary of the opening of the Tamiami Trail, and the County's Centennial. The official Centennial will be on May 8th at City Hall. Everglades City was the first county seat. Naples was developed as a tourist town. Per a 1959 referendum, the county seat was ultimately moved to east Naples where the government center is in an unincorporated area.

10. Distribution Items

None.

11. Next Meeting Date

May 22, 2023, 2 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Middelstaedt adjourned the meeting at 3:05 p.m.