METROPOLITAN PLANNING ORGANIZATION BOARD

9:00 a.m., Friday, October 16, 2015
City of Cape Coral Council Chambers
1015 Cultural Park Boulevard
Cape Coral, Florida 33990
239-244-2220

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

AGENDA

Call to Order

Pledge of Allegiance

Roll Call

1 Citizens Advisory Committee Meeting Report

2 Bicycle Pedestrian Coordinating Committee Report

3 Public Comments will be Taken at Each Item

Public Hearing Item

4. ^*Amendment to the FY 2015/2016 through FY 2019/2020 Transportation Improvement Program to add a Project for the Purchase of LeeTran Vehicles (Don Scott)

New Business

5. *Election of a Chair for the MPO Board (Don Scott)

6. *Review and Comment on the Presentation of the FDOT FY 2016/2017 through FY 2020/2021 Draft Tentative Work Program (FDOT)

7. *Approval of CAC Appointments (Johnny Limbaugh)

8. *Approval of Revised Amendments to the FY 2014/2015 & 2015/2016 Unified Planning Work Program to match the FTA 5305 Transit Planning funding allocations (Don Scott)

9. *Approval of the Cape Coral Bicycle Pedestrian Master Plan Consultant Selection Ranking and Recommendation (Johnny Limbaugh)

10. *Review and Approval of the General Planning Consultant Contracts (Johnny Limbaugh)

11. *Approval of the General Public Involvement Services Firms Selection Committee Ranking and Recommendation (Johnny Limbaugh)

12. *Review and Approve the Draft Cost Feasible Roadway, Transit, Freight, Congestion Management and Bicycle/Pedestrian Project Lists (Don Scott)

13. *MPO Letter of Support for Representative Passidomo's Refiled Bicycle Safety Bill – HB 253 (Don Scott)

14. *Approval of $500 in Non-Federal Funds to Support MPOAC Legislative Activities (Don Scott)

Other Business

15. Public Comments on Items not on the Agenda

16. Update on MPO Projects

17. LeeTran Report

18. FDOT Report

19. Announcements

20. Information and Distribution Items

Adjournment ^Roll Call Vote *Action Items +May Require Action

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mr. Johnny Limbaugh at the Lee MPO at 239-330-2242 or by email at jlimbaugh@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. 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 he has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Lee County MPO Title VI Coordinator Johnny Limbaugh at (239) 330-2242 or by writing him at P.O. Box 150045, Cape e Coral, Florida 33915-0045.

Agenda Item 4
MPO 10/16/15

APPROVAL OF AN AMENDMENT TO THE FY 2015/16 THROUGH FY 2019/20 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR THE PURCHASE OF LEETRAN VEHICLES

RECOMMENDED ACTION: Review and Approval of an amendment to the FY 2015/16 through FY 2019/20 Transportation Improvement Program (TIP) to add a funding phase for the purchase of a LeeTran vehicles.

The MPO is amending the FY 2015/16 through FY 2019/20 Transportation Improvement Program by deleting FPN#422621-2 to add a new project FPN#422621-3 for the purchase of a LeeTran bus in the amount of $1,100,000 in FY 2016. The Bus purchase funds in FY 2017 will be a standalone project FPN# 422621-4 in the Draft Tentative Work Program. **Attached** is the FDOT request letter along with project funding details. The result of the discussion and vote on this item by the TAC and CAC (meeting on October 6th) will be reported at the MPO Board meeting.

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway
Bartow, FL 33830

JIM BOXOLD
SECRETARY

September 24, 2015

Mr. Donald Scott AICP, Executive Director
Lee County Metropolitan Planning Organization
P.O. Box 150045
Cape Coral, FL 33915-0045

RE: Request for Amendment to the Lee County Metropolitan Planning Organization's FY 2015/16 – 2019/2020 Transportation Improvement Program (TIP)

Dear Mr. Scott:

This letter is a formal request for the Lee County Metropolitan Planning Organization (MPO) to approve the following amendment to FY 2015/16 – 2019/2020 TIP at the October 16, 2015 board meeting. A new item segment phase number was added to FPN #422621-2 to place funding in the amount of $1,100,000 for the replacement of a Lee Tran Bus. The total project cost for this capital expenditure is $1,100,000 and will be available in fiscal year 2016, as outlined in the table below. In order to receive federal funds for this project, these changes are required to be amended into the Lee County MPO's FY2015/2016 through 2019/2020 Transportation Improvement Program.

FPN Number	Federal Project Description	Phase Group	Amount	Funding Type	Fiscal Year	Comments
422621-3	Lee Tran Bus Purchase	Capital Grant	$1,100,000	FTAT	2016	Added a new funding phase
		Capital Grant	$1,100,000	SU	2016	

If you have any questions, please feel free to contact me at (239) 225-1976. Your continued cooperation is greatly appreciated.

Sincerely,

D'Juan L. Harris
Community Liaison

DLH:dlh

cc: Laura Lockwood, FDOT
Richard Shine, FDOT
Debra Stephens, FDOT

RESOLUTION 15-12

A RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION APPROVING AN AMENDMENT TO THE FY 2015/2016 THROUGH FY 2019/2020 TIP TO ADD A PROJECT FOR THE PURCHASE OF LEETRAN VEHICLES

Whereas, the Lee County Metropolitan Planning Organization has been established and charged with the responsibility to evaluate the adequacy of the transportation planning process; and

Whereas, the Lee County MPO has reviewed the amendment to the FY 2015/2016 through FY 2019/2020 Transportation Improvement Program and finds it consistent with the goals and objectives of the Transportation Plan; and

NOW THEREFORE, BE IT RESOLVED by the Lee County Metropolitan Planning Organization Board:

1. That the attached amendment to add a Project for the purchasing of LeeTran vehicles is approved.

PASSED AND DULY ADOPTED this 16th day of October 2015.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

_____

MPO Chair or Vice Chair

_____

Donald Scott, Lee County MPO Executive Director

Agenda Item 5
MPO 10/16/15

ELECTION OF A CHAIR FOR THE MPO BOARD

RECOMMENDED ACTION: Councilman Leonardo has resigned from the MPO and we now need to elect a Chair for the MPO Board.

Councilman Leonardo resigned from the MPO Board on August 24, 2015 and the Board needs to elect a Chair. Over the last few years we have elected the officers in December with the terms running from February 1st through January 31st. Listed below is the order of the rotation for the Chair and Vice Chair that we have followed in the past, with the addition of the Village of Estero at the end (consistent with the discussion at the Executive Committee meeting):

- City of Fort Myers (Current Chair)
- Lee County (Current Vice-Chair)
- Town of Fort Myers Beach
- City of Cape Coral
- City of Sanibel (Current Treasurer)
- City of Bonita Springs
- Village of Estero

Agenda Item 6
MPO 10/16/15

REVIEW AND COMMENT ON THE PRESENTATION OF THE FDOT DRAFT TENTATIVE WORK PROGRAM

RECOMMENDED ACTIONS: Review and comment on the FDOT draft tentative work program (**attached**).

This year the draft tentative work program for FY 17 through FY 21 is being presented earlier due to the Legislative Session occurring earlier. FDOT has sent out notifications of an ePublic Hearing for the presentation of the work program starting on October 12th at 9:00am and ending at midnight on October 16th. Listed below are the four ways to participate in the hearing:

1. Go to www.swflroads.com and click on Future Projects during the times listed to watch a video about the Fiscal Year 2017-2021 Draft Tentative Work Programs, review the programs and maps, submit comments, and find information about how to contact a representative of the department with questions. The ePublic Hearing will be open and available continuously during the listed times.
2. If you do not have access to a computer or the internet, you can use a computer at a local public library in each of the 12 counties within District One during the libraries' regular operating hours.
3. FDOT representatives are available at the following locations to meet with you in person, answer any questions, and assist with website access:

- South Regional Library, 8065 Lely Cultural Parkway, Naples-Wednesday, October 14, 1 p.m. to 3 p.m.
- Port Charlotte Public Library, 2280 Aaron Street, Port Charlotte-Thursday, October 15, 10:30 a.m. to 12:30 p.m.
- Lakes Regional Library, 15290 Bass Road, Fort Myers-Thursday, October 15, 1 p.m. to 3 p.m.

4. FDOT representatives will also be available with materials for review during the hearing week at the Florida Department of Transportation District One offices located at 801 North Broadway Avenue in Bartow and 10041 Daniels Parkway in Fort Myers. You can schedule a meeting at the offices by calling 863-519-2392 (Bartow) or 239-225-1975 (Fort Myers).

The FDOT will accept comments from all interested parties if received by Friday, October 30, 2015. Mail comments to Billy L. Hattaway, P.E., District Secretary, Florida Department of Transportation, P.O. Box 1249, Bartow, FL 33831, attention Laura Lockwood, Community Liaison Administrator. You can also email comments to Ms. Lockwood at laura.lockwood@dot.state.fl.us

Attached is the draft tentative work program for the MPO Board's review and input. FDOT will give a presentation on the work program at the meeting and the MPO staff will provide comments at the meeting following the discussion of the work program at the TAC and CAC Committee meetings held on October 6th. Also attached is a comparison of the projects funded with the priorities that were submitted back in June.

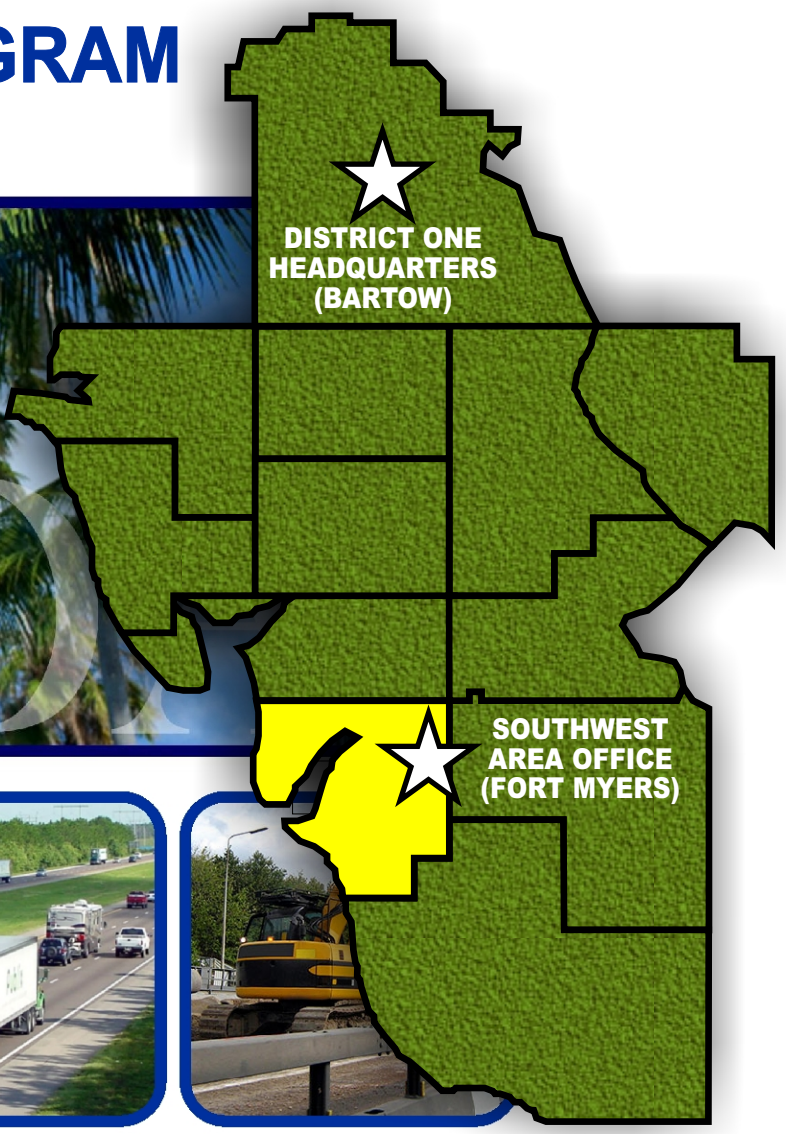
Centennial FDOT 1915 ★ 2015

Florida Department of
TRANSPORTATION - DISTRICT ONE

DRAFT

LEE COUNTY

TENTATIVE FIVE YEAR WORK PROGRAM
FISCAL YEARS 2017-2021



MISSION STATEMENT

The Department will provide a safe, interconnected statewide transportation system for Florida's citizens and visitors that ensures the mobility of people and goods, while enhancing economic prosperity and sustaining the quality of our environment.

Robin Stublen
Communications Specialist
District One Headquarters
801 North Broadway
P.O. Box 1249
Bartow, FL 33831
(863) 519-2362

Zachary Burch
Government Affairs &
Communications Manager
Southwest Area Office
10041 Daniels Parkway
Fort Myers, Fl. 33913
(239) 225-1950

CURRENTLY REPORTED ACTIVE FUND CODES

ACSA	Advance Construction (SA)
ACSU	Advance Construction (SU)
DDR	District Dedicated Revenue
DI	State-Statewide Inter/Intrastate Highway
DIH	State In-house Product Support
DPTO	State PTO
DS	State Primary Highways and PTO
DU	State Primary/Federal Reimbursement
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
FTAT	FHWA Transfer to FTA (non-bud)
GMR	General Revenue for SIS
HSP	Highway Safety Program
LF	Local Funds
LFP	Local Fund for Participating
PL	Metro Plan (85% FA; 15% other)
SA	STP, Any Area
SU	STP, Urban Areas > 200k
ACTU	Advance Construction TALU
NHRE	NAT HWY Perform Resurfacing
TALT	Transportation ALTS Any Area
TALU	Transportation ALTS> 200K
TRWR	Trans Regional Incentive Prog

HIGHWAYS

FPN: 4350071 **Project/Location:** ALLEN PARK ELEMENTAR Y SIDEWALK AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP	$17,500				
CST	TALU		$231,082			
Project Total:		$17,500	$231,082			

FPN: 4381021 **Project/Location:** ANDALUSIA BOULEVARD FROM SR 78 TO DIPLOMAT PARKWAY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$126,000
Project Total:						$126,000

FPN: 4351141 **Project/Location:** BONITA ELEMENTARY VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU		$195,000			
CST	TALU				$575,710	
Project Total:			$195,000		$575,710	

FPN: 4137141 **Project/Location:** BONITA SPRINGS TRAFFIC SIGNAL REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 3.296 **Begin Mile Post:** 1.124 **End Mile Post:** 4.420

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$32,538	$34,500	$35,535	$36,601	$37,699
Project Total:		$32,538	$34,500	$35,535	$36,601	$37,699

FPN: 4369281 **Project/Location:** BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE

Desc: PD&E/EMO STUDY

Project Length: 5.533 **Begin Mile Post:** 3.615 **End Mile Post:** 9.148

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU				$2,475,000	
Project Total:					$2,475,000	

FPN: 4313301 **Project/Location:** CAPE CORAL SIDEWALKS

Desc: SIDEWALK

Project Length: 0.617 **Begin Mile Post:** 5.191 **End Mile Post:** 5.808

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALT		$66,000			
CST	LFP				$81,077	
CST	TALT				$152,941	
CST	TALU				$77,484	
Project Total:			$66,000		$311,502	

FPN: 4136361 **Project/Location:** CAPE CORAL TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 2.243 **Begin Mile Post:** 7.514 **End Mile Post:** 9.757

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$27,960	$28,029	$28,870	$34,653	$35,693
Project Total:		$27,960	$28,029	$28,870	$34,653	$35,693

FPN: 4308921 **Project/Location:** CHIQUITA BLVD FROM SR 78 (PINE ISLAND) NW 4TH ST

Desc: SIDEWALK

Project Length: 1.403 **Begin Mile Post:** 6.252 **End Mile Post:** 7.655

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP	$9,889				
CST	TALT	$266,650				
Project Total:		$276,539				

FPN: 4349951 **Project/Location:** CHIQUTA BLVD FROM GLEASON PKWY TO 12TH TERRACE

Desc: SIDEWALK

Project Length: 2.587 **Begin Mile Post:** 3.065 **End Mile Post:** 5.652

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$251,000				
CST	SA			$124,423		
CST	SU			$894,411		
CST	TALT			$125,953		
Project Total:		$251,000		$1,144,787		

FPN: 4383751 **Project/Location:** COLLEGE PARKWAY AT WHISKEY CREEK DRIVE - OFF SYSTEM

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.100 **Begin Mile Post:** 1.000 **End Mile Post:** 1.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	HSP		$576,044			
CST	SA		$20,000			
Project Total:			$596,044			

FPN: 4353581 **Project/Location:** CONNECTICUT STREET FROM ESTERO BLVD TO ESTERO BAY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALT		$85,000			
PE	TALU		$39,472			
CST	TALT				$330,160	
Project Total:			$124,472		$330,160	

FPN: 4380971 **Project/Location:** CORONADO ROAD FROM CORTEZ BLVD TO US 41

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$81,000
Project Total:						$81,000

FPN: 4354221 **Project/Location:** CR 765/BURNT STORE RD FROM TROPICANA PKWY TO DIPLOMAT PARKWAY

Desc: ADD LANES & RECONSTRUCT

Project Length: 0.744 **Begin Mile Post:** 2.030 **End Mile Post:** 2.774

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP	$1,764,753	$735,247			
CST	TRWR	$1,764,753	$735,247			
Project Total:		$3,529,506	$1,470,494			

FPN: 4353471 **Project/Location:** CR 887 (OLD US 41) FROM COLLIER COUNTY LINE TO BONITA BEACH RD

Desc: PD&E/EMO STUDY

Project Length: 1.180 **Begin Mile Post:** 0.000 **End Mile Post:** 1.180

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU			$2,010,000		
Project Total:				$2,010,000		

FPN: 4308891 **Project/Location:** DIPLOMAT PKWY FROM DEL PRADO BLVD TO NE 24TH AVE

Desc: SIDEWALK

Project Length: 1.036 **Begin Mile Post:** 6.146 **End Mile Post:** 7.182

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP				$29,363	
CST	TALT				$350,140	
Project Total:					$379,503	

FPN: 4369551 **Project/Location:** FOWLER ST AT SR 884 (COLONIAL BLVD)

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.208 **Begin Mile Post:** 0.566 **End Mile Post:** 0.700

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SA				$205,000	
Project Total:					$205,000	

FPN: 4136381 **Project/Location:** FT MYERS BEACH TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 0.050 **Begin Mile Post:** 0.000 **End Mile Post:** 0.050

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$3,296	$3,494	$3,599	$3,707	$3,818
Project Total:		$3,296	$3,494	$3,599	$3,707	$3,818

FPN: 4136371 **Project/Location:** FT MYERS TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 3.617 **Begin Mile Post:** 19.694 **End Mile Post:** 23.311

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$264,689	$274,396	$287,402	$296,024	$304,905
Project Total:		$264,689	$274,396	$287,402	$296,024	$304,905

FPN: 4383731 **Project/Location:** GUNNERY ROAD AT 8TH STREET SOUTHWEST

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.008 **Begin Mile Post:** 1.642 **End Mile Post:** 1.650

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	HSP		$1,224,819			
CST	SA		$20,000			
Project Total:			$1,244,819			

FPN: 4367981 **Project/Location:** HANSON ST FROM US 41 TO MONTCLAIRE AVE

Desc: SIDEWALK

Project Length: 0.317 **Begin Mile Post:** 0.520 **End Mile Post:** 0.837

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP			$10,000		
CST	SU				$315,572	
Project Total:				$10,000	$315,572	

FPN: 4130651 **Project/Location:** I-75 AT SR 884 (COLONIAL BLVD) INTERCHANGE

Desc: INTERCHANGE IMPROVEMENT

Project Length: 0.500 **Begin Mile Post:** 20.800 **End Mile Post:** 21.300

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ROW	DI				$2,943,961	
ROW	DIH				$43,347	
Project Total:					$2,987,308	

FPN: 4313241 **Project/Location:** JEFFCOTT STREET FROM US 41 (SR 45) TO FOWLER STREET

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU	$145,000				
CST	TALT			$424,917		
Project Total:		$145,000		$424,917		

FPN: 4313211 **Project/Location:** JOHN YARBOROUGH LINEAR PARK PHASE IV FEASIBILITY STUDY

Desc: PEDESTRIAN SAFETY IMPROVEMENT

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	ACTU	$170,000				
PLN	LF	$80,000				
Project Total:		$250,000				

FPN: 4126364 **Project/Location:** LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE II

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.002 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$200,000				
DSB	ACSU	$3,651,858				
DSB	DDR	$5,513,490				
DSB	DIH	$102,500				
DSB	SU	$2,130,043				
Project Total:		$11,597,891				

FPN: 4126366 **Project/Location:** LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE III

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.100 **Begin Mile Post:** 0.000 **End Mile Post:** 0.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH			$50,000		
PE	SA			$400,000		
Project Total:				$450,000		

FPN: 4126721 **Project/Location:** LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT

Desc: TRAFFIC SIGNALS

Project Length: 9.184 **Begin Mile Post:** 0.900 **End Mile Post:** 10.084

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$510,169	$519,310	$534,889	$560,771	$577,594
Project Total:		$510,169	$519,310	$534,889	$560,771	$577,594

FPN: 1957641 **Project/Location:** LEE MPO IDENTIFIED OPERATIONAL IMPROVMENTS FUNDING

Desc: TRAFFIC OPS IMPROVEMENT

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU				$224,606	$199,977
Project Total:					$224,606	$199,977

FPN: 4354321 **Project/Location:** LEE TRAN BUS PULLOUTS ON REGIONAL ROADWAYS

Desc: TRANSIT IMPROVEMENT

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LFP		$1,000,000			
CST	TRWR		$1,000,000			
Project Total:			$2,000,000			

FPN: 4351121 **Project/Location:** OLD BURNT STORE RD FROM EMBERS PARKWAY TO TROPICANA PARKWAY

Desc: BIKE PATH/TRAIL

Project Length: 1.100 **Begin Mile Post:** 0.000 **End Mile Post:** 1.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU			$204,683		
Project Total:				$204,683		

FPN: 4349941 **Project/Location:** PELICAN ELEMENTARY SIDEWALKS VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP	$37,982				
CST	TALT		$6,279			
CST	TALU		$204,798			
Project Total:		$37,982	$211,077			

FPN: 4369261 **Project/Location:** PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY

Desc: PD&E/EMO STUDY

Project Length: 5.466 **Begin Mile Post:** 0.001 **End Mile Post:** 5.467

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	SU					$1,100,000
Project Total:						$1,100,000

FPN: 4328981 **Project/Location:** QUEENS DRIVE AND RICHMOND AVENUE SAFE ROUTES TO SCHOOL

Desc: SIDEWALK

Project Length: 0.100 **Begin Mile Post:** 0.000 **End Mile Post:** 0.100

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	TALU	$20,000				
CST	TALU	$363,445				
Project Total:		$383,445				

PHASE CODES ADM – Administration ● CAP – Capitol Improvement ● CS – Construction ● DSB – Design Build ● ENV – Environmental ● INC – Contract Incentives ● LAR – Local Government Reimbursement ● MNT – Bridge/Rdway/Contract Maint ● MSC – Miscellaneous ● OPS – Operations ● PE – Prelim Engineering ● PDE – Project Dev and Enviro ● PLN – Planning ● RES – Research ● ROW – Right of Way ● RRU – Railroad Utilities

FPN: 4349891 **Project/Location:** RAY POTTEROFF ELEMENTARY AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.436 **Begin Mile Post:** 3.369 **End Mile Post:** 3.804

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT	$210,406				
Project Total:		$210,406				

FPN: 4313291 **Project/Location:** SE 8TH STREET FROM CULTURAL PARK BLVD TO SANTA BARBARA BLVD

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	LF		$20,000			
CST	TALT		$246,568			
Project Total:			$266,568			

FPN: 4350221 **Project/Location:** SIXMILE CYPRESS PKWY FROM WINKLER AVE EXT TO CHALLENGER BLVD

Desc: BIKE PATH/TRAIL

Project Length: 0.837 **Begin Mile Post:** 5.421 **End Mile Post:** 6.258

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU		$371,261			
Project Total:			$371,261			

FPN: 4332321 **Project/Location:** SKYLINE BLVD FROM GLEASON PKWY TO SW 26TH STREET

Desc: SIDEWALK

Project Length: 0.795 **Begin Mile Post:** 2.045 **End Mile Post:** 2.840

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	ACTU	$179,619				
CST	TALU	$36,924				
Project Total:		$216,543				

FPN: 4332341 **Project/Location:** SKYLINE BLVD FROM VETERANS MEMORIAL PKWY TO TRAFALGAR PKWY

Desc: SIDEWALK

Project Length: 1.101 **Begin Mile Post:** 3.048 **End Mile Post:** 4.149

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT	$257,518				
Project Total:		$257,518				

FPN: 4381011 **Project/Location:** SOUTH ST SIDEWALK FROM US 41/CLEVELAND AVE TO SR 739/FOWLER ST

Desc: SIDEWALK

Project Length: 0.060 **Begin Mile Post:** 22.730 **End Mile Post:** 22.790

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$81,000
Project Total:						$81,000

FPN: 4366381 **Project/Location:** SR 31 FROM OLD RODEO ROAD TO CHARLOTTLE C/L

Desc: RESURFACING

Project Length: 3.044 **Begin Mile Post:** 1.640 **End Mile Post:** 4.684

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DIH	$276,142				
CST	SA	$2,675,793				
Project Total:		$2,951,935				

FPN: 4349391 **Project/Location:** SR 45 (US 41) FROM ALICO RD TO DANIELS PKWY

Desc: RESURFACING

Project Length: 4.015 **Begin Mile Post:** 13.025 **End Mile Post:** 17.040

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR	$100,000				
CST	DDR	$7,254,604				
CST	DIH	$112,574				
CST	DS	$3,008,195				
Project Total:		$10,475,373				

FPN: 4369312 **Project/Location:** SR 45 (US 41) FROM LITTLETON RD TO FORK RD

Desc: SIDEWALK

Project Length: 1.101 **Begin Mile Post:** 27.940 **End Mile Post:** 29.041

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU		$205,000			
CST	DDR				$72,068	
CST	SU				$649,709	
Project Total:			$205,000		$721,777	

FPN: 4350201 **Project/Location:** SR 45 (US 41) FROM N OF DELPRADO TO FOUNTAINVIEW BLVD

Desc: SIDEWALK

Project Length: 1.130 **Begin Mile Post:** 29.966 **End Mile Post:** 31.096

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$14,350				
CST	SU	$314,279				
Project Total:		$328,629				

FPN: 4350251 **Project/Location:** SR 45 (US 41) FROM N OF DEL PRADO BLVD TO TARA BLVD

Desc: SIDEWALK

Project Length: 1.575 **Begin Mile Post:** 29.966 **End Mile Post:** 31.541

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$25,625				
CST	SU	$572,895				
Project Total:		$598,520				

FPN: 4350241 **Project/Location:** SR 45 (US 41) FROM SR 739 (US 41 BUS) TO S OF DEL PRADO BLVD

Desc: SIDEWALK

Project Length: 0.805 **Begin Mile Post:** 29.041 **End Mile Post:** 29.846

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$19,475				
CST	SU	$539,286				
Project Total:		$558,761				

FPN: 4369311 **Project/Location:** SR 45 (US 41) FROM SR 78 TO LITTLETON RD

Desc: SIDEWALK

Project Length: 1.017 **Begin Mile Post:** 26.923 **End Mile Post:** 27.940

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU		$205,000			
CST	DDR				$34,222	
CST	SU				$1,263,718	
Project Total:			$205,000		$1,297,940	

FPN: 4313341 **Project/Location:** SR 739 (METRO PKWY) FROM DANIELS PARKWAY TO WINKLER AVENUE

Desc: ADD LANES & RECONSTRUCT

Project Length: 4.053 **Begin Mile Post:** 4.257 **End Mile Post:** 8.310

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR		$130,000			$100,000
ROW	DDR			$2,896,092	$9,502,817	$9,590,998
ROW	DIH			$200,000	$500,000	$542,560
ROW	DS				$4,622,645	$5,396,016
Project Total:			$130,000	$3,096,092	$14,625,462	$15,629,574

FPN: 4349641 **Project/Location:** SR 739 (METRO PKWY) FROM WAREHOUSE ROAD TO HANSON STREET

Desc: RESURFACING

Project Length: 0.736 **Begin Mile Post:** 8.838 **End Mile Post:** 9.574

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DDR	$692,504				
Project Total:		$692,504				

FPN: 4353481 **Project/Location:** SR 78 (BAYSHORE RD) FROM PARK 78 DRIVE TO SR 31

Desc: BIKE PATH/TRAIL

Project Length: 3.572 **Begin Mile Post:** 20.832 **End Mile Post:** 24.404

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PDE	DDR	$1,000,000				
PDE	DIH	$30,000				
Project Total:		$1,030,000				

FPN: 4347071 **Project/Location:** SR 78 (PINE ISLAND RD) SIDEWALK AT VARIOUS LOCATIONS

Desc: BIKE PATH/TRAIL

Project Length: 5.580 **Begin Mile Post:** 5.400 **End Mile Post:** 10.980

Comments: 32ND PL TO BURNT STORE & CULTURAL PARK BLVD TO ANDALUSIA BLV

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DDR		$10,775			
CST	SA		$444,548			
Project Total:			$455,323			

FPN: 4136951 **Project/Location:** SR 78 (PINE ISLAND) FROM BURNT STORE ROAD TO W OF CHIQUITA BLVD

Desc: ADD LANES & RECONSTRUCT

Project Length: 1.940 **Begin Mile Post:** 5.467 **End Mile Post:** 7.407

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
RPY	ACSA	$3,806,887				
Project Total:		$3,806,887				

FPN: 4350231 **Project/Location:** SR 78/PINE ISLAND RD FROM CHIQUITA BLVD TO SANTA BARBARA BLVD

Desc: BIKE LANE/SIDEWALK

Project Length: 2.243 **Begin Mile Post:** 7.514 **End Mile Post:** 9.757

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS	$28,700				
CST	SU	$570,625				
Project Total:		$599,325				

FPN: 4298231 **Project/Location: SR 80 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)**

Desc: BIKE PATH/TRAIL
Project Length: 4.493 **Begin Mile Post:** 6.080 **End Mile Post:** 10.573
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	SU	$70,000				
CST	SA		$437,874			
CST	SU		$3,250,713			
Project Total:		$70,000	$3,688,587			

FPN: 4353411 **Project/Location: SR 80 SHARED USE PATH VARIOUS LOCATIONS**

Desc: BIKE PATH/TRAIL
Project Length: 4.396 **Begin Mile Post:** 6.245 **End Mile Post:** 10.641
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU					$2,049,630
Project Total:						$2,049,630

FPN: 4258413 **Project/Location: SR 82 FROM ALABAMA ROAD S TO HOMESTEAD ROAD S**

Desc: ADD LANES & RECONSTRUCT
Project Length: 3.466 **Begin Mile Post:** 14.961 **End Mile Post:** 18.427
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DDR				$50,000	$100,000
ROW	DDR	$385,061				
Project Total:		$385,061			$50,000	$100,000

FPN: 4258411 **Project/Location: SR 82 FROM CR 884 (LEE BLVD) TO SHAWNEE ROAD**

Desc: ADD LANES & RECONSTRUCT
Project Length: 4.462 **Begin Mile Post:** 7.082 **End Mile Post:** 11.544
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	SU	$30,000	$100,000			
RRU	DDR		$500,000			
RRU	LF		$2,373,985			
CST	DDR		$50,051,394			
CST	DI		$15,387,534			
CST	DIH		$722,214			
INC	DI					$2,500,000
Project Total:		$30,000	$69,135,127			$2,500,000

FPN: 4380081 **Project/Location: SR 82 FROM ROCKFILL RD TO ORTIZ AVE**

Desc: RESURFACING
Project Length: 1.175 **Begin Mile Post:** 2.651 **End Mile Post:** 3.826
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$100,000				
ENV	DS	$10,000		$15,000		
CST	DIH			$250,644		
CST	SA			$4,525,614		
Project Total:		$110,000		$4,791,258		

FPN: 4337261 **Project/Location:** SR 865 (SAN CARLOS) FROM ESTERO BLVD TO CR 869 (SUMMERLIN RD)

Desc: PD&E/EMO STUDY

Project Length: 3.122 **Begin Mile Post:** 0.000 **End Mile Post:** 3.122

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU			$3,524,972		
Project Total:				$3,524,972		

FPN: 4308861 **Project/Location:** SR 865 (SIX MILE CYPRESS PKWY) AT US 41 (SR 45)

Desc: INTERSECTION IMPROVEMENT

Project Length: 0.314 **Begin Mile Post:** 9.457 **End Mile Post:** 9.771

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$75,000				
ENV	SU	$100,000				
CST	DS		$25,272			
CST	SU		$1,220,950			
Project Total:		$175,000	$1,246,222			

FPN: 4308871 **Project/Location:** SR 867 (MCGREGOR BLVD) FROM ROYAL PALM SQ TO CR 884 (COLONIAL)

Desc: SIDEWALK

Project Length: 0.192 **Begin Mile Post:** 6.293 **End Mile Post:** 6.485

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS		$11,583			
CST	SU		$505,638			
Project Total:			$517,221			

FPN: 4332211 **Project/Location:** SR 867 (MCGREGOR BLVD) FROM TANGLEWOOD PARKWAY TO BRENTWOOD PARKWAY

Desc: SIDEWALK

Project Length: 0.272 **Begin Mile Post:** 5.449 **End Mile Post:** 5.721

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	DS		$6,381			
CST	SU		$155,908			
Project Total:			$162,289			

FPN: 4380071 **Project/Location:** SR 876 FROM WEST OF I-75 TO REST AREA

Desc: RESURFACING

Project Length: 0.513 **Begin Mile Post:** 7.247 **End Mile Post:** 7.760

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$100,000				
ENV	DS		$15,000	$25,000		
CST	DDR			$397,607		
CST	DIH			$200,048		
CST	NHRE			$507,606		
CST	SA			$1,591,504		
Project Total:		$100,000	$15,000	$2,721,765		

FPN: 4381511 **Project/Location:** SUMMERLIN RD SHARED USE PATH FROM LAKEWOOD BLVD TO CYPRESS LAKE BLVD

Desc: SIDEWALK

Project Length: 1.070 **Begin Mile Post:** 6.750 **End Mile Post:** 7.820

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$202,000
Project Total:						$202,000

FPN: 4313311 **Project/Location:** SW 20TH AVE FROM VETERAN PKWY TO 30TH TERRACE

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	TALT		$123,712			
Project Total:			$123,712			

FPN: 4381001 **Project/Location:** SW 20TH AVE FROM VETERANS PKWY TO 1900' SOUTH OF TRAFALGAR PKWY

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CST	SU					$319,734
Project Total:						$319,734

FPN: 4381561 **Project/Location:** SW 29TH AVE SIDEWALKS FROM CEITUS PARKWAY TO SW 3RD LANE

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$61,000
Project Total:						$61,000

FPN: 4381451 **Project/Location:** TICE ELEMENTARY SIDEWALKS AT VARIOUS LOCATIONS

Desc: SIDEWALK

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	TALU					$125,000
Project Total:						$125,000

FPN: 4349931 **Project/Location:** TROPICANA PKWY FROM W BURNT STORE RD TO W OF CHIQUITA BLVD

Desc: SIDEWALK

Project Length: 2.012 **Begin Mile Post:** 0.000 **End Mile Post:** 2.012

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	LFP		$90,720			
CST	TALT			$13,503		
CST	TALU			$465,578		
Project Total:			$90,720	$479,081		

FPN: 4350211 **Project/Location: TROPICANA PKWY FROM CHIQUITA BLVD TO SANTA BARBARA BLVD**

Desc: SIDEWALK
Project Length: 1.921 **Begin Mile Post:** 2.100 **End Mile Post:** 4.021
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU	$77,559				
CST	LFP		$54,500			
CST	SU		$415,825			
Project Total:		$77,559	$470,325			

FPN: 4308881 **Project/Location: US 41 (SR 45) FROM SAN CARLOS BLVD TO SR 739**

Desc: BIKE LANE/SIDEWALK
Project Length: 2.610 **Begin Mile Post:** 10.390 **End Mile Post:** 13.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$350,000
Project Total:						$350,000

FPN: 4313131 **Project/Location: US 41 (SR 45) FROM WINKLER AVENUE TO SR 82**

Desc: RESURFACING
Project Length: 2.388 **Begin Mile Post:** 21.033 **End Mile Post:** 23.421
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
ENV	DS	$115,000				
CST	DIH		$210,600			
CST	DS		$6,724,163			
CST	HSP		$6,406,825			
CST	SA		$1,479,723			
Project Total:		$115,000	$14,821,311			

FPN: 4365471 **Project/Location: US 41 AT COLLEGE PKWY/WOODLAND BLVD**

Desc: INTERSECTION IMPROVEMENT
Project Length: 0.188 **Begin Mile Post:** 17.652 **End Mile Post:** 17.840
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	DIH	$10,000				
PE	HSP	$141,015				
CST	DIH			$10,820		
CST	DS			$8,846		
CST	HSP			$176,939		
Project Total:		$151,015		$196,605		

HIGHWAYS TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$40,267,551	$98,902,383	$19,944,455	$25,431,296	$23,884,624

MISCELLANEOUS

FPN: 4369721 **Project/Location:** BLUETOAD TRAFFIC MONITORS AT VARIOUS LOCATIONS

Desc: ATMS - ARTERIAL TRAFFIC MGMT

Project Length: 0.001 **Begin Mile Post:** 0.001 **End Mile Post:** 0.002

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SA				$40,000	
CST	SU					$45,000
Project Total:					$40,000	$45,000

FPN: 4299601 **Project/Location:** LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS

Desc: TRAFFIC MANAGEMENT CENTERS

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	SU	$300,000	$300,000	$300,000	$300,000	$300,000
Project Total:		$300,000	$300,000	$300,000	$300,000	$300,000

FPN: 4380981 **Project/Location:** SIGNAL TIMING & COORDINATION W/ LEE COUNTY AT VARIOUS LOCATIONS

Desc: TRAFFIC SIGNAL UPDATE

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$151,000
Project Total:						$151,000

FPN: 4381521 **Project/Location:** TRANSIT BUS QUEUE JUMPS US 41/COLLEGE PKWY TSP DANIELS TO COLONIAL

Desc: TRAFFIC SIGNAL UPDATE

Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PE	SU					$398,000
Project Total:						$398,000

MISCELLANEOUS TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$300,000	$300,000	$300,000	$340,000	$894,000

TRANSPORTATION PLANNING

FPN: **4383601** **Project/Location:** **LEE COUNTY MPO 2020/2021**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL					$689,626
Project Total:						$689,626

FPN: **4318081** **Project/Location:** **LEE COUNTY MPO FY 2017/2018 UPWP**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL	$689,626	$689,626			
Project Total:		$689,626	$689,626			

FPN: **4348561** **Project/Location:** **LEE COUNTY MPO FY 2018/2019 UPWP**

Desc: TRANSPORTATION PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	PL			$689,626	$689,626	
Project Total:				$689,626	$689,626	

TRANSPORTATION PLANNING TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$689,626	$689,626	$689,626	$689,626	$689,626

FLP: AVIATION

FPN: 4300001 **Project/Location:** LEE CNTY PORT AUTHORITY SW FL INT'L APT N PROPERTY UTILITIES AND ROADS

Desc: AVIATION SAFETY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DPTO		$2,582,253	$1,817,747		
CAP	LF		$2,582,253	$1,817,747		
Project Total:			$5,164,506	$3,635,494		

FPN: 4313681 **Project/Location:** PAGE FIELD APT REHAB RW 5/23 AND 13/31 ASSOCIATED TW SYS AND APRONS

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: CONTRACT NUMBER AR357

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$91,395		$3,000,000	$3,500,000	
CAP	DPTO	$272,000				
CAP	FAA	$4,000,800				
CAP	LF	$159,395		$750,000	$3,500,000	
Project Total:		$4,523,590		$3,750,000	$7,000,000	

FPN: 4309791 **Project/Location:** SW FL INT'L AIRPORT PAVEMENT REHAB OF ROADS

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$1,000,000	$3,675,000			
CAP	LF	$1,000,000	$3,675,000			
Project Total:		$2,000,000	$7,350,000			

FPN: 4313671 **Project/Location:** SW FL INT'L APT AIRSIDE PAVEMENT REHAB

Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR	$505,862				
CAP	DPTO	$2,569,138				
CAP	LF	$3,075,000				
Project Total:		$6,150,000				

FPN: 4295111 **Project/Location:** SW FL INT'L APT ARFF CRASH VEHICLE

Desc: AVIATION SAFETY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DPTO					$772,368
CAP	LF					$772,368
Project Total:						$1,544,736

FLP: AVIATION TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$12,673,590	$12,514,506	$7,385,494	$7,000,000	$1,544,736

FLP: INTERMODAL

FPN: 4387511 **Project/Location:** LEETRAN

Desc: SOUTH AREA TRANSFER CENTER W/PARK AND RIDE LOTS
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR		$627,245	$580,957		
CAP	DPTO		$1,200,000			
CAP	LF		$1,827,245	$580,957		
Project Total:			$3,654,490	$1,161,914		

FPN: 4184251 **Project/Location:** SOUTHWEST FLORIDA INTERNATIONAL AIRPORT MIDFIELD ENTRANCE ROAD

Desc: AVIATION CAPACITY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: EXPAND MIDFIELD ENTRANCE ROAD...(SIS PROJECT)

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	DDR		$1,000,000			
CAP	DPTO	$1,505,653				
CAP	LF	$1,505,653	$1,000,000			
Project Total:		$3,011,306	$2,000,000			

FLP: INTERMODAL TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$3,011,306	$5,654,490	$1,161,914		

FLP: MULTIMODAL FACILITY

FPN: **4314141** **Project/Location:** **ROSA PARKS DOWNTOWN INTERMODAL CAPACITY IMPROVEMENTS**

Desc: INTERMODAL HUB CAPACITY

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	GMR		$6,000,000			
Project Total:			$6,000,000			

FLP: MULTIMODAL FACILITY TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
	$6,000,000			

FLP: TRANSIT

FPN: 4073291 **Project/Location: LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE - CORRIDOR**

Desc: URBAN CORRIDOR IMPROVEMENTS

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: CORRIDOR DEVELOPMENT

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR			$1,385,854		
OPS	DPTO	$1,615,085	$1,668,463	$323,400	$1,760,542	
OPS	LF	$1,615,085	$1,668,463	$1,709,254	$1,760,542	
Project Total:		$3,230,170	$3,336,926	$3,418,508	$3,521,084	

FPN: 4101251 **Project/Location: LEE COUNTY FTA SECTION 5311 OPERATING ASSISTANCE**

Desc: OPERATING/ADMIN. ASSISTANCE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DU	$200,584	$200,584	$200,584	$200,584	$184,582
OPS	LF	$200,584	$200,584	$200,584	$200,584	$184,582
Project Total:		$401,168	$401,168	$401,168	$401,168	$369,164

FPN: 4101471 **Project/Location: LEE COUNTY FTA SECTION 5307 CAPITAL ASSISTANCE**

Desc: CAPITAL FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5307 URBANIZED AREAS

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTA	$6,137,832	$6,137,832	$6,137,832	$5,833,046	$5,787,589
CAP	LF	$1,534,458	$1,534,458	$1,534,458	$1,458,262	$1,446,897
Project Total:		$7,672,290	$7,672,290	$7,672,290	$7,291,308	$7,234,486

FPN: 4101151 **Project/Location: LEE COUNTY MPO TRANSIT PLANNING FTA 5305 (D)**

Desc: MODAL SYSTEMS PLANNING

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: SECTION 5305(D) METROPOLITAN PLANNING

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
PLN	DPTO	$18,355	$18,906	$18,906	$19,700	$19,090
PLN	DU	$146,839	$151,244	$151,244	$157,598	$152,720
PLN	LF	$18,355	$18,906	$18,906	$19,700	$19,090
Project Total:		$183,549	$189,056	$189,056	$196,998	$190,900

FPN: 4101401 **Project/Location: LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE BLOCK GRANT**

Desc: OPERATING FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
OPS	DDR	$251,674				
OPS	DPTO	$1,638,639	$1,939,181	$2,003,200	$2,103,360	$2,208,528
OPS	LF	$1,890,313	$1,939,181	$2,003,200	$2,103,360	$2,208,528
Project Total:		$3,780,626	$3,878,362	$4,006,400	$4,206,720	$4,417,056

FPN: 4345161 **Project/Location: LEE COUNTY/CAPE CORAL UZA FTA SECTION 5339 CAPITAL ASSISTANCE**

Desc: CAPITAL FOR FIXED ROUTE

Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000

Comments: NO DIRECT RECIPIENT

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTA	$678,443	$678,443	$678,443	$564,014	$572,337
CAP	LF	$169,611	$169,611	$169,611	$141,004	$143,084
Project Total:		$848,054	$848,054	$848,054	$705,018	$715,421

FPN: 4226214 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: PURCHASE FULL SIZE HEAVY DUTY BUSES FOR FIXED ROUTE

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT	$1,500,000				
CAP	SU	$1,500,000				
Project Total:		$3,000,000				

FPN: 4365031 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT				$1,500,000	
CAP	SU				$1,500,000	
Project Total:					$3,000,000	

FPN: 4381531 **Project/Location: LEE TRAN BUS PURCHASE**

Desc: PURCHASE VEHICLES/EQUIPMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21
CAP	FTAT					$1,500,000
CAP	SU					$1,500,000
Project Total:						$3,000,000

FLP: TRANSIT TOTAL

2016/17	2017/18	2018/19	2019/20	2020/21
$19,115,857	$16,325,856	$16,535,476	$19,322,296	$15,927,027

LEE COUNTY TOTALS

Phase	Fund	2016/17	2017/18	2018/19	2019/20	2020/21	Total
COUNTY Total:		$76,057,930	$140,386,861	$46,016,965	$52,783,218	$42,940,013	$358,184,987

STP AND STATE FUNDS PRIORITY STATUS

2015 Priority	Project	From	To	Improvement Type	Length (miles)	Phase	Funded
1	Funding for County Traffic Operations Center[1]						Yes
2	Multi-Modal Enhancement Box[1]						
3	SR 739 (Fowler St)	Metro/Fowler	SR 82 (Dr. Martin Luther King Jr. Blvd)	TBD	1.4	TBD	
4	Big Carlos Bridge Replacement			Bridge	0.4	PD&E	
5	I-75/Corkscrew Interchange			Interchange		PE	
6	San Carlos	Main Street	Summerlin Rd	From PD&E Study	2.479	ROW	
7	Countywide ATMS			Phase III Implementation		CST	

Notes:

[1]The top two priorities are set asides that the Lee County MPO request annually from off the top of SU funds allocated to the Unfunded

LEE MPO MULTIMODAL BOX FUND PRIORITY STATUS

Roadway/Project	Road Classification	Limits	Length (In Miles)	Proposed Improvements	Phase	MPO Priority	Funded
SW 20th Ave/Nott Rd Sidewalk [1]	*Collector*	*Veterans Pkwy to Trafalgar Pkwy*	*0.17*	*Sidewalk (West Side)*	*CST*	*1*	**Yes**
SR 80 Shared Use Path	*Arterial*	*TBD*	*NA*	*Shared Use Path (North Side)*	*CST Phase II*	**2**	**Yes**
Signal Timing and Coordination	NA	NA	NA	Signal retiming of traffic signal systems on state highways as needed	Study & Implementation	**3**	**Yes**
Transit Preferential Treatments	*Arterial*	*Daniels Pkwy to Colonail Blvd*	*3.47*	*Bus Queue Jump at US 41/College TSP - Daniels to Colonial Special Left Turn Bus Phase*	*PE + CST*	**3**	**Yes**
Summerlin Rd Shared Use Path	*Arterial*	*Lakewood Blvd to Cypress Lake Blvd*	*1.12*	*Shared Use Path (East Side)*	*PE* / CST	**3**	**Yes**
US 41 Sidewalk	Arterial	Tara Blvd to 72.38 N of French Creek Lane	0.74	8' wide sidewalk (West Side)	PE + CST	**6**	
SR 80 Shared Use Path	Arterial	Buckingham Rd to Linwood Ave	0.81	Shared Use Path (south side)	PE + CST	**7**	
Colonial @ Six Mile Pkwy Intersection Improvements	Arterial	South of Rolfe's Rd to 0.06 Mile west of Six Mile Cypress Pkwy	0.26	Add a third WB left turn lane on Colonial to SB Six Mile Cypress	PE + CST	**8**	
Leonard/Westgate Blvd Shared Use Path	Collector	Sunshine Blvd to Lee Blvd	5.4	Shared Use Path (Both Sides)	PE + CST	**9**	
Bell Blvd Sidewalk	Collector	Sunrise Blvd to Joel Blvd	1.1	Sidewalk (Both Sides)	PE + CST	**10**	
Marsh Ave Sidewalk	Collector	Michigan Ave to SR 80	0.63	Sidewalk (West Side)	PE + CST	**11**	
Andalusia Blvd Sidewalk	Collector	Pine Island Rd to Diplomat Pkwy	1.53	Sidewalk (Both Sides)	PE / CST	**12**	**Yes**
Veterans Pkwy Shared Use Path					PE + CST	**13**	
Alabama Rd Sidewalk	Arterial	SR 82 to Paddock St	1.84	Sidewalk (East Side)	PE + CST	**14**	
Trafalgar Elementary and Traflagar Middle Sidewalk			1.63		PE + CST	**15**	
Buckingham Rd Bike Lanes	Arterial	Cemetary Rd to SR 80	2.07	Bike Lane	PE + CST	**16**	
Skyline Blvd Sidewalk	Collector	Cape Coral Pkwy to El Dorado Pkwy	0.93	Sidewalk (Both Sides)	PE + CST	**17**	
US 41 Sidewalk	Arterial	72.38 N of French Creek Lane to Charlotte Cty li	1.33	8' wide sidewalk (Both Sides)	PE + CST	**18**	
Averill/Gator Circle Sidewalks			2.22		PE + CST	**19**	
Gator Circle Sidewalk	Collector	Averill Blvd to Ramsey Blvd	1.84	Sidewalk (North/West Side)	PE + CST	**20**	

TRANSPORTATION ALTERNATIVE FUND PRIORITY STATUS

Roadway/Project	Road Classification	Project Limits	Length (Mile)	Proposed Improvements	Programmed Phase	Phase	MPO Priority	Funded
Old Burnt Store Rd Bike Lanes[1]	Local Rd	Embers Pkwy to Tropicana Pkwy	1.01	Bike Lanes	PE	CST	1	
Tice Elementary Sidewalk					NA	PE CST	2	Yes
SW 29th Ave Sidewalk	Local Rd	Ceitus Pkwy to SW 3rd Ln	0.46	Sidewalk (Both Sides)	NA	PE CST	3	Yes
South St Sidewalk	Local Rd	Fowler St to US 41	0.64	Sidewalk (North Side)	NA	PE CST	4	Yes
Coronado St Sidewalk	Local Rd	Cortez Blvd to US 41	0.5	Sidewalk (North Side)	NA	PE + CST	5	
SW Santa Barbara Place/SW 20th St Sidewalk					NA	PE + CST	6	
Edison Park Elementary: Clifford St Sidewalk	Local Rd	Edison Ave to Victoria Ave	0.17	Sidewalk (Both Sides)	NA	PE + CST	7	
SW 26th St/SW 26th Ln Sidewalk					NA	PE + CST	8	
Passaic Av Sidewalk	Local Rd	Cortez Blvd to Canelo Dr	0.17	Sidewalk (North Side)	NA	PE + CST	9	
SW 10th St Sidewalk	Local Rd	Chiquita Blvd to Skyline Blvd	0.96	Sidewalk (North Sde)	NA	PE + CST	10	
SW 47th Ter Sidewalk	Local Rd	Santa Barbara Blvd to Pelican Pkw	0.49	Sidewalk (Both Sides)	NA	PE + CST	11	
Grace Ave Sidewalk	Local Rd	Cortez Blvd to Canelo Blvd	0.17	Sidewalk (North Side)	NA	PE + CST	13	
Hames Marsh Elementary: 25th St West Sidewalk	Local Rd	Unice Ave North to Sunshine Blvd	0.40	Sidewalk (North Side)	NA	PE + CST	14	

Notes:

[1] Project already in the pipeline with funds committed for design in FY 2019

CAC VACANCIES

RECOMMENDED ACTIONS:

1. Approve the appointment of Ann Pierce to the CAC to fill the City of Fort Myers vacancy.
2. Approve the appointment of Bruce Butcher to the CAC to fill the City of Fort Myers vacancy.

MPO Staff has attached the current CAC Roster along with a CAC Application for members of the MPO Board to have their Appointees complete and return to MPO Staff. With the addition of the two CAC applicants listed above, there will be (3) vacancies on the MPO's Citizen Advisory Committee (CAC), representing the following areas:

Lee County, District 2 ..... 1 Vacancy
City of Cape Coral ..... 1 Vacancy
At-Large ..... 1 Vacancy

Federal and State CAC Membership Requirements
In its 1997 review of the Lee County MPO's planning process, the federal Highway Administration/Federal Transit Administration (FHWA/FTA) review team demanded that the MPO "must develop proactive methodologies to directly involve minority, low income, elderly, and other disadvantaged groups in the transportation planning process." The review team identified this as a corrective action that must be completed in order to avoid federally imposed sanctions. In addition, Chapter 339.175, *Florida Statutes*, stipulates that minorities, the elderly, and the handicapped must be adequately represented on the CAC.

MPO Bylaws Membership Requirements

Paragraphs (b) and (c) under Section 1.005(2) of the MPO Bylaws also spell out membership requirements that must be considered when making appointments to the

CAC:

Each County Commissioner shall appoint two (2) members to the CAC from different communities within his or her district. Each of the other voting members of the MPO shall appoint one (1) member to the CAC who lives in his or her city. If a voting member is unable to find a volunteer to sit on the CAC that lives in his or her district the voting member may appoint someone who lives outside of their jurisdiction to represent their jurisdiction as long as the appointee lives in Lee County. The MPO shall also appoint a transportation handicapped member on an at-large basis and two other at-large members that will be filled with low income and/or minority members of the community. The appointments are subject to ratification by a majority of members of the MPO at a regular MPO meeting at which a quorum is present. Members of the CAC shall serve at the pleasure of the MPO members who appointed them, or their successors. (A notification letter will be sent to all elected officials that are new to the MPO Board regarding this

process.) Due to the fact that each member of the CAC is appointed by a member of the MPO Board, the CAC Committee ***does not*** have alternate members.

(a) The members of the Metropolitan Planning Organization Citizen's Advisory Committee shall be citizens and year-round residents of the city or county commission district which their appointers represent Lee County; or, in the case of the at-large, mobility handicapped member, of the Metropolitan Planning Organization's transportation study area. Members or their immediate family members (spouse, child, parent or sibling) shall not be declared candidates or elected officials of the Lee County Commission, municipalities in Lee County or Lee County Constitutional Officers. Members shall not be employees of any of the local governments represented on the MPO or of the state or federal departments of transportation. Should the status of any CAC member change in such a way as to disqualify him/her from membership under the terms of this paragraph, his/her membership shall automatically terminate. Those who thus become ineligible for CAC membership shall provide written notice to the MPO staff, the CAC Chairman and the MPO member responsible for appointing their replacements.

According to the MPO's current Public Involvement Plan, whenever vacancies occur on the Citizen's Advisory Committee, the MPO staff shall inform the MPO of the number of remaining Hispanic, African-American, female, elderly, transportation-handicapped, and members representing people with low incomes and point out any such group which is unrepresented or underrepresented relative to the population of the county. The current status of these minorities is as follows:

□ Hispanic	0 current member
□ African-American	1 current member
□ Women	4 current members
□ Handicapped	1 current member
□ Low Income	0 current members

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

CITIZEN'S ADVISORY COMMITTEE

MEETING DATE: 1ST THURSDAY OF EACH MONTH AT 3:00 p.m.

AUTHORIZED MEMBERSHIP: 24 CURRENT MEMBERS: 21 QUORUM: 11

Members Appointed by the Lee County Commission		
District 1 Commissioner Manning	MARGARET BANYAN 4732 Tammie Lane Fort Myers, FL 33905 Home: (239) 693-7408 mbanyan@comcast.net	CARIE CALL 7471 Georgiana Drive Bokeelia, FL 33922 Home: (239) 558-8591 clcall@live.com
District 2 Commissioner Pendergrass	BILL WILLIAMS (Vice-Chair) 20043 Alana Court Estero, FL 33928 Home: (239) 405-7329 Wfwilliams48@comcast.net	Vacat
District 3 Commissioner Kiker	TONY CARDINALE 114 Montrose Drive Fort Myers, FL 33919 Home: (239) 633-6633 acardinale@gilbaneco.com	ALBERT O'DONNELL 4291 Williams Road Estero, FL 33928 Home: (239) 992-8842 al@odonnelllandscapes.com
District 4 Commissioner Hamman	MARION BRIGGS 1206 Pondella Circle North Fort Myers, FL 33903 Home: (239) 995-6001 Cell: (239) 850-5308 suncountryhomes@comcast.net	WILLIAM JOHNSON JR. 1133 Mohawk Parkway Cape Coral, FL 33914 Home: (239) 980-4612 Bill@cccia.org
District 5 Commissioner Mann	RICK ANGLICKIS (Chairman) 643 Grandview Drive Lehigh Acres, FL 33936 Home: (239) 369-2371 Cell: (239) 851-8901 ltgovrick@aol.com	PATTI WHITEHEAD 20791 Tanglewood Lane Estero, FL 33928 Home: (239) 289-4000 pbackos@hotmail.com
Members Appointed by the City of Cape Coral		
PHILLIP BOLLER 4258 Coronado Parkway Cape Coral, FL 33904 Home: (239) 542-2428 Boller1970@aol.com	Vacant	STEVEN HOOK 2210 SW 22nd Terrace Cape Coral, FL 33991 Home: (239) 283-3184 Cell: (239) 898-8483 Steven.hook@capecharterschools.org
EDWARD BLOT P.E. Blot Engineering Inc. 2804 Del Prado Blvd. Suite 101 Cape Coral, Fl. 33904 239-257-1780 eblot@blotengineering.com		

Members Appointed by the City of Fort Myers		
DAVID URICH 3919 McKinley Avenue Fort Myers, FL 33901 Cell: (239) 850-2413 d.urich@comcast.net	Vacant	**(pending MPO approval)** Ann Pierce 3332 Avocado Dr. Fort Myers, FL 33901 Home: 757-870-9105 apiercegardner@gmail.com
Members Appointed by the City of Bonita Springs		
EDWARD "TED" TRYKA 5637 Whispering Willow Way Fort Myers, FL 33908 Home: (239) 433-0225 tryka@abbinc.com		DANIEL G. WAGNER 13640 Worthington Way, Unit 1908 Bonita Springs, FL 34135 Home: (239) 495-9079 Cell: (239) 405-1170 dadwags@att.net
Member Appointed by the City of Sanibel		**Member Appointed by the Town of Fort Myers Beach**
LEONARD (TY) SYMROSKI 1201 Bay Dr. Sanibel, FL 33957 Cell: (305) 395-9363 ty@centurylink.net		**(pending MPO approval**) BRUCE BUTCHER 8385 Lagoon Rd. Fort Myers Beach, FL 33931 Home: 419-699-4093 dbb914@gmail.com
Members Appointed At-Large		
LINDA CARTER 704 Homer Avenue, North Lehigh Acres, FL 33971 Home: (239) 368-6846 mslindacarter@comcast.net	Vacant	SCOTT GILBERTSON 4309 Mariner Way #102 Fort Myers, FL 33919 Home: (239) 482-6151 gilbertsm@comcast.net

Agenda Item 8
MPO 10/16/15

APPROVAL OF THE REVISED AMENDMENTS TO THE UNIFIED PLANNING WORK PROGRAM

RECOMMENDED ACTION: Approve the revised amendments to the Unified Planning Work Program (UPWP) to update the task and budget sheets to match the FY 2015/2016 FTA 5305 funding allocation and to authorize the Chair or Vice-Chair to execute and file the grant application and certification sheets through the attached Resolution 15-11.

The MPO staff has revised the Unified Planning Work Program (the MPO's budget) to match the FTA 5305 funding allocation that came out in the beginning of September. The Federal Transit Administration 5305 grant application has also been updated to match the revised allocation. Attached are the underline and strike through changes to the task and budget sheets along with the grant application and resolution authorizing the Chair or Vice-Chair to execute and file the grant application and certification sheets. This item was unanimously approved by the TAC and CAC at the August meetings.

RESOLUTION 15-11

A RESOLUTION OF THE LEE COUNTY METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE FILING OF A GRANT APPLICATION FOR FEDERAL TRANSPORTATION ASSISTANCE AUTHORIZED BY 40 U.S.C. CHAPTER 53, TITLE 23 UNITED STATED CODE, AND OTHER FEDERAL STATUTES ADMINISTERED BY THE FEDERAL TRANSIT ADMINISTRATION.

Whereas, the Federal Transit Administration has been delegated authority to award Federal financial assistance for a transportation project; and

Whereas, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant, and may require the Applicant to provide the local share of the project cost; and

Whereas, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW THEREFORE, BE IT RESOLVED by the Lee County Metropolitan Planning Organization:

1. That the Chairperson or Vice-Chairperson is hereby authorized to execute and file an application for Federal assistance on behalf of the Lee County Metropolitan Planning Organization with the Federal Transit Administration, through the Florida Department of Transportation (FDOT), for Federal assistance authorized by 49 U.S.C. Chapter 53, Title 23, United States Code, of other Federal Statutes authorizing a project administered by the Federal Transit Administration.

2. That the Chairperson or Vice-Chairperson is hereby authorized to execute and file with such grant application, through the FDOT, the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement;

3. That the Lee County MPO Director and the LeeTran Director are authorized to furnish such additional information as the Federal Transit Administration may require in connection with the grant agreement for the program of projects and if there is a change in the funding when the final budget figures are released or there is a change in the application format, that the MPO Director may revise the forms and application accordingly, have them resigned by the MPO Chair or Vice Chair and resubmitted:

PASSED AND DULY ADOPTED this16th day of October 2015.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

_____

MPO Chair or Vice Chair

_____

Donald Scott, Lee County MPO Executive Director

OMB Number: 4040-0004
Expiration Date: 8/31/2016

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier: Not Applicable

5a. Federal Entity Identifier: Not Applicable

5b. Federal Award Identifier: FL-80-0009

State Use Only:

6. Date Received by State:

7. State Application Identifier: 1001

8. APPLICANT INFORMATION:

* a. Legal Name: Lee County Metropolitan Planning Organization

* b. Employer/Taxpayer Identification Number (EIN/TIN): 800756648

* c. Organizational DUNS: 0782864880000

d. Address:

* Street1: P.O. Box 150045
Street2:
* City: Cape Coral
County/Parish: Lee
* State: FL: Florida
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 33915-0045

e. Organizational Unit:

Department Name: Lee County MPO

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.
* First Name: Donald
Middle Name: L.
* Last Name: Scott
Suffix:

Title: Executive Director

Organizational Affiliation:

* Telephone Number: 239-330-2241
Fax Number: 239-790-2695

* Email: dscott@leempo.com

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

E: Regional Organization

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.505

CFDA Title:

Metropolitan Transportation Planning

*** 12. Funding Opportunity Number:**

FL-80-0009

* Title:

MPO and State Planning

13. Competition Identification Number:

Not Applicable

Title:

Not Applicable

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

USC 5305, Planning and Technical Studies in support of the Fiscal Year 2015/2016 Unified Planning Work Program.

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: 14 * b. Program/Project: 14

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 10/01/2015 * b. End Date: 09/30/2016

18. Estimated Funding ($):

* a. Federal	
* b. Applicant	$213,555
* c. State	
* d. Local	
* e. Other	$26,694
* f. Program Income	$26,694
* g. TOTAL	$266,944

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: 239-244-2220 Fax Number: 239-790-2695

* Email: dscott@leempo.com

* Signature of Authorized Representative: * Date Signed:

FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Lee County Metropolitan Planning Organization

The Applicant agrees to comply with applicable provisions of Groups 01 – 24. Yes

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

Group	Description	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Sector Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21 Became Effective.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus-Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs/ Passenger Ferry Grants Program/Job Access and Reverse Commute (JARC) Formula Grant Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs/New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Grant Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

FTA FISCAL YEAR 2015 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2015 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: Lee County Metropolitan Planning Organization

Name and Relationship of the Authorized Representative: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2015, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2015.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: _____

Name_____
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Lee County Metropolitan Planning Organization

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature_____ Date: _____

Name Derek Rooney, Gray Robinson
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Section 5305(d)
Approved Project Budget for FFY15
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	$ 69,444
44.22.00	General Development and Comprehensive Planning	$ 28,750
44.23.01	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning: Project Level	$ 56,250
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	$ 22,500
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	$ 31,250
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	$ 31,250
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	$17,500
44.26.16	Incorporating Safety & Security in Transportation Planning	$10,000
44.27.00	Other Activities	

Total Net Project Cost $ 266,944

Accounting Classifications

44.30.01	Personnel	$ 128,133
44.30.02	Fringe Benefits	$ 85,422
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	$ 53,389
44.30.07	Other	
44.30.08	Indirect Charges	

Total Net Project Cost $ 266,944

Fund Allocations

44.40.01	MPO Activities	$ 53,389
44.40.02	Transit Operator Activities	$ 213,555
44.40.03	State and/or Local Agency Activities	

Total Net Project Cost $ 266,944

Federal Share (80%) $ 213,555
Local Share (20%) $ 53,389

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	$ 266,944

Section 5305(d)
GMIS Planning Line Item Codes – FFY15
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	$ 55,555
44.22.00	General Development and Comprehensive Planning	$ 23,000
44.23.01	Long Range Transportation Planning: System Level	
44.23.02	Long Range Transportation Planning: Project Level	$ 45,000
44.24.00	Short Range Transportation Planning	
44.25.00	Transportation Improvement Program	$ 18,000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	$25,000
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	$ 25,000
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	$ 14,000
44.26.16	Incorporating Safety & Security in Transportation Planning	$ 8,000
44.27.00	Other Activities	
	Total Net Project Cost	$ 213,555

Accounting Classifications

44.30.01	Personnel	$ 102,506
44.30.02	Fringe Benefits	$ 68,338
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	$ 42,711
44.30.07	Other	
44.30.08	Indirect Charges	
	Total Net Project Cost	$ 213,555

Fund Allocations

44.40.01	MPO Activities	$ 42, 711
44.40.02	Transit Operator Activities	$ 170,844
44.40.03	State and/or Local Agency Activities	
	Total Net Project Cost	$ 213,555

FEDERAL FY 2015-2016 CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000.00 and not more that $100,000.00 for each such failure.

_____ _____

Date Chairperson for the MPO

FEDERAL FY 2015-2016 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

(1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,

(d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.

(2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

_____ _____

Chairperson for the MPO Date

Title VI / Non-Discrimination Policy Statement

The Lee County MPO assures the Florida Department of Transportation that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Lee County MPO further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the subrecipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the subrecipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of Appendix A of this agreement in every contract subject to the Acts and Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against subrecipients. Complaints against the Florida Department of Transportation (FDOT) shall immediately be forward to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or the United States Department of Transportation, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by the subrecipient's programs.

This assurance is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the subrecipient.

_____ _____

Signature of Presiding Officer for the MPO/TPO Date of Signature

Disadvantaged Business Enterprise Utilization

It is the policy of the Lee County MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of Lee County MPO contracts in a nondiscriminatory environment. The objects of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barrier to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Lee County MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the work of the Lee County MPO in a non-discriminatory environment.

The Lee County MPO shall require its consultants to not discriminate on the bases of race, color, national origin, sex, age handicap/disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.

_____ _____

Signature of Presiding Officer for the MPO/TPO Date of Signature

Section: ADMINISTRATION_____ UPWP Task No: 1.6
Task: TRANSIT RELATED PROGRAM MANAGEMENT AND SUPPORT

OBJECTIVE

To manage, support and coordinate transit related activities including the development of financial plans and the TDP in order to maintain the current Lee County transit operations and plan for its growth. This task relates to Grants Management Information System (GMIS) Planning Line Item Code 44.21.00 - Program Support and Administration Work; GMIS Planning Line Item Code 44.25.00 Transportation Improvement Plan; GMIS Planning Line Item Code 44.26.15 Support Transit Capital Investment Decision through Planning; GMIS Planning Line Item Code 44.26.14 - Planning for Transit System Management and Operations; GMIS Planning Line Item Code 44.26.16 Incorporating Safety and Security in Transportation Planning; GMIS Planning Line Item Code 44.26.12 - Coordination of Non-Emergency Human Service Transportation and GMIS Planning Line Item Code 44.23.02 – Long Range Transportation Planning.

METHODOLOGY

This task will include program coordination and administration by LeeTran and the Lee MPO for UPWP tasks involving transit, paratransit, ridesharing and emergency contingency planning, including:

- Staff support and attendance by LeeTran at MPO Committee and Board meetings (44.21.00).
- Bookkeeping, financial and progress reporting Certification of compliance with civil rights laws (EEO, Title VI and Americans with Disabilities Act (ADA))(44.21.00).
- Completion of annual electronic filing of certifications and assurances for FTA assistance 44.21.00).
- Attendance by LeeTran personnel of conferences and training courses relating to its UPWP tasks (44.21.00).
- Participation in the State and Federal review of MPO certification (44.21.00).
- Update of annual Disadvantaged Business Enterprise (DBE) goals (44.21.00).
- Staff work on data, analysis and filing of applications for the economic stimulus funding for Section 5307 and 5311 Programs (44.21.00).
- Annually review and update Transit Development Plan (TDP) in light of performance data collected, financial projections developed and the latest information on future development and demographic trends. Appropriate analytical tools will be selected for use in assessing needs, determining service demand and supply, and testing future service scenarios (44.23.02).
- Apply for and program transit grants and improvements (44.21.00, 44.25.00)
- Conduct on-board surveys, public opinion surveys, and collect input from stakeholders to generate data for use in preparing daily and monthly statistics for federal and state reports, and gauge operations, safety and security, efficiency, user-friendliness, demand, and public perception of the transit system (44.21.00, 44.26.16, 44.26.14).
- Collect and analyze data on public transportation facilities and equipment as required by federal, state, and local governments (44.26.15).
- Collect data monthly as prescribed by the National Transit Database requirements (44.26.00).
- Evaluate individual route performance from collected data (44.26.14, 44.26.24).
- Continue “mystery rider” program to evaluate the quality of service delivery, driver customer service, bus condition, safety, and fare collection (44.21.00, 44.26.14).
- Collect and report monthly safety and security data as required by the FTA (44.26.16).
- Provide performance indicator data to FDOT and CUTR for their analysis, and publish the information to the general public (44.21.00)
- MPO administer program, update the Locally Coordinated Human Services Transportation Plan (LCHSTP) for Job Access and Reverse Commute (JARC) and New Freedom programs in coordination with LeeTran (44.26.12)
- MPO staff ensures a competitive project selection process for awarding JARC and New Freedom grants (44.26.12).

Section: ADMINISTRATION_____ UPWP Task No: 1.6
Task: TRANSIT RELATED PROGRAM MANAGEMENT AND SUPPORT (CONTINUED)

METHODOLOGY (CONTINUED)

- Conduct transit studies as needed (44.21.00, 44.26.14, 44.23.02).
- Continue to identify and implement service improvements and efficiencies (44.26.15).
- Submit the FTA 5305 grant applications to the FDOT (44.21.00).
- Identify and evaluate potential energy conservation measures (44.26.14).
- Through coordination with Lee County Public Safety, update the Emergency Transportation Operations element of the Comprehensive Emergency Management Plan (CEMP) to correct deficiencies identified during annual hurricane preparedness exercises (44.26.16).
- Update the Transit Security Plan annually or after any re-assessment of risks of interruption of transportation operations due to a natural or man-made disaster. Inventory existing preparedness measures (44.26.16).
- Work with representatives of the disabled community to gather input for service and facility improvements (44.26.12).
- Coordinate with other paratransit service providers to identify strategies to make the best use of resources in providing efficient, cost effective, and high quality paratransit services (44.26.12).
- Facilitate and Coordinate with the Charlotte and Collier MPO's on transit issues (44.23.02).
- Encourage transit participation in local municipalities' development review processes to ensure access to bus stops (44.26.14).
- Review and update, if necessary, the *ADA Complimentary Paratransit Plan* and Community Transportation Coordinator (*CTC) Transition Plan (44.26.12)*.
- Complete an accessibility assessment of passenger amenities (44.26.12).
- Administer the JARC and New Freedom programs (44.26.12).

PREVIOUS WORK

- Updates to Equal Employment Opportunity (EEO), DBE, and ADA plans (44.21.00, 44.26.12).
- Major update of the Title VI Plan to incorporate new requirements that take effect in early 2012 (44.21.00).
- Comprehensive major update of the Transit Development Plan (44.21.00, 44.23.02).
- Development of a Transit Vision Plan (44.23.02).
- Each year, LeeTran has prepared budgets, which are approved by the Lee County Board of County Commissioners. Prior budgets have included recurring operating costs as well as capital improvements for development of a new transit facility, replacement vehicles, related support equipment, construction of intermodal transfer and park and ride facilities (44.21.00, 44.26.15, 44.26.14).
- Fall 2012/Summer 2013: Coordinate with MPO on the application process for JARC and New Freedom projects (44.26.12).
- Development of the Beach Trolley Lane Study and presentation of the initial results to the MPO Board (44.21.00).
- Participated in the Transit Task Force whose charge was to identify a long-term dedicated funding source for transit operations (44.21.00, 44.23.02).
- 2012 and 2013: Submit TDP Plan Annual Report to the TAC, CAC, MPO and LCB (44.21.00).
- September 2012 and 2013: LeeTran's annual budget (44.21.00).
- May 2013 and 2014: Annual update of the Financial Plan (44.21.00, 44.25.00).
- Annually: report data to National Transit Database (44.21.00).
- Monthly: report data to National Transit Database (44.21.00).
- Monthly and Quarterly: Monitoring of energy prices and supply in coordination with other public agencies (44.21.00).

Section: ADMINISTRATION_____ UPWP Task No: 1.6
Task: TRANSIT RELATED PROGRAM MANAGEMENT AND SUPPORT (CONTINUED)

PREVIOUS WORK (CONTINUED)

- Annual participation in the development and implementation of Lee County's Hurricane Evacuation Plan (44.26.10).
- Monthly: Analysis of the use of alternative fuels and equipment (44.26.15).
- Completion of a Comprehensive Operations Analysis which led to a new route structure and increased frequency on specific routes without significant increases in budget (44.16.14).
- Summer/Fall 2009: Develop the Program Management Plan and the Locally Coordinated Human Services Transportation Plan for JARC and New Freedom Programs and project selection process (44.26.12).
- Work on the development of the online trip planner (44.26.14).
- Completion of the bus shelter study (44.26.15).
- Work with Collier County on the development of an interlocal agreement to connect service between Lee and Collier (44.21.00).
- Spring 2013: Implementation of the State of Good Repair Grant for the construction of the LeeTran facility (44.26.15, 44.25.00).
- Winter 2011: Development of Beach Trolley Lane Study (44.23.02).
- Completion of Phase I and II of the Alternative Transportation in Parks and Public Lands Study (44.26.15).

END PRODUCT

- Monthly: Attendance and participation in the MPO Committee and Board meetings (44.21.00).
- Annual: Financial and progress reporting (44.21.00).
- Annually: Annual LeeTran Audit (44.21.00).
- January 2015 and 2016: National Transit Database information filing (44.21.00).
- Monthly: National Transit Database Report filing (44.21.00).
- Quarterly: Quality evaluations from “Mystery Rider” program (44.21.00).
- Monthly: Quarterly Safety and Security Reports (44.26.16).
- Monthly: Transit reporting, forecasting, management and planning (44.21.00).
- Annual: Publish transit performance data in accordance with Transit Block Grant requirements (44.21.00).
- Spring 2015 and 2016: Update special needs transportation plans before hurricane season (44.26.16).
- Annually: Transit Security Plan update (44.26.16).
- Carbon Emission Reduction/Fuel Savings Efforts (44.26.14).
- Annually, only if required: Review and update *ADA Complementary Paratransit Plan* (only if there are changes to Federal ADA law) (44.21.00).
- Annually, only if required: Review and update *CTC Transition Plan*. These are contingency plans which will be put into effect should the CTC resign or be terminated (44.26.12).
- Summer 2014 and 2015: Update of the Locally Coordinated Human Services Plan as needed (44.26.12).
- Spring 2015: Development of transit data and revenue items for the transportation model and the LRTP update (44.23.02).
- Summer 2014/Fall 2014: Work with the Consultant with the planning and conceptual design of Bus Pull-outs at various locations (44.26.14).
- Summer 2014/Fall 2014: Work with the Consultant on the Bus Queue study on US 41 from San Carlos Park to the Shell Factory (44.26.14).

Section: ADMINISTRATION_____ UPWP Task No: 1.6
Task: TRANSIT RELATED PROGRAM MANAGEMENT AND SUPPORT (CONTINUED)

END PRODUCT (CONTINUED)

- Fall 2014: MPO consultant work with FDOT on developing transit modeling data and test additional routes in preparation for the 2040 LRTP update (44.23.02).
- 2014/2015: Support of FDOT in the development of Project Development and Environment Study (44.23.02).

FINANCIAL PARTICIPATION – 2014/15		**RESPONSIBLE AGENCY**
PL staff	$8,000	Lead Agency: LeeTran Other Agency Lee MPO
State (soft match)	$1,764	
FTA SEC. 5305	$200,000	
State (FTA match)	$25,000	
Local (FTA match)	$25,000	
Total	$259,764	
FINANCIAL PARTICIPATION – 2015/16		
PL staff	$8,000	
State (soft match)	$1,764	
FTA SEC. 5305+	~~$200,000~~ 213,555	
State (FTA match)	~~$25,000~~ 26,694	
Local (FTA match)	~~$25,000~~ 26,694	
Total	~~$259,764~~ 266,944	

TABLE 1

FISCAL YEAR 2015/16 BUDGET SUMMARY BY TASK AND PARTCIPATING AGENCY

This table summarizes the funds budgeted to be spent on each task by each responsible agency

	Task	Description	FHWA (PL)		FTA 5305	SU		LOCAL	FDOT	Total
1. Administration			**Staff**	**Consultant**		**Staff**	**Cons**			
	1.1	Program Management and Support	$240,000					$0	$52,933	$292,933
	1.2	Unified Planning Work Program (UPWP)	$12,000					$0	$2,647	$14,647
	1.3	Public Involvement and Community Outreach	$17,000					$0	$3,749	$20,749
	1.4	Equipment and Resource Purchase, Upgrade and Maintenance	$43,000					$0	$9,484	$52,484
	1.5	Regional Coordination	$22,000					$0	$4,852	$26,852
	1.6	Transit Program Management and Support	$8,000		$213,555			$26,694	$28,458	$276,707
	1.7	Locally Funded Activities	$0					$70,034		$70,034
2. Data Collection and Management Systems										
	2.1	Congestion Management, ITS & Data Development	$22,000					$0	$4,852	$26,852
	2.2	Efficient Transportation Decision Making (ETDM) Process	$2,500					$0	$551	$3,051
3. Systems Planning										
	3.1	Long Range Transportation Planning	$20,000					$0	$4,411	$24,411
	3.2	Transportation Improvement Program	$8,000					$0	$1,764	$9,764
	3.3	Freights and Goods Movement Planning	$5,000					$0	$1,103	$6,103
4. Special Project Planning										
	4.1	Special Projects and Studies	$10,000					$0	$2,206	$12,206
	4.2	Bicycle Pedestrian and Multi-Purpose Pathway Planning	$23,000					$0	$5,073	$28,073
	4.3	Transportation Disadvantaged Program	$0					$0	$32,719	$32,719
	4.4	Adminstrative, Planning and Project Consultant Services	$20,000	$333,079					$77,873	$430,952
	4.5	Lee County Complete Streets Initiative	$5,000	$25,000				$0	$6,617	$36,617
		Total fiscal year 2015/16 cost for all tasks	**$457,500**	**$358,079**	**$213,555**			**$96,693**	**$239,257**	**$1,365,154**
		Total carryover from prior fiscal years			$0			$200,000	$0	
		Total cost, including carryover, for all tasks	**$815,579**		**$213,555**			**$296,693**	**$239,257**	**$1,565,154**

Agenda Item 9
MPO 10/16/15

APPROVAL OF THE CAPE CORAL BICYCLE PEDESTRIAN STUDY CONSULTANT SELECTION COMMITTEE RANKING AND RECOMMENDATION

RECOMMENDED ACTIONS: Review and Approval of the Cape Coral Bicycle Pedestrian study selection committee ranking and recommendation to negotiate a contract with the number one ranked firm.

The MPO advertised a Request for Proposals (RFP) for the development of the Cape Coral Bicycle Pedestrian Plan on June 19, 2015. The deadline for submittal of the proposals was August 14, 2015. Staff received three submittals from the following firms:

- Alta Planning & Design
- T.Y. Lin International
- Calvin, Giordano & Associates, Inc

The Selection Committee included Persides Zambrano, Stephanie Smith and Ron Gogoi and they ranked the submittals prior to the September 24, 2015 selection committee meeting. On September 24th, the Selection Committee held a publicly advertised meeting to confirm the ranking and they approved the following ranking:

1. Alta Planning & Design
2. T.Y. Lin International
3. Calvin, Giordano & Associates, Inc

The Selection Committee recommended negotiating a contract with Alta Planning and Design and if that is not successful move on to the second ranked firm.

Attached is the scope of work and the selection committee member scores. The MPO Board is being asked to approve the selection committee recommendation and direct staff to begin contract negotiations with Alta Planning & Design.

SCOPE OF SERVICES
FINANCIAL MANAGEMENT NUMBER: 435012-1-18-01
Cape Coral Bike Route Study

The purpose of this Exhibit is to describe the scope of work and the responsibilities of the Lee County Metropolitan Planning Organization (MPO) in connection with developing an inventory of needed bicycle and pedestrian facilities in the City of Cape Coral, including traffic safety and operational improvements at major intersections, that will help guide the implementation of those facilities. The project will include public involvement activities that will engage the community throughout the planning process. The general objective is for the Lee County MPO to provide contract administration, management services and quality acceptance reviews of all work associated with the completion of the associated Study.

This scope of services includes the following tasks:

Task 1: PROJECT KICKOFF MEETING

Schedule and conduct an initial meeting with city staff and community stakeholders to help identify background data and project resources that will help complete a successful project. This meeting will be used to discuss the project schedule, gather contacts for information that will be used throughout the study, data items that may be needed for the study, provide background on the need for the project and expectations and to get input on the meeting attendees priorities.

This meeting will also be used to establish a Project Advisory Committee that will meet on a regular basis to review and provide input on the development of the Cape Coral Bicycle Pedestrian Master Plan. The Project Advisory Committee will be comprised of stakeholders, representatives from the City of Cape Coral and residents that will help guide the development of the Plan as well as providing and important public involvement link back to the community. The stakeholders, at a minimum, should include City/County/State planning and traffic operations representatives, LeeTran, Park and School representatives to ensure coordination of facilities and that recommended improvements are feasible. Seven Project Advisory Committee meetings will be scheduled as part of this project.

Deliverable: Meeting Minutes.

Task 2: EXISTING FACILITY DATA

Using existing GIS data sources from the City of Cape Coral, Lee County and the Lee MPO, develop a database and base map of existing bicycle and pedestrian facilities within the City. The database should include all of the necessary facility attributes that will be used to develop a safe, continuous network of bicycle and pedestrian facilities. The attributes should include the width of the facilities, type of surface, whether it is signed and striped etc. Enough detail on facilities outside of the City of Cape Coral should be provided to determine future logical connections to facilities in surrounding jurisdictions. The data shall also include

information on projects that are programmed within the next five years. Much of this data already exists but this task includes data verification and field review to ensure an accurate base map.

This task also includes getting the latest GIS data layers that will help determine project needs, priorities and issues that may be present in developing the proposed needed facilities. These data items include but are not limited to: roadway network, traffic counts, functional classification, bicycle and pedestrian crashes, transit routes and bus stop locations, aerials, right-of-way maps, utility plans, land use, parks, conservation areas, schools and recreation facilities, large employers and major attractions.

Deliverables: Maps and tables of existing conditions. Memo documenting data sources and verification procedure.

Task 3: PUBLIC INVOLVEMENT

Two formal public meetings will be held to discuss the purpose and need for the project and to solicit public input into the overall proposed bicycle/pedestrian network. The first public meeting in the City of Cape Coral will be scheduled once the database and base map of existing and programmed facilities, along with the production of other related site investigation and general background research is completed. The purpose of this meeting is to obtain public comment and opinions relative to the purpose and goals of this project and where the public believes facilities are needed. The second public meeting will involve a report on the findings and the recommended proposed bicycle and pedestrian facilities. The second public meeting will be held prior to the final report preparation. Comments received at this meeting will be evaluated and the report will be modified if needed.

Deliverables: Maps, tables and graphics to be used for public meetings and for display on the MPO's and City of Cape Coral's websites. Memo documenting public comments and responses.

Task 4: DESIGN CRITERIA

Prepare a narrative compiling the existing design features currently used by the City in the construction of bicycle pedestrian facilities. In addition, prepare a table of proposed bicycle and pedestrian facility design criteria recommended to be used outlining minimum requirements. The recommended design criteria will be developed for paved shoulders, bike lanes, sidewalks, bike paths and multi-use paths that identify the preferred material, minimum width and signing and striping features that are the minimum requirements for the development of the proposed facilities. Any special requirements will be identified to help develop better cost estimates.

The design criteria should also include a write up on other bicycle and pedestrian treatments that the City of Cape Coral may want to consider developing. In particular an

evaluation on whether adding pavement next to or adjacent to the existing travel lanes could be a recommended approach to address bicyclists and pedestrian instead of the existing practice of building concrete sidewalks and on street bike lanes. The recommendations should be made consistent with National Association of Transportation Officials (NACTO) bicycle/pedestrian guidelines and FDOT standards for facilities on the State Highway System. This evaluation could also include, but are not limited to, the development of sharrows, bicycle boxes, painted bike lanes, raised crosswalks etc. This write up should also include the most recent guidance on ADA requirements for use by City staff as they develop and implement the needed facilities.

Deliverables: Draft and Final Technical Memorandum

Task 5: FUNDING ANALYSIS

Document and evaluate existing funding strategies and opportunities. This includes identifying what project funding will be eligible for each of the projects based on functional classification, access to schools etc. The goal of this task, from looking at the recent history of the funding, is to identify the projects that the City of Cape Coral will strive to develop over the short and long term, if the funding allocations stay at a similar level to those over the last ten years.

This task will also provide other possible grant funding opportunities that the staff could submit for in the near future to try and speed up the development of projects and to get further down on the project needs list. This analysis should include possible future grant opportunities that the City should keep an eye on as the opportunities change over time.

Deliverable: Memorandum of Findings

Task 6: ASSESSING NEEDS AND RECOMMENDING THE PROPOSED BICYCLE AND PEDESTRIAN NETWORK

Using the data that has been collected as part of the initial tasks and from the public involvement and outreach activities, develop a database and illustrative maps showing the proposed facility improvements for consideration. The end result of this task is a comprehensive list of bicycle and pedestrian facilities that are needed to meet the existing and future demand. The development of the needed bicycle and pedestrian facilities will be driven by the following criteria:

- Gaps in the system and system continuity
- Previously identified need
- Crash data and safety issues
- Traffic counts
- Access to schools and attractions
- Connections to other transportation modes
- Right-of-way availability
- Access to LeeTran and School bus stops

The recommended facilities should include one or more of the following types of improvements:

- New or relocated sidewalks or pathways
- New or relocated bike lanes or paved shoulders
- New or reconstructed bicycle and pedestrian amenities such as loops, signals, signs, bus shelters/benches, railings, striping, lighting

The coordination of connections to LeeTran bus stops shall include coordination with Metropolitan Advertising (holds contract for advertising on benches/shelters in the City of Cape Coral). Also includes review of the existing signed bike route loops to determine if there are any additional facilities or amenities that are needed to complete the routes.

Deliverables: Maps and tables of proposed facility improvements for consideration. A technical memorandum documenting the selection criteria and methodology used in determining the recommendations.

Task 7: DEVELOP BICYCLE/PEDESTRIAN PROJECT COSTS

Develop planning level cost estimates for each of the proposed projects that are needed to complete the City of Cape Coral Bicycle and Pedestrian network of facilities. Based on the prioritization of the projects and the expected current funding level, develop an Engineers cost estimate for the higher priority projects. The Engineer's cost estimates will be developed for the projects that are expected to be submitted for grant funding for the second five years (i.e. the five years after the current projects that are included in the five year MPO TIP and City of Cape Coral CIP).

Deliverable: Technical Memorandum presenting cost estimate information.

Task 8: PRIORITIZATION OF PROJECTS

Through the coordination and review of staff, stakeholders and the public, develop a prioritization process to determine the general order that the projects should be completed based on need. The prioritization needs to take into account where there are issues with conflicts, such as drainage issues, utility conflicts or a lack of right-of-way to develop the proposed facility. The prioritization process should be consistent with the requirements for how the City currently seeks grant funding to make maximum use of those opportunities. The prioritization process will be vetted through the Project Advisory Committee for approval.

Deliverables: A technical memorandum including documentation of the criteria and methodology used in the prioritization process.

Task 9: FINAL REPORT

The final report shall identify the background on the project, the existing facilities, the existing and future funding opportunities, the bicycle and pedestrian facilities that are needed to complete a safe, continuous system of bicycle and pedestrian facilities throughout the City and their prioritization and projected cost to complete those facilities. This data should be provided in tables, maps and graphic format.

Deliverables: Draft and Final Report including appendices, maps and graphics.

SCHEDULE

It is anticipated that this study will be completed in eight (8) months from issuance of a Notice to Proceed date.

FEE ESTIMATE

The budget for this project shall not exceed $150,000.

GovernmentForms.manager™
Electronic Submittal & Selection Process
Lee County Metropolitan Planning Organization

ID/Sol No.	J02-2015
Name	Cape Coral Bike Route Study FPN 435012-1
Type	Shortlist
Evaluations Due	Tuesday September 1, 2015

	Alta Planning + Design	T. Y. Lin International	CALVIN, GIORDANO & ASSOCIATES, INC
Pérsides Zambrano	98	82	76
Ron Gogoi	98	90	84
Stephanie Smith	67	70	41
Grand Total	**263**	**242**	**201**
Average Score	**87.7**	**80.7**	**67.0**
Progressive Rank (Cummulative Position)	**1** (4)	**2** (5)	**3** (9)

Firm's above are sorted by total score (100% Complete)

Agenda Item 10
MPO 10/16/15

REVIEW AND APPROVAL OF THE GENERAL TRANSPORTATION PLANNING CONSULTANT CONTRACTS

RECOMMENDED ACTIONS: Review and Approval of the General Transportation Planning Consultant contracts with the nine selected firms.

The MPO advertised and selected nine General Transportation Planning Consultants to conduct projects and studies consistent with the MPO's Unified Planning Work Program. The MPO is being asked to approve the contract (**attached** is a one of the contracts and all of the other contracts will be the same) and authorize the MPO Chair of Vice-Chair to sign the contracts with each firm after labor rates are finalized. The nine firms selected are listed below:

- Jacobs Engineering Group Inc.
- CDM Smith Inc.
- Atkins North America Inc
- David Plummer & Associates Inc..
- Tindale Oliver & Associates Inc.
- RS&H Inc.
- Renaissance Planning Group Inc.
- Kittelson & Associates, Inc.
- CH2MHill Inc.

LEE COUNTY METROPOLITIAN PLANNING ORGANIZATION
LEE COUNTY, FLORIDA
PROFESSIONAL SERVICES AGREEMENT
CONTRACT NO. M01-2015-4411

THIS AGREEMENT made and entered into this_____ day of_____ _____, 2015, by and between LEE COUNTY METROPOLITAN PLANNING ORGANIZATION, 815 Nicholas Parkway E., Cape Coral, Florida, a political subdivision of the State of Florida, hereinafter called the MPO and ATKINS, INC., 4030 West Boy Scout Boulevard, Suite 700, Tampa, FL 33607 duly authorized to conduct business in the State of Florida, hereinafter called the CONSULTANT.

PREMISES

WHEREAS, the MPO desires to retain the CONSULTANT to perform general planning consulting services for Lee County Metropolitan Planning Organization; the performance of such services hereinafter referred to as "Task Orders"; and,

WHEREAS, the MPO desires to employ the CONSULTANT for the performance of general planning consultant Task Orders and other services upon the terms and conditions hereinafter set forth, and the CONSULTANT is desirous of performing such services upon such terms and conditions; and,

WHEREAS, the CONSULTANT has been selected to perform these professional services pursuant to the provisions of Section 287.055; Florida Statutes and MPO Policy, latest revision.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter contained, it is agreed by and between the parties hereto as follows:

SECTION 1 – GENERAL

1.1 "CONSULTANT" shall be defined herein to include all principals of the firm of Atkins Inc., including full time employees, professionals or otherwise, and all servants, agents, employees and/or subconsultants retained by the CONSULTANT to perform its obligations hereunder. Subconsultants shall be reviewed and approved by the MPO prior to Notice to Proceed with their prospective work assignments.

1.2 Prior to the start of any work under this Contract, the CONSULTANT will have submitted to the MPO a detailed resume of key personnel that will be involved in performing Services described in the Assignment. The MPO hereby acknowledges its acceptance of such personnel to perform services under this Contract. At any time hereafter that the CONSULTANT desires to change the key personnel in an active assignment, it shall submit the qualifications of the new personnel to the MPO for prior approval. Key personnel shall include principals-in-charge, project managers and project CONSULTANTs. The provisions of this Section do not apply to personnel temporarily assigned to perform service under this Contract for durations of one (1) week or less.

1.3 The CONSULTANT acknowledges that the MPO has retained other consultants, and otherwise, and the coordination between said consultants and the CONSULTANT may be necessary from time to time for the successful completion of the Assignments. The CONSULTANT agrees to provide such coordination as necessary within the Scope of Services contained in each authorized Task Order.

1.3.1 Certain and agreed upon Subconsultant Services may constitute a specialized Task Order requiring the independent Subconsultant to work directly with the MPO.

1.4 The CONSULTANT will maintain an adequate and competent staff of professionally qualified persons throughout the performance of this Contract to ensure acceptable and timely completion of the Assignment.

1.5 Requirements for sealing all plans, reports and documents prepared by the CONSULTANT shall be governed by the laws and regulations of the State of Florida and the requirements of any regulatory agency, if required.

1.6 This assignment is for Consultant Services for Lee County Metropolitan Planning Organization. It is understood that Professional Service projects awarded under this agreement will be assigned on as needed basis and at the sole discretion of the Executive Director to any Professional Firms awarded continuing contracts for Consultant Services for Lee County Metropolitan Planning Organization, provided that; (1) there is no conflict of interest present relating to the project assignment either by the CONSULTANT or any principal of the CONSULTANT; (2) the CONSULTANT's schedule and/or workload permits completion of the project in the time frame acceptable to the MPO and (3) the CONSULTANT's cost proposal for completing the assignment is within the budget available for the work. Should any of these exceptions occur, an alternate firm would be assigned the project. It is understood that the MPO may also elect to competitively select a Professional for a specific and/or specialized project.

SECTION 2 – SCOPE OF SERVICES

The CONSULTANT shall diligently and in a professional and timely manner perform the work included in the Assignment/Task Order. Unless modified in writing by the parties hereto, duties of the CONSULTANT shall not be construed to exceed those services specifically set forth herein.

2.1 **GENERAL:** The CONSULTANT agrees to perform those tasks described in the Scope of Services which is attached hereto and made a part hereof. Services to be provided by the CONSULTANT shall be authorized in writing as Task Orders in accordance with Section 2.3 herein.

2.2 **SPECIAL CONSULTANTING SERVICE:** The MPO and the CONSULTANT agree that there may be certain additional services required to be performed by the CONSULTANT during the performance of the Assignment that cannot be defined sufficiently at the time of execution of this Contract. Such services shall be authorized in writing as Task Orders in accordance with Section 2.3 and shall be undertaken only under terms of formal amendments to this Contract.

2.3 TASK ORDERS:

2.3.1 Services to be provided by the CONSULTANT, as defined in Sections 2.1 and 2.2, shall be authorized in writing as Task Orders. Task Orders to be provided shall be prepared on the form delineated as Exhibit B - Task Order Form which is attached hereto and made a part hereof. Each Task Order shall include: a detailed description of the work to be performed; a schedule of completion (including phases) for the work authorized; and the amount and method of compensation. Task Orders shall be dated and serially numbered annually. The Task Orders may contain additional instructions or provisions specific to the authorized work for the purpose of expanding upon certain aspects of this Contract pertinent to the work to be undertaken. Such supplemental instructions or provisions shall not be construed as a modification of this contract.

2.3.2 The Director of the Lee County Metropolitan Planning Organization or his/her designee may authorize Task Orders for services under this continuing contract, which are equal to or less than limits prescribed for Continuing Contracts under the provision of F.S. 287.055(g). Professional fees under such specified Task Orders shall be based on a written proposal from the CONSULTANT as may be requested in writing by the MPO's designated representative. Task Order information and supporting documentation shall be forwarded to the MPO's Purchasing and Contracts Department for audit of accuracy, completeness, and compliance with this contract and any applicable MPO Purchasing policies and procedures; and, if appropriate, a Purchase Order encumbering funds for the CONSULTANT's Task shall be issued. Under no circumstances shall the value of any Task Order issued under this paragraph exceed the limits imposed under F.S. 287.055(g), for Continuing Contracts either

initially or through subsequent amendment. A single unitary task may not be divided into more than one task for the purpose of qualifying for authorization hereunder. Nothing in this paragraph is intended to limit any other rights, responsibilities, and duties of the parties under any other provision of this continuing contract.

SECTION 3 – LEE COUNTY METROPOLITAN PLANNING ORGANIZATION'S RIGHTS AND REPONSIBILITIES

The MPO shall provide the service described below in a timely fashion at no cost to the CONSULTANT:

3.1 Furnish the CONSULTANT with existing data, records, maps, plans, specifications, reports, fiscal data and other information that is available in the MPO's files, necessary or useful to the CONSULTANT for the performance of the Assignment. All of the documents conveyed by the MPO shall be and remain the property of the MPO and shall be returned to the MPO upon completion of the Assignment to be performed by the CONSULTANT.

3.2 Make MPO personnel available when required and necessary to assist the CONSULTANT. The availability and necessity of said personnel to assist the CONSULTANT shall be determined solely at the discretion of the MPO.

3.3 Provide access to and make provisions for the CONSULTANT to enter upon the project lands as required for the CONSULTANT within a reasonable time, to perform observations and other work as necessary to complete the Assignment.

3.4 Examine all reports, sketches, drawings, estimates, proposals and other documents presented by the CONSULTANT and render written decisions indicating the MPO's approval or disapproval within a reasonable time so as not to materially delay the work of the CONSULTANT.

3.5 Transmit instructions, relevant information and provide interpretation and definition of MPO policies and decisions with respect to design, materials and other matters pertinent to the work covered by this Contract.

3.6 Give prompt written notice to the CONSULTANT whenever the MPO observes, or otherwise becomes aware of, any development that affects the scope of timing of the CONSULTANT's services or becomes aware of any defect or changes necessary in the work of the CONSULTANT.

3.7 Arrange for submission of necessary permits/applications to governmental bodies as prepared by the CONSULTANT.

3.8 Assist with approvals and permits from all governmental authorities having jurisdiction and such approvals and consents from others as may be necessary for completion of the Assignment not covered under the Assignment.

SECTION 4 – COMPENSATION

4.1 GENERAL

Compensation to the CONSULTANT for services performed on each Task Order shall be in accordance with one of the following methods or compensation, as defined and indicated herein:

a. Lump Sum Method
b. Hourly Rate plus Direct Cost

The type and amount of compensation for each Task Order shall be described on the Task Order form included in "Exhibit B – Task Order Form".

4.2 LUMP SUM METHOD

a) Lump Sum compensation shall be the total fixed price amount payable under the Lump Sum Method (including all payroll costs, overhead costs, other direct costs, fees, subconsultants' and specialist costs), for the services to be provided in the Task Order unless there is a change in the scope of the work, or other conditions stipulated in the Task Order, and the Task Order is modified by both the MPO and CONSULTANT to reflect the change(s) by formal amendment to this Contract.

b) Payment to the CONSULTANT for services performed under a Task Order under the Lump Sum Method shall be monthly in proportion to the percentage of work completed during the month as proposed by the CONSULTANT and accepted by the MPO.

4.3 HOURLY RATE PLUS DIRECT COST

Compensation for services performed under the Hourly Rate plus Direct Cost Method shall be based on reimbursement of hourly costs incurred by the CONSULTANT plus Direct Cost budgeted for reimbursable cost, in its performance of services under a Task Order.

a) DIRECT COSTS

Direct costs are Subconsultant Costs and Other Direct and Unit Costs as defined below. Direct Sub consultant Costs shall be defined as the actual compensation paid to professional and technical sub consultants of the CONSULTANT while such are engaged directly in the performance of the services under this Contract.

b) HOURLY RATE SCHEDULE

A schedule of approved hourly rates currently used by the CONSULTANT, including its subconsultants by classifications of personnel likely to be employed to perform Services under this Contract is contained in "Exhibit B Standard Task Order Format" which is attached hereto and made a part hereof. Any revisions to the ranges of approved hourly rates shall be negotiated with and approved by the MPO prior to being charged.

c) OTHER DIRECT COSTS

Other Direct Costs include the actual costs to the CONSULTANT of project-related expenses that are required to complete the Assignment/Task Order, as defined in the following paragraphs:

(1) EQUIPMENT, MATERIALS AND SUPPLIES

This item includes all equipment, materials and supplies used and consumed directly in the performance of the services hereunder not included in the CONSULTANT's Standard hourly rates, such as: special report binders, costs of plans, drawings and reports from other agencies, utility companies and other like bodies. Any equipment or material items purchased solely for the performance of the Assignment covered by this Contract which individually have a value in excess of $100.00, shall be the property of MPO and shall be given to the MPO at the termination of this Contract, if requested.

(2) REPRODUCTIONS

This item includes the identifiable costs of copying, reproducing and printing of plans, specifications, sketches, drawings, reports, photographs and correspondence.

(3) COMMUNICATIONS AND SHIPPING

This item includes the identifiable long-distance communications, postage and express charges at actual cost.

(4) TRAVEL AND SUBSISTANCE

This item includes long-distance travel, subsistence and transportation expenses of personnel during the performance of the Assignment, not to exceed rates and limits as established by the FS Section 112.061. Mileage to be charged at $0.445 per mile (FS 112.061(7)(d)1.a.)

(5) MISCELLANEOUS

This item includes any other identifiable project-related costs and expenses incurred by the CONSULTANT in connection with the services performed under the terms of this Contract that are not applicable to general overhead, including but not limited to special equipment rental costs and costs for temporary personnel services.

d) COST LIMITATION

(1) The total of all Costs actually incurred by the CONSULTANT, as determined and defined in this Contract, for services performed under the authorized Task Order, will not exceed the Cost Limitation established, without a formal amendment to the Task Order.

(2) In the event that the CONSULTANT's estimated total Costs for the performance of services under a Task Order are forecasted by the MPO or CONSULTANT to exceed the Cost Limitation indicated in the Task Order, the MPO and CONSULTANT shall meet to review the forecast and, if necessary, to either increase the Cost Limitation for the Task Order to provide additional cost recovery to the CONSULTANT or renegotiate the scope of the services of the Task Order so that the Cost Limitation will not be exceeded. The results of any such review requiring modification of this Contract will be detailed in a formal amendment to the Task Order.

(3) The MPO is not obligated to reimburse the CONSULTANT for costs incurred in excess of the Cost Limitation indicated for the Task Order and the CONSULTANT shall not continue performing the services and incur costs in excess of the Cost Limitation for the Task Order, unless the costs incurred are the results of error, omission or negligence on behalf of the CONSULTANT and which shall be paid solely by CONSULTANT. Once the Task Order has been formally amended in writing to increase the Cost Limitation, which has been mutually agreed to between the parties, the CONSULTANT shall continue to perform the required services. The CONSULTANT's liabilities, commitments or expenditures incurred in excess of the Cost Limitation for Task Order prior to approval by the MPO shall be at the CONSULTANT's risk and expense, unless mutually agreeable in writing by the CONSULTANT and the MPO.

e. TASK ORDER CONTRACT PRICE

(1) The total Task Order Price consists of the sum of the Cost Limitation and any Direct Cost for each Task Order. This amount shall not be exceeded without formal amendment to the Task Order, unless the Contract is terminated in accordance with Section 8.

(2) In the event, any action or combination of actions taken pursuant to Section 7, Changes in Scope, of this Contract are estimated by the CONSULTANT, with the written concurrence of MPO, to cause material increase or decrease in the scope of services of any Task Order, an equitable adjustment to the Fixed Fee shall be made, as well as any necessary increase or decrease in the Cost recitation. Any request by the CONSULTANT or by the MPO for an adjustment of the Task Order Contract Price must be asserted in writing within forty-five (45) days from the date of receipt by the CONSULTANT of the MPO's notification of changed work, unless the MPO shall grant a further period of time for such request resolution.

f. PROGRESS PAYMENTS TO THE CONSULTANT

(1) For a Task Order performed under the Lump Sum Method of compensation, the CONSULTANT must prepare an invoice accompanied with a narrative statement from the CONSULTANT describing the work accomplished by the CONSULTANT during the period covered by the invoice.

(2) For a Task Order performed under the Hourly Rate Method of compensation, the CONSULTANT must submit at the end of each monthly period, an invoice of Hourly Costs incurred in such period plus an increment of the Direct Fee earned in such period. All invoices shall be itemized in an invoice format acceptable to the MPO. All Costs included on the invoices shall be taken from the books of the accounts kept by the CONSULTANT and shall be supported by the CONSULTANT's monthly "Billing Cost Detail Report". The portion of the Professional Fee earned in such monthly period shall be determined on the basis of relative work progress accomplished in each monthly period as agreed by the MPO's Designated Representative.

4.4 INVOICE PROCESSING

Invoices received by the MPO will be processed for payment within thirty (30) days of receipt of FINANCE. CONSULTANT will be notified of questionable items contained in the invoices within fifteen (15) days of receipt by the MPO with an explanation of the deficiencies. The MPO will make an effort to resolve all questionable items contained in the CONSULTANT's invoices within thirty (30) days of receipt of the invoices by the MPO. At the end of the thirty (30) day period, the MPO shall pay the CONSULTANT the invoice amount less any unresolved questionable items. Invoices are to be forwarded directly to the Lee County Metropolitan Planning Organization.

4.5 PAYMENT IN THE EVENT OF CONTRACT TERMINATION OR SUSPENSION

In the event that a Task Order or this Contract is terminated or canceled, or the CONSULTANT's services suspended on a Task Order or this Contract, prior to completion, payment shall be made in accordance with the provisions of Section 8.

4.6. ADDITIONAL COMPENSATION FOR CHANGE IN SCOPE OF ASSIGNMENT

If instructed to do so by MPO, the CONSULTANT shall change or revise work that has been performed, and if such work is not required as a result of error, omission or negligence of the CONSULTANT, the CONSULTANT may be entitled to additional compensation. The additional compensation shall be requested by the CONSULTANT on a revised fee quotation proposal which must be submitted to the MPO for prior approval. The additional compensation, if any, shall be agreed upon before commencement of any such additional work and shall be incorporated into the Assignment by formal amendment or Task Order to this Contract.

SECTION 5 - WORK COMMENCEMENT/IMPLEMENTATION SCHEDULE/LENGTH OF CONTRACT

5.1 WORK COMMENCEMENT

The CONSULTANT shall commence work on each authorized Task Order within ten (10) days after receipt by the CONSULTANT of a written Notice-To-Proceed from the MPO's Designated Representative. If the CONSULTANT fails to commence work within the ten (10) day period, then the MPO shall have the right to seek other firms for the Assignment, unless the delay is due to no fault of the CONSULTANT.

5.2 IMPLEMENTATION SCHEDULE

The CONSULTANT must complete its work in accordance with the time schedule specified in the applicable Task Order/Assignment.

In the event the work of the CONSULTANT is delayed due to no fault of the CONSULTANT, which delays the completion of any Task Order of the Assignment, the CONSULTANT is entitled to an appropriate extension of the contract time for the specific Task Order.

Additional compensation to the CONSULTANT will be negotiated to the mutual agreement of the MPO and the CONSULTANT in the event such delay causes any Task Order's costs to increase for reasons beyond the CONSULTANT's control.

5.3 TERM

This Contract shall expire two (2) years after the date of execution of this Agreement and may be extended for up to one (1) additional one (1) year period, not to exceed three (3) years maximum, upon written mutual consent of the MPO and the CONSULTANT.

5.4 CONTINUING CONTRACT

In accordance with 287.055 (g), this is a "continuing contract" for professional services entered into in accordance with all procedures of this act between the MPO and the CONSULTANT, whereby the CONSULTANT shall provide professional services to the MPO for projects in which construction or professional costs do not exceed the statutory limitations imposed. Additionally, the CONSULTANT shall provide for work of a specified nature as outlined in Exhibit A of this Contract as required by the MPO.

SECTION 6 - MPO'S "DESIGNATED" REPRESENTATIVE

6.1 GENERAL

The MPO hereby designates the Executive Director of the Lee County Metrpolitan Planning Organization or his/her designee to represent the MPO in all matters pertaining to and arising from the work and performance of this contract. The Executive Director of the Lee County Metrpolitan Planning Organization or designee shall have the following responsibilities.

a. Examination of all reports, sketches, drawings, estimates, proposals and other documents presented by the CONSULTANT and rendering, in writing, decisions indicating the MPO's approval or disapproval within a reasonable time so as not to materially delay the work of the CONSULTANT.

b. Transmission of instructions, receipt of information and interpretation and definition of MPO policies and decisions with respect to design, materials and other matters pertinent to the work covered by this Contract.

c. Giving prompt written notice to the CONSULTANT whenever the MPO observes, or otherwise becomes aware of, any defects or changes necessary in the project.

d. Following the CONSULTANT's preparation of any necessary applications to governmental bodies, to arrange for submission of all applications.

e. When appropriate, authorizing Task Orders equal to or less than limits prescribed for Continuing Contracts pursuant to the provisions of FS 287.055(g) and paragraph 2.3 hereof.

6.2 DESIGNEE

The Lee County Metropolitan Planning Organization's designee under a contract resulting from **LOI #M01-2015** shall be the Executive Director of the Lee County MPO.

SECTION 7 - CHANGES IN SCOPE

The MPO or the CONSULTANT may request changes in the Scope of Services of a Task Order. Such change(s), including any increase or decrease in the amount of the CONSULTANT's compensation for any Task Order pursuant to Section 4 – Compensation, which are mutually agreed upon by and between the MPO and the CONSULTANT, shall be incorporated by written formal amendment.

SECTION 8 - TERMINATION OF CONTRACT

8.1 TERMINATION BY MPO FOR CAUSE

The MPO may terminate this Contract for any one or more of the following reasons:

a. If adequate progress on any phase of the assignment is not being made by the CONSULTANT as a direct result of the CONSULTANT's failure to perform.

b. The quality of the services performed by the CONSULTANT is not in conformance with commonly accepted design codes and standards, standards of the MPO and the requirements of Federal and/or State regulatory agencies in effect as of the date of this Contract, and the particular services involved are considered by the MPO to be essential to the proper completion of any Assignment.

c. The CONSULTANT or any employee or agent of the CONSULTANT is indicted or has a direct charge issued against him/her for any crime arising out of or in conjunction with any work that has been performed by the CONSULTANT.

d. The CONSULTANT becomes involved in either voluntary or involuntary bankruptcy proceedings, or makes an assignment for the benefit of creditors.

e. The CONSULTANT violates the Standards of Conduct provisions of Section 13 herein.

f. In the event of any of the causes described in Section 8.1, the MPO's Designated Representative may send a certified letter to the CONSULTANT requesting that the CONSULTANT show cause why the Contract should not be terminated. If adequate

assurances or acceptable reasons are not given to the MPO within fifteen (15) days of the receipt by the CONSULTANT of said show cause notice, the MPO may consider the CONSULTANT to be in default and may immediately terminate this Contract.

8.2 TERMINATION BY CONSULTANT FOR CAUSE

The CONSULTANT may cancel this Contract for the following reasons:

a. The MPO fails to meet its obligations and responsibilities as contained in Section 3 – MPO's Rights and Responsibilities.

b. The MPO fails to pay the CONSULTANT in accordance with Section 4 – Compensation.

c. In the event of either of the causes described in Section 8.2, the CONSULTANT may send a certified letter requesting that the MPO show cause why the Contract should not be terminated. If adequate assurances are not given to the CONSULTANT within fifteen (15) days of the receipt by the MPO of said show cause notice, then the CONSULTANT may consider the MPO to be in default, and may immediately terminate this Contract.

8.3 TERMINATION BY MPO WITHOUT CAUSE

Notwithstanding any other provision of this Contract, the MPO shall have the right at any time to terminate this Contract in its entirety without cause, or terminate by specific Assignment without cause, provided that ten (10) days prior written notice is given to the CONSULTANT of the MPO's intent to terminate. In the event that a Task Order is terminated, The MPO shall identify the specific Task Order(s) being terminated and the specific Task Order(s) to be continued to completion pursuant to the provisions of this Contract. This Contract will remain in full force and effect as to all authorized Task Orders which are to be continued to completion under this type of arrangement.

8.4 PAYMENT IN THE EVENT OF TERMINATION

In the event this Contract or any Assignment is terminated or canceled prior to final completion without cause, payment for unpaid portion of the services provided by the CONSULTANT to the date of termination and any additional services thereafter will be determined by negotiation between the MPO and the CONSULTANT. No amount shall be allowed for anticipated profit on unperformed services or other work. In the event of termination for cause, the MPO may adjust any payment to take into account any additional direct costs to be incurred by the MPO due to such default.

8.5 ACTION FOLLOWING TERMINATION

a. Upon receipt of notice of termination, given by either party, the terminated party shall promptly discontinue all services and other work, unless the notice provides otherwise.

b. In the case of the MPO terminating the CONSULTANT, the CONSULTANT shall within ten (10) days,or any extension thereto as may be mutually agreed to, deliver or otherwise make available to the MPO all reports, drawings, plans, specifications and other data and documents that have been obtained or prepared by the CONSULTANT in performing the Services under this Contract, regardless of whether the work on such documents has been completed or is in progress and said documents shall remain the property of the MPO. Notwithstanding the foregoing, the CONSULTANT shall not be held liable for the accuracy or reliability of any partially completed work delivered in accordance with this provision.

8.6 SUSPENSION

a. The performance of the CONSULTANT's service under any provision of this Contract may be suspended by the MPO at any time. In the event the MPO suspends the performance of the CONSULTANT's services hereunder, the MPO shall so notify the CONSULTANT in writing, such suspension becoming effective upon the date of its receipt by the CONSULTANT, and MPO shall promptly pay to the CONSULTANT all fees which have become due and payable to the CONSULTANT to the effective date of such suspension. The MPO shall thereafter have no further obligation for payment to the CONSULTANT for the suspended services unless and until the MPO notifies the CONSULTANT that the services of the CONSULTANT called for hereunder are to be resumed.

   Upon receipt of written notice from the MPO that the CONSULTANT's services hereunder are to be resumed, the CONSULTANT shall complete the services of the CONSULTANT called for in this Contract and the CONSULTANT shall, in that event, be entitled to payment of the remaining unpaid compensation which becomes payable to the CONSULTANT under this Contract, same to be payable at the times and in the number specified herein.

   In no event will the compensation or any part thereof become due or payable to the CONSULTANT under this Contract unless and until the CONSULTANT has attained that state of work where the same would be due and payable to the CONSULTANT under the provisions of this Contract.

b. If the aggregate time of the MPO's suspension(s) of the CONSULTANT's Services under any Task Order of this Contract exceeds sixty (60) days, then the CONSULTANT and the MPO shall, upon request of the CONSULTANT, meet to assess the services performed hereunder up to the time of such meeting, the services remaining to be performed and the total compensation paid to the CONSULTANT hereunder and, during such meeting, shall have the option of negotiating a change in compensation to be paid to the CONSULTANT for the balance of the Services to be performed hereunder. No increase in compensation to the CONSULTANT shall be allowed unless it is based upon clear and convincing evidence of an increase in the CONSULTANT's costs attributable to the aforesaid suspension(s).

SECTION 9 - CLAIMS AND DISPUTES/REMEDIES

9.1 CLAIMS AND DISPUTES

Any claims, disputes and/or matters in question between the parties arising out of or relating to this Contract, including claims for extra compensation, shall be filed in writing by the aggrieved party to the other party within forty-five (45) days of its occurrence. Should such claims not be formally submitted within said forty-five (45) day period, the aggrieved party agrees not to make such claim against the other party at any time in the future. Should any claim or dispute not be mutually resolved between the parties within sixty (60) days thereafter, the aggrieved party shall then seek to resolve the matter in accordance with the "Remedies" provisions of Section 9.2 herein.

9.2 REMEDIES

Except as provided in Section 9.1 herein, all claims, disputes and/or matters in question between the MPO and the CONSULTANT arising out of or relating to this Contract, or the breach of it will be decided by Mediation if the parties hereto mutually agree, or in a court of competent jurisdiction. Venue for any dispute or formal litigation concerning this contract shall be in the appropriate court with territorial jurisdiction over Lee County, Florida. In the event of a dispute or litigation, each party to such dispute or litigation shall be solely responsible for its own

attorneys' fees and costs. This contract shall not be construed for or against any party hereto, without regard to which party is wholly or partly responsible for its drafting.

SECTION 10 - INDEMNITY AND INSURANCE

10.1 GENERAL

INDEMNITY:
To the fullest extent permitted by Florida law, the Consultant/Firm shall indemnify and hold harmless the MPO and its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant/Firm and other persons employed or utilized by the Consultant/Firm in the performance of the contract.

The Insurance provisions of LOI #M01-2015 are incorporated by reference into this contract.

10.2 INSURANCE

The CONSULTANT will possess or obtain and continuously maintain the following insurance coverage, from a company or companion authorized to do business in the State of Florida, and will provide Certificates of insurance to the MPO, evidencing such insurance, within fifteen (15) days following the CONSULTANT's receipt of Notice to Proceed on the Assignment from the MPO.

The insurance coverage shall contain a provision, which requires that prior to any changes or material alterations in the coverage, except aggregate coverage, thirty (30) days prior written notice will be given to the MPO.

The specific requirements of this contract have been detailed in **LOI M01-2015.** The specific requirements of the RFQ must be met to be compliant with a contract resulting from the solicitation process and may include the following:

a. Worker's Compensation

The CONSULTANT must provide Worker's Compensation for all employees at the site location, and in case any work is subcontracted, will require the Subcontractor to provide Worker's Compensation for all of its employees as per the requirements of detailed in LOI #M01-2015.

b. Commercial General Liability

The CONSULTANT must provide coverage for all operations as detailed in LOI #M01-2015 including, but not limited to, Contractual, Products and completed Operations and Personal Injury. The limits will be not less than $2,000,000 Combined Single Limit (CSL) or its equivalent.

c. Automobile Liability

The CONSULTANT must provide coverage for all owned and non-owned vehicles as detailed in LOI #M01-2015 for limits of not less than $1,000,000 CSL or its equivalent.

d. Professional Liability Insurance

Annual Professional Liability Insurance must be maintained with coverage in an amount as detailed in LOI #M01-2015. Said Professional Liability Insurance shall provide for all sums which the CONSULTANT shall be obligated to pay as damages for claims arising out of negligent performance by the CONSULTANT, or any person or subcontractor employed by the CONSULTANT, in conjunction with this Contract. This insurance shall also be maintained for a minimum of three (3) years after completion of the CONSULTANT's services under the scope of this Contract including any amendment thereto.

e. Certificates of Insurance

The CONSULTANT shall furnish all Certificates of Insurance forwarded directly to the following:

Lee County Metropolitan Planning Organization
P.O. Box 150045
Cape Coral, FL 33915

with information copied to the Designated Representative identified in Section 6.2. The Certificates shall clearly indicate that the CONSULTANT has obtained insurance of the type, amount and classification required by these provisions.

SECTION 11 - NEGOTIATION DATA

The CONSULTANT hereby certifies, covenants and warrants that accounting documentation and supporting data which has established compensation provided for in this Contract are accurate, complete and current as of the date of negotiation of the compensation terms contained in this Contract. It is further agreed that the CONSULTANT's compensation under this Contract may be adjusted to exclude any significant sums where the MPO determines the CONSULTANT's compensation was increased due to inaccurate or incomplete wage rates and other factual unit costs. All such price adjustments shall be made prior to the end of this Contract. Records of costs incurred under the terms of this Contract shall be maintained and made available to the MPO during the period of this Contract and for five (5) years after final payment is made. Copies of these documents and records shall be furnished upon request to the MPO at no cost. For the purpose of this Section, the end of this Contract shall be deemed to be the date of final acceptance of the work by the MPO.

SECTION 12 - OWNER OF DOCUMENTS

It is understood and agreed that all Documents, including detailed reports, plans, original drawings, field notebooks and all other data other than working papers, prepared or obtained by the CONSULTANT in connection with its services hereunder, shall be delivered to, or shall become the property of the MPO prior to final payment to the CONSULTANT. The CONSULTANT shall retain reproducible copies of all Documents for its files at Direct Reimbursable Cost. All Documents including drawings prepared by the CONSULTANT pursuant to this Contract are instruments of service in respect to the services described in the Assignment.

Any reuse without written verification or adaptation by the CONSULTANT for the specific purpose intended will be at MPO's sole risk and without liability or legal exposure to the CONSULTANT; and the MPO shall indemnify to the maximum extent permitted by law and hold harmless the CONSULTANT from all claims, damages, losses and expenses including attorney's and expert's fees arising out of or resulting therefrom. Any such verification or adaptation by the CONSULTANT will entitle the CONSULTANT to further compensation at rates to be agreed upon by the MPO and the CONSULTANT.

Any Documents given to or prepared or assembled by the CONSULTANT and its subcontractors under this Contract shall be kept solely as property of the MPO and shall not be made available to any individuals or organizations without the prior written approval of the MPO.

The CONSULTANT may maintain copies of all work performed under this Contract for the MPO.

The CONSULTANT shall not publish any information concerning this project without the prior written consent of the MPO.

SECTION 13 - STANDARDS OF CONDUCT

13.1 CONSULTANT EMPLOYEES

The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this Contract and that the CONSULTANT has not paid or agreed to pay any person, company, corporation, individual or firm other than a bona fide employee working solely for the CONSULTANT any fee, commission, percentage, gift or any other consideration, contingent upon or resulting from the award of making of this Contract.

13.2 CONSULTANT COMPLIANCE WITH LAWS

The CONSULTANT shall comply with all Federal, State and local laws and ordinances in effect on the date of this Contract and applicable to the work or payment for work thereof, and shall not discriminate on the grounds of race, color, religion, sex or national origin in the performance of work under this Contract.

13.3 CONFLICT OF INTEREST

The CONSULTANT hereby certifies that no undisclosed conflict of interest exists with respect to the present Contract, including any conflicts that may be due to representation of other clients, other contractual relationships of the CONSULTANT, or any interest in property which the CONSULTANT may have. The CONSULTANT further certifies that any apparent conflict of interest that arises during the term of the Contract will be immediately disclosed in writing to the MPO. Violation of this Section will be considered as Justification for immediate termination of this Contract under the provisions of Section 8.1.

13.4 REMOVAL OF EMPLOYEE

The MPO is empowered to require the CONSULTANT to remove any employee or representative of the CONSULTANT from working on this Assignment which the MPO determines is not satisfactorily performing his assigned duties or is demonstrating improper conduct. The MPO shall notify the CONSULTANT in writing of the MPO's objections prior to the CONSULTANT's removal of any employee or representative.

13.5 PUBLICATION

The CONSULTANT shall not publish any documents or release information to the media without prior approval of the MPO.

SECTION 14 - ACCESS TO RECORDS/AUDIT

14.1 RECORDS MAINTENANCE

The CONSULTANT shall maintain books, records, documents, time and costs accounts and other evidence directly related to its performance of services under this Contract. All time records and cost data shall be maintained in accordance with generally accepted accounting practices. The CONSULTANT shall also maintain the financial information and data necessary to determine overhead rates in accordance with the requirements of Federal and State regulatory agencies and this Contract. The MPO, or any of its duly authorized representatives, shall have access within forty-eight (48) hours to such books, records, documents and other evidence for inspection, audit and copying. Copying of CONSULTANT's books, records, documents, time records and cost accounts and other evidence shall be at the MPO's expense.

14.2 ACCESS TO RECORDS

The CONSULTANT shall maintain and allow access to the records required under this Section for

a period of five (5) years after the completion of the services provided under this Contract and date of final payment for said services, or date of termination of this Contract as may have been exercised under Section 8 herein.

SECTION 15 - CODES AND DESIGN STANDARDS

All of the services to be performed by the CONSULTANT shall in the minimum be in accordance with commonly accepted design codes and standards, standards of the MPO and the requirements of any Federal and/or State regulatory agencies in effect as of the date of this Contract.

The CONSULTANT shall be responsible for keeping appraised of any changing codes or requirements, which requirements must be applied to the Assignment to be performed under this Contract. Any new codes or requirements becoming effective subsequent to the effective date of this Contract that require an additional level of effort to be performed by the CONSULTANT beyond that covered under the scope of this Contract shall be subject to negotiation for an increase in scope and compensation by an amendment to this Contract.

SECTION 16 - ASSIGNABILITY

The CONSULTANT shall not sublet, assign or transfer any interest in this Contract, without prior written approval of the MPO, provided that claims for the money due or to become due the CONSULTANT from the MPO under this Contract may be assigned to a bank, trust company or other financial institution without such MPO approval. Notice of any such assignment or transfer shall be furnished promptly to the MPO.

SECTION 17 - CONTROLLING LAWS

This Contract is to be governed by the laws of the State of Florida.

SECTION 18 - FORCE MAJEURE

Neither party shall be considered in default in performance of its obligations hereunder to the extent that performance of such obligations, or any of them, is delayed or prevented by Force Majeure. Force Majeure shall include, but not be limited to, hostility revolution, civil commotion, strike, epidemic, fire, flood, wind, earthquake, explosion, any law, proclamation, regulation or ordinance or other act of government, or any act of God or any cause whether of the same or different nature, existing or future; provided that the cause whether or not enumerated in this Section is beyond the control and without the fault or negligence of the party seeking relief under this Section.

SECTION 19 - SPECIAL CONDITIONS FOR STATE/FEDERAL FUNDING:

1. **Documentation of Project Costs**: All costs charged to the Project, including any approved services shall be supported as required by 49 CFR §18.20 and §18.22 and the cost principles cited in Office of Management and Budget (OMB) 2 Code of Federal Regulations.

2. **Record Retention:** Consultant shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of at least five years from the date the audit report is issued, and shall allow the Department, or its designee, FHWA, FTA, Florida's CFO, or Florida Auditor General access to such records upon request. The Lee County Metropolitan Planning Organization (MPO) shall ensure that audit working papers are made available to the Department, or its designee, Florida's CFO, or Florida Auditor General upon request for a period of at least five years.

3. **E-Verify:** The Consultant performing work or providing services pursuant to the contract awarded for this project to utilize the U. S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired during the contract term.

4. **Prohibited Interests:** No member, officer, or employee of the Lee County Metropolitan Planning Organization (MPO) either during his or her tenure or for one-year thereafter shall have any interests, direct or indirect, in this contract or the proceeds thereof. The provisions of this paragraph shall not be applicable to any agreement between Lee County Metropolitan Planning Organization (MPO) and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

   4.1. The Consultant is required to add the above to be inserted in each of their subcontracts related to the project.

5. **Fly America:** The Consultant agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Consultant shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Consultant agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

6. **Energy Conservation:** The Consultant agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

7. **Clean Water:**

   7.1. The Consultant agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq . The Consultant agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

   7.2. The Consultant also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

8. **Lobbying:** Consultants who apply or propose for an award of $100,000 or more shall file the certification required by 49 CFR part 20, “New Restrictions on Lobbying.” Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay for any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

9. **Access to Records:**

   9.1. Where the Purchaser is not a State but a local government and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C. F. R. 18.36(i), the Consultant agrees to provide the Purchaser, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Consultant which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Consultant also agrees, pursuant to 49 C. F. R. 633.17 to provide the FTA Administrator or his authorized representatives, including any PMO, Consultant access to Consultant's records and construction sites pertaining to a major capital

project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5303/5d, 5307, 5309, 5339 or 5311.

9.2. Where the Purchaser is a State and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C.F.R. 633.17, Consultant agrees to provide the Purchaser, the FTA Administrator or his authorized representatives, including any PMO Consultant, access to the Consultant's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5303/5d, 5307, 5309, 5339 or 5311. By definition, a major capital project excludes contracts of less than the simplified acquisition threshold currently set at $100,000.

9.3. Where the Purchaser enters into a negotiated contract for other than a small purchase or under the simplified acquisition threshold and is an institution of higher education, a hospital or other non-profit organization and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C.F.R. 19.48, Consultant agrees to provide the Purchaser, FTA Administrator, the Comptroller General of the United States or any of their duly authorized representatives with access to any books, documents, papers and record of the Consultant which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions.

9.4. Where any Purchaser which is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 U.S.C. 5325(a) enters into a contract for a capital project or improvement (defined at 49 U.S.C. 5302(a)1) through other than competitive bidding, the Consultant shall make available records related to the contract to the Purchaser, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.

9.5. The Consultant agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

9.6. The Consultant agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Consultant agrees to maintain same until the Purchaser, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

9.7. FTA does not require the inclusion of these requirements in subcontracts.

10. Federal Changes: Consultant shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Consultant's failure to so comply shall constitute a material breach of this contract.

11. Clean Air:

11.1. The Consultant agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 *et seq*. The Consultant agrees to report each violation to the Purchaser and understands and agrees that the Purchaser will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

11.2. The Consultant also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

12. No Obligation by the Federal Government:

12.1. The Purchaser and Consultant acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Consultant, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

12.2. The Consultant agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subConsultant who will be subject to its provisions.

13. Program Fraud and False or Fraudulent Statements or Related Acts:

13.1. The Consultant acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § § 3801 et seq . and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Consultant certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Consultant further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Consultant to the extent the Federal Government deems appropriate.

13.2. The Consultant also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Consultant, to the extent the Federal Government deems appropriate.

13.3. The Consultant agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subConsultant who will be subject to the provisions.

14. Termination:

14.1. **Termination for Convenience –** Lee County Metropolitan Planning Organization (MPO), by written notice, may terminate this contract, in whole or in part, when it is in the Government's interest. If this contract is terminated, the Recipient shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

14.2. **Termination for Default -** If the Consultant does not deliver supplies in accordance with the contract delivery schedule, or, if the contract is for services, the Consultant fails to perform in the manner called for in the contract, or if the Consultant fails to comply with any other provisions of the contract, Lee County Metropolitan Planning Organization (MPO) may terminate this contract for default. Termination shall be effected by serving a notice of termination on the Consultant setting forth the manner in which the Consultant is in default. The Consultant will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract.

If it is later determined by Lee County Metropolitan Planning Organization (MPO) that the Consultant had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Consultant, Lee County Metropolitan Planning Organization (MPO), after setting up a new delivery of performance schedule, may allow the Consultant to continue work, or treat the termination as a termination for convenience.

14.3. Opportunity to Cure: Lee County Metropolitan Planning Organization (MPO) in its sole discretion may, in the case of a termination for breach or default, allow the Consultant [an appropriately short period of time] in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions

If Consultant fails to remedy to Lee County MPO satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [ten (10) days] after receipt by Consultant of written notice from Lee County MPO setting forth the nature of said breach or default, Lee County MPO shall have the right to terminate the Contract without any further obligation to Consultant. Any such termination for default shall not in any way operate to preclude Lee County MPO from also pursuing all available remedies against Consultant and its sureties for said breach or default.

15. Suspension and Debarment: This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the Consultant is required to verify that none of the Consultant, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

15.1. The Consultant is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

15.2. By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

15.2.1. The certification in this clause is a material representation of fact relied upon by the Lee County MPO. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the Lee County MPO, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

16. Civil Rights:

16.1. *Nondiscrimination* - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Consultant shall not discriminate against on the basis of race, age, creed, disability, martial status, color, national origin or sex. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this agreement, which may result in the termination of this agreement or such other remedy, as the MPO deems appropriate. In addition, the Consultant agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

16.2. *Equal Employment Opportunity* - The following equal employment opportunity requirements apply to the underlying agreement:

16.2.1. Race, Color, Creed, National Origin, Sex – In accordance with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, 23 U.S.C. § 324, and Federal transit laws at 49 U.S.C. § 5332, the Consultant agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor,” 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, “Equal Employment Opportunity,” as amended by Executive Order No. 11375, “Amending Executive Order 11246 Relating to Equal

Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the project. The Consultant agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: Employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Consultant agrees to comply with any implementing requirements FTA may issue.

16.2.2. *Age* - In accordance with Section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 621 through 634, Title 42 U.S.C. § 6101 and Federal transit law at 49 U.S.C. § 5332, the Consultant agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Consultant agrees to comply with any implementing requirements FTA may issue.

16.2.3. *Disabilities* - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Consultant agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Consultant agrees to comply with any implementing requirements FTA may issue.

16.2.4. *Access to Services for Persons with Limited English Proficiency* – To the extent applicable and except to the extent that FTA determines otherwise in writing, the Consultant agrees to comply with the policies of Executive Order No. 13166, "Improving Access to Services for Persons with Limited English Proficiency," 42 U.S.C. § 2000d-1 note, and with the provisions of U.S. DOT Notice, "DOT Guidance to Recipients on Special Language Services to Limited English Proficient"

16.2.5. *Environmental Justice* – The Consultant agrees to comply with the policies of Executive Order No. 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," 42 U.S.C. § 4321 note, except to the extent that the Federal Government determines otherwise in writing.

16.2.6. *Drug or Alcohol Abuse* – Confidentiality and Other Civil Rights Protections – To the extent applicable, the Consultant agrees to comply with the confidentiality and other civil rights protections of the Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. §§ 1101 et seq., with the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended, 42 U.S.C. §§ 4541 et seq., and with the Public Health Service Act of 1912, as amended, 42 U.S.C. §§ 201 et seq., and any amendments to these laws.

16.2.7. *Other Nondiscrimination Laws* – The Consultant agrees to comply with all applicable provisions of other federal laws, regulations, and directives pertaining to and prohibiting discrimination, except to the extent the Federal Government determines otherwise in writing. The Consultant also agrees to include these requirements in each subcontract financed in whole or in part with federal assistance provided by FTA, modified only if necessary to identify the affected parties.

16.3. The Consultant also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

17. Title VI Nondiscrimination Policy Language: During the performance of this contract, the Consultant, for itself, its assignees and successors in interest agrees as follows:

18. **Compliance with Regulations:** The Consultant shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

19. **Nondiscrimination:** The Consultant, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

20. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Consultant, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

21. **Information and Reports:** The Consultant shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

22. **Sanctions for Noncompliance:** In the event of the Consultant's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:

    22.1. withholding of payments to the Contractor under the contract until the Contractor complies, and/or

    22.2. cancellation, termination or suspension of the contract, in whole or in part.

23. **Incorporation of Provisions:** The Consultant shall include the provisions of paragraphs 15.17.1 through 5.17.6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation,* the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Consultant may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

24. **Breaches and Dispute Resolution:**

24.1. Disputes - Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the authorized representative of the Lee County MPO. This decision shall be final and conclusive unless within ten (10) days from the date of receipt of its copy, the Consultant mails or otherwise furnishes a written appeal to the Lee County MPO. In connection with any such appeal, the Consultant shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the Lee County MPO shall be binding upon the Consultant and the Consultant shall abide by the decision.

24.2. Performance During Dispute - Unless otherwise directed by the Lee County MPO, Consultant shall continue performance under this Contract while matters in dispute are being resolved.

24.3. Claims for Damages - Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury of damage.

24.4. Remedies - Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the Lee County MPO and the Consultant arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the Lee County MPO is located.

24.5. Rights and Remedies - The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the Lee County MPO or Consultant shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

25. Incorporation of Federal Transit Administration (FTA) Terms: The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Consultant shall not perform any act, fail to perform any act, or refuse to comply with any of the Lee County MPO requests which would cause the Lee Couty MPO to be in violation of the FTA terms and conditions.

26. Disadvantaged Business Enterprises: The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this solicitation and awarded contract. It is the policy of the Lee County Metropolitan Planning Organization (MPO) to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. All firms qualifying under this solicitation are encouraged to submit bids/proposals. Award of this contract will be conditioned upon satisfying the requirements of this bid specification. These requirements apply to all bidders/offerors, including those who qualify as a Disadvantaged Business Enterprise. The agency's overall goal for DBE participation for its transit program is 9.91%. A DBE contract goal has not been assigned to this solicitation. The bidder/offeror shall make good faith efforts, as defined in the Board's adopted Transit System's Disadvantaged Business Enterprise Program and 49 CFR Part 26, Appendix A to meet the agency's goal for DBE participation in the performance of this contract.

The bidder/offeror will be required to submit the following information: (1) the names and addresses of DBE firms that will participate in the contract; (2) a description of the work that each DBE firm will perform; (3) the dollar amount of the participation of each DBE firm participating; (4) Written documentation of the bidder/offeror's commitment to use a DBE subConsultant whose participation it submits to meet the contract goal; (5) Written confirmation from the DBE that it is

participating in the contract as provided in the commitment made under (4); and (6) evidence of good faith efforts to meet the agency's goal.

You are further advised that the following language applies to this solicitation and will be added to any contract, as applicable, in verbatim:

A. *The Lee County MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT assisted contract or in the administration of its DBE Program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT assisted contracts. The recipient's DBE Program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the MPO of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).*

B. *The Consultant, sub-recipient, or subConsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Consultant shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.*

C. *The prime consultant agrees to pay each sub-consultant under this prime contract, for satisfactory performance of its contract, no later than 30 days from the receipt of each payment the prime consultant receives from the MPO. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause, following written approval of the MPO. [This clause applies to both DBE and non-DBE sub-consultants.]*

The prime consultant agrees to return retainage payments to each sub-consultant within 30 days after the sub-consultant's work is satisfactorily completed. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause, following written approval of the MPO This clause applies to both DBE and non-DBE sub-consultants.

SECTION 20 - EXTENT OF CONTRACT

This Contract, together with the LOI #M01-2015 issued June 6, 2015 and the proposal submitted by Atkins, Inc. and the Exhibits hereinafter identified and listed in this Section 20, incorporated herein and made a part hereof by this reference, constitute the entire Agreement between the MPO and the CONSULTANT and supersede all prior written or oral understandings in connection therewith. This Contract may only be amended, supplemented or modified by a formal Amendment or Change Order to this Contract.

The Exhibits supplemental to and made a part of this Contract are as follows:

Exhibit A:	Scope of Work
Exhibit B:	Task Order Format and Standard Hourly Rates
Exhibit C:	Notices and Address of Record
Appendix 1	Forms
Appendix 2	General Conditions and Federal Requirements

EXHIBIT "A"
SCOPE OF SERVICES

EXHIBIT "B"
STANDARD LABOR RATE SCHEDULE

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployement, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Engineer	
Senior Landscape Architect	
Senior Planner	
Senior Programmer	
Senior Specialist	
Landscape Architect	
Project Engineer	
Engineer	
Project Planner	
Planner	
Senior Technician	
Analyst	
Senior Support Staff	
Support Staff	
Technician	

SUB-CONSULTANT (All Traffic Data Services, Inc.)

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE – ATKINS NORTH AMERICA, Inc.

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT – ATKINS NORTH AMERICA, Inc.

Position Classifications	Hourly Rates
Principal	$232.74
Project Manager	$150.00
Principal Planner	$170.50
Senior Planner	$127.65
Planner	$105.79
Chief Engineer	$220.81
Senior Project Engineer	$182.43
Transportation Engineer	$120.00
Designer/CADD	$70.50
Support Staff/Admin/Clerical	$62.00

SUB-CONSULTANT(S) NAME: DTSGIS

Position Classifications	Hourly Rates
Principal	$250.00
Senior Specialist	$200.00
Project Manager	$200.00
Principal Planner	$200.00
Senior Planner	$150.00
Project Engineer	$150.00
Project Planner	$125.00
Engineering Technician	$80.00
Support Staff/Admin/Clerical	$100.00

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME: Cella Molnar & Associates

Position Classifications	Hourly Rates
Project Manager	$159.81
Senior Professional	$124.68
Planner	$95.16
Technician	$75.00
Support Staff/Admin/Clerical	$45.00

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT CDM Smith Inc.

Position Classifications	Hourly Rates
Principal	$250.00
Chief Engineer	$300.00
Senior Specialist	$158.00
Project Manager	$173.00
Principal Planner	$257.00
Senior Planner	$156.00
Project Engineer	$158.00
Senior Transportation Engineer	$143.00
Transportation Engineer	$90.00
Senior Project Engineer II	
Project Planner	$111.00
Engineering Technician	$75.00
Senior Engineering Technician	$85.00
Planner	
Support Staff/Admin/Clerical	$71.00
Senior Environmental Scientist	$172.00
Senior Designer II	$179.00
Designer II	

SUB-CONSULTANT(S) NAME Spikowski Planning Associates

Position Classifications	Hourly Rates
Principal	$175.00
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	$175.00
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME McMahon Associates, Inc.

Position Classifications	Hourly Rates
Principal	$250.00
Chief Engineer	
Senior Specialist	
Project Manager	$200.00
Principal Planner	$110.00
Senior Planner	
Project Engineer	$150.00
Senior Transportation Engineer	
Transportation Engineer	$130.00
Senior Project Engineer II	
Project Planner	$100.00
Engineering Technician	
Senior Engineering Technician	$95.00
Planner	
Support Staff/Admin/Clerical	$80.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME Cella Molnar & Associates

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Professional	$124.68
Project Manager	$159.81
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	$95.16
Support Staff/Admin/Clerical	$45.00
Senior Environmental Scientist	
Senior Designer II	
Technician	$75.00

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME dtsGIS

Position Classifications	Hourly Rates
Principal	$250.00
Chief Engineer	
Senior Specialist	$200.00
Project Manager	$200.00
Principal Planner	$200.00
Senior Planner	$150.00
Project Engineer	$150.00
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	$125.00
Engineering Technician	$80.00
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	$100.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT – CH2M HILL, Inc.

Position Classifications	Hourly Rates
Principal	$ 220
Chief Engineer	$ 205
Senior Specialist	$ 190
Project Manager	$ 185
Principal Planner	$ 170
Senior Planner	$ 150
Project Engineer	$ 130
Senior Transportation Engineer	$ 155
Transportation Engineer	$ 130
Senior Project Engineer II	$ 140
Project Planner	$ 120
Engineering Technician	$ 100
Senior Engineering Technician	$ 125
Planner	$ 110
Support Staff/Admin/Clerical	$ 65
Senior Environmental Scientist	$ 150
Senior Designer II	$ 115
Designer II	$ 100

SUB-CONSULTANT(S) NAME **Traf-O-Data Corp.**

Position Classifications	Hourly Rates
Principal	
Chief Engineer	$190.46
Senior Specialist	$190.46
Project Manager	$190.46
Principal Planner	$190.46
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	$49.46
Senior Engineering Technician	
Planner	$90.18
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME: Cella Molnar & Associates, Inc.

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	$159.81
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	$95.16
Support Staff/Admin/Clerical	$45.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	
Technician	$75.00
Senior Professional	$124.68

SUB-CONSULTANT(S) NAME: RWA, Inc.

Position Classifications	Hourly Rates
Principal	205.00
Chief Engineer	170.00
Senior Specialist	155.00
Project Manager	155.00
Senior Project Engineer II	140.00
Project Engineer	120.00
Senior Transportation Engineer	140.00
Transportation Engineer	120.00
Principal Planner	170.00
Senior Planner	140.00
Project Planner	120.00
Planner	90.00
Senior Designer II	105.00
Designer II	100.00
Senior Engineering Technician	85.00
Engineering Technician	75.00
Support Staff/Admin/Clerical	60.00
Senior Environmental Scientist	N/A
Principal Surveyor	205.00

Senior Project Surveyor	140.00
Project Surveyor	120.00
Senior Staff Surveyor	105.00
Staff Surveyor	90.00
Party Chief	100.00
Senior Party Chief	110.00
Field Crew GPS	125.00
Field Crew Robot	125.00

SUB-CONSULTANT(S) NAME: Independence Acquisition & Appraisals LLC.

Position Classifications	Hourly Rates
Senior Right of Way Agent/Project	154.75
Appraiser	158.60
Support Staff/Admin/Clerical	55.43

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT David Plummer & Associates

Position Classifications	Hourly Rates
Principal	$200
Chief Engineer	$185
Senior Specialist	---
Project Manager	$155
Principal Planner	$130
Senior Planner	$130
Project Engineer	$125
Senior Transportation Engineer	$130
Transportation Engineer	$110
Senior Project Engineer II	---
Project Planner	$125
Engineering Technician	$ 60
Senior Engineering Technician	$ 80
Planner	$110
Support Staff/Admin/Clerical	$ 60
Senior Environmental Scientist	---
Senior Designer II	---
Designer II	$110

SUB-CONSULTANT(S) NAME_____

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT Jacobs Engineering Group Inc.

Position Classifications	Hourly Rates
Principal	$172.63
Chief Engineer	
Senior Specialist	
Project Manager	$125.42
Principal Planner	
Senior Planner	$99.91
Project Engineer	
Senior Transportation Engineer	$134.85
Transportation Engineer	
Senior Project Engineer II	
Project Planner	$61.42
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	$98.82
Senior Environmental Scientist	$93.50
Senior Designer II	$56.82
Designer II	

SUB-CONSULTANT(S) NAME Alta Planning + Design

Position Classifications	Hourly Rates
Principal	$175.00
Chief Engineer	$175.00
Senior Specialist	$175.00
Project Manager	
Principal Planner	$123.00
Senior Planner	$98.00
Project Engineer	
Senior Transportation Engineer	$158.00
Transportation Engineer	$123.00
Senior Project Engineer II	$98.00
Project Planner	$90.00
Engineering Technician	
Senior Engineering Technician	
Planner	$83.00
Support Staff/Admin/Clerical	$60.00
Senior Environmental Scientist	
Senior Designer II	$98.00
Designer II	$90.00

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME FCRC Consensus Center

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	$188.00
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME Data Transfer Solutions, LLC

Position Classifications	Hourly Rates
Principal	$250.00
Chief Engineer	
Senior Specialist	$200.00
Project Manager	$200.00
Principal Planner	$200.00
Senior Planner	$150.00
Project Engineer	$150.00
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	$125.00
Engineering Technician	$80.00
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	$100.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME Spikowski Planning Associates

Position Classifications	Hourly Rates
Principal	$175.00
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME Quest Corporation of America, Inc.

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	$56.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	
Public Involvement	$115.00

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME Florida Transportation Engineering, Inc. (FTE)

Position Classifications	Hourly Rates
Principal	$215.00
Chief Engineer	$180.00
Senior Specialist	$145.00
Project Manager	$165.00
Principal Planner	
Senior Planner	$100.00
Project Engineer	$120.00
Senior Transportation Engineer	$190.00
Transportation Engineer	$80.00
Senior Project Engineer II	$170.00
Project Planner	
Engineering Technician	$60.00
Senior Engineering Technician	$85.00
Planner	
Support Staff/Admin/Clerical	$50.00
Senior Environmental Scientist	$120.00
Senior Designer II	$110.00
Designer II	

SUB-CONSULTANT(S) NAME: Sam Schwartz Engineering

Position Classifications	Hourly Rates
Principal	
Chief Engineer	$167.62
Senior Specialist	$176.85
Project Manager	
Principal Planner	
Senior Planner	$164.15
Project Engineer	
Senior Transportation Engineer	$115.95
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	$85.75
Designer II	$67.52

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME **Traf-O-Data Corp.**

Position Classifications	Hourly Rates
Principal	
Chief Engineer	$190.46
Senior Specialist	$190.46
Project Manager	$190.46
Principal Planner	$190.46
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	$49.46
Senior Engineering Technician	
Planner	$90.18
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT Kittelson & Associates, Inc.

Position Classifications	Hourly Rates
Principal	$260.00
Chief Engineer	$260.00
Senior Specialist	N/A
Project Manager	$145.00
Principal Planner	$220.00
Senior Planner	$160.00
Project Engineer	$140.00
Senior Transportation Engineer	$180.00
Transportation Engineer	N/A
Senior Project Engineer II	N/A
Project Planner	N/A
Engineering Technician	$110.00
Senior Engineering Technician	$115.00
Planner	$110.00
Support Staff/Admin/Clerical	$75.00
Senior Environmental Scientist	N/A
Senior Designer II	N/A
Designer II	N/A
Engineering Intern	$105.00

SUB-CONSULTANT(S) NAME AIM Engineering & Surveying, Inc.

Position Classifications	Hourly Rates
Principal	$245.10
Chief Engineer	$192.45
Senior Specialist	$227.81
Project Manager	$190.88
Principal Planner	$190.88
Senior Planner	$135.78
Project Engineer	$138.27
Senior Transportation Engineer	$190.88
Transportation Engineer	N/A
Senior Project Engineer II	$178.82
Project Planner	$119.41
Engineering Technician	$81.70
Senior Engineering Technician	N/A
Planner	N/A
Support Staff/Admin/Clerical	$54.71
Senior Environmental Scientist	$117.84
Senior Designer II	$130.39
Designer II	N/A

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME Kimley-Horn and Associates, Inc.

Position Classifications	Hourly Rates
Principal	N/A
Chief Engineer	$247.52
Senior Specialist	$273.83
Project Manager	$232.91
Principal Planner	$147.13
Senior Planner	$144.99
Project Engineer	$106.33
Senior Transportation Engineer	$128.04
Transportation Engineer	$86.74
Senior Project Engineer II	$153.03
Project Planner	$115.98
Engineering Technician	N/A
Senior Engineering Technician	N/A
Planner	N/A
Support Staff/Admin/Clerical	N/A
Senior Environmental Scientist	N/A
Senior Designer II	N/A
Designer II	N/A

SUB-CONSULTANT(S) NAME Adams Traffic, Inc.

Position Classifications	Hourly Rates
Principal	N/A
Chief Engineer	$195.32
Senior Specialist	N/A
Project Manager	$195.32
Principal Planner	N/A
Senior Planner	N/A
Project Engineer	N/A
Senior Transportation Engineer	N/A
Transportation Engineer	N/A
Senior Project Engineer II	N/A
Project Planner	N/A
Engineering Technician	$65.58
Senior Engineering Technician	N/A
Planner	N/A
Support Staff/Admin/Clerical	$58.23
Senior Environmental Scientist	N/A
Senior Designer II	N/A
Designer II	N/A

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT Renaissance Planning Group, Inc.

Position Classifications	Hourly Rates
Principal	$226.61
Chief Engineer	$226.26
Senior Specialist	
Project Manager	$166.15
Principal Planner	$187.44
Senior Planner	$129.64
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	$112.94
Senior Project Engineer II	
Project Planner	$ 96.80
Engineering Technician	
Senior Engineering Technician	
Planner	$ 88.74
Support Staff/Admin/Clerical	$ 66.47
Senior Environmental Scientist	
Senior Designer II	$133.03
Designer II	

SUB-CONSULTANT(S) NAME Cella Molnar & Associates, Inc.

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	$159.81
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	$95.16
Support Staff/Admin/Clerical	$45.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	
Technician	$75.00
Senior Professional	$124.68

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME AIM Engineering & Surveying, Inc.

Position Classifications	Hourly Rates
Principal	$245.10
Chief Engineer	$192.45
Senior Specialist	$227.81
Project Manager	$190.88
Principal Planner	$190.88
Senior Planner	$135.78
Project Engineer	$138.27
Senior Transportation Engineer	$190.88
Transportation Engineer	NA
Senior Project Engineer II	$178.82
Project Planner	$119.41
Engineering Technician	$ 81.70
Senior Engineering Technician	NA
Planner	NA
Support Staff/Admin/Clerical	$ 54.71
Senior Environmental Scientist	$117.84
Senior Designer II	$130.39
Designer II	NA

SUB-CONSULTANT(S) NAME Stantec Consulting Services Inc.

Position Classifications	Hourly Rates
Principal	$272.00
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	$157.00
Senior Planner	$146.00
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT

Position Classifications	Hourly Rates
Principal	
Chief Engineer	$233.33
Senior Specialist	
Project Manager	$198.39
Principal Planner	$256.77
Senior Planner	$132.50
Project Engineer	
Senior Transportation Engineer	$160.91
Transportation Engineer	
Senior Project Engineer II	$146.06
Project Planner	$123.92
Engineering Technician	
Senior Engineering Technician	$97.99
Planner	$94.62
Support Staff/Admin/Clerical	$76.52
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME TEAM Engineering, Inc.

Position Classifications	Hourly Rates
Principal	$193.75
Chief Engineer	$193.75
Senior Specialist	$193.75
Project Manager	$193.75
Principal Planner	$170.50
Senior Planner	$155.00
Project Engineer	$139.50
Senior Transportation Engineer	$163.94
Transportation Engineer	$126.68
Senior Project Engineer II	$193.75
Project Planner	$139.50
Engineering Technician	$77.50
Senior Engineering Technician	$62.00
Planner	$108.50
Support Staff/Admin/Clerical	$49.60
Senior Environmental Scientist	$193.75
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES
(Add additional tables as required)

SUB-CONSULTANT(S) NAME_____

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME_____

Position Classifications	Hourly Rates
Principal	
Chief Engineer	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	

STANDARD LABOR RATE SCHEDULE

LEE COUNTY GENERAL PLANNING CONSULTANT SERVICES

The following hourly rates include all direct and indirect costs except direct expenses. Indirect costs include such items as overhead, profit and such statutory and customary fringe benefits as social security contributions, sick leave, unemployment, excise and payroll taxes, workmen's compensation, health and retirement benefits, bonuses, annual leave and holiday pay.

PRIME CONSULTANT: Tindale-Oliver & Associates, Inc.

Position Classifications	Hourly Rates
Principal	$222.02
Chief Engineer/Planner	$203.48
Senior Specialist	$261.48
Project Manager	$165.47
Principal Planner	
Senior Planner	$158.41
Project Engineer	
Senior Transportation Engineer	$164.51
Transportation Engineer	$113.21
Senior Project Engineer II	
Project Planner	$114.86
Engineering Technician	$49.10
Senior Engineering Technician	$89.94
Planner	$86.11
Support Staff/Admin/Clerical	$68.87
Senior Environmental Scientist	
Senior Designer II	
Designer II	

SUB-CONSULTANT(S) NAME: Cambridge Systematics, Inc.

Position Classifications	Hourly Rates
Principal	$304.00
Chief Engineer/Planner	
Senior Specialist	$268.00
Project Manager	
Principal Planner	$190.00
Senior Planner	$154.00
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	$132.00
Engineering Technician	
Senior Engineering Technician	
Planner	$102.00
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	
Designer II	$123.00

SUB-CONSULTANT(S) NAME: Marlin Engineering, Inc.

Position Classifications	Hourly Rates
Principal	$165.00
Chief Engineer/Planner	$165.00
Senior Specialist	$145.00
Project Manager	$150.00
Principal Planner	$160.00
Senior Planner	$145.00
Project Engineer	$125.00
Senior Transportation Engineer	$135.00
Transportation Engineer	$125.00
Senior Project Engineer II	$135.00
Project Planner	$110.00
Engineering Technician	$80.00
Senior Engineering Technician	$110.00
Planner	$100.00
Support Staff/Admin/Clerical	$50.00
Senior Environmental Scientist	$135.00
Senior Designer II	$110.00
Designer II	$100.00

SUB-CONSULTANT(S) NAME: Quest Corporation of America, Inc.

Position Classifications	Hourly Rates
Principal	
Chief Engineer/Planner	
Senior Specialist	
Project Manager	
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	
Senior Engineering Technician	
Planner	
Support Staff/Admin/Clerical	$56.00
Senior Environmental Scientist	
Senior Designer II	
Designer II	
Public Involvement	$115.00

SUB-CONSULTANT(S) NAME: GTS Engineering

Position Classifications	Hourly Rates
Principal	
Chief Engineer/Planner	
Senior Specialist	
Project Manager	$125.00
Principal Planner	
Senior Planner	
Project Engineer	
Senior Transportation Engineer	
Transportation Engineer	
Senior Project Engineer II	
Project Planner	
Engineering Technician	$40.00
Senior Engineering Technician	$65.00
Planner	
Support Staff/Admin/Clerical	
Senior Environmental Scientist	
Senior Designer II	$65.00
Designer II	

Agenda Item 11
MPO 10/16/15

GENERAL PUBLIC INVOLVEMENT SERVICES SELECTION COMMITTEE RANKING AND RECOMMENDATION

RECOMMENDED ACTIONS: Review and Approval of the General Public Involvement Services selection committee rankings and recommendation to negotiate contracts with the four firms.

The MPO advertised a Request for Proposals (RFP) for General Public Involvement Services to conduct public involvement tasks and projects consistent with the MPO's Unified Planning Work Program on June 22, 2015. The deadline for submittal of the proposals was August 7, 2015. Staff received submittals from the following four firms:

- Media Relations Group Inc.
- Cella Molnar & Associates Inc.
- Quest Corporation of America Inc.
- Gravina Smith Matte & Arnold, Inc.

The Selection Committee included Don Scott, Johnny Limbaugh and Ron Gogoi and they ranked the submittals prior to the August 28, 2015 selection committee meeting. On August 28th, the Selection Committee held a publicly advertised meeting to confirm the firms that they were recommending the MPO negotiate contracts with for on-call tasks. Based on the discussions on the scoring and the firm's expertise, the Selection Committee recommended negotiating contracts with all four (4) of the firms listed above. From a review of the contracts over the last two years, the MPO staff estimates that we spend about a $100,000 a year on public involvement activities. The contract term will be for two years with the option to renew for an additional year.

Attached is the scope of work and the selection committee member scores. The MPO Board is being asked to approve the selection committee recommendation and direct staff to begin contract negotiations with the four firms.

Lee County Metropolitan Planning Organization (MPO)

General Public Involvement/Information Services

Annual contract

LOI: M02-2015

SCOPE OF SERVICES

The Lee County Metropolitan Planning Organization (MPO) is responsible for the development and implementation of a balanced, integrated, and multimodal transportation program which efficiently moves traffic. The MPO's goal is to ensure that a continuing, comprehensive and cooperative approach to planning for transportation needs is maintained and properly coordinated with other MPOs, Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA). To reach their goal, the MPO annually develops and reviews planning activities relating to roadway improvements, congestion management, bicycle /pedestrian, transit, and rail and aviation projects. Any firm chosen for this Scope of Services will support and assist MPO Staff and other consultants hired by MPO Staff with any tasks shown in the MPO's Unified Planning Work Program (UPWP).

The MPO requires the services of one or more Consultants to provide public involvement/information support to the MPO transportation planning activities. Consultants will assist the MPO with public outreach activities. Work may include organizing and facilitating public workshops and meetings, identifying potential stakeholders, production of professional quality graphics, displays, publications and PowerPoint presentations and implementation of surveys and analysis of results. Consultants will assist MPO staff in complying with state and federal requirements by incorporating visualization techniques into their work products. Consultant tasks may also include planning and implementation of education, safety and awareness strategies for bicyclist, pedestrians and motorists.

The work involves providing guidance and assistance to the MPO staff on a work assignment basis in a variety of public involvement/information and product review activities. Specific tasks will be assigned to the consultant(s) selected by the Lee County MPO on an as-needed basis.

<u>Key Services</u>

The types of work involved may include, but is not limited to, the following examples:

- Community Assessments
- Custom Project Branding, Graphic Design of Electronic/Print Material & Copywriting
- Elected Official, Agency & Key Stakeholder Coordination
- Elected Official, Agency & Key Stakeholder Database Development
- Media Relations / Press Releases
- Open House / Public Hearing Event Planning & Coordination
- MPO Committee Meeting Coordination/Administrative support
- Public Involvement activities in support of transit studies and activities

- Public Comment Facilitation, Correlation & Database Management
- Public Involvement Plan Development
- Social Media Relations & Management
- Targeted Outreach Assessment & Coordination
- Website Development & Management
- Audio-Visual Presentations and Meeting Handouts
- Large Aerial Graphics
- Reports and Analysis in support of compliance with FHWA Title VI Program Requirements
- Newsletters and Mailings
- Newspaper Advertisements
- Photographic Renderings
- Project Summaries
- Video Production / PSA development
- Grant Writing and Management
- Facilitation/Visioning
- Bilingual Communications and Spanish-language Media Support

This scope of services was written by the Lee County MPO, but can be used by any FDOT District One MPO (Collier, Charlotte, Sarasota/Manatee or Polk MPOs) and/or Lee Tran. The contracts are classified as fixed term agreements for various and miscellaneous professional public involvement consulting services which will be utilized on an as-needed basis. Tasks will be assigned by means of work orders, each of which will include a written scope of work specifying the products to be produced and/or services to be performed, and specify the completion date and maximum compensation to be paid for completion of the work specified therein. Work orders for more than $25,000 shall require the approval of the MPO Board or Executive Committee. Compensation under the work orders shall be based upon the negotiated schedule of hourly rates and charges specified in the contract.

All work to be performed must follow federal and state laws, procedures and guidelines; and the selected firms shall be responsible for knowledge of and the compliance with all applicable local, state and Federal codes and regulations.

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GovernmentForms.manager™
Electronic Submittal & Selection Process
Lee County Metropolitan Planning Organization

ID/Sol No.	M02-2015
Name	General Public Information/Involvement Services (Annual Contract)
Type	Shortlist
Evaluations Due	Ongoing

	Media Relations Group, LLC	Quest Corporation of America, Inc.	Cella Molnar & Associates, Inc.	Gravina Smith Matte & Arnold Marketing and Public Relations
Don Scott	85	82	83	81
Johnny Limbaugh	99	96	98	95
Ron Gogoi	95	100	95	88
Grand Total	**279**	**278**	**276**	**264**
Average Score	**93.0**	**92.7**	**92.0**	**88.0**
Progressive Rank (Cummulative Position)	**1** (4)	**2** (7)	**2** (7)	**4** (12)

Firm's above are sorted by total score (100% Complete)

REVIEW AND APPROVE THE DRAFT COST FEASIBLE ROADWAY, TRANSIT, CONGESTION MANAGEMENT AND BICYCLE/PEDESTRIAN PROJECT LISTS

RECOMMENDED ACTIONS: Review and approve the Draft Cost Feasible Roadway, Transit, Congestion Management and Bicycle Pedestrian project lists. In addition, review and approve the Draft Freight Mobility Technical Report.

Attached are the draft roadway, transit, congestion management and bicycle/pedestrian project lists for the Board's review and approval. The proposed roadway projects were determined from a combination of factors that included the prioritization from the project analysis criteria, completing current ongoing projects, public input, input/plans provided by the local jurisdiction's staff and elected officials, project phasing requirements and available funding. The project lists included the inflated project costs matching the year of expenditure with a comparison with the inflated revenues for that particular time period (2021-2025, 2026-2030 or 2013-2040). Also attached is the revised Existing plus Committed project list which includes the projects that are funded in each of the Capital Improvement Elements over the next five years through FY 2020.

The proposed transit improvements were developed taking into account consistency with the Transit development Plan, the public comments that were received, coordination with LeeTran staff and projected available funding. The service improvements over existing includes bus frequency improvements on existing routes, Bus Rapid Transit on US 41 and express service to Lehigh and the North Cape/Pine Island. In addition, there is increased service provided on Saturday routes and the expansion of routes served on Sunday.

The congestion management component of the Plan includes a 10 year cost feasible list of congestion management projects in the 2021 – 2030 time frame. The funds available for project implementation in the cost feasible list is the approximately $1 million a year that is spent from the multi-modal enhancement box funds. Congestion management projects are usually short term, low cost projects in congested corridors and are implemented in the interim before planned major highway capacity improvements are undertaken or in corridors/locations that are constrained. The current list is being reviewed through the Traffic Management Operations Coordinating Committee and those results will be reported at the meeting.

The development of the ten year cost feasible bicycle pedestrian project list is being developed to be included in the Bicycle/Pedestrian element of the Long Range Plan. The current Bicycle Pedestrian Master Plan includes a list of needs projects and this list is being reviewed and updated to develop a ten year cost feasible list of projects. The draft list, taking into account comments that we have received through the review process,

includes a list of projects that were submitted last year that did not receive funding, the partially funded projects (funded for Planning, PD&E and/or design phases) in the current Transportation Improvement Program and remaining projects that are determined to be feasible to seek federal funding for their implementation. We are seeking a project list that is in the $3.5 to $4.0 million dollar range per year for a total of $35 to $40 million over the ten year period, as this is consistent with the amount of federal SU dollars (not including TA, local or TIGER funds) that is projected to be received over the next ten years from an analysis of the funding in the Transportation Improvement Program

The 2040 Long Range Transportation Plan (LRTP) update also includes a Freight Mobility component. A draft of the technical report that goes along with this component has been completed by the MPO's Consultant Cambridge Systematics (CS) Inc. The draft report is **attached** for review and Board input.

The result of the discussion and vote on these items by the TAC and CAC (meeting on October 6th) will be reported at the MPO Board meeting.

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Bonita Springs									
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	PE	$0	$1,710	$0	$1,710	Jointly Funded with Lee County
Bonita Beach Road	I 75	Bonita Grande	Widen 4L to 6L	CST	$0	$0	$15,810	$15,810	Jointly Funded with Lee County
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	PE	$0	$2,090	$0	$2,090	
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	ROW	$0	$0	$20,600	$20,600	
Bonita Grande	Bonita Beach Rd	Terry St	Widen 2L to 4L	CST	$0	$0	$18,300	$18,300	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	PE	$2,010	$0	$0	$2,010	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	ROW	$15,500	$0	$0	$15,500	
Sandy Lane Ext	Strike Lane	Pelican Colony	New 2LD	CST	$0	$16,530	$0	$16,530	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	PE	$0	$3,090	$0	$3,090	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	ROW	$0	$0	$27,120	$27,120	
Terry St	Bonita Grande	Imperial St	Widen 2L to 4L	CST	$0	$0	$28,510	$28,510	
Bonita Beach Road	Old US 41	US 41	Reconstruction	Phases	$8,000	$20,000		$28,000	
		Total Cost			**$25,510**	**$43,420**	**$110,340**	**$179,270**	
		Revenues			**$25,400**	**$44,400**	**$157,500**	**$227,300**	

DRAFT LEE COUNTY 2040 HIGHWAY COST FEASIBLE PLAN

Burnt Store Rd
Nalle Grade Rd
SR 31
US 41
I-75
SR 78
Kismet Pkwy
NE 24th Ave
Buckingham Rd
SR 82
SR 78
Del Prado Blvd
SR 80
Hanson St
Veterans Pkwy
Chiquita Pkwy
Stringfellow Rd
SR 884
Metro Pkwy
McGregor Blvd
Sunshine Blvd
Homestead Rd
I-75
Cape Coral Pkwy
Daniels Pkwy
Winkler Rd
Three Oaks Pkwy Ext
I-75 CD Raods
Alico/Green Meadows
US 41
SR 82
Alico Rd
Sanibel-Captiva Rd
Cork Screw Rd
Estero Blvd
I-75
Sandy Ln
Industrial Parkway
US 41
Shangri-La Rd
Terry St
Bonita Grande Dr
Bonita Beach Rd

Legend

- Intersection/Interchange
- Partial Funding Intersection/Interchange
- 2Lanes
- 2LanesDiv
- 4Lanes
- 6Lanes
- 8Lanes
- Bridge Replacements
- Major Roads

N
W
E
S

0 1.25 2.5 5 Miles

Brian Raimondo - GIS Specialist 10-5-2015
C:\GIS\LRTP\2040LRTP

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Fort Myers									
Hanson St. Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	PE	$0	$4,770	$0	$4,770	
Hanson St. Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	ROW	$0	$0	$12,900	$12,900	
Hanson Ext.	Veronica Shoemaker Blvd	Ortiz Avenue	Widen 2L to 4L	CST	$0	$0	$30,940	$30,940	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	PE	$2,930	$0	$0	$2,930	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	ROW	$10,080	$0	$0	$10,080	
Hanson Street	Fowler	Veronica Shoemaker	Widen 2L to 4L	CST	$0	$9,750	$0	$9,750	
Hanson Street	US 41	Fowler	Widen 2L to 4L	PE	$1,100	$0	$0	$1,100	
Hanson Street	US 41	Fowler	Widen 2L to 4L	ROW	$0	$6,430	$0	$6,430	
Hanson Street	US 41	Fowler	Widen 2L to 4L	CST	$0	$6,320	$0	$6,320	
Edison	US 41	Fowler	Widen 2L to 4L	PE	$0	$0	$1,410	$1,410	
Edison	US 41	Fowler	Widen 2L to 4L	ROW	$0	$0	$9,620	$9,620	
Edison	US 41	Fowler	Widen 2L to 4L	CST	$0	$0	$11,480	$11,480	
		Total Cost			**$14,110**	**$27,270**	**$66,350**	**$107,730**	
		Revenues			**$17,600**	**$22,500**	**$64,300**	**$104,400**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
City of Cape Coral									
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	ROW	$0	$33,080	$0	$33,080	
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Acces	CST	$0	$0	$76,400	$76,400	
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	ROW	$28,800	$0	$0	$28,800	
Chiquita Blvd.	Cape Coral Pkwy.	Pine Island Rd.	Widen 4L to 6L	CST	$0	$0	$85,950	$85,950	
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	PE	$0	$4,040	$0	$4,040	Partial Funding from County
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	ROW	$0	$0	$20,280	$20,280	Partial Funding from County
NE 24th Ave.	SR 78	NE 28th Street	Widen 2L to 4L	CST	$0	$0	$27,310	$27,310	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	PE	$0	$1,750	$0	$1,750	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	ROW	$0	$0	$11,100	$11,100	Partial Funding from County
NE 24th Ave.	NE 28th Street	Del Prado	New 2L	CST	$0	$0	$11,190	$11,190	
		Total Cost			**$28,800**	**$38,870**	**$232,230**	**$299,900**	
		Available Funding			**$22,400**	**$32,300**	**$223,300**	**$278,000**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Lee County									
Big Carlos Bridge Replacement			Bridge	CST	$0	$15,650	$0	$15,650	
Big Hickory Pass Bridge Replacement			Bridge	PE	$1,930	$0	$0	$1,930	
Big Hickory Pass Bridge Replacement			Bridge	CST	$0	$15,800	$0	$15,800	
Cape Coral Bridge Replacement			Bridge	CST	$0	$128,160		$128,160	
New Pass Bridge Replacement			Bridge	PE/CST	$19,660	$0	$0	$19,660	
Little Carlos Pass Bridge Replacement			Bridge	PE/CST	$12,740	$0	$0	$12,740	
Little Pine Island Bridge Replacement			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Orange River Bridge Replacement			Bridge	PE/CST	2,520	$0	$0	$2,520	
Alva Drawbridge Bridge Replacement			Bridge	PE/CST	$32,620	$0	$0	$32,620	
Harbor Drive Bridge Replacement			Bridge	PE/CST	$1,260	$0	$0	$1,260	
Stringfellow Brdige Replacement			Bridge	PE/CST	$0	$1,440	$0	$1,440	
Hancock Creek Bridge Replacement			Bridge	PE/CST	$0	$4,440	$0	$4,440	
Buckingham Rd. over Orange River Bridge Replacement			Bridge	PE/CST	$0	$4,440	$0	$4,440	
Constitution Circle Bridge Replacement			Bridge	PE/CST	$0	$1,480	$0	$1,480	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
North River Road			Bridge	PE/CST	$0	$0	$1,400	$1,400	
Pine Island over Porpoise			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Pine Island over Pine Island Creek			Bridge	PE/CST	$0	$0	$5,560	$5,560	
Crystal Drive Reconstruction			Reconstruct 2L	CST	$7,330	$0	$0	$7,330	
Estero Phase 5			Reconstruct 2L	CST	$9,800	$0	$0	$9,800	
Estero Phase 6			Reconstruct 2L	CST	$9,800	$0	$0	$9,800	
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	PE	$0	$0	$3,960	$3,960	
Alico Road	Airport Haul Road	Alico Connector	Widen 2L to 4L	ROW	$0	$0	$16,140	$16,140	
Alico Road	Airport Haul Road	Alico Connector	Wide 2L to 4L	CST	$0	$0	$41,330	$41,330	
Alico Connector	Alico Road	SR 82	New 4 L	P/R/CST	$0	$0	$87,000	$87,000	
Corkscrew Road	Ben Hill Griffin	Preserve Entrance	Widen 2L to 4L	PE	$1,220	$0	$0	$1,220	
Corkscrew Road	Ben Hill Griffin	Preserve Entrance	Widen 2L to 4L	CST	$0	$34,560	$0	$34,560	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	PE	$0	$4,140	$0	$4,140	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	ROW	$0	$8,540	$0	$8,540	
Corkscrew Road	Preserve Entrance	Alico Road	Widen 2L to 4L	CST	$0	$0	$38,270	$38,270	
Burnt Store Road	Van Buren Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	$0	$0	$53,000	$53,000	ROW/CST Split funding with FDOT
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	PE	$0	$3,110	$0	$3,110	
Homestead	Milwaukee	Sunrise	Widen 2L to 4L	CST	$0	$0	$56,010	$56,010	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	PE	$0	$0	$5,390	$5,390	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	ROW	$0	$0	$21,930	$21,930	
Homestead	Milwaukee	SR 82	Widen 2L to 4L	CST	$0	$0	$44,010	$44,010	
Littleton Road	Corbett	US 41	Widen 2L to 4L	PE	$2,200	$0	$0	$2,200	
Littleton Road	Corbett	US 41	Widen 2L to 4L	ROW	$9,880	$0	$0	$9,880	
Littleton Road	Corbett	US 41	Widen 2L to 4L	CST	$0	$18,030	$0	$18,030	
Littleton Road	Business 41	US 41	Widen 2L to 4L	PE	$0	$0	$2,350	$2,350	
Littleton Road	Business 41	US 41	Widen 2L to 4L	ROW	$0	$0	$9,540	$9,540	
Littleton Road	Business 41	US 41	Widen 2L to 4L	CST	$0	$0	$19,130	$19,130	
Daniels	Gateway	SR 82	Widen 2L to 6L	PE	$0	$0	$7,240	$7,240	
Daniels	Gateway	SR 82	Widen 4L to 6L	CST	$0	$0	$59,020	$59,020	
Ortiz Avenue	Martin Luther King	Luckett Road	Widen 4L to 4L	CST	$11,840	$0	$0	$11,840	
Ortiz Avenue	Colonial Blvd	Martin Luther King	Widen 2L to 4L	CST	$16,850	$0	$0	$16,850	
Luckett Road	Ortiz Avenue	I-75	Widen 2L to 4L	CST	$8,460	$0	$0	$8,460	
Luckett Road	East of I-75	Buckingham Road	New 4 L	PE	$0	$8,590	$0	$8,590	
Luckett Road	East of I-75	Buckingham Road	New 4 L	ROW	$0	$0	$70,740	$70,740	
Luckett Road	East of I-75	Buckingham Road	New 4 L	CST	$0	$0	$79,360	$79,360	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	PE	$0	$4,930	$0	$4,930	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	ROW	$0	$0	$20,020	$20,020	
Luckett Road	Buckingham	Gunnery Road	Widen 2L to 4L	CST	$0	$0	$40,180	$40,180	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	PE	$0	$6,600	$0	$6,600	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	ROW	$0	$0	$48,000	$48,000	
Luckett Road	Gunnery	Sunshine Blvd	New 4L	CST	$0	$0	$53,850	$53,850	
Three Oaks Ext.	Oriole Rd. Ext.	Daniels Parkway	New 4L	CST	$47,310	$0	$0	$47,310	
Veterans/Santa Barbara			Intersection Overpass	PE	$0	$5,480	$0	$5,480	
Veterans/Santa Barbara			Intersection Overpass	CST	$0	$0	$50,580	$50,580	
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	PE	$0	$1,710	$0	$1,710	Jointly funded with Lee County
Bonita Beach Road	I-75	Bonita Grande	Widen 4L to 6L	CST	$0	$0	$15,810	$15,810	Jointly funded with Lee County
Major Intersections	Colonial McGregor to US 41			TBD	$0	$5,000	$40,000	$45,000	
Hancock/NE 24TH	Pondella	Del Prado Ext.	Widen 2L to 4L/New 4L	CST	$0	$0	$15,000	$15,000	Phases/Funding on Cape Coral Sheet
40th Street Ext	East end of 4th Street	Alabama	New 2L	PE	$0	$440	$0	$440	
40th Street Ext	East end of 4th Street	Alabama	New 2L	ROW	$0	$3,800	$0	$3,800	
40th Street Ext	East end of 4th Street	Alabama	New 2L	CST	$0	$0	$4,050	$4,050	
		Total Cost			**$195,420**	**$276,340**	**$924,190**	**$1,395,950**	
		Revenues			**$178,800**	**$267,600**	**$871,000**	**$1,317,400**	

Private Funded Projects 2040 (1,000's)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Private									
Logan Blvd Ext.	Collier County line	Bonita Beach Rd.	New 2L	CST	$15,390	$0	$0	$15,390	
SR 31	SR 78	Charlotte Co/L	Widen 2L to 6L	CST	$0	$58,760	$0	$58,760	
East West	Ben Hill Griffin	Alico Rd	Interchange Imp.	ROW	$0	$46,110	$0	$46,110	
		Total Cost			**$15,390**	**$104,870**	**$0**	**$120,260**	
		Grand Total							

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
SIS Highways/FIHS									
SR 82	Shawnee	Alabama	Widen 2L to 6L	CST	$32,364	$0	$0	$32,364	
SR 82	Alabama	Homestead	Widen 2L to 6L	CST	$40,875	$0	$0	$40,875	
SR 82	Homestead	Hendry County Line	Widen 2L to 4L	ROW	$0	$8,213	$0	$8,213	
SR 82	Homestead	Hendry County Line	Widen 2L to 4L	CST	$0	$20,618	$0	$20,618	
		Total Cost			**$73,239**	**$28,831**	**$0**	**$102,070**	
		Grand Total							

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
State/Other Arterial/SU									
Countywide Signal System Updates Last Phase			ITS	CST	$10,160	$0	$0	$10,160	
Metro Pkwy.	Daniels Parkway	South of Winkler Ave.	Widen 4L to 6L	CST	$57,040	$0	$0	$57,040	
Big Carlos Bridge Replacement			Reconstruct Bridge	PE	$1,530	$0	$0	$1,530	
Big Carlos Bridge Replacement			Reconstruct Bridge	CST	$0	$37,600	$0	$37,600	
I-75/Corkscrew Road Interchange			Interchange	PE	$7,310	$0	$0	$7,310	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	ROW	$10,000	$0	$0	$10,000	
San Carlos	Summerlin Road	Crescent	TBD in PD&E	CST	$10,000	$0	$0	$10,000	
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	PE	$2,160	$0	$0	$2,160	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	ROW	$0	$8,820	$0	$8,820	With Collier funding US 41 to Co/L
Old US 41	Lee/Collier County Line	Bonita Beach Road	Widen 2L to 4L	CST	$0	$17,730	$0	$17,730	With Collier funding US 41 to Co/L
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	PE	$0	$0	$7,490	$7,490	
SR 78	W. Santa Barbara	E. of Pondella	Widen 4L to 6L	CST	$0	$0	$61,130	$61,130	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	PE	$0	$11,480	$0	$11,480	
Burnt Store Road	Van Buren	Charlotte Co/L	Widen 2L to 4L	ROW/CST	$0	$0	$70,000	$70,000	50% Federal/50% County
First and Second St.	Fowler	Seaboard	1 way to 2 way	PD&E/PE	$1,820	$0	$0	$1,820	
First and Second St.	Fowler	Seaboard	1 way to 2 way	CST	$0	$3,000	$0	$3,000	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PD&E	$2,440	$0	$0	$2,440	
Fowler Street	Metro/Fowler Cross-over	MLK	4LUD to 4LD	PE	$0	$4,830	$0	$4,830	
SR 31	SR 80	Charlotte Co/L	Widen 2L to 4L	PE	$0	$8,700	$0	$8,700	Developer Funds for further phases/neede
Del Prado IJR			New Interchange	IJR	$0	$0	$2,500	$2,500	
Major Intersections			Operational Studies	P/R/CST	$4,000	$12,000	$55,000	$71,000	
			Total Cost		**$106,460**	**$104,160**	**$196,120**	**$406,740**	
	Federal and State	**Revenues**			**$100,200**	**$95,400**	**$206,640**	**$402,240**	

2040 Cost Feasible Projects by Year of Expenditure (YOE)
(In $1,000)

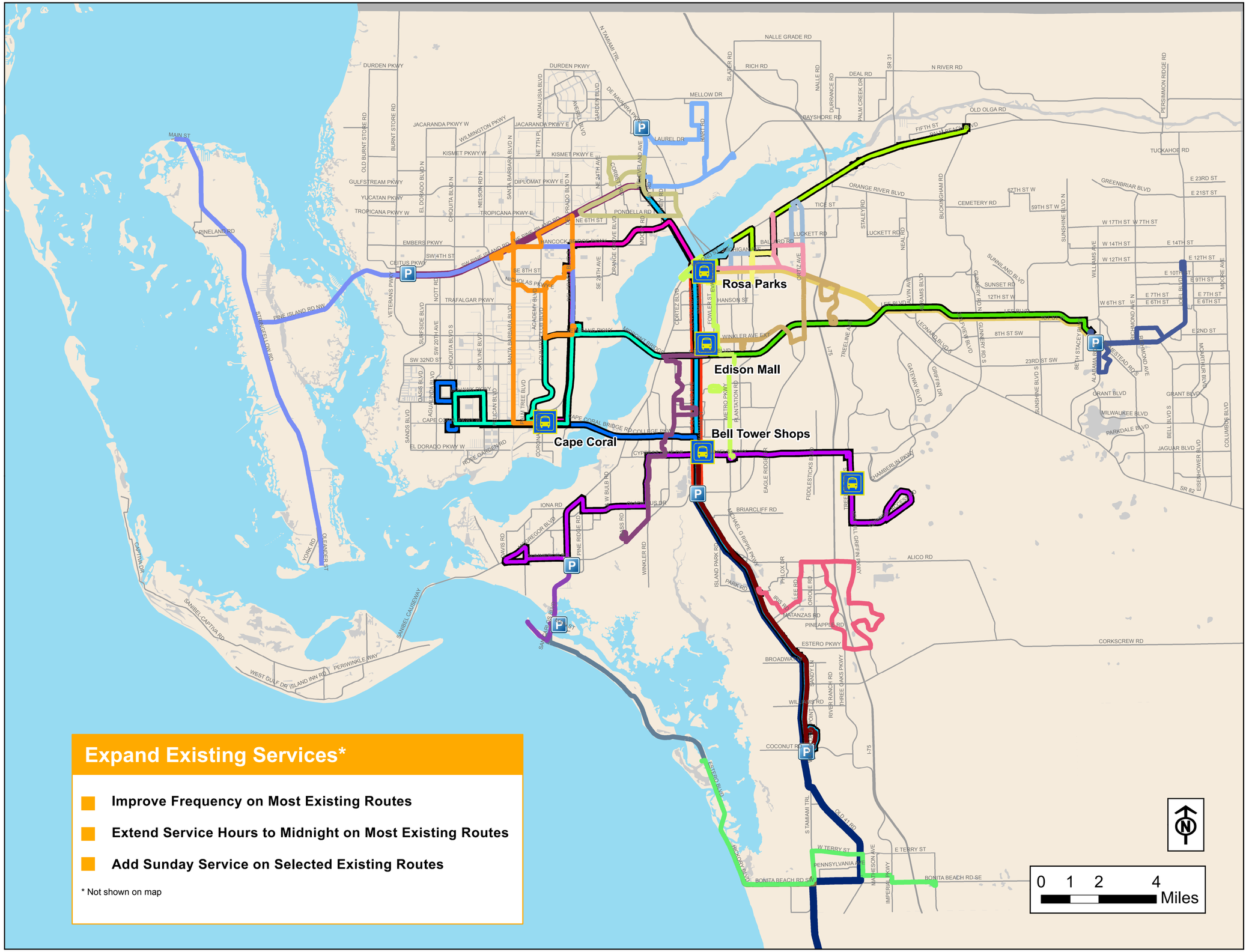
Road Name	From	To	Phase	2021-2025	2026-2030	2031-2040	Total Project Cost	Comments
Federal Urban Allocation SU Funds for re-occurring items								
Traffic Operations Center Operations				$1,500	$1,500	$3,000	$6,000	
Bus Replacements				$7,500	$7,500	$15,000	$30,000	
Transportation Enhancement Box				$16,000	$16,000	$32,000	$64,000	
		Total Cost		**$25,000**	**$25,000**	**$50,000**	**$100,000**	

Lee County MPO 2040 LRTP
Existing plus Committed Projects through 2020

Proj #	Roadway	Limit From	Limit To	# Lanes Currently	# Lanes Programmed	Phase Funded (Year Funded)
1	I-75	SR 80	SR 78	4	8	CST (Under CST)
2	SR 739 (Metro Parkway)	Winkler Avenue	Fowler Avenue	N/A	6	CST (Under CST)
3	Burnt Store Road	SR 78 (Pine Island Rd)	Tropicana	2	4	ROW (underway), CST (FY 18/19)
4	SR 78 (Pine Island Road)	Burnt Store Road	Chiquita Blvd.	2	4	CST (Under CST)
5	I-75	Interchange at SR 884 (Colonial Blvd.)			Interchange	PE (underway), ROW (FY 19/20)
6	SR 82 (Immokalee Road)	Shawnee Road	Alabama	2	6	PE (underway), ROW (FY 15/16)
7	SR 82 (Immokalee Road)	Colonial/Lee Blvd.	Shawnee Road	2	6	ROW (FY 15/16), CST (FY 17/18)
8	SR 82 (Immokalee Road)	Alabama Road	Homestead Road	2	4	PE (underway), ROW (FY 15/16)
9	SR 82 (Immokalee Road)	Homestead Road	Hendry County line	2	4	PE (underway), ROW (FY 15/16)
10	Alico Road	Ben Hill Griffin Pkwy.	Airport Haul Road	2	4	PE (underway), CST (FY 17/18)
11	Homestead Road	Sunrise	Alabama	2	4	ROW (underway), CST (FY 15/16)
12	North Airport Rd Ext.	Current Terminus P.O.	Metro Parkway	N/A	2	CST (TBD)
13	Hanson Street Ext.	Veronica Shoemaker	Ortiz Avenue	N/A	2	PE, ROW (underway), CST (FY 19/20)
14	SR 31	SR 80 (Palm Beach Blvd.)	CR 78 (N. River Road)	2	4	PDE (underway) - On Hold
15	Signal Interconnection Project Phase I					CST (completed June 2015)
16	Signal Interconnection Project Phase II					PE (FY 15/16), CST (FY 16/17)
17	Ortiz Avenue	SR 82 (Dr. Martin Luther King Blvd.)	Luckett Road	2	4	ROW (underway)
18	Luckett Road	Ortiz Avenue	I-75	2	4	ROW (underway)
19	I-75	S. of SR 78 (Bayshore Rd)	Lee/Charlotte Co.L	4	6	CST (underway)
20	SR 739 (Metro Parkway)	Daniels Parkway	Winkler Avenue	4	6	PE (underway), ROW (FY 17/18, 18/19 & 19/20)
21	San Carlos Trolley Lane Study			5	5	PD&E (underway), PE (FY 18/19)
22	Burnt Store Road	Tropicana	Diplomat	2	4	ROW (underway), CST (FY 16/17 & 17/18)
23	Burnt Store Road	Diplomat	Van Buren	2	4	ROW (underway), CST (FY 14/15)
24	Signal Interconnection Phase III					PE (FY 18/19)
25	Alico Connector	Alico Road	SR 82	0	4	ROW (FY 19/20)
26	Cape Coral Bridge Reconstruct	Westbound Span		2	2	PE (FY 19/20)
27	Colonial Blvd	McGregor	US 41	3	3	Study (FY 18/19)
28	Crystal Drive	US 41	Metro Parkway	2	2LD	PE (FY 18/19), ROW (FY 19/20)
29	Estero Blvd	Segment 1		2LD	2LD	PE (underway), CST (FY 15/16)
30	Estero Blvd	Segment 2		2LD	2LD	PE (underway), CST (FY 15/16)
31	Estero Blvd	Segment 3		2LD	2LD	PE (FY 16/17), CST (FY 17/18)
32	Estero Blvd	Segment 4		2LD	2LD	PE (FY 18/19), CST (FY 19/20)
33	Kismet/Littleton Realignment	E. End of Kismet to Littleton Rd		2	2	PE (FY 16/17), ROW (FY 17/18), CST (FY 18/19)
34	Ortiz Avenue	Colonial	MLK	2	4	PE (17/18)
35	Ortiz Avenue	Luckett	SR 80	2	4	ROW (underway)
36	Three Oaks Ext.	Alico Road	Daniels Parkway	0	4	ROW (FY 17/18 & FY 19/20)
37	Old US 41	Tennessee	Weeks	2	Reconst.	PE (underway), CST (FY 15/16)
38	Bus US 41	Swan Lake	US 41	2	4	CST (completed March 2015)
39	Old US 41	Collier County line	Bonita Beach Road	2	4	PD&E (FY 18/19)

Acronyms:

PD&E - Project Development & Environment Study
PE - Preliminary Engineering/Design Phase
ROW - Right-of-Way Phase
CST - Construction Phase



Legend

Bus Rapid Transit

- US 41 BRT

Express Service

- Lee-Collier LinC
- Lehigh Express
- Pine Island Express

Local Service

- Route 120
- Route 30
- Route 50
- Route 70
- Route 100
- Route 110
- Route 140
- Route 05
- Route 10
- Route 15
- Route 20
- Route 40
- Route 60
- Route 80
- Route 130
- Route 150
- Route 160
- Route 240
- Route 410
- Route 450
- Route 490
- Route 500
- Route 515
- Route 590
- Route 595

LeeTran Transfer Hub

Park-and-Ride (General Location)

Lee County 2040 Cost Affordable Bus Network

Lee County 2040 Transit Cost Affordable Plan - Weekday Service Improvements

Route #	Route Name	Existing Weekday				LRTP (2040) Weekday				Implementation Year
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency	
Existing Route Improvements										
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	40	2038
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	20	2035
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	20	2038
20	Dunbar to Rosa Parks	5:30 AM	9:00 PM	15:30	35	5:30 AM	12:00 AM	18:30	20	2038
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	12:00 AM	17:55	30	2035
40	Cape Transfer Center to Coralwood Mall	5:45 AM	8:15 PM	14:30	60-135	5:45 AM	8:15 PM	14:30	60-135	
50	SW FL Airport to Summerlin Square	6:20 AM	9:45 PM	15:25	50-95	6:20 AM	12:00 AM	17:40	30	2038
60	San Carlos Park to Gulf Coast Town Center	6:20 AM	9:57 PM	15:37	45-130	6:20 AM	9:57 PM	15:37	45-130	
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	12:00 AM	18:30	30	2035
80	Bell Tower Shoppes to Edison Mall	6:40 AM	6:15 PM	11:35	100	6:40 AM	6:15 PM	11:35	100	
100	Roas Parks to Riverdale	5:25 AM	10:00 PM	16:35	30	5:25 AM	12:00 AM	18:35	20	2029
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	12:00 AM	19:00	30	2029
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	9:10 PM	15:10	80	
130	Edison Mall to Summerlin Square	6:35 AM	9:05 PM	14:30	60	6:35 AM	12:00 AM	17:25	20	2035
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	5:00 AM	12:00 AM	19:00	20	2028
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90	
160	Pine Island to Cape Coral (Weekday Only)	8:00 AM	5:50 PM	9:50	150	8:00 AM	5:50 PM	9:50	150	
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	20	2035
400	Beach Park & Ride-Lovers Key (seasonal)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	25	2035
410	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30	2035
450	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15	2035
490	Bowditch Park to Lovers Key Trolley (02/05-04/19)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15	2035
515	Lehigh Circulator	5:15 AM	9:04 PM	15:49	60	5:15 AM	9:04 PM	15:49	60	
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	60	2038
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	60	2038
500	Downtown Fort Myers (Mon-Sat)	11:00 AM	10:57 PM	11:57	20	6:00 AM	12:00 AM	18:00	10	2035
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	9:00 PM	15:10	30	2026
Proposed New Services										
New Rail Service										
	SGLR Corridor Rail									
New BRT Services										
BRT01	US 41 BRT					6:00 AM	10:00 PM	16:00	15	2031
BRT02	Palm Beach BRT									
BRT03	MLK BRT									
BRT04	Colonial BRT									
New Express Services										
NE01	Lehigh Express					AM Peak	PM Peak	6:00	45	2029
NE02	Charlotte Express									
NE03	Pine Island Excpress					AM Peak	PM Peak	6:00	45	2032
NE04	Colonial Express									
NE05	Cape Coral Express									
New Local Services										
NT01	McGregor Blvd									
NT02	Treeline/Ben Hill Griffin									
NT03	Pine Island Road									
NT04	Airport-Colonial Connector									
New Circulator Services										
NC01	Gunnery Rd Circulator									
NC02	Estero Circulator									
NC03	Research Diamond E Circulator									
NC04	Research Diamond W Circulator									
NC05	Chiquita Circulator									
NC06	Heron Pond Apts Circulator									
NC07	Gateway/Gunnery Circulator									
NC08	Cape Coral Circulator									
NC09	Bell Tower Shops Circulator									
New Flex Services										
NF01	SR 82/CR 884									
NF02	North Lehigh Acres									
NF03	South Lehigh Acres									
NF04	Veterans Pkwy/Skyline Blvd									
NF05	Nicholas Pkwy/Academy Blvd									
NF06	Mariner West - Burnt Store Rd									
NF07	Mariner East									
NF08	Harlem Heights									
NF09	East Bonita Springs									

Lee County 2040 Transit Cost Affordable Plan - Saturday Service Improvements

Route #	Route Name	Existing Saturday				LRTP (2040) Saturday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum	6:05 AM	8:35 PM	14:30	80	6:05 AM	12:00 AM	17:55	40
10	Michigan & Marsh to Edison Mall	6:45 AM	10:00 PM	15:15	80	6:05 AM	12:00 AM	17:55	40
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	12:00 AM	18:15	60
20	Dunbar to Rosa Parks	5:30 AM	9:00 PM	15:30	70	5:30 AM	12:00 AM	18:30	35
30	Camelot Isles to Bell Tower Shoppes	6:05 AM	9:04 PM	14:59	60	6:05 AM	9:04 PM	14:59	30
40	Cape Transfer Center to Coralwood Mall	5:45 AM	6:01 PM	12:16	120	5:45 AM	6:01 PM	12:16	120
50	SW FL Airport to Summerlin Square	6:20 AM	9:00 PM	14:40	50-95	6:20 AM	12:00 AM	17:40	75
60	San Carlos Park to Gulf Coast Town Center	7:05 AM	8:48 PM	13:43	50-130	7:05 AM	8:48 PM	13:43	50-130
70	Cape Transfer Center to Rosa Parks	5:30 AM	10:26 PM	16:56	60	5:30 AM	10:26 PM	16:56	30
80	Bell Tower Shoppes to Edison Mall								
100	Roas Parks to Riverdale	5:30 AM	9:35 PM	16:05	40	5:30 AM	9:35 PM	16:05	40
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	10:04 PM	17:04	60
120	Edison Mall to Cape Transfer Center	6:00 AM	9:10 PM	15:10	80	6:00 AM	9:10 PM	15:10	80
130	Edison Mall to Summerlin Square	6:25 AM	8:30 PM	14:05	120	6:25 AM	8:30 PM	14:05	60
140	Merchants Crossing to Bell Tower	5:00 AM	10:07 PM	17:07	20	5:00 AM	11:00 PM	18:00	20
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall	6:00 AM	10:12 PM	16:12	40	6:00 AM	12:00 AM	18:00	40
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	5:50 AM	9:00 PM	15:10	45	5:50 AM	12:00 AM	18:10	25
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15
515	Lehigh Circulator	5:15 AM	9:04 PM	15:49	60	5:15 AM	9:04 PM	15:49	60
590	North Fort Myers, Suncoast Estates Loop	5:15 AM	9:10 PM	15:55	60	5:15 AM	12:00 AM	18:45	60
595	North Fort Myers, Pondella Loop	4:49 AM	8:50 PM	16:01	60	4:49 AM	12:00 AM	19:11	60
500	Downtown Fort Myers (Mon-Sat)	11:00 AM	10:57 PM	11:57	20	11:00 AM	12:00 AM	13:00	20
600	LinC Route	5:50 AM	7:15 PM	13:25	90	5:50 AM	9:00 PM	15:10	60
Proposed New Services									
New Rail Service									
	SGLR Corridor Rail								
New BRT Services									
BRT01	US 41 BRT								
BRT02	Palm Beach BRT								
BRT03	MLK BRT								
BRT04	Colonial BRT								
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Excpress								
NE04	Colonial Express								
NE05	Cape Coral Express								
New Local Services									
NT01	McGregor Blvd								
NT02	Treeline/Ben Hill Griffin								
NT03	Pine Island Road								
NT04	Airport-Colonial Connector								
New Circulator Services									
NC01	Gunnery Rd Circulator								
NC02	Estero Circulator								
NC03	Research Diamond E Circulator								
NC04	Research Diamond W Circulator								
NC05	Chiquita Circulator								
NC06	Heron Pond Apts Circulator								
NC07	Gateway/Gunnery Circulator								
NC08	Cape Coral Circulator								
NC09	Bell Tower Shops Circulator								
New Flex Services									
NF01	SR 82/CR 884								
NF02	North Lehigh Acres								
NF03	South Lehigh Acres								
NF04	Veterans Pkwy/Skyline Blvd								
NF05	Nicholas Pkwy/Academy Blvd								
NF06	Mariner West - Burnt Store Rd								
NF07	Mariner East								
NF08	Harlem Heights								
NF09	East Bonita Springs								

Lee County 2040 Transit Cost Affordable Plan - Sunday Service Improvements

Route #	Route Name	Existing Sunday				LRTP (2040) Sunday			
		Start	End	Service Hours	Frequency	Start	End	Service Hours	Frequency
Existing Route Improvements									
5	Edison Mall to The Forum								
10	Michigan & Marsh to Edison Mall					6:05 AM	10:00 PM	15:55	80
15	Tice St. & Ortiz Ave. to Rosa Parks	5:45 AM	9:30 PM	15:45	60	5:45 AM	9:30 PM	15:45	60
20	Dunbar to Rosa Parks					5:30 AM	10:00 PM	16:30	70
30	Camelot Isles to Bell Tower Shoppes					6:05 AM	9:04 PM	14:59	60
40	Cape Transfer Center to Coralwood Mall								
50	SW FL Airport to Summerlin Square	6:45 AM	7:18 PM	12:33	120	6:45 AM	10:00 PM	15:15	120
60	San Carlos Park to Gulf Coast Town Center								
70	Cape Transfer Center to Rosa Parks	6:40 AM	8:11 PM	13:31	60	6:40 AM	8:11 PM	13:31	60
80	Bell Tower Shoppes to Edison Mall								
100	Roas Parks to Riverdale	7:35 AM	8:10 PM	12:35	90	7:35 AM	8:10 PM	12:35	90
110	Edison Mall to Homestead Plaza	5:00 AM	10:04 PM	17:04	60	5:00 AM	10:04 PM	17:04	60
120	Edison Mall to Cape Transfer Center	8:30 AM	6:25 PM	9:55	100	8:30 AM	6:25 PM	9:55	100
130	Edison Mall to Summerlin Square								
140	Merchants Crossing to Bell Tower	6:05 AM	8:35 PM	14:30	60	6:05 AM	8:35 PM	14:30	60
150	Bonita Grande to Lovers Key	6:49 AM	9:39 PM	14:50	90	6:49 AM	9:39 PM	14:50	90
160	Pine Island to Cape Coral (Weekday Only)								
240	Bell Tower to Coconut Point Mall					6:00 AM	10:12 PM	16:12	40
400	Beach Park&Ride-Lovers Key (04/30 - 01/06)	6:55 AM	9:00 PM	14:05	45	6:55 AM	9:00 PM	14:05	25
410	Bowditch Park to Lovers Key Trolley (01/22-02/04)	5:50 AM	10:20 PM	16:30	30	5:50 AM	12:00 AM	18:10	30
450	Bowditch Park to Lovers Key Trolley (02/05-04/19)	5:50 AM	10:20 PM	16:30	15-30	5:50 AM	12:00 AM	18:10	15-30
490	Summerlin Square to Bowdish Park (1/22-4/29)	7:05 AM	8:45 PM	13:40	15-30	7:05 AM	12:00 AM	16:55	15-30
515	Lehigh Circulator								
590	North Fort Myers, Suncoast Estates Loop	9:25 AM	6:30 PM	9:05	110	9:25 AM	10:00 PM	12:35	110
595	North Fort Myers, Pondella Loop	9:14 AM	6:30 PM	9:16	110	9:14 AM	10:00 PM	12:46	110
500	Downtown Fort Myers (Mon-Sat)								
600	LinC Route	7:25 AM	5:45 PM	10:20	90	7:25 AM	9:00 PM	13:35	90
Proposed New Services									
New Rail Service									
	SGLR Corridor Rail								
New BRT Services									
BRT01	US 41 BRT								
BRT02	Palm Beach BRT								
BRT03	MLK BRT								
BRT04	Colonial BRT								
New Express Services									
NE01	Lehigh Express								
NE02	Charlotte Express								
NE03	Pine Island Excpress								
NE04	Colonial Express								
NE05	Cape Coral Express								
New Local Services									
NT01	McGregor Blvd								
NT02	Treeline/Ben Hill Griffin								
NT03	Pine Island Road								
NT04	Airport-Colonial Connector								
New Circulator Service									
NC01	Gunnery Rd Circulator								
NC02	Estero Circulator								
NC03	Research Diamond E Circulator								
NC04	Research Diamond W Circulator								
NC05	Chiquita Circulator								
NC06	Heron Pond Apts Circulator								
NC07	Gateway/Gunnery Circulator								
NC08	Cape Coral Circulator								
NC09	Bell Tower Shops Circulator								
New Flex Service									
NF01	SR 82/CR 884								
NF02	North Lehigh Acres								
NF03	South Lehigh Acres								
NF04	Veterans Pkwy/Skyline Blvd								
NF05	Nicholas Pkwy/Academy Blvd								
NF06	Mariner West - Burnt Store Rd								
NF07	Mariner East								
NF08	Harlem Heights								
NF09	East Bonita Springs								

CMP TEN YEAR COST FEASIBLE PROJECTS

Item #	Roadway/Project	Project Limits	Improvements	Cost	FY 2021 - FY 2030 Revenues (PDC)
	Projected 10 Year MPO Allocated Funds @ $1 Million/Year				**$ 10,000,000**
1	Colonial @ Six Mile Pkwy/Ortiz Ave Intersection Improvements	South of Rolfe's Rd to 0.06 miles west of Six Mile Cypress Pkwy/Ortiz Ave	Rebuilt median and reduce the westbound through lanes to accommodate a third westbound left turn lane on Colonial Blvd to southbound Six Mile Cypress Pkwy; Also, rebuild eastbound left turn lane on Colonial to provide an offset to maintain intersection clearance.	$ 607,950	$ 9,392,050
2	Transit Preferential Treatments on US 41 Corridor	Daniels Pkwy to Colonial Blvd	Implement a southbound bus queue jump lane and a northbound bus bypass lane on US 41 at College Pkwy; Add a second left turn bus phase at US 41/Big Pine Way; Implement TSP at 12 intersections	$ 397,000	$ 8,995,050
3	I 75 Exit Ramp Improvements	@ Alico Road	Add a second NB right turn lane at the exit ramp to address traffic back ups to near the mainline I 75 during peak hours and during high shopping activity. A second right turn lane will also eliminate the safety hazard of motorists using the adjacent left turn lane to make the right on Alico.	$ 1,200,000	$ 7,795,050
4	MLK Blvd Intersection Phasing Improvements	@ Cranford Avenue	Add protected/permissive left turn phase on SR 82	$ 40,000	$ 7,755,050
			New mast arms only if structural analyis shows signal heads cannot be supported by existing ones	$ 400,000	$ 7,355,050
		'@ Palm Ave	Add protected/permissive left turn phase	$ 40,000	$ 7,315,050
			New mast arms only if structural analyis shows signal heads cannot be supported by existing ones	$ 400,000	$ 6,915,050
5	Daniels Parkway	@ Fiddlesticks	Extend the WB left turn lane on Daniels to SB Fiddlesticks, and the EB left turn lanes on Daniels to NB Palomino Lane by 300' each	$ 500,000	$ 6,415,050
6	Winkler Ave	@ Colonial Blvd	Add a second NWbound left turn lane on Winkler Avenue to SWbound Colonial Blvd. Add also an exclusive right turn lane on Winkler Ave to NEbound Colonial Blvd. Proposed improvements will address traffic backups at this intersection approach	$ 500,000	$ 5,915,050
7	Pine Island Rd (SR 78)	Entrance to Home Depot/Low to Pondella Rd	Extend the WB right turn lane all the way to Pondella, and add a third WB through lane from Pondella to the Lowes/Home Deport Entrance. Also, modify the entrance to Lowes/Home Depot by removing the continuous right turn lane from the entrance to WB Pine Island Rd.	$ 650,000	$ 5,265,050
8	Metro Pkwy	@ Idlewild St	Conduct a study to move the existing traffic signal from Landing View Rd to Idlewild St, install new signal at Idlewild and remove existing signal at Landing	$ 750,000	$ 4,515,050
9	Alico Road Directional Signage	I 75 Ramp / Ben Hill Griffin Pkwy	Install overhead directional signage to help with wayfinding	$ 200,000	$ 4,315,050
10	Signal Timing & Coordination	Not Applicable	Signal retiming of traffic signal systems on state highways as needed @ $150,000/year for 10 years	$ 1,500,000	$ 2,815,050
11	Trafic Operation Center Operations		$300,000/year for 10 years for operation of LC Traffic Operations Center	$ 3,000,000	$ (184,950)

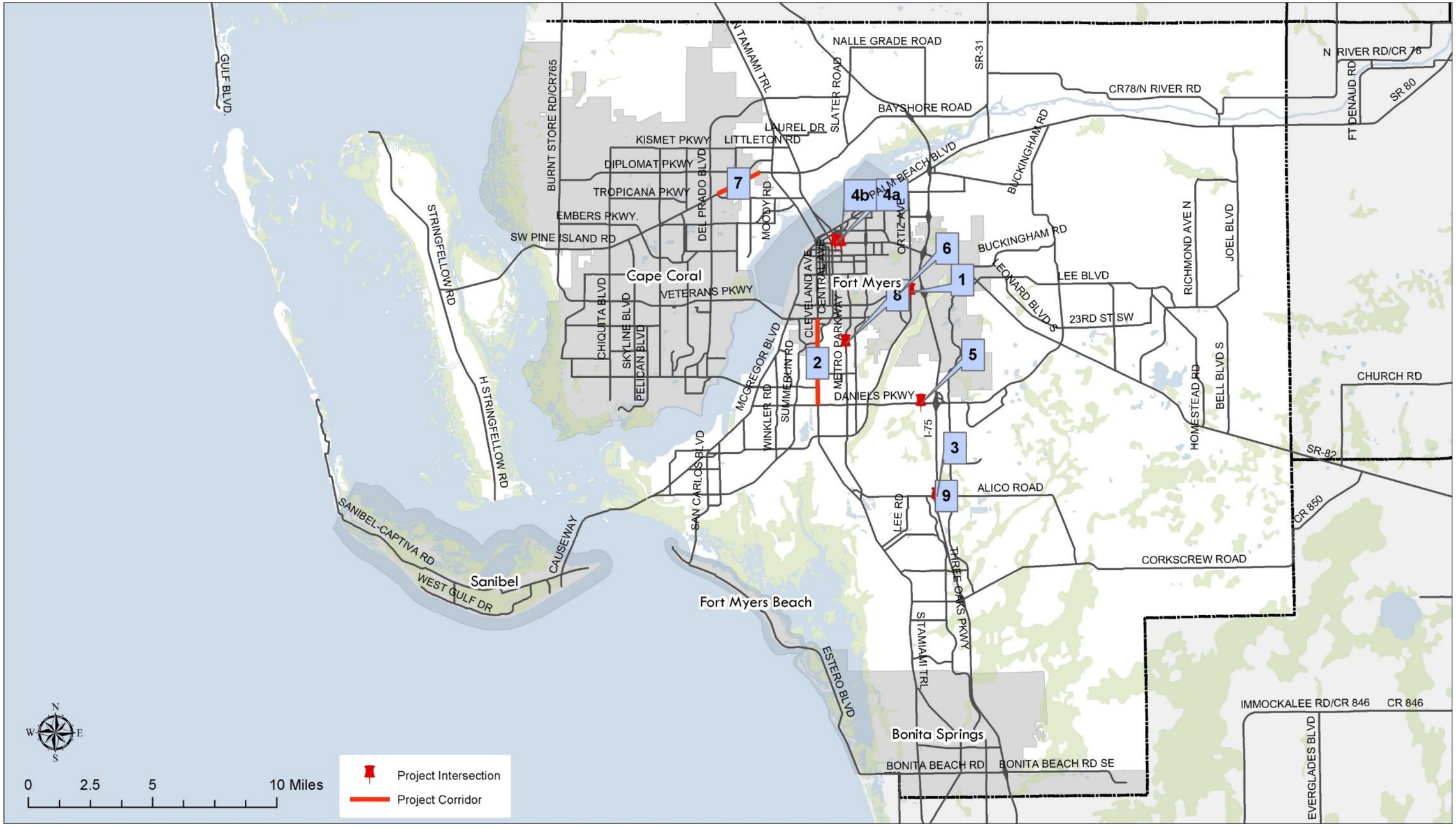


Figure 33: Preliminary Cost Feasible CMP Projects

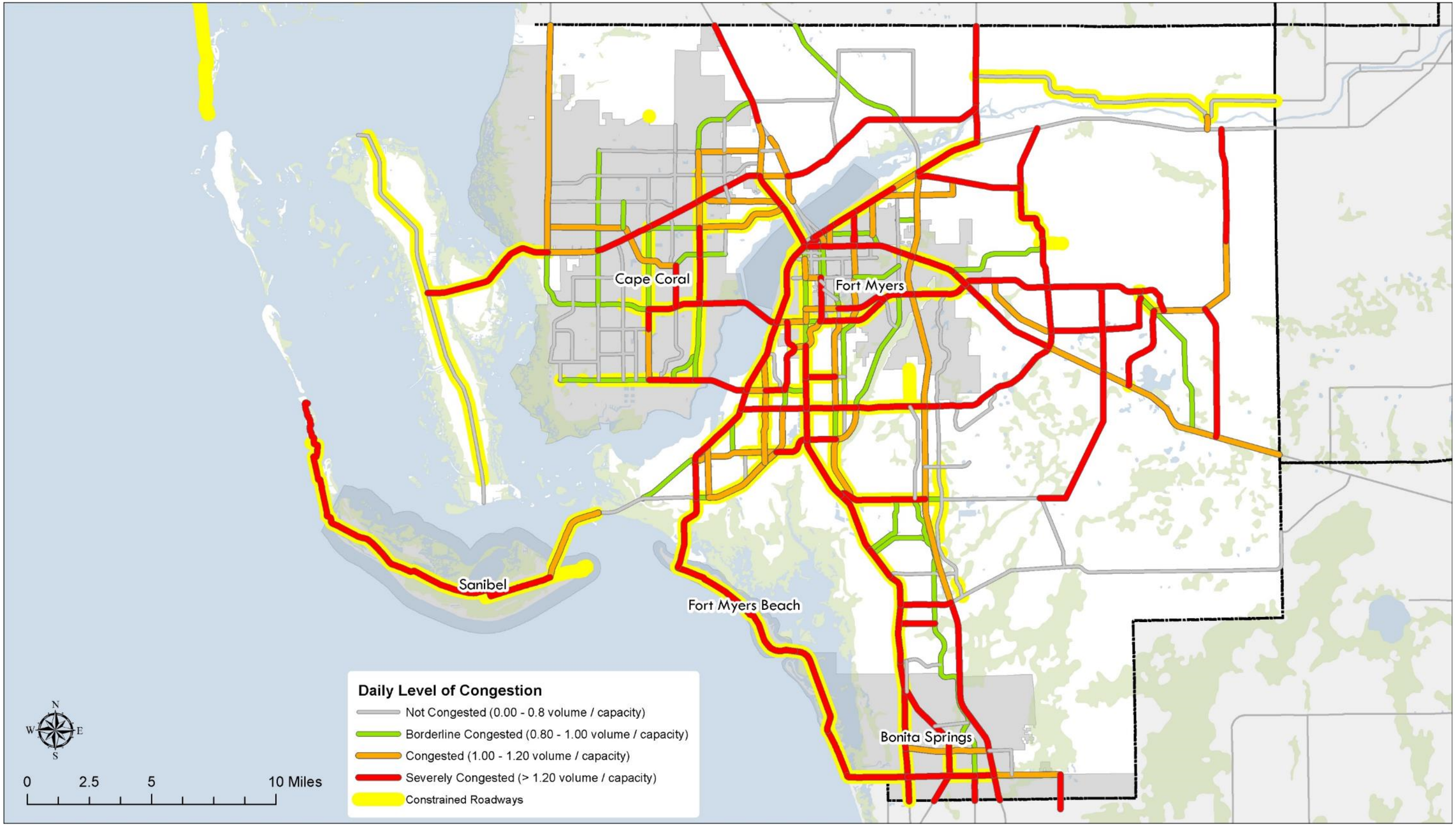


Figure 34: 2030 Volume to Capacity Ratio

Lee MPO 2040 Bicycle Pedestrian Multi-modal Projects

Roadway/Project	Road Classification	Limits	Length	Proposed Improvements	Programmed Phase	Next Unfunded Phase	Requested Funds	Local Match	Total Cost	MPO Priorities
Summerlin Rd Shared Use Path	Arterial	Lakewood Blvd to Cypress Lake Blvd	1.12 Mile	Shared Use Path (East Side)	NA	CST	$ 743,089.00	$ -	$ 743,089.00	1
US 41 Sidewalk	Arterial	Tara Blvd to 72.38 N of French Creek Lane	0.74 Mile	8' wide sidewalk (West Side)	NA	PE + CST	$ 240,500.00	$ -	$ 240,500.00	2
SR 80 Shared Use Path	Arterial	Buckingham Rd to Linwood Ave	0.81 Mile	Shared Use Path (south side)	NA	PE + CST	$ 504,216.00	$ -	$ 504,216.00	3
Leonard/Westgate Blvd Shared Use Path	Collector	Sunshine Blvd to Lee Blvd	5.40 Mile	Shared Use Path (Both Sides)	NA	PE + CST	$ 3,903,530.00	$ -	$ 3,903,530.00	4
Bell Blvd Sidewalk	Collector	Sunrise Blvd to Joel Blvd	1.1. Mile	Sidewalk (Both Sides)	NA	PE + CST	$ 722,450.00	$ -	$ 722,450.00	5
Marsh Ave Sidewalk	Collector	Michigan Ave to SR 80	0.63 Mile	Sidewalk (West Side)	NA	PE + CST	$ 915,937.00	$ 130,848.00	$ 1,046,785.00	6
Andalusia Blvd Sidewalk	Collector	Pine Island Rd to Diplomat Pkwy	1.53 Mile	Sidewalk (Both Sides)	NA	PE + CST	$ 722,007.00	$ 98,456.00	$ 820,463.00	7
Veterans Pkwy Shared Use Path					NA	PE + CST	$ 301,375.00	$ -	$ 301,375.00	8
South Side	*Arterial*	*SW 10th Ave to Existing SUP west of Skyline*	*0.29 Mile*	*Shared Use Path (South Side)*					$ -	
North Side		*SW 3rd Place to SW 2nd Court*	*0.18 Mile*	*Shared Use Path (North Side)*					$ -	
Alabama Rd Sidewalk	Arterial	SR 82 to Paddock St	1.84 Mile	Sidewalk (East Side)	NA	PE + CST	$ 688,014.00	$ -	$ 688,014.00	9
Trafalgar Elementary and Traflagar Middle Sidewalk			1.63 Mile		NA	PE + CST	$ 500,000.00	$ 189,425.00	$ 689,425.00	10
SW 20th Ave/Nott Rd	*Collector*	*Trafalgar Pkwy to Pine Island Rd*	*1.00 Mile*	*Sidewalk (West Side)*					$ -	
Trafalgar Pkwy	*Collector*	*SW 16th Ct to SW 22nd Pl*	*0.63 Mile*	*Sidewalk (Both Side)*					$ -	
Buckingham Rd Bike Lanes	Arterial	Cemetary Rd to SR 80	2.07 Mile	Bike Lane	NA	PE + CST	$ 852,237.00	$ -	$ 852,237.00	11
Skyline Blvd Sidewalk	Collector	Cape Coral Pkwy to El Dorado Pkwy	0.93 Mile	Sidewalk (Both Sides)	NA	PE + CST	$ 533,913.00	$ 72,806.00	$ 606,719.00	12
US 41 Sidewalk	Arterial	72.38 N of French Creek Lane to Charlotte Cty line	1.33 Mile	8' wide sidewalk (Both Sides)	NA	PE + CST	$ 672,750.00	$ -	$ 672,750.00	13
Averill/Gator Circle Sidewalks			2.22 Mile		NA	PE + CST	$ 732,998.00	$ 146,596.00	$ 879,594.00	14
Averill Blvd	*Collector*	*Del Prado Ext to Gator Circle*	*0.38 Mile*	*Sidewalk (Both Side)*					$ -	
Gator Circle	*Collector*	*Averill Blvd to Ramsey Blvd*	*1.84 Mile*	*Sidewalk (East side)*					$ -	
Gator Circle Sidewalk	Collector	Averill Blvd to Ramsey Blvd	1.84 Mile	Sidewalk (North/West Side)	NA	PE + CST	$ 677,160.00	$ 135,432.00	$ 812,592.00	15

Roadway	Side	Length (feet)	From	To	Entity	Facility Type			Cost	Proj. #
Abel Canal	ONESIDE	30,500	Harnes Marsh	Joel Blvd.	COUNTY	MULTI-USE PATH			$ 1,830,000	16
John Yarborough	ONESIDE	5,277	Colnial Blvd	Hanson Street	Fort Myers	MULTI-USE PATH			$ 316,620	17
Winkler Canal	ONESIDE	5,095	US 41	McGgregor Blvd.	Fort Myers	MULTI-USE PATH			$ 305,700	18
SW PINE ISLAND RD	ONESIDE	22,634	VETERANS PKWY	SANTA BARBARA BLVD	STATE	MULTI-USE PATH		$ 1,358,040	$ 1,358,040	19
BAYSHORE RD	ONESIDE	19,235	PARK 78 DR	SR 31	STATE	MULTI-USE PATH		$ 1,154,100	$ 1,154,100	20
SUMMERLIN ROAD	ONESIDE	13,112	PINE RIDGE RD	WINKLER RD	COUNTY	MULTI-USE PATH		$ 786,725	$ 786,725	21
OLD 41 RD	ONESIDE	14,098	COLLIER CO/L	BONITA BEACH RD	BONITA	MULTI-USE PATH		$ 1,662,229	$ 1,662,229	22
E TERRY ST	ONESIDE	3,996	MORTON AVE	BONITA GRANDE DR	BONITA	MULTI-USE PATH		$ 479,533	$ 479,533	23
MCGREGOR BLVD (SR 867)	ONESIDE	9,251	SANIBEL CAUSEWA	MCGREGOR BLVD	COUNTY	MULTI-USE PATH		$ 555,060	$ 555,060	24
BELL BLVD S	ONESIDE	26,454	JOEL BLVD	SR 82	COUNTY	SIDEWALK		$ 1,058,160	$ 1,058,160	25
JOEL BLVD	BOTH	8,033	PALM BEACH BLVD	TUCKAHOE RD	COUNTY	BIKE LANE		$ 433,771	$ 433,771	26
ORANGE RIVER BLVD	ONESIDE	10,645	PALM BEACH BLVD	ELLIS RD	COUNTY	MULTI-USE PATH		$ 638,700	$ 638,700	27
SUMMERLIN RD/MCGREGOR E	ONESIDE	11,176	SHELL POINT BLVD	KELLY COVE DR	COUNTY	MULTI-USE PATH		$ 670,587	$ 670,587	28
NORTH RIVER RD	ONESIDE	63,000	SR 31	COUNTY LINE	COUNTY	MULTI-USE PATH		$ 3,780,000	$ 3,780,000	29
TREELINE AVE	ONESIDE	3,363	COLONIAL BLVD	PELICAN PRESERVE BLVD	COUNTY	MULTI-USE PATH		$ 201,776	$ 201,776	30
BUCKINGHAM RD	ONESIDE	9,138	DRAWDY CT	BINGHAMPTON DR	COUNTY	SIDEWALK		$ 365,520	$ 365,520	31
BUCKINGHAM RD	ONESIDE	12,565	PEACE RD	GUNNERY RD	COUNTY	SIDEWALK		$ 502,600	$ 502,600	32

PDC $ 29,582,860
YOE **$ 40,528,516**

FREIGHT AND GOODS MOVEMENT ELEMENT

Lee MPO 2040 Long Range Transportation Plan Update

Draft Report

prepared for

Lee County Metropolitan Planning Organization

prepared by

Cambridge Systematics, Inc.

draft report

FREIGHT AND GOODS MOVEMENT ELEMENT

LEE MPO 2040 LONG RANGE TRANSPORTATION PLAN UPDATE

prepared for

Lee County Metropolitan Planning Organization

prepared by

Cambridge Systematics, Inc.
500 East Broward Boulevard, Suite 1160
Fort Lauderdale, FL 33394

Date

September 2015

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1.0 INTRODUCTION

The purpose of this report is to ensure that freight mobility is accounted for as part of the Lee County 2040 Long Range Transportation Plan (LRTP). This element serves as an update to the freight element completed for the 2035 LRTP and showcases changes which have occurred in the county as well as evolving needs. This report is divided into the following sections:

Section 2.0 - Freight Network of Lee County;

Section 3.0 - Commodity Movements and Trends;

Section 4.0 - Freight Performance Measures;

Section 5.0 - Freight Needs and Issues in Lee County; and

Section 6.0 - Making Freight Mobility Relevant.

Freight policy guidance was developed as part of this freight element consistent with existing MPO goals and objectives as well as those developed as part of MAP-21, the 2060 Florida Transportation Plan, and Florida's Freight Mobility and Trade Plan. Six goals, with objectives, were defined and used to guide the analysis of freight movement in the county. They are presented below.

Goal 1: A transportation system that is coordinated through local, regional and state agencies and encourages quality growth and sustainable land development practices. *(2040 LRTP Goal #7)*

Objective 1.1: Provide opportunities and define roles for all types of organizations, businesses, and/or individuals to assist in the implementation of programs and projects. *(2040 LRTP Objective #4)*

Objective 1.2: Bring business community into the transportation planning process.

Objective 1.3: Raise awareness and support for freight mobility and investment opportunities.

Goal 2: A transportation system that offers meaningful transportation choices for existing and future residents, visitors and businesses. *(2040 LRTP Goal #2)*

Objective 2.1: Provide efficient truck routes.

Objective 2.2: Identify and ensure access to key freight load centers.

Objective 2.3: Support an integrated transportation system with efficient connections between modes. *(2040 LRTP Objective #6)*

Objective 2.4: Identify and prioritize key infrastructure improvements to best enhance the freight transportation network.

Goal 3: Enhance the safety and security of the transportation system for both motorized and non-motorized users. *(2040 LRTP Goal #1)*

Objective 3.1: Reduce fatalities and serious injuries for incidents involving trucks and/or rail crossings through engineering, education and enforcement activities. *(2040 LRTP Objective #7)*

Objective 3.2: Identify critical components of the local and regional infrastructure and develop strategies to enhance safety and security.

Objective 3.3: Support commercial vehicle enforcement and ensure that penalties imposed for violations are appropriate.

Objective 3.4: Work with the Department of Homeland Security to identify key steps to take to ensure that all transportation modes including freight hubs meet national security requirements.

Objective 3.5: Assess possible freight network disruptions and develop contingency plans or principles that support the logistics industry for disaster preparedness and response.

Goal 4: A sustainable transportation system that supports the economic competiveness of the region. *(2040 LRTP Goal #5)*

Objective 4.1: Minimize congestion and increase reliability on roadways.

Objective 4.2: Collaborate with state agencies (such as Enterprise Florida and CareerSource Florida) to address transportation and logistics needs for targeted industries.

Objective 4.3: Collaborate with local agencies (such as the Lee County Chamber and Fort Myers Redevelopment Agency) to address transportation and logistics needs for the county.

Goal 5: A transportation system that is maintained, optimized and expanded using the best available technologies and innovations. *(2040 LRTP Goal #3)*

Objective 5.1: Reduce roadway congestion by maximizing ITS technologies, e.g., efficiently route traffic to alternate routes and divert around congested corridors or incidents. *(2040 LRTP Objective #10)*

Objective 5.2: Apply truck-specific design standards (lane width, ramp terminal radii, curb radii, pavement thickness) on roadways with significant truck volumes.

Objective 5.3: Utilize existing and emerging data sources to measure and monitor the performance of the transportation system.

Objective 5.4: Encourage the use of alternative energy sources (such as CNG and LNG) to maintain a healthy and environmentally conscience community.

Goal 6: A transportation system that is financially feasible. *(2040 LRTP Goal #3)*

Objective 6.1: Maximize use of available Federal funding (such as MAP-21 or TIGER grants) and training.

Objective 6.2: Maximize use of available State funding (such as SIS and TRIP funds) to promote multimodal freight transportation improvements.

Objective 6.3: Encourage and support private sector investment in the freight infrastructure through the development of facilities such as ILCs and distribution centers.

Objective 6.4: Construct and maintain multi-modal infrastructure with the intent of minimizing their life cycle costs. *(2040 LRTP Objective #9)*

2.0 FREIGHT NETWORK OF LEE COUNTY

Goods are transported into, out of, within, and through Lee County by a mixture of transportation modes. The freight system consists of highways, rail, and airports within the county. Waterborne cargo must rely on seaports in adjacent communities. This section describes key freight infrastructure in Lee County.

2.1 Regional Highway Corridors

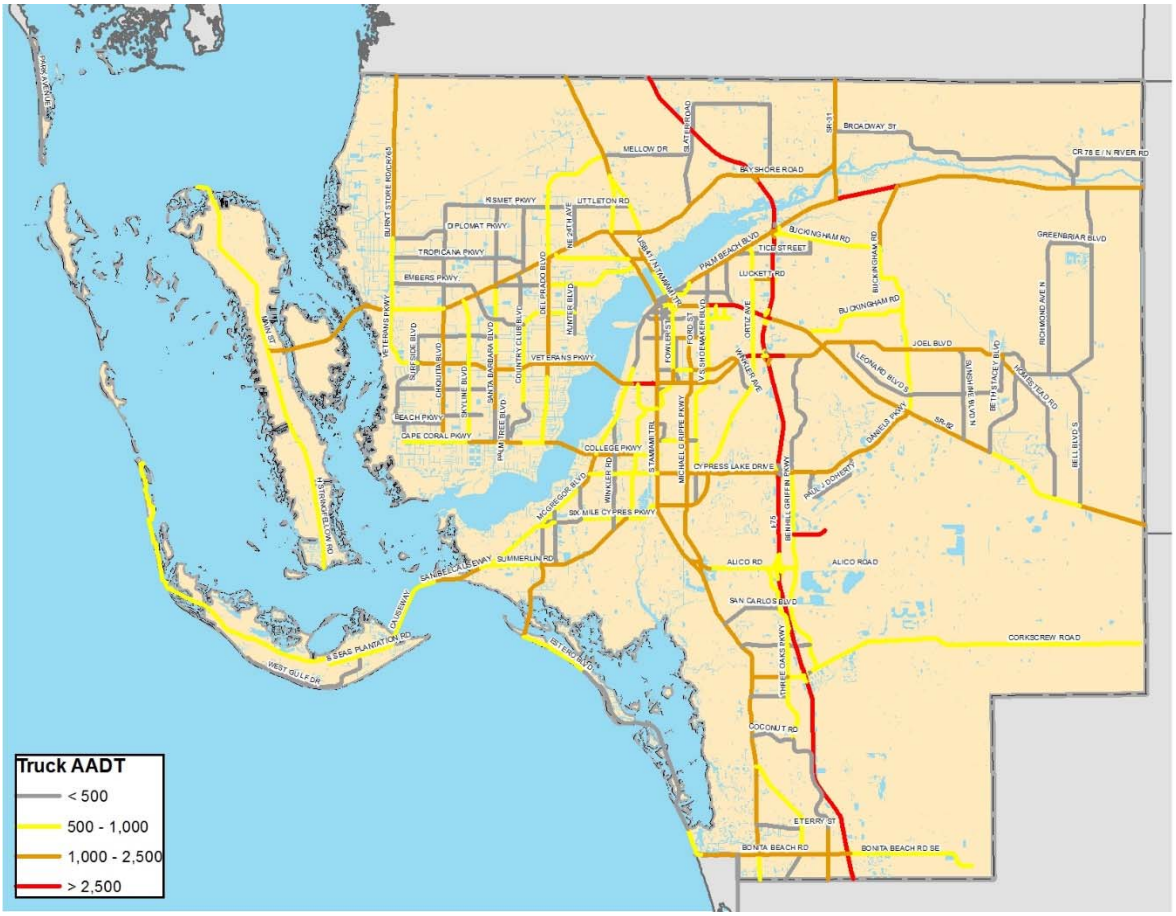
The roadways carry a significant amount of freight traffic, particularly as they serve as last mile connections for other modes. One way to identify key freight roadways is to measure and monitor the average annual daily truck traffic (AADTT) moving along the system. The Top Ten state roadway segments in the county by truck volumes are identified in Table 2.1 and the truck volume on all links is displayed in Figure 2.1. The most heavily used truck segment in Lee County is I-75. This is not surprising as I-75 is the only interstate which passes through the county. This limited access facility allows for high volumes of traffic to move at faster speeds than local roads.

Table 2.1 Top 10 Roadway Segments Based on AADTT

Roadway	From	To	AADT	AADTT	Truck Percent
I-75	Bridge No-120090	Bridge No-120093	70,500	10,011	14%
I-75	Bridge No-120122	Bridge No-120090	74,000	9,842	13%
I-75	Bridge No-120107	Bridge No-120120	77,000	9,163	12%
I-75	Collier Co Line	Ramp 008	87,500	8,663	10%
I-75	Bridge No-120120	Bridge No-120122	75,500	8,305	11%
I-75	Ramp 008	N/A	84,500	7,943	9%
I-75	Bridge No-120093	Bridge No-120112	55,000	7,755	14%
I-75	N/A	Bridge No-120107	77,211	6,486	8%
I-75	Bridge No-120112	Charlotte Co Line	39,500	6,162	16%
Terminal Access Road	Ben Hill Griffin Parkway	SW Florida Int'l Airport	22,000	5,940	27%

Source: FDOT, 2014.

Figure 2.1 Average Annual Daily Truck Traffic in Lee County, 2014



Source: FDOT, 2014.

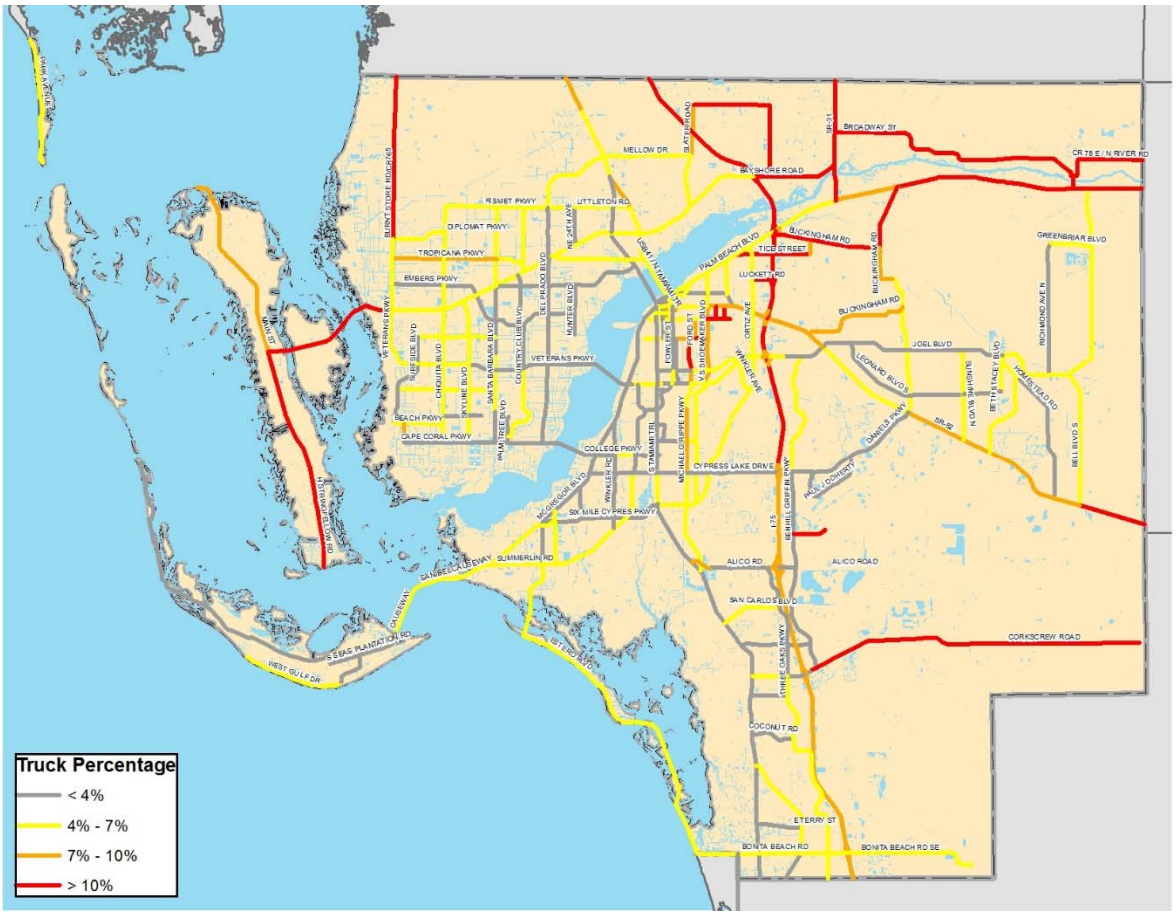
Another way to measure and monitor key freight roadways is through the percent of traffic comprised of trucks. Some roadways may not have a large volume of traffic on them in general, but the traffic moving on the segment may be entirely comprised of trucks, albeit in lower volumes than may be seen on the interstate, for instance. The Top Ten state roadway segments in the county based on the truck share of overall traffic are identified in Table 2.2 and the truck percentage on all links are displayed in Figure 2.2. Unlike the top truck volume segments, I-75 does not appear as one of the top corridors as it also carries a high volume of passenger cars, which drives down the truck percentage, however, some of its segments carry in excess of 10 percent. Figure 2.2 helps illustrate that several key corridors, particularly east/west, are dominated by truck movements. These are roadways that were not identified when looking only at total volume.

Table 2.2 Top 10 Roadway Segments Based on Truck Percentage

Roadway	From	To	AADT	AADTT	Truck Percent
Terminal Access Rd	Ben Hill Griffin Pkw	SW Florida Int'l Airport	22,000	5,940	27%
SR-31	N River Rd/CR 78	Charlotte County Line	4,653	1,256	27%
Burnt Store Rd/CR 765	NW 14th St	Vincent Ave/Charlotte County Line	6,428	1,543	24%
Rockfill Road	Edison Ave	SR-82/MLK Blvd	3,200	730	23%
SR-31	Bayshore Rd/SR-78	N River Rd/CR 78	7,200	1,476	21%
Corkscrew Road	N/A	Six L's Farm Rd	3,800	760	20%
Corkscrew Road	Six L's Farm Rd	Collier County Line/CR 850	3,800	760	20%
Edison Ave	Towles St	Arcadia Rd	2,700	535	20%
Nalle Grade Road	Slater Rd	SR-78	1,100	186	17%
Luckett Rd	Ortiz Ave	SR-93/I-75 Ctr-Line	6,000	1,002	17%

Source: FDOT, 2014.

Figure 2.2 Truck Share of Total Traffic in Lee County, 2014



Source: FDOT, 2014.

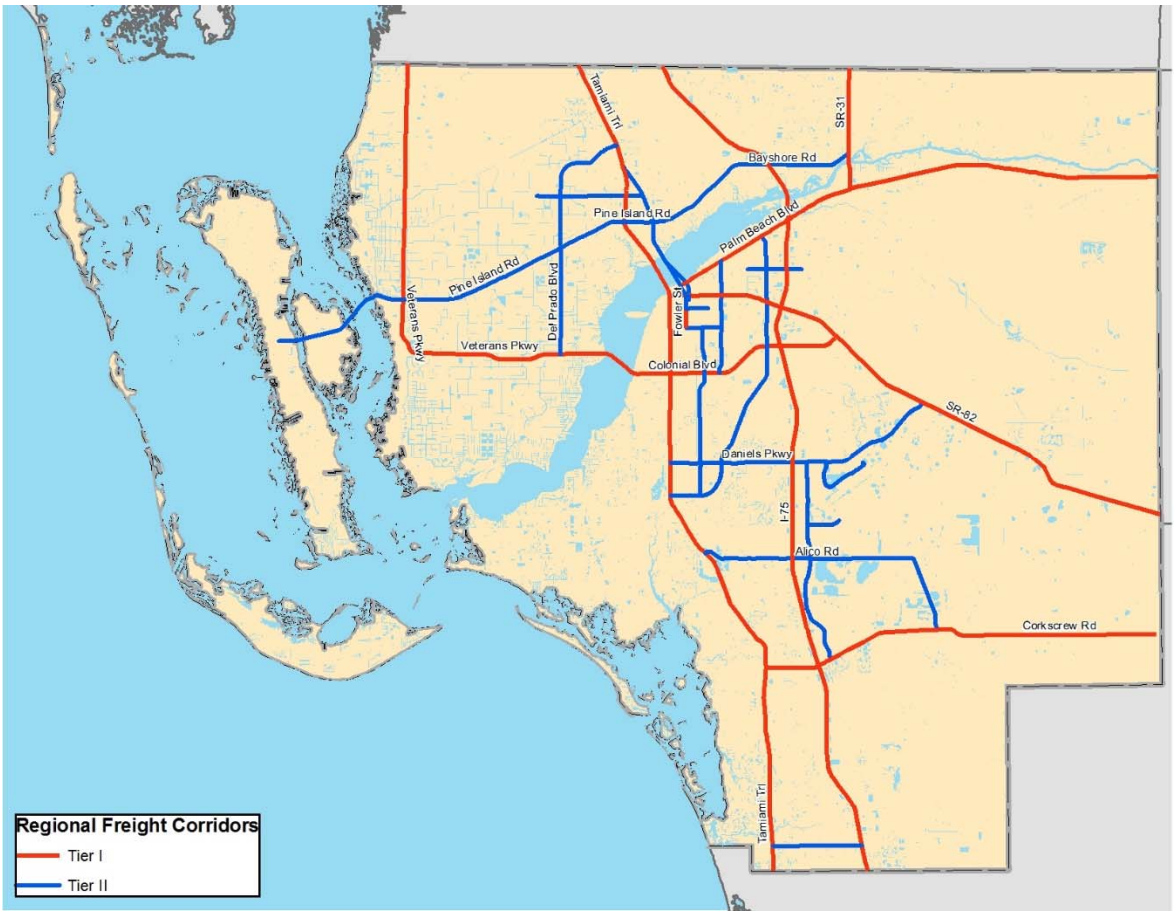
The 2035 LRTP Freight and Goods Movement Element identified a regional highway truck network as suggested by the Lee County Freight and Goods Mobility Analysis (2009). These highways were divided into two tiers: 1). SIS facilities and regional corridors that extend beyond county boundaries; and 2) regional highways which connect to the SIS, other freight corridors, or regional freight activity centers but do not extend beyond county boundaries. These facilities are listed in Table 2.3and displayed in Figure 2.3.

Table 2.3 Recommended Regional Highway Truck Network

Roadway	From	To	Tier
I-75 (SIS)	Lee County Line	Charlotte County Line	I
US 41	Lee County Line	Charlotte County Line	I
SR 80	Hendry County Line	I-75	I
SR 82 (Emerging SIS)	Hendry County Line	I-75	I
SR 31	SR 80	Charlotte County Line	I
SR 884/Colonial Boulevard	SR 82	Caloosahatchee River	I
Veterans Parkway	Caloosahatchee River	SR 78	I
CR 765/Burnt Store Road	SR 78	Charlotte County Line	I
Corkscrew Road	US 41	Collier County Line	I
US 41 Business	US 41 Junction	Hanson Street	II
SR 78/Bayshore Road	SR 31	I-75	II
SR 78/Pine Island Road	I-75	Pine Island	II
Del Prado Boulevard	Veterans Parkway	US 41	II
Kismet Parkway	Andalusia Boulevard	US 41	II
Luckett Road	Ortiz Avenue	Country Lakes Drive	II
SR 884/Lee Boulevard	SR-82	Joel Boulevard	II
SR 884/Joel Boulevard	Lee Boulevard	SR-80	II
Veterans Parkway	SR-78	Caloosahatchee River	II
SR 82/Dr Martin Luther King Boulevard	US-41	I-75	II
Fowler Street	Hanson Street	Dr Martin Luther King Boulevard	II
Hanson Street	Fowler Street	Metro Parkway	II
SR 80/Palm Beach Boulevard	I-75	US-41	II
SR 889/Metro Parkway	Six Mile Cypress Parkway	Colonial Boulevard	II
Daniels Parkway	US-41	SR-82	II
Alico Road	US-41	Corkscrew Road	II
Treeline Road	Daniels Parkway	Alice Road	II
Planned New Connector	I-75	Airport	II
Six Mile Cypress Parkway	US-41	Colonial Boulevard	II
CR 865/Bonita Beach Road	US-41	I-75	II
Littleton Road	USB-41	Andalusia Boulevard	II

Source: Lee County MPO 2035 LRTP: Goods Movement Technical Memorandum.

Figure 2.3 Priority Freight Routes in Lee County



Source: Lee County MPO 2035 LRTP: Goods Movement Technical Memorandum.

Many of these identified truck corridors are also heavily used by other vehicular traffic leading to congestion, particularly in the winter (peak season) months. This congestion is illustrated in greater detail in the Lee County Concurrency Report. Published annually, most recently in December 2014, this report is prepared to meet the requirements of the Lee County Land Development Code to develop an inventory of the maximum, utilized and available capacity of public facilities for which minimum Level of Service standards are prescribed in the Lee County Comprehensive Land Use Plan. Public facilities included in this are:

- Solid Waste Disposal
- Surface Water Management
- Potable Water
- Sanitary Sewer

- Parks and Recreation
- Schools
- Transportation

As this accounts for projections of demand on facilities from anticipated growth, this report establishes the availability and capacity of each facility to accommodate future development. In regards to the Transportation element of this report, the focus is on roadway segments which do not meet the adopted County or State Level of Service (LOS) Standard based on the 2013 traffic counts. The roadway segments included in this report which have also been identified as part of the regional freight corridors are listed in Table 2.4. With the exception of Corkscrew Road and Daniels Parkway, all of these roadway segments have been identified as not meeting LOS Standards on an existing basis. Several of these, such as portions of US 41 and Daniels Parkway, are constrained facilities and thus would rely on operational improvements (such as traffic signal coordination) versus capacity improvements.

Table 2.4 Identified Low Level of Service Roadways

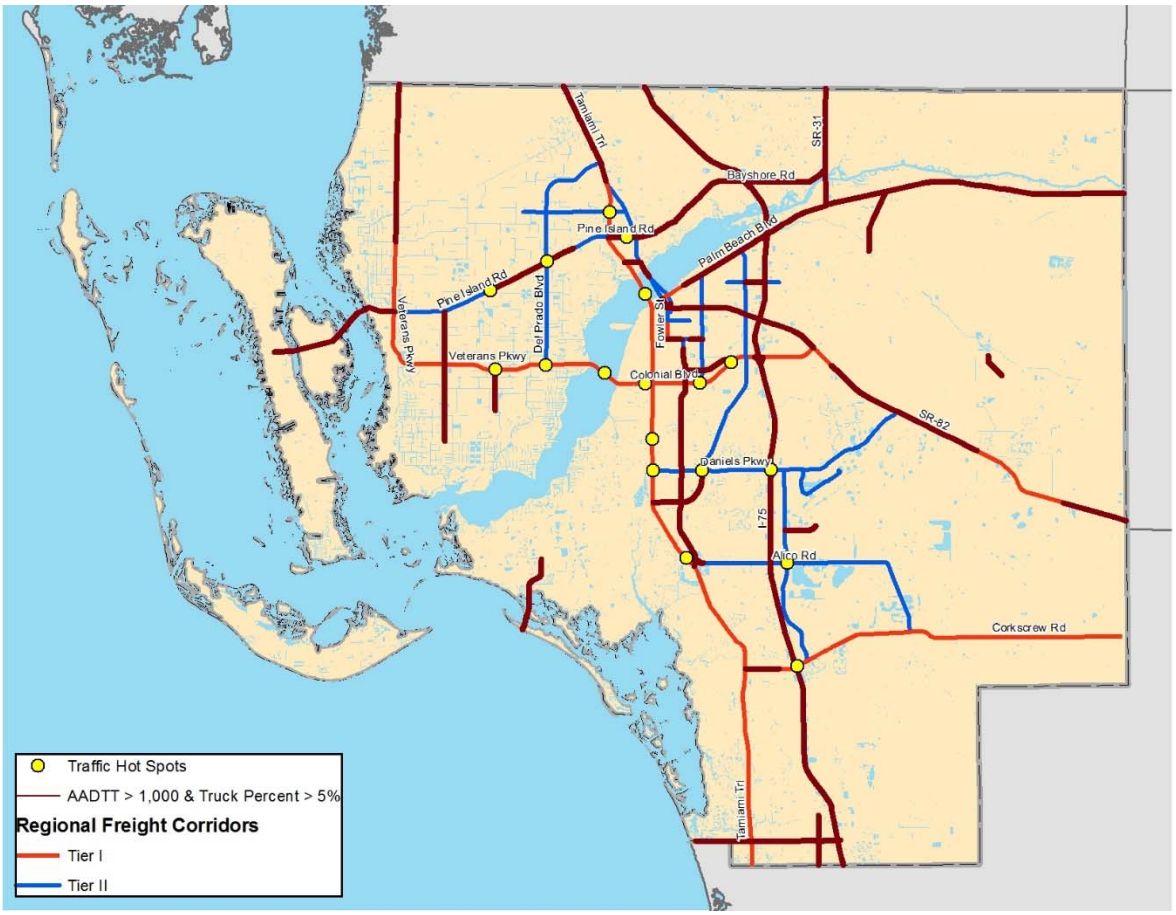
Roadway	From	To	Planned Improvement	Ownership
Colonial Boulevard	Summerlin Road	US 41	-	County
Colonial Boulevard (SR 884)	US 41	Fowler Street	-	State
Colonial Boulevard (SR 884)	Fowler Street	Metro Parkway	North Airport Road Extension in 2013/2014	State
Colonial Boulevard (SR 884)	Winkler Avenue	Six Mile Cypress Parkway	-	State
Colonial Boulevard (SR 884)	Six Mile Cypress Parkway	I-75	-	State
Martin Luther King Boulevard (SR 82)	Cranford Avenue	Highland Avenue	-	State
Martin Luther King Boulevard (SR 82)	Highland Avenue	Michigan Link	-	State
Immokalee Road (SR 82)	Colonial Boulevard	Gateway Boulevard	6 lane under design	State
Immokalee Road (SR 82)	Gunnery Road	Alabama Road	6 lane under design	State
US 41	Daniels Parkway	College Parkway	Constrained Facility	State
US 41	South Drive	Boy Scout Drive	Constrained Facility	State
US 41	Fountain Interchange	North Key Drive	-	State

Roadway	From	To	Planned Improvement	Ownership
US 41	North Key Drive	Hancock Bridge Parkway	-	State
US 41	Hancock Bridge Parkway	Pondella Road	-	State
Corkscrew Road	Three Oaks Parkway	I-75	-	County
Daniels Parkway	Metro Parkway	Six Mile Cypress Parkway	Constrained Facility	County

Source: Lee County Concurrency Report, 2014.

In addition to these congested corridors, there also are hot spots, typically at intersections, which also cause congestion. The Lee County 2014 Congestion Monitoring Report utilized local input via first responder and bus driver questionnaires as well as a News Press Survey to garner public participation in this process. Overall, these efforts resulted in nearly 600 responses which were reviewed by MPO Staff and TMOC. This Report was utilized to identify hot spots along the Regional Freight Corridors as well as segments which had both an AADTT over 1,000 and which had more than 5 percent of total traffic comprised of trucks. This resulted in 19 hot spots throughout the county. These locations are shown in Figure 2.4 and detailed in Table 2.5, with traffic signalization issues reported most commonly. Also included in this table are the number of trucks impacted by each of these hot spots based on 2014 traffic counts. In some instances, upwards of 2,000 trucks are traversing these locations and having their movements impeded. The majority of these locations are along Veterans Parkway/Colonial Boulevard and US 41. This is expected as several of these areas were also identified as congested corridors, many operating as constrained facilities.

Figure 2.4 Identified Hot Spots on Regional Freight and High Truck Use Corridors



Source: Lee County 2014 Congestion Monitoring Report.

Table 2.5 Hot Spots Identified from Congestion Monitoring Report

Roadway	Location	Number of Trucks Impacted	Nature of Problem Reported
Colonial Boulevard	At Deleon St (2 reported)	Colonial: 2,550	(1) Timing for red light on Colonial is excessively long. (2) Cars coming onto Colonial from US 41 off ramp attempt to cross over the two lanes to get to the WB left turn lane (3) Inadequate WB left turn storage cause traffic back ups on through lanes
Colonial Boulevard	At Veronica Shoemaker	Veronica Shoemaker: 725; Colonial: 2,300	Signal timing
Colonial Boulevard	At Winkler Avenue	Colonial: 2,700; Winkler: 700	Signal timing
Corkscrew	At I-75	Corkscrew: 840	(1) Inadequate turn lane storage for EB lefts on Corkscrew to NB on ramp (2) Inadequate turn lane storage for WB lefts to SB on ramp

Roadway	Location	Number of Trucks Impacted	Nature of Problem Reported
Daniels	I-75	Daniels: 1,440	(1) Inadequate turn lane storage for WB traffic on Daniels to enter SB on ramp (2) Above situation prevents SB off ramp traffic to turn west on Daniels.
Del Prado Blvd	At Veterans Pkwy	Veterans: 1,450; Del Prado: 1,630	Signal timing
Mid Point Bridge	Mid Point Bridge	Veterans: 1,600	Non steady traffic flow….not enough lanes
Pine Island Rd	At Del Prado Blvd	Pine Island: 1,700; Del Prado: 900	Signal timing, inadequate turn lane storage
Pine Island Rd	At Hancock Bridge Pkwy	Pine Island: 1,550	Traffic can only turn left from the left lane. Traffic in the right lane should turn right.
Pine Island Rd	At Piney Rd	Pine Island: 1,500	Traffic accidents, signal timing
Pine Island Rd	Pondella and Del Prado Blvd	Pine Island: 1,700; Del Prado: 900	(1) Signal timing and synchronization (2) Traffic backups on NB Pondella caused by left turning vehicles to WB Pine Island Rd
Six Mile Cypress/Ben C Pratt	At Daniels	Six Mile Cypress: 1,250; Daniels: 1,550	Signal timing
Treeline	At Alico Road	Treeline: 715; Alico: 840	(1) Signal timing (2) Inadequate turn lane storage
US-41	At Alico Rd	US 41: 1,650; Alico: 1,650	Inadequate turn lanes
US-41	At Crystal Dr	US 41: 1,400	Light is not green long enough to allow flow of traffic
US-41	At Cypress Lake/Daniels	US 41: 2,200; Daniels: 1,000	(1) Signal timing (2) Too many cars
US-41	At Caloosahatchee Bridge	US 41: 1,400	Need more motorists to use Edison Bridges
US-41/N Cleveland Avenue	At Littleton Rd	US 41 800; Littleton: 300	Signal timing and flea market
Veterans Pkwy	At Santa Barbara Blvd	Veterans: 1,400; Santa Barbara: 1,100	1) Signal timing

Source: Lee County 2014 Congestion Monitoring Report.

2.2 Regional Rail Corridors

The Lee County MPO conducted a rail corridor feasibility study to evaluate possible service alternatives along the existing CSX/Seminole Gulf corridor. This study was concluded in October 2013 and focused on assessing the long-term feasibility of implementing multi-modal transportation options within the existing rail corridor through Lee and the northern portion of Collier County. In addition to publically driven passenger service, the study also evaluated

maintaining and possibly expanding the freight rail service on the corridor. This included assessing existing and future freight issues, determining the value of the CSX/Seminole Gulf Lease, and looking at various options of preserving the corridor including purchasing the right of way, negotiating new agreements, and adopting preservation policies by the local governments along the corridor. This section highlights some of the key findings from this study.

2.2.1 Current Use of the Lee County Rail Corridor

The existing rail network in Lee County is a 37 mile long north/south corridor through the urbanized part of the county. Currently, CSX owns the land as well as the right of way for this corridor. Seminole Gulf Railway (SGLR) has a long-term lease to operate freight rail service on the corridor with over 30 years remaining on the lease. SGLR is responsible for the maintenance of the track, crossings, and bridges located along this corridor. Currently, this corridor is used for both freight and passenger movements. This passenger movement consists of the Murder Mystery Dinner Train operating year round five nights a week. Additional passenger services, such as a commuter line, were considered as part of the Lee County Rail Feasibility Study.

In terms of existing freight service, as will be discussed in more detail in section below regarding the assessment of commodity movements, there is a forecasted downward trend in the use of rail in Lee County. Freight service has significantly decreased during the recent recession. Prior volumes were in the range of 14,000 to 15,000 carloads annually but decreased to around 7,000 carloads in 2012, primarily due to declines in lumber and building materials. Most of the existing freight consists of frozen and refrigerated goods, scrap metal, propane, lumber and building material, and newsprint.

While there have been efforts to increase freight rail opportunities, the existing infrastructure limits operations. There are some locations where the track is maintained to allow a maximum speed of 25 miles per hour (mph), however the majority of the corridor is maintained to an allowable speed of 10 mph. The outlook for an expanded rail service is uncertain, but it remains an important component of the Lee County transportation network. Few businesses in the area rely on rail movements, but it would be difficult to abandon the service. The use of the rail system not only provides greater flexibility in terms of modal options but also eases some congestion on the roadway due to a reduction in truck movements. The attributes of this rail facility and how they impact operations are discussed in the following section.

2.2.2 Existing Facilities

The existing facilities along the rail corridor have a direct impact on the types of services available to rail users. Namely, the characteristics impacting operations include track conditions, right of way width, bridge condition, and terminal facilities. The attributes of these facilities as determined from the Lee County Rail Feasibility Study are described below.

Track

The FRA has established track safety standards that identify nine specific classes of track (Class 1 through 9), as well as a category referred to as Excepted Track. The difference between each track class is based on progressively more demanding standards for track structure, track geometry and inspection intervals. Each track class has a corresponding maximum allowable speed associated with it: the higher the track class, the higher the allowable speed. Each railroad makes the determination as to which track class they will maintain their track to, based on their operational and maintenance needs. Once these designations are made, the FRA and FDOT hold the railroads accountable for maintaining their track to the standards for each particular track class.

Some portions of the SGLR track is maintained to FRA Class 2 track safety standards which allow maximum freight train speeds of 25 mph. However, the majority of the corridor in Lee County is maintained to Class 1 standards which allow maximum freight train speeds of 10 mph. The current track condition is considered adequate for the current low density SGLR operations. South of the SGLR yard and maintenance facility at MP 969, the track is classified as "Excepted Track" which requires inspection prior to use and allows maximum freight train speeds of 10 mph; passenger trains are not permitted to operate on Excepted Track.

Right of Way

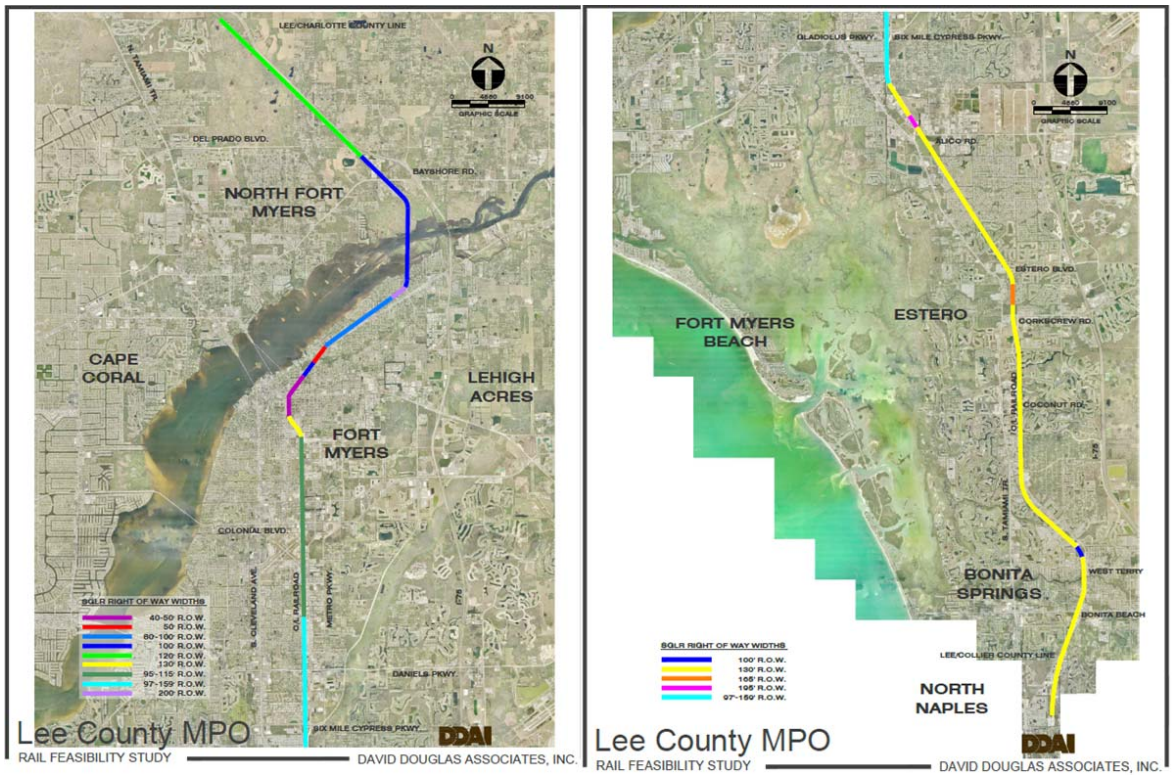
As part of the Rail Feasibility study, the study team assessed the physical rail line, including the rail corridor width and rail bed, drainage, utilities, rail crossings, and rail spurs. The rail corridor width was divided into three sections: South Lee County and Northern Collier County; Middle portion of Lee County; and Northern Lee County. The available row of way (ROW) is described below for each of these sections as well as illustrated in Figure 2.5.

- South Lee County and Northern Collier County: ROW is fairly consistent with an average of 130'. This width allows adequate distance on either side of the rail bed for a 24 foot, two-lane, two-way roadway with associated shoulders and swales for drainage.

- Middle Portion of Lee County: ROW varies between 97' and 159'. The right of way varies significantly along this portion of the railway and goes through the industrial areas of Lee County.

- Northern Lee County: ROW is fairly consistent with an average width between 80' and 120'. This includes the portion of the line which crosses the Caloosahatchee River through a series of bridges as well as a portion of rail which passes through undeveloped, primarily state owned, land.

Figure 2.5 Lee County and Northern Collier County Railway Right of Way



Source: Lee County Rail Corridor Feasibility Study.

Bridges

There are a total of 21 bridges along the corridor within the study limits. The quantity and type of bridges are as follows:

- 9 Timber Trestles with Open Deck
- 6 Timber Trestles with Ballasted Deck
- 3 Concrete Trestles with Ballasted Deck
- 1 Steel Deck Plate Girder with Open Deck
- 1 Deck Plate Girder/Through Plate Girder Combination with Open Deck
- 1 Moveable Bridge with Open Deck (Caloosahatchee River)

At the time of the Rail Feasibility Study, the Seminole Gulf Railway (SGLR) would not share bridge condition or inspection reports. However, they advised that all bridges are capable of supporting rail cars weighing 286,000 pounds, the national standard car weight. The bridges are

maintained in fair to good condition, which is an adequate level to support the current train operations as well as comply with the Federal Rail Administration (FRA) requirements.

2.2.3 Future Rail Needs and Options

The end product of the Lee County Rail Feasibility Study recommended seven strategies for this rail line. These recommendations, as written in that study, are presented below:

1. The Florida DOT should purchase the CSXT leased fee interest from where the rail line ends in northern Collier County to Arcadia.

2. The preferred mode of passenger travel should be determined. No specific mode of travel is recommended at this time.

3. Freight service should be maintained and improved.

4. The CSXT/SGLR corridor should be preserved for continued and expanded transportation use through amendments to existing Comprehensive Plans and transportation plans.

5. Each MPO that the SGLR corridor passes through (Collier, Lee, and Charlotte Punta-Gorda as well as possible Sarasota-Manatee) should urge FDOT to purchase outright the real estate interests of CSXT in the SGLR. They should also adopt policies and carry out plans to:

- 1) Explore methods for enhancing freight capability for the corridor and add capability for transit;
- 2) Commit to protecting the public interest in the rail corridor during any abandonment proceedings; and
- 3) Support use of federal rails-to-trails authority to railbank the corridor if the alternative is abandonment.

6. The Lee and Collier MPOs and Lee's Transit Task Force should take on the following tasks:

- The Lee MPO should explore with SGLR officials other arrangements to integrate public transit with the existing and planned freight rail operations in Lee County. The MPO should also serve as the lead agency for further technical analyses on this corridor.
- The Collier MPO should explore the costs and benefits of extending possible high capacity transit on the corridor to Immokalee Road in Collier County.
- The Lee County Transit Task Force should consider how high-capacity transit along the rail corridor could improve the effectiveness of LeeTran bus service and how it could promote the establishment of an independent transit authority or entity to construct and operate the combined system.

7) The MPO should seek legal opinions to fully understand the terms of the lease between CSXT and SGLR as well as to establish a contingency plan to protect the public interest should the abandonment of the rail line be proposed.

The majority of these recommendations revolve around three themes: 1) the development of transit, 2) the encouragement of further freight movements, and 3) contingency plans for if the rail line is abandoned. This mix of recommendations illustrates the importance of transit and freight working together to maintain and operate this line.

2.3 Air Cargo Activity

Air cargo is a significant driver of the State of Florida's economic engine, and a critical link for local, state, and national supply chains. Florida's airports handle not only domestic cargo originating or terminating within the state, but serve as gateways for significant amounts of international trade. As a system, Florida's SIS airports process more than 2.5 million tons of air cargo annually. The Southwest Florida International Airport, or "RSW", is a key component of the region's freight system and the 9th largest air cargo market (by air cargo capacity) for the state as of 2012. Serving primarily as a freight hub for expedited carriers (FedEx, UPS), the airport is owned by Lee County and operated by the Lee County Port Authority, and serves the needs of the greater Fort Myers area. Page Field, also operated by the Lee County Port Authority, does not provide air cargo service.

2.3.1 Southwest Florida International Airport Air Cargo Statistics

Air Cargo Capacity

The Florida Air Cargo System Plan reports information about air cargo capacity within the state. Capacity is defined as the volume of cargo space available via scheduled airline service at each airport. In total, Florida airports offer over 13.2 million pounds of air cargo lift capacity on a typical Wednesday, the busiest day in the air cargo industry workweek. Miami International Airport accounts for nearly 70 percent of this air cargo capacity with 9.4 million pounds, making it a clear leader in the state.

In 2012, domestic and international air cargo routes at RSW had about one percent of the state's total capacity , or 105 thousand pounds daily (34.5 million pounds annually). Table 2.6 illustrates the change in capacity available at RSW, which has decreased by about 55 percent between 2006 and 2012. This reduction is mainly due to the elimination of air cargo service from Lufthansa, DHL, and Cape Air. Since 2006, RSW reports the following changes contributing to a reduction in air cargo capacity:

- Lufthansa discontinued its wide-body passenger route to Dusseldorf and Munich, which contributed 44,000 pounds of capacity daily;

- DHL discontinued its route to its former hub in Wilmington, Ohio, contributing 20,000 pounds capacity; and
- Cape Air discontinued its feeder route to Tampa, contributing 2,240 pounds capacity.

Table 2.6 Southwest Florida International Airport Daily Air Cargo Capacity, 2006-2012 (in pounds)

Year	Average Daily Capacity	Change in Percent	Average Daily Departures
2006	235,678		10
2007	206,640	-12.3%	9
2008	190,240	-7.9%	9
2009*	168,907	-11.2%	9
2010*	147,574	-12.6%	8
2011	126,241	-14.5%	8
2012	104,909	-16.9%	7

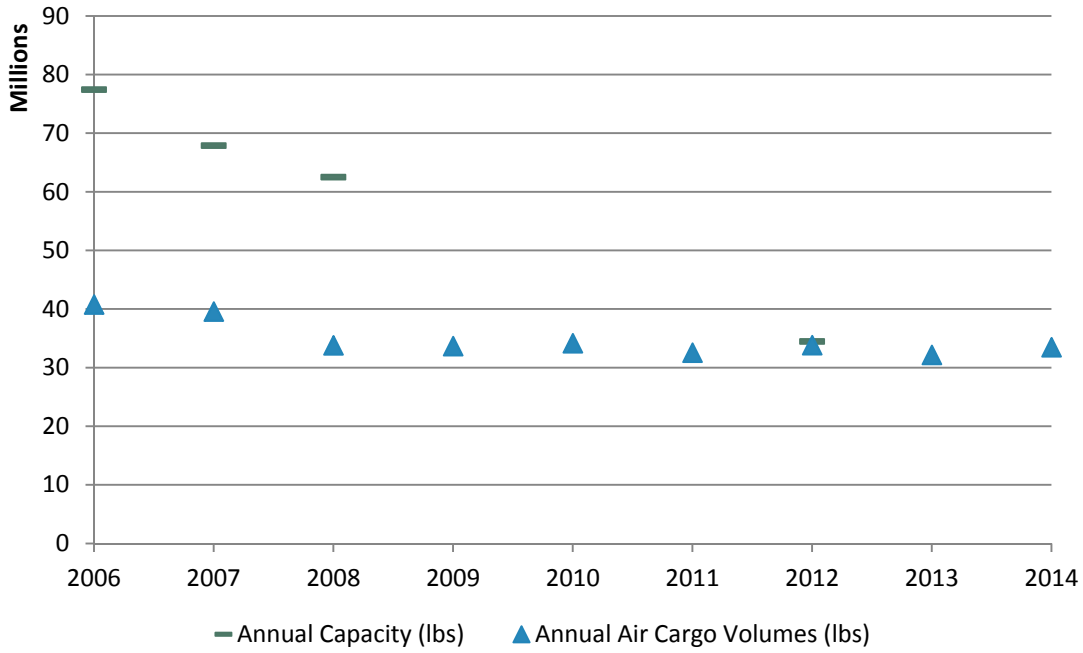
Source: Florida Department of Transportation 2013 Air Cargo System Plan Update Exhibit 24; OAG, FAA Records, CDM Smith. * indicates interpolated data.

Air Cargo Volumes

The U.S. air cargo market, and particularly domestic markets, were significantly affected by the global recession. National air cargo volumes have not regained their pre-recession levels and as of 2014 remain about 7 percent lower than the 2007 peak.[1] Air cargo volumes at RSW have mirrored these trends. Volumes at RSW have dropped from a high of 41 million pounds in 2006 to 33.5 million pounds in 2014, a reduction of 18 percent. Since 2008, volumes have fluctuated by about 5 percent annually but have not significantly decreased. Figure 2.6 shows air cargo capacity and volume at RSW between 2006 and 2014. Note with the reduction in capacity, RSW currently is utilizing the majority of available capacity.

[1] 2015 Bureau of Transportation Statistics T100 Market data

Figure 2.6 Southwest Florida International Annual Air Cargo Capacity and Volumes 2006 – 2014 (millions of pounds)

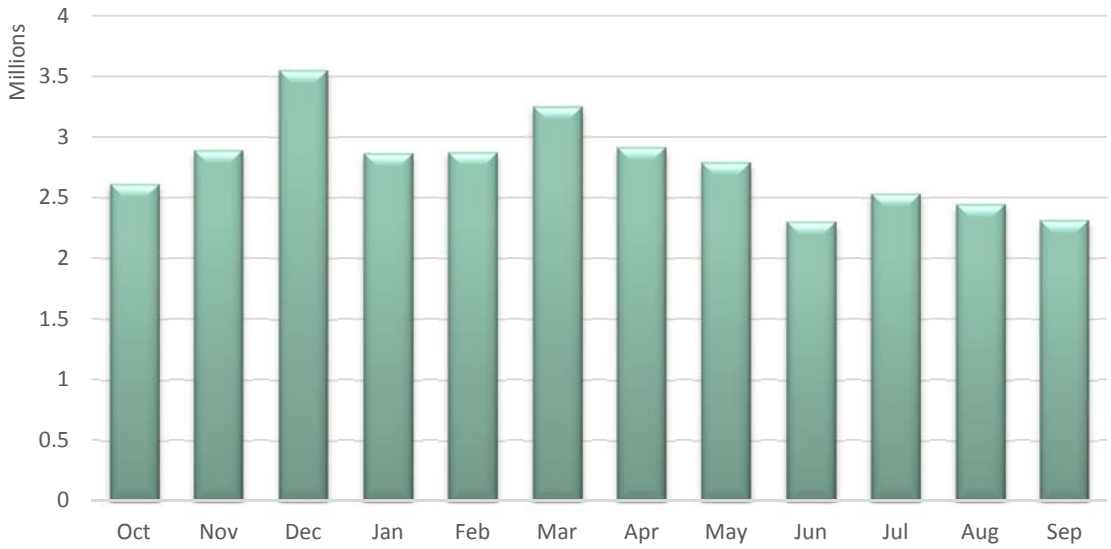


Source: Florida Department of Transportation 2013 Air Cargo System Plan Update; Southwest Florida International Airport Office of Public Affairs, 2015

Air Cargo Volumes by Month

Data on air freight volumes provided by RSW was analyzed for the period of October 2013 through September 2014. An average of 2.7 million pounds of freight moved each month over this period, for a total of 33 million pounds annually. The highest monthly volumes of just over 3.5 million pounds were found in December. This correlates with peak shipping seasons for expedited carriers, which make up the majority of the air freight tonnage moving through RSW. The seasonal population changes at RSW also contribute to higher volumes of packages shipped in winter months, when partial year residents are residing in the region. The lowest volumes over this time period were found in the summer months of June – September. Figure 2.7 shows the total monthly air freight volumes at RSW over this time period.

Figure 2.7 Southwest Florida International Airport Total Monthly Air Freight; October 2013 – September 2014 (millions of pounds)

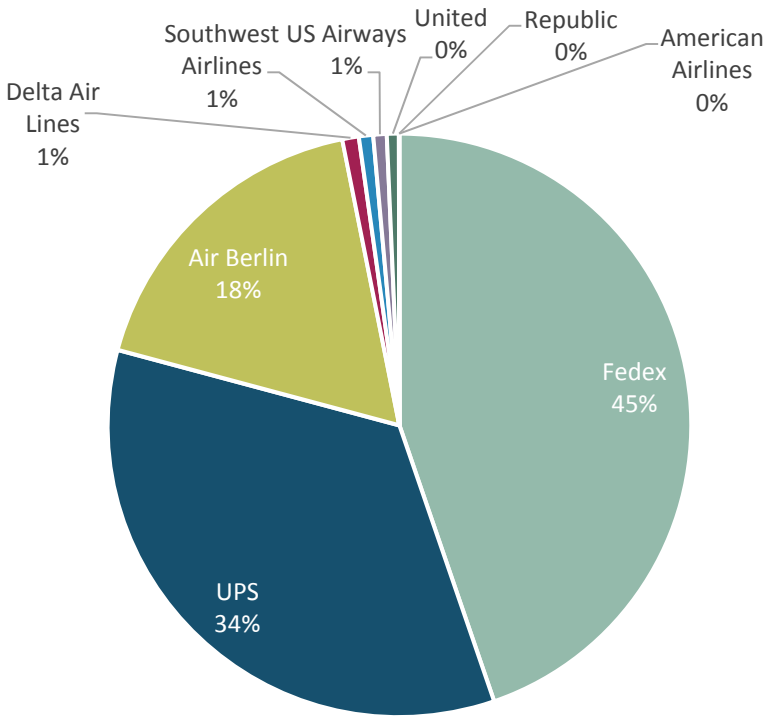


Source: RSW, 2015.

Air Cargo Volumes by Carrier

Air cargo volumes by carrier were examined over the same time period. Figure 2.8 shows the current breakdown of air cargo, by carrier, moving through RSW. The integrated carriers FedEx and UPS provide 45 percent and 34 percent of the volumes moving through the system, respectively. Air Berlin accounts for another 18 percent of the cargo moving through the airport as belly freight; the remainder of the carriers move about 3 percent of volumes, total.

Figure 2.8 Southwest Florida International Airport Total Air Freight, Percentage by Carrier; October 2013 – September 2014



Source: RSW, 2015.

Additional information was provided to the consultant team by FedEx, the largest expedited carrier operating at RSW. FedEx provides express (overnight) service through the RSW airport, utilizing four regional sorting facilities – Naples, Bonita Springs, Fort Myers, and Punta Gorda. Second-day, or deferred, product, is trucked to the Lee County facilities from the Fort Lauderdale-Hollywood International Airport. FedEx does not have a large sorting facility available onsite at RSW.

The company reports operating one inbound and one outbound 757 aircraft five days a week out of RSW. Each aircraft carries between 38,000 – 42,000 pounds of freight, depending on the season, with additional capacity added during the winter holiday season.

2.3.2 Road Feeder Service

Road feeder service (RFS) is a service offered by a scheduled cargo operator that carries goods via truck instead of aircraft. It allows carriers to offer freight service to destinations not served by their fleet, and overall operates similarly to air cargo service in terms of scheduling and pricing.

According the Florida Air Cargo System Plan, in 2011, Florida airports had 11.1 million pounds of capacity each week on RFS truck routes, with Miami International averaging over 7.4 million

pounds per week. This equates to 57 B747-400 aircraft per week or about nine aircraft per day, statewide. Eighteen percent of the statewide capacity is related to RFS truck routes within the State of Florida and 82 percent moves to markets outside the state. The 11.1 million pounds represents a 45 percent increase over 2008 total RFS capacities. The robust growth in RFS service between 2007 and 2011 was directly tied to increases in air carrier fuel costs and modal switch from aircraft to trucks. Industry guidelines indicate trucking is typically seven to ten times less expensive per pound than shipping by air.

Currently, RSW does not have any RFS capacity. This is in part due to the type of freight moving through RSW, which is mostly express packages via UPS and FedEx originating or destined for the Lee County area. In contrast, airports such as Miami, Fort Lauderdale, or Orlando move a larger variety of domestic and international air freight, including exports, consumer goods, and agricultural products. Expedited carriers use a combination of ground and air shipping to serve customers using their own networks which are not typically part of road feeder service operations. FedEx does ship express packages via truck between airports, specifically Fort Lauderdale and RSW, to complement their air service to RSW.

2.3.3 Air Cargo Facilities and Capacity

Existing Cargo Facilities

The last RSW Master Plan Update, completed in 2004, identifies a number of cargo facilities. These facilities are currently in existence and their current uses, as described by RSW airport personnel and industry interviewees are described here. RSW has a designated Cargo Apron on the north side of Runway 6-24 near the approach end of Runway 6. The Cargo Apron totals approximately 69,000 square yards and is capable of accommodating six large aircraft. Two taxiway connectors connect the cargo apron to Runway 6-24. Figure 2.9 shows an aerial view of the cargo apron.

Figure 2.9 Southwest Florida International Airport Aerial View of Cargo Ramp and Facilities

Source: Google, 2015.

The main air cargo facility was built in 1992 and is designed for expandability up to twice its current size. The structure is owned by the Lee County Port Authority and is leased out to tenants. Currently, FedEx and UPS operate out of this facility. The building has 10 cargo docks for truck supported pick-up and delivery operations. In addition, security-cleared large trucks are allowed to enter the aircraft parking apron to facilitate cargo on-load and off-load operations. The facility has direct access to Chamberlin Parkway.

The freight forwarding facility at RSW is located just north of the general aviation hangar. This structure is a common use belly-haul cargo processing facility for all the airlines. The structure is owned by the Lee County Port Authority and is leased out to tenants. Figure 2.8 above lists current airlines that carry belly cargo. Air Berlin is currently the largest conveyer of belly cargo. The facility includes five inclined-recessed loading docks for large trucks and five ground level loading docks. The southern side of the building contains eight ground-level docks to support airside cargo operations. All loading docks have associated cargo bays. Cargo is tugged between the aircraft parked on the passenger terminal ramp and the belly haul facility via the airport perimeter road. The facility is accessible via Regional Lane, which connects directly to Chamberlin Parkway.

As projected in the 2004 Master Plan Update, future cargo facilities will need to provide about a fifty percent increase from existing space. Current tenants also indicated the desire for increased cargo space and/or expansion of the existing cargo facility.

3.0 COMMODITY MOVEMENTS AND TRENDS

While the condition and connectivity of the underlying infrastructure is a critical component of freight movement, an understanding of the types of goods and industries that are served by this infrastructure is also important to help identify the needs and issues of the users. This section focuses on the types of commodities moving into, out of, and within the county as well as discusses key industries from a supply chain perspective to highlight how they use these facilities.

3.1 Commodity Movements

In regards to commodity movements, trucks account for a large portion of traffic on the roadways of Lee County, as well as provide the last mile connection for the delivery of goods from major freight hubs. This commodity analysis predominately focuses on goods moving via truck. This was done utilizing data from Transearch, a database purchased by FDOT in order to better assess commodity flows within the state of Florida as well as determine trade flows with other states.[2] Transearch provides commodity flow data with a variety of information including origin, destination, commodity type, mode, value, and tonnage. In an attempt to recognize not only county to county flows, FDOT purchased this data at a traffic analysis zone (TAZ) level to better represent flows within a county.

Table 3.1 details the locations which provide the most goods to Lee County based on total tonnage. Currently, Lee County provides the highest number of goods to itself due to internal movements of products which are produced and consumed in the county. At present, this intra-county movement accounts for 22 percent of all goods brought into Lee County. However, there is expected to be a significant decline in this type of movement in the coming years, moving Lee County to fourth on this list. Other large trading partners include Miami-Dade, Broward, and Polk counties. These locations are due to their close proximity to Lee County as well as the major international ports of entry and distribution centers located within these counties which serve the consuming market of Lee County. Overall, all of the top trading partners for Lee County are located within the state of Florida with little anticipated change through 2040. The largest increases in tonnage are expected from Okaloosa and Collier counties with annual growth rates of 9.6 percent of 5.8 percent, respectively. The only counties which are forecasted to show declines in traffic are Lee and Polk.

[2] 2011 Transearch data used by FDOT to analyze commodity flows in District 1 as part of a districtwide freight program were used to summarize commodity flows for Lee County.

Table 3.1 Top Trading Partners for Imported Goods

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Lee County	1,833	22%	1	1,024	7%	4
Miami-Dade County	1,085	13%	2	2,064	15%	1
Broward County	1,032	12%	3	1,922	14%	2
Polk County	635	8%	4	448	3%	6
Hillsborough County	389	5%	5	494	3%	5
Collier County	256	3%	6	1,311	9%	3
Charlotte County	245	3%	7	414	3%	9
Orange County	178	2%	8	322	2%	10
Manatee County	148	2%	9	266	2%	13
Pinellas County	148	2%	10	430	3%	7
Okaloosa County	29	<1%	33	418	3%	8
All Others	2,482	29%		5,075	36%	
Total	8,459	100%		14,189	100%	

Source: Transearch.

Table 3.2 details the top commodities moving into Lee County, excluding those goods which move within the county. The largest commodity by tonnage is secondary traffic which comprises 26 percent of all tonnage moving into Lee County. This type of commodity is predominately goods moving through a warehouse or distribution center. For the consuming population of Lee County, having secondary traffic as the largest commodity is expected. This commodity is anticipated to grow at an annual rate of 3.3 percent through 2040, the highest growth rate of the top commodities presented here. This will increase not only the total tonnage of this commodity inbound to Lee County, but also its share of the traffic. The second most important commodity by tonnage moving into Lee County is petroleum or coal products. These products represent 20 percent of the total tonnage inbound to Lee County and are expected to grow 1.5 percent annually through 2040. The top five goods moving into the region, also including clay, concrete, glass, or stone, nonmetallic minerals, and food or kindred products, represent 78 percent of all goods moving to the region. This will remain unchanged through 2040. In actuality, no significant changes in the top goods moving into the region are anticipated between now and the forecast year of 2040.

Table 3.2 Top Commodity Types Moving Inbound to Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Secondary Traffic	1,691	26%	1	4,331	33%	1
Petroleum or Coal Products	1,358	20%	2	2,080	16%	2
Clay, Concrete, Glass, or Stone	731	11%	3	1,485	11%	4
Nonmetallic Minerals	707	11%	4	1,570	12%	3
Food or Kindred Products	663	10%	5	1,107	8%	5
Lumber or Wood Products	215	3%	6	322	2%	7
Waste or Scrap Materials	212	3%	7	306	2%	8
Chemicals or Allied Products	211	3%	8	365	3%	6
Farm Products	138	2%	9	230	2%	9
Printed Matter	104	2%	10	150	1%	11
Pulp, Paper, or Allied Products	81	1%	12	176	1%	10
All Others	516	8%		1,045	8%	
Total	6,626	100%		13,165	100%	

Source: Transearch.

Commodities moving within Lee County are examined separately as these are goods which are both produced and consumed in the county. For the most part, these goods consist of three main commodities: nonmetallic minerals; clay, concrete, glass, or stone; and waste or scrap materials as shown in Table 3.3. Currently, nonmetallic minerals is the largest commodity group by tonnage accounting for 82 percent of all tonnage moving within the county. However, looking ahead to the forecast year of 2040, this volume is expected to drop significantly to about one third of the tonnage seen today. While it continues to be the largest commodity type in 2040, the reduction in tonnage of nonmetallic minerals results in a much smaller market share of 52 percent. Growth in the remaining commodities is not enough to compensate for this loss of traffic and overall volumes are anticipating to be reduced at a rate of 2.0 percent per year.

Table 3.3 Top Commodity Types Moving Within Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Nonmetallic Minerals	1,506	82%	1	537	52%	1
Clay, Concrete, Glass, or Stone	186	10%	2	260	25%	2
Waste or Scrap Materials	84	5%	3	120	12%	3
Secondary Traffic	49	3%	4	99	10%	4
All Others	7	< 1%		8	1%	
Total	1,833	100%		1,024	100%	

Source: Transearch.

For goods moving out of Lee County to other regions, the top trading partners are similar to those shipping goods into Lee County. The exceptions to this are the inclusion of Sarasota, Palm Beach, and DeSoto counties; and the exclusion of Polk, Orange, and Okaloosa Counties. Table 3.4 shows the outbound movements by region. For this type of movement, Lee County is also its own largest trading partner. A close second, as well as the anticipated largest in 2040, is Collier County, accounting for 20 percent of all goods moving outbound from Lee County. Once again, all of the top trading partners are counties within the state of Florida. The top 11 partners detailed here account for 78 percent of all goods moving outbound from Lee County, a volume that is anticipated to grow to 80 percent by 2040. While the overall share of these trading partners is anticipated to increase, total tonnage moving from Lee County is expected to be reduced by approximately 7 percent by 2040. This is predominately attributed to the reduction in traffic within Lee County as well as some loss of volume from Charlotte and Hillsborough counties and other smaller trading partners.

Table 3.4 Top Trading Partners for Goods Moving Outbound from Lee County

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Lee County	1,833	29%	1	1,024	17%	2
Collier County	1,316	20%	2	1,575	26%	1
Manatee County	453	7%	3	451	8%	3
Charlotte County Polk County	328	5%	4	281	5%	6
Miami-Dade County	324	5%	5	409	7%	4
Broward County	154	2%	6	205	3%	7
Hillsborough County	145	2%	7	138	2%	9

Region	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Sarasota County	130	2%	8	306	5%	5
Palm Beach County	119	2%	9	139	2%	8
Pinellas County	113	2%	10	119	2%	11
DeSoto County	101	2%	11	131	2%	10
All Others	1,410	22%		1,179	20%	
Total	6,426	100%		5,956	100%	

Source: Transearch.

Table 3.5 details the top commodities moving outbound from Lee County, with the exception of those moving within Lee County which were previously detailed in Table 3.3. The top three commodity groups in this instance are nonmetallic minerals, secondary traffic, and clay, concrete, glass, or stone. Presently, these three commodities account for 83 percent of all tonnage leaving Lee County. However, this share of traffic is anticipated to decrease to only 75 percent by 2040 due to a relatively stagnant growth overall in these commodities although some growth is seen by the clay, concrete, glass, or stone group. The top ten commodities listed here account for 98 percent of all outbound traffic by tonnage and there is little change anticipated in these commodity mixes.

Table 3.5 Top Commodity Types Moving Outbound from Lee County

Commodity	2011 Tons (1,000)	2011 Percent of Total	2011 Rank	2040 Tons (1,000)	2040 Percent of Total	2040 Rank
Nonmetallic Minerals	2,002	44%	1	1,793	36%	1
Secondary Traffic	917	20%	2	855	18%	3
Clay, Concrete, Glass, or Stone	870	19%	3	1,054	21%	2
Farm Products	219	5%	4	288	6%	4
Food or Kindred Products	155	3%	5	244	5%	6
Waste or Scrap Materials	132	3%	6	246	5%	5
Printed Matter	107	2%	7	53	1%	10
Lumber or Wood Products	57	1%	8	63	1%	8
Fabricated Metal Products	35	1%	9	75	2%	7
Machinery	27	1%	10	62	1%	9
All Others	73	2%		169	3%	
Total	4,593	100%		4,932	100%	

Source: Transearch.

Another major mode of transportation for freight movements in Lee County is rail. Commodity flow data for rail movements is provided by the Surface Transportation Board's Rail Waybill Sample. Use of this data is restricted in areas with limited rail service to protect confidential information. Since there is only one rail operator in Lee County, a county level analysis of rail movements was not possible using the Waybill/Transearch resources. However, as part of the Florida Trade and Logistics Study, a statewide review of Florida's logistics industry and transportation system was conducted. This included forecasts by mode and type of freight for each of Florida's FDOT Districts. This analysis included present year flows (2010) as well as the forecast years of 2035 and 2060. While these do not align with the Transearch base and forecast years from the above analysis, they do allow for insight into rail trends in the region. Table 3.6 summarizes the modal data for FDOT District 1, as available from the Florida Trade and Logistics Study.

Table 3.6 Modal Breakdown of Freight Movements in FDOT District 1[3]

Table Header		Air	Int'l Waterborne	Rail	Truck	Total
Tons (1,000)	2010	21	1,174	11,815	89,563	102,573
	2035	31	1,985	9,687	131,467	143,170
	2060	47	3,037	9,534	168,987	181,605
Percent of Total	2010	0%	1%	12%	87%	100%
	2035	0%	1%	7%	92%	100%
	2060	0%	2%	5%	93%	100%
Percent Growth	2010-2035	45%	69%	-18%	47%	40%
	2035-2060	53%	53%	-2%	29%	27%

Source: Florida Trade and Logistics Study.

As seen in this table, freight volumes in District 1 are anticipated to increase 40 percent between 2010 and 2035. This is fairly consistent with the truck trends illustrated by the Transearch data previously which suggest a 46 percent increase in truck tonnage moving to, from, and within Lee County from 2011 to 2040. However, rail freight movements are anticipated to decline 18 percent of over this same period, with a further reduction of 2 percent between 2035 and 2060. This results in a significant loss of modal share from 12 percent in 2010 to just 5 percent in 2060. Given that the rail line in Lee County ends in the northern portion of Collier County, and therefore there are minimal through movements through Lee County, this data suggests that demand for freight

[3] This tonnage includes inbound, outbound, and internal movements but does not include through movements.

movements by rail is decreasing in the region. It is anticipated that the existing line will see less demand in the future than it does today based on these projections.

3.2 Freight Activity Centers

Goods are moved into, out of, within, and through the county almost entirely by trucks on a two-tiered system of roadways. According to the Lee County Freight and Goods Mobility Analysis, rail and air freight constituted less than one half percent of total freight movements in Lee County in 2003. Tier One highways or regional corridors are used to move goods in, out, and through the county and provide connectivity beyond the county boundaries. Tier Two roads are those that function as connectors to the major freight activity centers or between the regional freight corridors. Together, these roadways provide a grid of north to south and east to west regionally significant freight mobility corridors. Below these two tiers are roads that provide connectivity for trucks to local destinations such as shopping centers, grocery stores, and big box retailers.

From a freight generation standpoint, Tier One generators are large industrial areas that send and/or receive freight in large quantities for manufacturing or for further distribution to the consumer markets. Tier Two freight generators are the consumer activity centers such as malls, shopping centers, and grocery stores that are supplied by the local delivery systems.

While freight generating activity is prevalent throughout the county, the Tier One generators are concentrated in large and small industrial and mixed-use areas known as Freight Activity Centers (FACs). FACs are the "economic engines" of the county or region. They are major contributors to the County's base employment and a key component of regional economic development plans. Generally, they are also major generators of truck trip activity, including long-haul shipments to and from areas outside of the region. The major industries located within a FAC typically have significant ties to areas outside of Lee County.

3.2.1 Existing and Emerging Freight Activity Centers

The purpose of defining FACs is to establish their role and place in a community's vision for economic growth. Growth in these areas should be compatible with the land use and growth vision for surrounding areas. Policies and strategies that preserve these areas and provide opportunities for industrial growth are major considerations for future freight and goods movement.

Generally, FACs exhibit one or more of the following land use characteristics:

- Major industrial areas including manufacturing, warehousing, and distribution centers;
- Intermodal transshipment locations including ports, airports and their associated landside freight activities, and rail intermodal facilities; and/or

- Incubator industries that provide for future industrial growth.

Typically, FACs are located in the industrial core or near major intermodal transportation hubs such as ports, airports, and rail yards, or in outlying areas with industrial growth opportunities in close proximity to regional and strategic trade corridors.

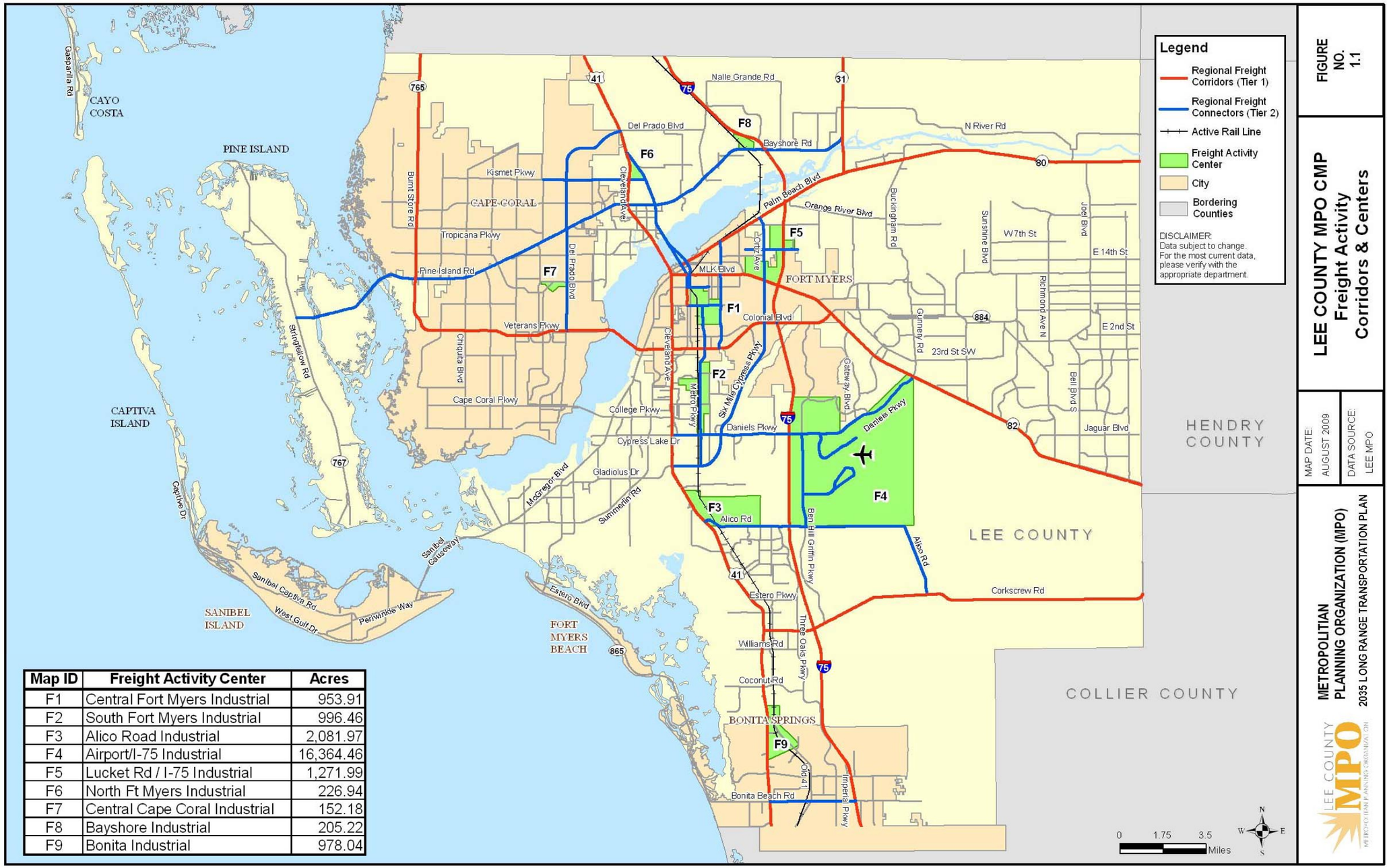
Existing and emerging FACs, located in Lee County, were defined by the following criteria:

- Large, contiguous, industrial areas consisting of manufacturing, bulk processing, warehousing/distribution activities, or intermodal transshipment locations;
- Areas with sufficient capacity (open and developable industrial zoned land) for growth;
- Industrial areas that are consistent with the local comprehensive plan; and
- Areas that have, or appear to have, an existing or emerging role in the regional economy.

Emerging FACs are those that are shifting from a local focus (small manufacturing of a local nature, repair shops, etc.) to a regional or national focus by attracting new businesses that reach beyond county borders. In some cases, these areas have relatively few businesses in place, but are designated for industrial growth with available vacant land to grow and are consistent with the local comprehensive plan.

The Lee County Freight and Goods Mobility Analysis (2009) identified virtually every business within the county with 50 or more employees. When mapped, these businesses were found to be located throughout the county, but a closer look indicated concentrations in specific areas. The approach for this Technical Memorandum was to map the Lee County Active Industrial Parks1 and use aerial photography and the County Property Appraiser's database to generally define boundaries, assess the types of industries located in the area, determine whether the areas are consistent with the established criteria for regional FACs, and serve as a starting point for further detailed study. Existing industrial employment locations and the industrial growth areas included in Development of Regional Impact (DRIs), and the Future Land Use Element of the Comprehensive Plans, were also considered. Based on the criteria, nine (9) FACs were identified within the county. These FACs are listed and characterized in Table XX and shown on Figure XX. These FACs are briefly described in this section. Further evaluation of these FACs as part of future goods movement studies should be undertaken in order to better define their boundaries, obtain a detailed description of each of these FACs, the industries contained within them and the potential for truck trip generation.

Figure 3.1 Freight Activity Corridors and Centers



Map ID	Freight Activity Center	Acres
F1	Central Fort Myers Industrial	953.91
F2	South Fort Myers Industrial	996.46
F3	Alico Road Industrial	2,081.97
F4	Airport/I-75 Industrial	16,364.46
F5	Lucket Rd / I-75 Industrial	1,271.99
F6	North Ft Myers Industrial	226.94
F7	Central Cape Coral Industrial	152.18
F8	Bayshore Industrial	205.22
F9	Bonita Industrial	978.04

Figure 3.2 Freight Activity Centers within Lee County

Map ID	Freight Activity Center	Approximate Size (Acres)	Intermodal Facility	Available Transport Mode(s)			Access	Character			Lee County Industrial Parks[1] Included within the FAC
				Truck	Rail	Air		Expanding	Redeveloping	Constrained	
F1	Central Fort Myers Industrial	954	X[2]	X	X		F		X		19, 25, 26, 27, 31, 36
F2	South Fort Myers Industrial	996		X	X		F		X		7,15, 28, 33, 34, 35
F3	Alico Rd. Industrial	2,082		X	X		G	X			4, 5, 6, 37, 39
F4	Airport/I-75 Industrial	16,364	X[2]	X		X	G	X			1, 2, 3, 16, 18, 24, 38, 42, 43
F5	Luckett Road/I-75 Industrial	1,272		X			G	X			8, 10, 12, 23, 40
F6	North Fort Myers Industrial	227		X	X		G			X	17, 21, 22
F7	Central Cape Coral Industrial	152		X			F			X	14
F8	Bayshore Industrial	205	X[2]	X	X		G			X	9
F9	Bonita Industrial	978		X	X		G	X			13, 20

[1] Source Map: Lee County Southwest Florida Economic Development Office, April 2007.
[2] Potential site of rail intermodal facility (*Lee County Goods Mobility Analysis*).

Approximate Size is the area based on the boundaries established by visual inspection of aerial imagery and existing and future land use.

Intermodal facility is defined as the ability to transfer containerized freight, or piggy-back trailers, directly from rail to truck or from pipeline to truck. Currently there are no freight intermodal facilities located within Lee County, although the potential exists to develop a rail/truck intermodal yard at one of the three sites indicated in Table 1-1, as each location has rail or the possibility of extending rail into the activity center as is the case for the Airport/I-75 FAC.

Available Transport Mode refers to what modes are located within the FAC. All the FACs include truck transport, however rail is presently in use or potentially available in five of the eight FACs.

Access is rated Good, Fair, or Poor. Good means there is direct access to the Strategic Intermodal System (SIS) or regional freight corridors. Fair access refers to access to the SIS or regional freight corridors via a direct, or nearly direct, designated connecting route. Poor access means there is no direct, or nearly direct, access to the SIS or regional freight corridors.

Character refers to existing uses, condition of facilities within the FACs, and whether there is room to expand. Expanding means that the activity center has room to grow without impacting other competing land uses. Redeveloping means that the FAC includes a high percentage of older facilities that can be redeveloped into other industrial uses or is in the process of

modernizing facilities. Constrained refers to areas that lack the ability to expand due to competing adjacent land uses or other barriers.

Industrial Parks were obtained from the Lee County Development Office map dated April 2007 that is posted on the County's web site (Table XX). Table XX also shows which Freight Activity Center they are located in, the supporting regional freight corridors and connector roads; the existing and planned number of lanes, the level of service, and the local Average Annual Daily Truck Traffic (AADTT).

Central Fort Myers Industrial Freight Activity Center (MAP ID F1)

The Central Fort Myers industrial FAC is made up of 954 acres located approximately between Edison Avenue on the north, to the City Limits on the south, and between Fowler Street on the west and Veronica Shoemaker on the east. The general boundaries are shown on Figure XX and are depicted as FAC F1. Included within this area are six industrial/business parks:

- Eastern Industrial park
- Kennesaw Industrial park
- Metro Distribution Center
- Metro Plantation Commerce Center
- Pearce Industrial park
- Southside Industrial park

Also located within this area is the Farmers Market, which was identified as a potential container intermodal facility by the Lee County Freight and Goods Mobility Analysis.

Transportation access is fair with no direct connection to the interstate system. The primary connecting roadways include Metro Parkway, Veronica Shoemaker, Hansen Street, Edison Avenue, Fowler Street and Colonial Boulevard, SR 82 and SR 80 that connect directly to I-75. Rail access is provided by the Gulf and Seminole Railroad, a class III regional line that extends into Lee County from its connection with the CSX Railroad at Arcadia in DeSoto County.

South Fort Myers Industrial Freight Activity Center (MAP ID F2)

The South Fort Myers FAC consists of approximately 996 acres that extend primarily along the east side of Metro Parkway from the northern boundary of Page Field to Six Mile Cypress Parkway. There is a small westward expansion between the south side of the airport and the

Hideaway Country Club, and another area that extends westward to US 41 south of Daniels Parkway. Included within this freight activity center are six industrial parks:

- Andrea Lane Commercial Center
- Crystal Industrial Park
- Metro Plex Industrial
- Plantation Corporate Park
- Pyramid Industrial Park
- Six Mile Commercial Park

Transportation access is good with no direct connection to the Interstate system, however, Metro Parkway and US 41 connect to Colonial Boulevard, Daniels Parkway and Six Mile Parkway, which are all regional goods movement connector corridors that provide access directly to I-75. Rail service is also available from the Gulf and Seminole Railroad.

Alico Road Industrial Freight Activity Center (MAP ID F3)

The Alico Road FAC is the area's second largest with approximately 2,082 acres that extend along both sides of Alico Road from US 41 to east of I-75. This freight activity center has available vacant land for expanding and is sited in a prime location for future industrial development. Industrial parks located within this FAC include:

- Alico Commerce Park
- Alico Industrial Center
- Alico Lakeside South Trail Industrial Park
- South Trail Industrial Park
- South Lee Industrial Complex

Transportation access is good, with direct connectivity to I-75 and US 41 via Alico Road. Alico Road also provides access to the SW Florida International Airport via Treeline Avenue, and to regional mining activities in the southeast portion of the county. Rail access is available from the Seminole Gulf Railroad that extends south along the east side of Old US 41. Rail service currently extends along Alico Road (spur line) over to the west of the future Three Oaks Extension.

Airport/I-75 Industrial Freight Activity Center (MAP ID F4)

The Airport/I-75 freight activity center is the largest, with 16,364 acres, but also the most loosely defined area. While a large portion of the FAC is occupied by the SW Florida International Airport complex, there are several industrial/business parks that have developed between I-75 and Treeline Avenue located west of the airport and along Daniels Parkway, which borders the north side of the airport. Alico Road provides the general southern boundary while the eastern boundary is generally defined as a line extending north from Alico Road to intersect with SR 82 at Shawnee Road. Within this general area there is room to develop additional industrial areas south and east of the airport. The Lee County Freight and Goods Mobility Analysis identified this area as a potential site for a rail intermodal terminal for both containers and petroleum fuels for aircraft and highway vehicles. The area could also be used to load bulk railroad cars for shipment out of the area. Industrial/Business parks in this area include:

- Airport Technology Center
- Airport Woods Commerce Center
- Alico Airpark Center
- I-75 Commerce Center
- Eastlinks
- Jetport Interstate Commerce Park
- SW Florida International Commerce Park
- Westlinks Business Park
- Worthington Business Park

Transportation access is good with Treeline Avenue providing north-south connectivity to two interstate interchanges via Daniels Parkway and Alico Road. Daniels Parkway also connects to SR 82 east of the airport that provides access to the Imokalee area in Lee County. The area south of the airport has been previously identified by Lee County and in the Lee County Freight and Goods Mobility Analysis as an opportunity for a possible rail intermodal location for the transfer of container cargo, aviation fuel for the airport, and possible other liquid petroleum products. However, extending the railroad east of I-75 would be problematic and costly from a right-of-way and infrastructure perspective. The primary issue would be how to get the rail east of the interstate at a reasonable cost. This could also include a pipeline from where the service ends on Alico over to this area. This opportunity will be discussed further later in this report.

Luckett Road/I-75 Industrial Freight Activity Center (MAP ID F5)

The Luckett Road/I-75 freight activity center approximately 1,272 acres and is a mixture of old and new industrial development. It generally extends from SR 82 (Dr. Martin Luther King Jr. Boulevard) north to Tice Street and between I-75 and Ortiz Avenue. On the south it extends west along SR 82 to the Michigan Avenue Link and north to approximately Ballard Road. The area appears to be a mixture of regional and local industrial businesses including commercial activities such as small repair shops. Industrial parks identified in this freight activity center include:

- B.F. Industrial Park
- Benchmark Corporate Park
- Billy Creek Commerce Center
- Interstate Park 82 (EZ)
- Suncoast Commerce Park

Transportation access is good with Ortiz Avenue providing north-south connectivity to Luckett Road and SR 82, both of which provide direct access to I-75.

North Fort Myers Industrial Freight Activity Center (MAP ID F6)

The North Fort Myers FAC is approximately 227 acres and extends from Littleton Road northward between US 41 and US 41 Business to their junction.

- East Cape Commerce Park
- Hancock Creek Commerce Park
- Indian Oaks

Transportation access to US 41 and Business US 41, a regional freight corridor is good; however, connectivity to I-75 (SIS corridor) is fair with connectivity via SR 78/Bayshore Road.

Central Cape Coral Industrial Freight Activity Center (MAP ID F7)

The Central Cape Coral Industrial FAC is generally located south of Viscay Parkway and west of Del Prado Boulevard. It is the smallest of the FACs, consisting of one industrial park and 152 total acres. The only industrial park located within this area is the Central Cape Industrial Park.

Transportation access is good to Del Prado Boulevard, a regional freight connector corridor; however, connectivity to I-75 is only fair via Del Prado Boulevard and SR 78/Pine Island Road/Bayshore Road, a distance of 9 miles. Access to the south is also available along the Veterans Parkway/Colonial Boulevard over to I-75.

Bayshore Industrial Freight Activity Center (MAP ID F8)

The Bayshore Industrial FAC is bounded by SR 78/Bayshore Road on the south and I-75 to the north and east and is bisected by the Gulf and Seminole Railroad. It contains 205 acres and was identified as one of three potential sites for an intermodal container facility by the *Lee County Freight and Goods Mobility Analysis*. This FAC is in an excellent location and there is plenty of vacant land to the north and west that could be used for expansion if properly zoned. In its current configuration there is not enough room to bring a 100-car intermodal train unless the area is expanded north to the proposed Del Prado Boulevard Extension and future interchange on I-75. This site is a prime location for large truck distribution centers due to its location near I-75 that could possibly be developed into a small freight village, with rail and interstate access, truck parking, fueling, rest area and restaurants. The Bayshore Industrial Campus is the only industrial park identified in the area. Truck access is good with nearly direct connectivity to I-75 approximately one mile east on SR 78.

Bonita Industrial (MAP ID F9)

Bonita Industrial freight activity center consists of 978 acres of mixed use activities including industrial, warehousing, commercial and some residential. The area is located in the vicinity of the junction of Old US 41 and US 41 between Old US 41 and the Seminole Gulf Railroad right- of-way. While the area is constrained, there are several vacant properties within the area that can be developed as industrial/warehousing sites. Although the railroad passes along the western side of the property the only businesses with rail service is Preferred Materials, a mineral processing plant, and S & S Pre-cast Land Development, a producer of pre-cast concrete beams and pipes. The only industrial park located within the freight activity center is the Bonita Industrial Park.

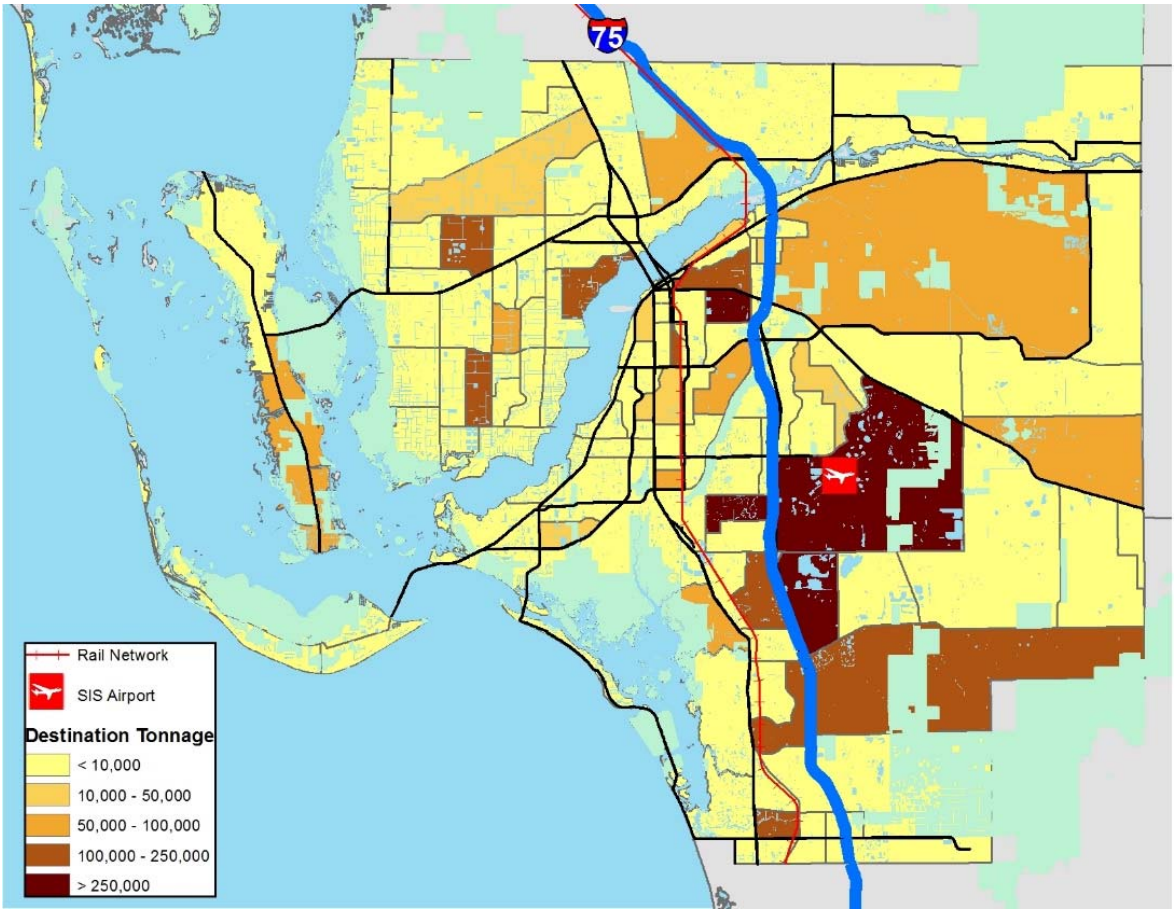
Transportation is good with nearly direct access to US 41, a regional goods movement corridor, with fair access to I-75 via US 41 and Bonita Beach Road.

3.2.2 Transearch Concentrations of Inbound and Outbound Movements

The identified freight activity centers were predominately focused on an identification of clusters of industrial parks. While these areas do have a high concentration of freight due to the businesses operating there, they are not necessarily the only locations where trucks are operating. Figures 3.2 and 3.3 showcase where the truck tonnage previously discussed is going to or coming from, respectively. A comparison of these two maps shows a much wider spread for inbound movements than outbound. This is likely due to a smaller number of outbound

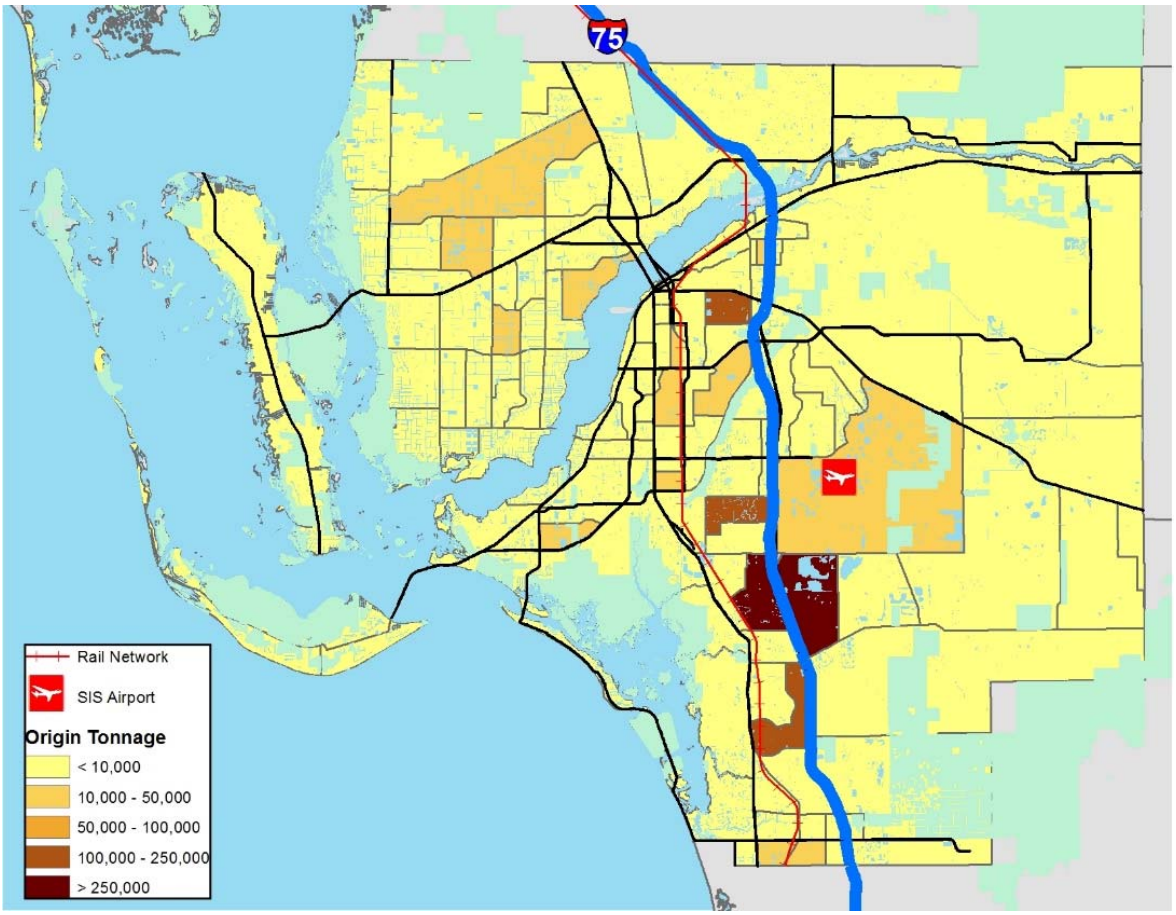
movements from warehouses and distributions centers to a larger number of retail locations throughout the county. Also, goods produced in the county which are then distributed elsewhere in the country are only produced in a few select locations, resulting in the more concentrated areas.

Figure 3.3 Inbound Truck Movements



Source: Transearch.

Figure 3.4 Outbound Truck Movements



Source: Transearch.

3.3 Example Supply Chains of Lee County

While the analysis of Transearch data yields a high level overview of key commodity types in the region and where they are going to or from, connecting with industry partners gives a more detailed look at how an individual supply chain functions. As part of this effort, four companies were selected to participate in stakeholders interviews as representatives of the following industries:

- Beverage Distribution
- Seafood
- Fresh Produce
- Refrigerated Products

These stakeholders were asked to discuss how their product moves, what type of facilities they use, potential growth plans, advantages to operating in the region, and issues they encounter either in the region or the specific industry at large.

3.3.1 Beverage Distributor

Distribution operations are represented by a company specializing in beverage distribution, specifically beer. Product is brought into the region utilizing the ports of Miami and Tampa for international imports. Trucks are used to move the imports from port to warehouse and for all other shipments of domestic brews. Rail is not utilized for movements as the product requires more time sensitivity than rail allows.

This product is brought into one of three facilities operated by this distributor in South Florida, namely in Fort Myers, Tampa, and Fort Pierce. Product from each supplier is only brought to one facility directly, requiring a redistribution of the goods between facilities before they are delivered to customers. This movement occurs at night by a company owned fleet and includes not only the redistribution of new product, but also things such as empty kegs. With plans to expand the existing facility in Fort Myers, it is anticipated that the magnitude of the overnight redistribution of goods will be reduced, if not eliminated.

Once the goods are reallocated to the proper warehouse, they are then delivered to customers. From the Fort Myers facility, customers are located in several of the surrounding counties, including not only Lee but also Collier, Hendry, Glades, and Charlotte, among others. In the region, there are over 5,000 accounts which are served on 40-45 various routes. On each route, a single truck will hold roughly 550 cases of beer. All told, this company delivers 20 million cases of beer each year, 7.5 million of which are distributed out of Fort Myers.

For the most part, this distributor has minimal problems with the freight network in Lee County. While there are some operational issues, such as a lack of space to load or unload trucks in Downtown Fort Myers, these are seen as things that come with the job and would be difficult to modify. The company mitigates these issues by teaching the driver what they need to do at a particular customer. They also adjust their vehicle sizes for any special size and weight considerations. Other minor operational issues involve low-hanging trees which can cause damage to the trucks as they drive around. A larger awareness of this for landscaping purposes can help to reduce this hazard. Additional operational considerations undertaken by the company include traffic monitoring to take routing actions ahead of time and optimizing delivery routes to reduce travel times and mileage. Overall, their Fort Myers location is well suited for operations as a central location for the customers served. Easy access to I-75 is also important.

3.3.2 Refrigerated Goods/Perishables and Other Commodities

To represent the movement of refrigerated products into and out of the region, a local full service refrigeration company who does warehousing and distribution was contacted. The facility itself handles frozen foods, citrus, and juices, which are shipped both nationally and internationally. Customers drive the volume of goods handled as well as the origin and destination of these goods. These products are transported via a company truck fleet which includes refrigerated vehicles.

For other commodity types, flatbed trucks are used to provide transloading services for rail products including lumber or drywall. Other products such as scrap steel and glass cullet are also transported via rail through this facility to serve companies without rail access. The use of rail to move these goods helps to reduce the number of trucks on the roadway and improves the overall level of service. As such, expanded rail and intermodal service in the region is desirable. One of the largest components of this conversation stemmed from the need for an intermodal terminal. While Lee County is located near the new intermodal terminal developed by CSX in Winter Haven, a terminal here would help serve a more localized area, roughly within a 150 mile radius. This is not necessarily an immediate need of the region, but something which needs to be planned for on the horizon. This can yield a more efficient, standardized method of transporting freight into the region.

This stakeholder identified the need to promote freight within Lee County and was encouraged that the MPO is taking steps to keep up with the needs of freight users. While the lack of a deepwater seaport in the county results in slower growth, taking steps such as developing an intermodal facility as well as preserving the existing rail corridor will help to ensure that Lee County has a well connected and efficient freight system.

3.3.3 Seafood

The seafood industry of Lee County is represented by a company specializing in shrimp. They are among the largest in the state of Florida, moving over 15 million pounds of shrimp each year. Product is captured and brought in on vessels after which a large amount is moved to Tampa to a processing facility there. To understand the importance of this facility, it is necessary to think of how shrimp are captured versus how they are sold. A single vessel can capture millions of shrimp in a single trip, however, they are a wide variety of sizes. Shrimp are typically sold by a specific size (i.e. "jumbo" versus "small"). To properly sort and package this product, a processing facility is needed. For this reason, product is predominately shipped to Tampa as well as Texas, but can vary based on where the best price is found. These movements are all done via truck, usually with a company owned fleet.

A significant challenge for this industry comes from foreign imports. The United States shrimp industry faces significant competition from farm raised shrimp from countries such as China, Thailand, and Vietnam, among others. This has driven the price of shrimp down significantly in the United States and could feasibly result in domestic layoffs in this industry. This issue has been at the forefront of the industry for many years, including a lawsuit filed by American shrimpers in 2002 against multiple countries as well as counter-lawsuits by China and Thailand.

Opportunities for this industry include upgrades to outdated facilities, an expansion of mode types used, and trade opportunities with Cuba.

One of the limitations for the shrimp industry in regards to customers which can purchase the product lies in the need for a processing facility. The processing facility in Lee County which was previously used for this is now outdated and in need of upgrades. The redevelopment of this facility has the potential to not only allow the company to be more cost competitive but also to add both full and part time jobs for the region.

As mentioned, all product for this company is shipped to customers via truck. While the small company owned trucking fleet is normally adequate, a larger than average catch can result in the need for the company to depend upon a third party logistics provider. One opportunity for this industry to combat this problem is to rely more heavily on rail transport. For many industries, rail is not an option due to slower shipping times than truck. However, for shrimp, this offers an opportunity. As technology has evolved, so too has the shelf-life of shrimp as it can be frozen directly on the boat and stay fresh for weeks, allowing the slower transit mode to be viable, albeit in refrigerated equipment. This would open up additional customers to sell product to as well as most likely reduce the overall cost of transportation.

The last opportunity mentioned for this industry as a whole lies in the opening of trade with Cuba. While there are still several issues which need to be sorted out with opening trade with this country, the current political atmosphere suggests that this may soon be a reality. Ideally, smaller supply boats would export shrimp to Cuba which would then in turn bring Cuban products back as imports on the return trip. This opens up an additional market for this industry to participate in, allowing for the possible growth of existing operations.

3.3.4 Fresh Produce

Agriculture is a significant industry throughout the entire state of Florida encompassing oranges, tomatoes, sugar cane, and a variety of other fruits and vegetables. This industry has an impact on Lee County as well. A local grower was contacted. Farms are located throughout the state, but the main facility for this company is located in Immokalee, Florida, to the east of Lee County.

The process of growing fresh vegetables and fruit is a multi-step process and requires a significant amount of sourced products. Prior to growing season, fertilizer must be brought to

the farms in order to facilitate growth. This fertilizer is mostly acquired from Port Tampa Bay as well as some which is railed in from Canada. However, all fertilizer is delivered to the farms via truck.

During the growing season, truck movements are relatively minimal as there is no product to move. However, once the produce is harvested, the truck movements begin again. All products are brought to the facility in Immokalee for packaging before being shipped throughout the United States.

For the most part, these movements are done by company owned trucks with some third party providers depending on the movement type. Truck movements not only include the fertilizer and products mentioned here, but also the packaging material used, associated trash, and other materials needed for production. Overall, this results in several thousand truckloads per year.

As all movements for this particular stakeholder are done using truck, a well operating roadway network is key for smooth operations. Given that Immokalee is at least 20 miles from the nearest interstate, adequate connections to access these high-capacity facilities are critical. From the vantage point of Immokalee, a widening of SR 82 to four lanes would be most beneficial. Another potential option discussed would be a bypass for I-75 around Fort Myers connecting to Naples through Immokalee which would help all growers along this route.

3.3.5 Additional Stakeholder Input

While the discussions with county stakeholders were meant to yield a glimpse into specific supply chains for these industries, some of the issues mentioned impact more than a single industry. Most notably, the minimal selection of truck fueling and parking stations was mentioned. While this may not impact some local operators who are aware of the situation or who may be able to provide parking for their fleet, it leaves the trucking community at a disadvantage. With few truck parking or refueling locations, drivers do not have an opportunity for competitive prices and also risk violating hours of service laws or local violations should they not be able to find an appropriate location to rest. It was recommended that an additional facility be developed in the county to accommodate both local and long-distance truck operators.

4.0 FREIGHT PERFORMANCE MEASURES

4.1 Truck-Friendly Design Standards

Because of the importance of goods movement to the local economy, policies must be developed to ensure the efficient movement of freight over the designated network. The recently completed *Lee County Freight and Goods Mobility Analysis* included a recommendation for incorporating truck friendly highway geometric designs.

In order to accommodate trucks, all regional and connecting truck corridors should incorporate truck-friendly design standards whenever a roadway is improved. The purpose of incorporating truck-friendly design on certain regional and local roads is to encourage trucks to use these facilities because they reduce delay and save time. It approaches freight mobility from a positive perspective by encouraging the use of certain corridors rather than restricting trucks from corridors and local streets. Good truck-friendly design standards also reduce the risk of infrastructure damage such as crushed curbs and sidewalks and damaged signs and utility structures. In the end, making it easier for trucks to maneuver and reducing the number of times trucks must stop along a corridor ultimately improves the corridor for all users. In addition, congested freight activity areas should also include adequate road widths for on-street deliveries where appropriate and when off-street parking is not available. These standards, at a minimum, include:

- Travel lane width of ≥ 10 feet (12 feet preferred and standard for SIS facilities);
- Hard shoulders width of 10 feet;
- Corner turning radius sufficient to accommodate a WB-66 tractor trailer unit (53' trailer plus tractor unit);
- Left-turn storage lanes of sufficient length to accommodate all turning vehicles without blocking/interrupting through lane traffic;
- Directional median openings with left turn storage that will accommodate large trucks reducing through lane interruption;
- Dedicated right-turn lanes and acceleration merge lanes at major intersections;
- Advanced signal timing that maximizes truck flow and minimizes the number of stops for trucks;

- Truck way-finding signage (similar to points of interest signage) to direct trucks to key intermodal, rail and distribution facilities via the most direct route; and
- Designated on-street truck parking during established delivery times in the downtown commercial and congested freight activity centers.

To ensure that truck-friendly design standards are included on all truck routes, the county and municipalities, working with the MPO, should develop and formally adopt county-wide minimum standard truck route typical sections to be used on all future capacity improvements on designated regional and local truck routes.

In order to ascertain the state of "truck friendliness" within Lee County, it is recommended that the MPO, in cooperation with the county and municipalities, undertake a "freight corridor screening program" that will help evaluate each corridor against a standardized freight-screening checklist. Once a baseline is established on the goods movement corridors, the number of miles or percent of corridors that meet the standards could be used as a system-wide performance measure until all routes have been improved.

4.2 Recommended Performance Measures

Performance measurement to assess freight movements have come to the forefront of planning efforts due to MAP-21 requirements. Specifically, state and MPOs were charged with establishing performance measures in the following areas:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS);
- Performance of the Interstate System and the remainder of the NHS;
- Bridge Condition on the NHS;
- Fatalities and serious injuries by both number and rate per vehicle mile traveled on all public roads;
- Traffic Congestion;
- On-road mobile source emissions; and
- Freight movement on the Interstate System.

In order to meet the requirements for MAP-21 reporting, the state of Florida initiated a Mobility Performance Measures (MPM) program within FDOT. The *Florida Multimodal Mobility Performance Measure Source Book* is published annually and represents data and analysis

primarily for the State Highway System (SHS) and includes the SIS. This document encompasses all major modes of transportation within the state of Florida including automobile, aviation, bicycle, pedestrian, transit, truck, rail, and seaport. The freight-specific performance measures identified as part of this program are detailed in Table 4.1. Note that seaport measures monitored by FDOT are not included in this table since Lee County does not have a deepwater seaport.

Table 4.1 Freight Measures Identified in the Florida Multimodal Mobility Performance Measures

Name	Truck	Aviation	Rail
Quantity	**Combination Truck Miles Traveled** ☐	Tonnage ⊙	Tonnage ⊙
	Truck Miles Traveled ☐	*Value of Freight* ⊙	*Value of Freight* ⊙
	Combination Truck Tonnage ⊙		
	Combination Truck Ton Miles Traveled ⊙		
	Value of Freight ⊙		
Quality	**Travel Time Reliability** ◔ ◕ ☐		
	Travel Time Variability ◔ ◕ ☐		
	Combination Truck Hours of Delay ☐		
	Combination Truck Average Travel Speed ◔ ◕		
Accessibility		Highway Adequacy (LOS) ◔ ◕	Highway Adequacy (LOS) ◔ ◕
			Active Rail Access ⊙
Utilization	**% Miles Severely Congested** ◔ ◕		
	Vehicles Per Lane Mile ◔		
	Combination Truck Backhaul Tonnage ⊙		

Source: Florida Multimodal Mobility Performance Measures Source Book.
Reporting Periods: ◔ - Peak Hour, ◕ - Peak Period, ☐ - Daily, ⊙ - Yearly
Bold – FDOT MAP-21 Recommended Measure, *Italicized* – Measure added in 2015

A key strategy of this Program is to conduct consistent outreach. In particular, the Program seeks to have regular meetings with Stakeholders, namely the FDOT Districts and Modal Offices one to two times per year. MPOs may also be included in this process but on a by-request basis. It is recommended that the MPO work with this Program on an annual basis to acquire relevant data sets and analysis for these measures which are already monitored.

In addition to the mobility performance measures discusses above, additional freight related performance measures have been identified based on best practice research to help the Lee MPO meet MAP-21 requirements as well as local county needs. These measures address the following areas::

- Safety;
- Economic;
- Environmental;
- Asset (pavement, bridges);
- Human Resources; and
- Production.

Specific measures to address include: pavement conditions, bridge conditions, fatalities and serious injuries, and emissions. Fortunately, the majority of these measures are monitored by FDOT or other state agencies which allows for a consistent glimpse at historical trends of these measures. The exception to this is the emissions component. Without specific monitoring locations, emissions are typically calculated as an average based on vehicle types and vehicle miles traveled. As such, this measure is typically harder to monitor unless a specific program is put into place, such as those seen in California.

These additional measures can be monitored on a consistent, straightforward basis which allows for a comparison from year to year. In regards to pavement conditions, the FDOT Pavement Condition Unit conducts annual surveys of SHS to support FDOT's Pavement Management Program. This data is used to assess the condition and performance of the roadways as well as predict future rehabilitation needs. This data is reported on an annual basis by roadway segment but is also provided as a GIS shapefile that is updated weekly. This frequency of reporting can make assessing the network on a consistent basis a more difficult task. However, pavement does not typically deteriorate overnight. In addition, based on data from September 2015, pavement conditions are of a minor concern in Lee County at present. Only five roadway segments totaling roughly 3.5 miles were identified as being in "Poor" condition. None were identified as being in "Very Poor" condition. Of these segments, identified in Table 4.2, only one has existing data for

truck movements. A & W Bulb Road has approximately 180 trucks (or 2.5% of total traffic) on average per day. This suggests that pavement conditions are not a significant issue for truck drivers in the county.

Table 4.2 Roadways Rated as Poor Condition in Lee County

Roadway	From	To	Length (mi)
A & W Bulb Road	Gladiolus Drive	Lake Cove Drive	1.0
Market Street	Central Avenue	Fowler Street	0.1
Meadow Road	Homestead Road S	Hedgewood Street	0.9
Meadow Road	Naples Avenue	Kirkwood Street	1.2
Union Street	Broadway	Central Avenue	0.2

Source: FDOT.

Bridge conditions are provided by the National Bridge Inventory (NBI) compiled by the Federal Highway Administration (FHWA). This database contains information on bridges and tunnels which have roads passing above or below. Bridges which have been identified as deficient may result in routing issues for trucks by imposed weight limits or added congestion. For this aspect, there are two different types of classifications: Functionally Obsolete and Structurally Deficient. Functionally Obsolete is used to describe bridges which are no longer functionally adequate for their task. This may include not having enough lanes or not enough space for emergency shoulders. It does not suggest that there is a structural issue on the bridge. On the other hand, Structurally Deficient bridges do have an issue. This status describes bridges which have one or more structural defects requiring attention.

Table 4.3 details the number of bridges in Lee County which are listed as having one of these statuses. Roughly 21 percent of all bridges within the county qualify as functionally obsolete, with none defined as structurally deficient in 2014. Similar to the pavement conditions, however, not all bridges are pertinent for freight movements. Table 4.4 details the top ten functionally obsolete bridges in the county based on truck volumes. Note that these volumes are provided from the data from FHWA, rather than the latest FDOT counts. These identified bridges tend to appear as sets of pairs. Most likely, this is due to them being built at the same time with the same volumes of traffic in mind. As mentioned, these bridges are functionally obsolete, meaning that the design is no longer functionally adequate, not that the bridge has structural issues. All bridges listed here are open with no restrictions.

Table 4.3 Structurally Deficient and Functionally Obsolete Bridges

Year	Bridge Count	Structurally Deficient	Functionally Obsolete	Total
2014	375	0	80	80
2013	376	1	79	80
2012	370	0	80	80

Source: FHWA.

Table 4.4 Top 10 Functionally Obsolete Bridges by Truck Count

Structure Number	Facility Carried	Location	ADT	Truck Percent	TADT
124063	Del Prado Blvd SB	1.5 mi S of Hancock Pkwy	53,000	10	5,300
124064	Del Prado Blvd NB	1.5 mi S of Hancock Pkwy	53,000	10	5,300
124061	Del Prado Blvd SB	0.5 mi S of Veteran Memorial Pkwy	42,800	10	4,280
124062	Del Prado Blvd NB	0.5 mi S of Veteran Memorial Pkwy	42,800	10	4,280
120093	I-75 SB (SR-93)	2.2 mi S of SR-78	34,000	12	4,080
120094	I-75 NB (SR-93)	2.2 mi S of SR-78	34,000	12	4,080
124044	College Parkway WB	0.7 mi E of Del Prado	37,957	10	3,796
124101	CR 865 Bonita Beach Road	1.5 mi W of US-41	13,065	10	1,307
124102	CR 865 Bonita Beach Road	1.9 mi W of US-41	13,065	10	1,307
125638	Country Club Blvd	100 ft N of 10th St	17,900	5	895

Source: FHWA National Bridge Inventory.

The last consideration is the number of incidents involving commercial vehicles. The Florida Department of Highway Safety and Motor Vehicles (DHSMV) publishes an annual Traffic Crash Facts summarizing the number of incidents occurring within each of the counties in a given year. Incidents are categorized by type of driver and the severity of the incident. For the purposes of this reporting system, a commercial motor vehicle (CMV) is defined as one of the following:

- Vehicle Body Type of Bus (Code of '8' on the Crash Report) or Vehicle Body Type of Medium/Heavy Truck (Code of '20' on the Crash Report); or

- Is transporting hazardous materials and is required to be placarded (Hazmat Placard Indication of '2' on the Crash Report); or
- Commercial Motor Vehicle Configuration was completed on the Crash Report; or
- Has a gross, declared, or actual weight rating of 10,001 pounds or more; or
- Commercial indicator on the Crash Report is marked as 'Y' (True)

While Table 4.5 details the last three years of CMV-related incidents, a direct comparison between years is difficult. There was not, most likely, a significant increase in CMV incidents between 2011 and 2012 as this data shows. Rather, reporting requirements changed beginning in 2012. Changes to FS 316.066 required that all crashes involving a CMV must be reported to DHSMV. This resulted in a corresponding increase in the number of reported CMV crashes beginning in 2012.

Table 4.5 Commercial Motor Vehicle Crashes in Lee County

	2011	2012	2013
Total Crashes	4,417	6,084	7,955
Total Fatalities	75	64	92
Total Injuries	4,135	4,951	5,472
Total Property Damage	1,616	2,762	4,155
CMV Crashes	190	545	645
CMV Fatalities	5	7	9
CMV Injuries	182	224	227
CMV % Crashes	4%	9%	8%
CMV % Fatalities	7%	11%	10%
CMV % Injuries	4%	5%	4%

Source: DHSMV.

A more realistic approach to examining this data is to compare it with statewide totals until a more controlled trendline can be determined. Compared to Florida crash statistics as a whole, CMV crashes were a significantly lower percentage of overall crashes in Lee County over these three years. For instance, CMV incidents accounted for 8 percent of overall crashes in Lee County in 2013 , but statewide they accounted for 10 percent in this year. The only instance in which Lee County had a higher rate than statewide was for CMV fatalities in 2012.

5.0 FREIGHT NEEDS AND ISSUES IN LEE COUNTY

With the passage of MAP-21, freight planning has been awarded a greater emphasis over the past few years. As a result, there have been a significant number of planning efforts focused on freight needs and issues at the local, regional, state, and national levels. With multiple planning efforts undertaken, often at the same time, some identified freight needs end up only being captured in select instances. This results in an incomplete picture of the true needs of a county or region. Often times, projects have been left off of one list, or repeated multiple times. As part of this Freight Mobility Element, efforts were made to identify Lee County projects across these multiple plans to best capture all identified projects. Examined plans included the following:

- SIS 5 Year Adopted Plan (2014 and 2015);
- SIS 2nd 5 Year Adopted Plan (2014 and 2015);
- 2040 Cost Feasible (2014);
- 2040 SIS Multi-Modal Unfunded Needs Plan (October 2011);
- Statewide Freight Trade and Mobility Study; and
- FDOT Rail System Plan (2010).

In addition to identifying these projects, it is also important to establish project priorities to determine which are most critical to the continued success of the freight community of Lee County. Priorities for this freight element were determined based on the priorities identified through the prior planning efforts. These projects have gone through multiple iterations of planning processes which worked to establish their own priority rankings and this element seeks to reflect those ideas. Priorities were based on the following, in descending weight order:

- Construction underway;
- Identified funding sources;
- FMTP Priority Status (i.e. "Very High Priority" takes precedence over "High Priority"); and
- Priorities from other plans.

5.1 Rail Improvements

Rail improvements projects identified in prior plans are listed in Table 5.1. As mentioned in the overview of the rail infrastructure of Lee County, preserving the rail corridor is a critical concern

for the region to ensure that there are multiple modal options for freight movement. At present, the Southwest Florida Rail Corridor Preserve is the only rail project with identified funding, resulting in a higher ranking. The majority of the remaining rail projects have been included as part of the FMTP process and are listed based on their planning horizon identified as part of the 2010 FDOT Rail System Plan. The most identified project, however, is an Intermodal Transfer Terminal which underscores the need for such a facility in the region.

Table 5.1 Rail Improvements Identified in Prior Planning Efforts

	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	2040 Multi-Modal Unfunded Needs Plan (October 2011)	Statewide Freight Trade and Mobility Study	2010 FDOT Rail System Plan
Southwest Florida Rail Corridor - Preserve	ROW - 2016	ROW - 2016			
CSX/SGLR at Lee County Intermodal Transfer Terminal (Capacity Upgrade)			Unfunded - Short Term	Unfunded - Very High Priority	Near Term (1-5 Years)
Lee County Rail Intermodal Yard				Unfunded - Very High Priority	Near Term (1-5 Years)
Southwest Florida International - Rail Intermodal Yard				Unfunded - Low Priority	Near Term (1-5 Years)
SGLR Infrastructure Improvements - Phase 1				Unfunded - Very High Priority	Mid-Term (6 – 10 Years)
SGLR Infrastructure Improvements - Phase 2				Unfunded - Very High Priority	Mid-to-Long-Term (11 – 20 Years)
CSX/SGLR from Arcadia, Desoto County to Lee County (Right of Way)			Unfunded - Mid-Term	Unfunded -Medium Priority	
Railway Bridge at the Caloosahatchee River			Unfunded - Long-Term		
Lee County Port Authority Rail Study					

Source: See above referenced plans.

One project listed here that was not identified in prior plans is the Lee County Port Authority Rail Study, however, it does have an identified funding source. At present, this study is programmed for Fiscal Year 2017 and will look at three key components:

- Study the feasibility of a rail and pipeline connection from RSW to the Florida Fuel Connection Petroleum Products Logistics and Distribution Facility in Clewiston, Hendry County for the shipping of aviation fuel;
- Study the feasibility of a rail connection between the Seminole Gulf Railroad in Lee County with the South Central Florida Railroad Express to enable the movement of freight between Southwest and Southeast Florida; and
- Evaluate the transportation and economic impacts of the Intermodal Logistics Center (ILC) at Winter Haven, Polk County on inbound and outbound rail and truck freight into Lee County.

5.2 Air Cargo Improvements

Recommended projects from the 2004 Master Plan Update include a relocation of the cargo facility to the space occupied by the previous terminal, east of the current facility. (See Figure 5.1). This alternative was recommended above other options in the master plan as it would free up considerable expansion potential for general aviation while allowing considerable all-cargo facility expansion westward from its new location. It would also efficiently reuse the apron space previously occupied by the passenger terminal. The Master Plan also mentions the possibility of developing a multi-modal facility on or near the airport, which could serve to draw more cargo activity to the airport. The plan notes that access points and truck movement areas would need to be modified to allow for large truck activity. The airport currently does not have a timeline for cargo facility related expansion or relocation; these remain long term, unfunded projects.

Figure 5.1 Southwest Florida International Airport Aerial View of Proposed New Cargo Ramp Location at the Site of the Old Terminal Building

Source: Google, 2015.

Other long term projects related to freight in the Master Plan include a 9,100 foot parallel runway and associated infrastructure to increase capacity at the airport. This project would include a relocated air traffic control tower, apron expansion, crossfield taxiway system, mitigation activities and FP&L electrical line relocation. The apron expansion and crossfield taxiway system were completed in late 2013. The tower relocation is currently in the design phase. The entire project is estimated to cost $454 million. Phase I of this project is included in the 2015-2019 SIS Grant Program.

The airport has recently and is currently undertaking several capital projects, which are briefly described in this section and in Table 5.2 and 5.3. Many of these projects involve airside pavement rehabilitation and construction of connector taxiway infrastructure to serve the relocated terminal and the future additional runway. Rehabilitation of roadways north of the airport, especially Chamberlin Parkway, Paul J. Doherty, and Fuel Farm Roads are currently programmed.

Table 5.2 Air Improvements Identified in Prior Planning Efforts

	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	2040 Multi-Modal Unfunded Needs Plan (October 2011)	Statewide Freight Trade and Mobility Study	RSW Input
RSW - Parallel Runway 6R/24L Phase 1	SIS Grant 2015-2019	SIS Grant 2016-2019	Unfunded - Short Term		
RSW - Expand Midfield Entrance Road	SIS Grant 2015	SIS Grant 2020	Unfunded - Short Term	Unfunded – Very High Priority	Funding from FAA for Design, FDOT for construction
Airfield Signage					Upgrades Underway from FAA/FDOT funds
RSW - Airport Capital Improvement	SIS Grant 2017				
RSW – APT Design, Permit and Const Dual TW SYS to RW		SIS Grant 2017			
Tower Relocation					Under Design, Funded by FDOT
RSW - Airside Pavement Rehabilitation				Unfunded - High Priority	Funding from FDOT
RSW - Pavement Rehabilitation of Roads				Unfunded - High Priority	Programmed in Work Program by FDOT
RSW - Realign Chamberlin Parkway				Unfunded - High Priority	Unfunded – Low Priority
RSW - Infrastructure Development				Unfunded - Medium Priority	

Source: See above referenced plans.

Table 5.3 Air Improvements Identified in Prior Planning Efforts - Completed

	2040 Multi-Modal Unfunded Needs Plan (October 2011)	RSW Input
RSW - Airside I Apron Expansion	Unfunded - Short Term	Complete
RSW - Design/Construct Cross Field Connector Taxiway	Unfunded - Short Term	Complete
RSW - Cross Field Connector Taxiway to Terminal Ramp	Unfunded - Short Term	Complete
RSW - Design and Construct Widening of FBO Taxiway	Unfunded - Short Term	Not Moving Forward

Source: See above referenced plans.

Additionally, a direct connection between I- 75 and the airport main entrance was completed in early 2015, which allows airport-related traffic to avoid local streets and access the freeway directly at Exit 128 on I-75. This new roadway provides important access to the expedited carriers operating out of RSW, as they can more efficiently access local highways. Plans are underway to expand the terminal access road to six lanes although this project is yet unfunded. Additionally, a $16 million Airport Rescue and Fire Fighting facility opened in 2013. [4]

Announced in July 2015, Florida Fuel Connection is building a distribution facility in Hendry County that will bring in fuel via rail, increasing options available for fuel service to RSW.[5] Currently, fuel is brought in via truck to a Swissport fueling facility on the northeast side of the field. The fuel is then transferred to the terminal area for use by airlines using an underground hydrant fuel system. There is also a general aviation fueling farm operated by Private Sky Aviation.

Due to increases in tourism and commercial business, there has been increasing desire for suitable industrial and commercial development opportunities in the vicinity of the airport. The airport is designated as a foreign trade zone, allowing for special advantageous customs procedures to U.S. companies embarking in international trade. The "Skyplex" area – a parcel of land owned by the port authority with over 1100 acres of land zoned for commercial and aviation related uses located north of the airport, has been approved by the county for marketing and is currently seeking tenants for commercial and light industrial use.[6] Identified in the 2004 Master Plan, this area has long been a target for development by the airport to increase the airport's role as a land lease agent and increase the financial stability of the airport. However, previous

[4] www.flylcpa.com/uploads/newsfiles/file299.pdf
[5] http://www.flgov.com/2015/07/28/gov-scott-announces-florida-fuel-connection-will-create-50-jobs-in-south-florida/
[6] http://www.skyplexrsw.com./leasing/

attempts to develop this area, such as the Madden Research Loop project developed by Gulf Coast Technology Center, Inc. in 2008, have not succeeded in the long-term.[7] Nevertheless, leasing agreements remain attractive to airports as the funds received through such projects can be used to fund additional airport improvement projects. Additionally, the airport serves as a location convenient for the distribution of goods to nearby residential, commercial, and tourism areas.

Page field, although not currently serving air cargo, also does have land available for industrial facilities. Page Field Commons is 40 acres of airport property leased to private companies for commercial development including retailers and restaurants such as Best Buy and Panera Bread. North of this area is another leased parcel of land called the Page Field Medical Village, a series of three buildings occupied by Lee Memorial Health System. Finally, a third parcel is leased to Racetrack Petroleum.

5.3 Highway Improvements

Highway improvements are significantly more encompassing than projects identified for the railway or airport due to the large roadway network. For this mode, the methodology is slightly different. As before, those projects included in prior planning efforts are listed and prioritized. However, also included is a ranking of the roadway network in the county to help better establish which segments are the most critical for freight movements.

5.3.1 Previously Identified Highway Freight Projects

On the highway side, there are multiple projects listed as part of both the first and second 5 Year SIS Plans. These predominately focus on the widening of SR 82 as well as interchange modifications along I-75. The majority of the projects along SR 82 have SIS funding identified for construction through 2022 whereas the I-75 projects have only identified funding for Preliminary Engineering (PE) or Right of Way (ROW) at most.

Table 5.4 details these SIS-funded projects as well as other projects identified in these prior planning efforts. Additional projects are located along Colonial Boulevard, US 41, Metro Parkway, and Edison Avenue, and include further interchange modifications along I-75. The majority of these projects were identified through the FMTP or the 2040 Multi-Modal Unfunded Needs Plans.

[7] http://archive.news-press.com/article/20110824/BUSINESS/108240365/Tech-park-crumbles-Southwest-Florida-International

Table 5.4 Roadway Projects Identified in Prior Planning Efforts

	Statewide Freight Trade and Mobility Study	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	SIS 2nd 5 Year Adopted Plan (July 2014)	SIS 2nd 5 Year Adopted Plan (July 2015)	2040 SIS Cost Feasible (Sept 2014)	2040 Multi-Modal Unfunded Needs Plan (October 2011)
SR 82 (Immokalee) at Homestead Road (ATL)		PE/ROW/CON - 2015-2016	PE/CON - 2016				
SR 82 from CR 884 (Lee Boulevard) to Shawnee Road (A4-6)	Unfunded - Very High Priority	PE/ROW/CON - 2015-2018	PE/ROW/CON - 2016-2018	PE - 2020	CON - 2021		
SR 82 from Shawnee Road to Alabama Road S (A4-6)	Unfunded - High Priority	PE/ROW - 2015-2016	PE/ROW - 2016	CON - 2022	CON - 2022		
SR 82 from Alabama Road S to Homestead Road S	Unfunded - High Priority	PE/ROW - 2015-2018	PE/ROW - 2016-2020	CON - 2022	CON - 2022		
SR 82 from Homestead Road S to Hendry County Line (A2-4)		PE - 2015	ROW - 2016	ROW - 2021			
I-75 at SR 884/Colonial Boulevard (M-INCH)	Unfunded - High Priority	PE - 2015	PE - 2016				Unfunded - Mid-Term
I-75 at Corkscrew Interchange (M-INCH)	Unfunded - Medium Priority	PE - 2015	PE - 2016				
I-75 from S of Corkscrew Road to S of Daniels Parkway (A2-6)		PE - 2015	ROW - 2016				
I-75 at Daniels Parkway Interchange (M-INCH)	Unfunded - High Priority	PE - 2015					
SR 82 from Homestead Road S to Hendry County Line (A4-6)	Unfunded - High Priority					Cost Feasible Plan 2024-2040	
Edison Avenue from Palm Ave to Fowler Street	Unfunded - Very High Priority						
I-75 at Luckett Road (M-INCH)	Unfunded - High Priority						Unfunded - Mid-Term
Colonial Blvd at Summerlin Road	Unfunded - High Priority						
US 41 at Alico Road	Unfunded - High Priority						
I-75 at SR 78 (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
I-75 at Bonita Beach Road (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
I-75 at SR 82 (M-INCH)	Unfunded - Medium Priority						Unfunded - Mid-Term
Metro Parkway from Daniels Parkway to South of Winkler Avenue	Unfunded - Medium Priority						
SR 82 from Lee Boulevard in Lee County to SR 29 in Collier County	Unfunded - Medium Priority						
I-75 from CR 846/ Immokalee Road to Luckett Road (A2-SUL)							Unfunded - Mid-Term
SR 80 from SR 31/Arcadia Road to Buckingham Road (A2-6)							Unfunded - Mid-Term

	Statewide Freight Trade and Mobility Study	SIS 5 Year Adopted Plan (July 2014)	SIS 5 Year Adopted Plan (July 2015)	SIS 2nd 5 Year Adopted Plan (July 2014)	SIS 2nd 5 Year Adopted Plan (July 2015)	2040 SIS Cost Feasible (Sept 2014)	2040 Multi-Modal Unfunded Needs Plan (October 2011)
SR 82/Dr. MLK Jr. Boulevard from Michigan Avenue to CR 865/Ortiz Avenue (A2-6)							Unfunded - Long-Term
SR 82/Immokalee Road from Bell Boulevard to Lee/Hendry County Line (A2-4)							Unfunded - Long-Term
SR 82/Immokalee Road from Homestead Boulevard to Lee/Hendry County Line (A2-6)							Unfunded - Long-Term
I-75 at New Del Prado Boulevard (M-INCH)							Unfunded - Long-Term
I-75 at SR 80 (M-INCH)							Unfunded - Long-Term
I-75 from CR 886/ Goldengate Parkway to Luckett Road (A4-SUL)							Unfunded - Long-Term

Source: See above referenced plans.

5.3.2 Critical Highway Corridors

While these various planning efforts have documented a significant number of freight projects, they are not always all-encompassing. Plans such as the Freight Mobility and Trade Plan have a broader focus at the statewide level and are less concerned about, say, a single turning lane on a local road. While this may be important in the area, it would not have a significant impact on statewide freight movements. Similarly, the SIS Adopted Plans only look at SIS facilities, not other roadways important for the movement of goods and freight.

To accommodate for the local planning effort, a prioritization of roadways in the county was developed. This methodology, shown in Table 5.5, was developed as part of the Goods Movement Element of the Lee County 2035 LRTP. The following components are included in this process:

- Access to key economic generators;
- Type of freight facility;
- Percent of truck use and AADTT; and
- Prevalence of hot spots.

Table 5.5 Freight Needs and Prioritization Factors: Access

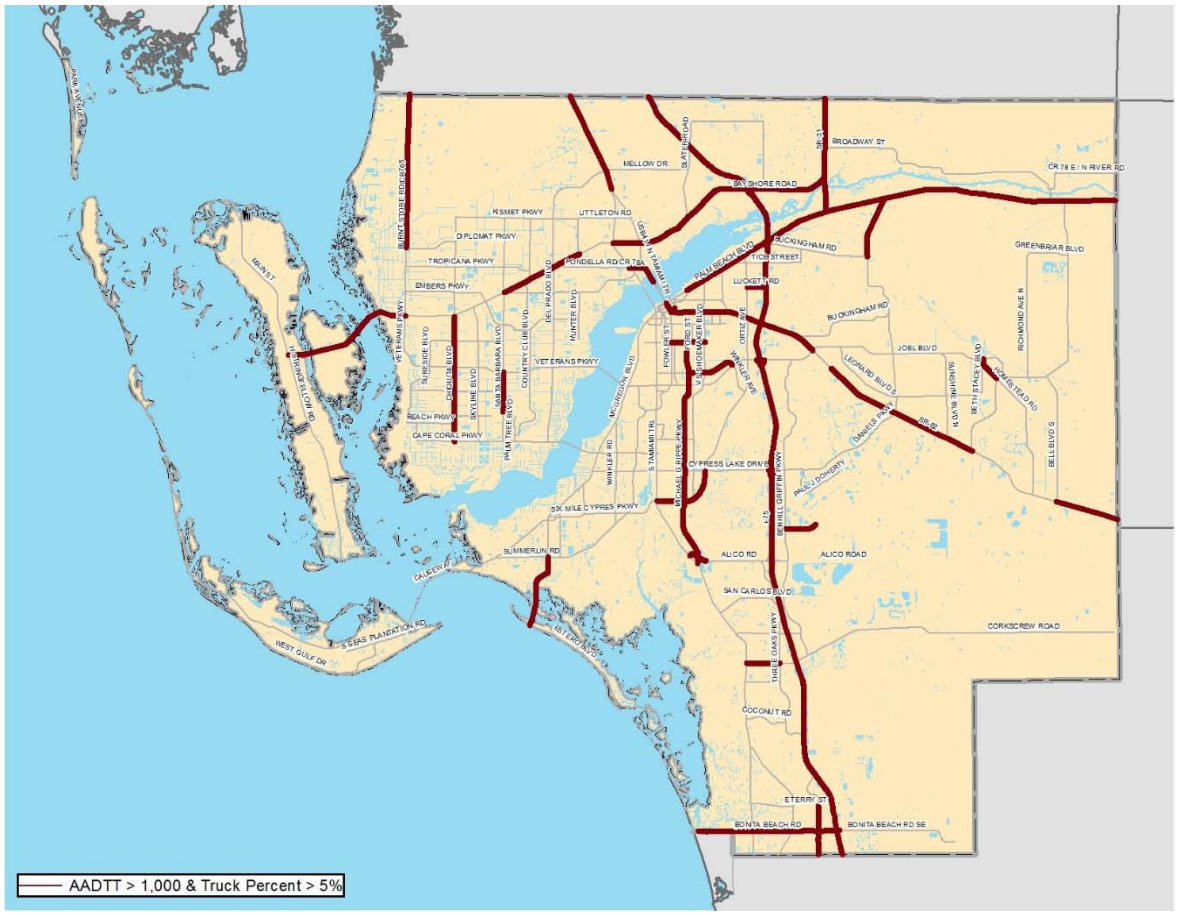
Access	Score	Comment
SIS Facilities/Regional FACs/ Mines/Agricultural Production Areas	3	Provides connectivity between the SIS Intermodal Freight Facilities on Regional FACs and the SIS or Regional Goods Movement Corridors; or between the aggregate mines and major users as well as connectivity to areas of significant agricultural production.
Regional/Local Distribution Centers	2	Local direction connection to major distribution centers not included in Regional FACs. Distribution centers are those large warehouse/distribution facilities that support the regional and local economy but are not located within one of the designed FACs.
Commercial Activity Centers	1	Local direct connection to commercial centers, e.g., malls, large shopping centers, etc.
Corridor	**Score**	**Comment**
SIS	4	Corridor is listed in FDOT SIS Plan.
Designated Regional Goods Movement Corridors	3	Corridor is listed as part of the designated freight corridors presented previously.
Designated Congestion Management Plan Roads	2	Corridor is listed in the Lee County Congestion Management Plan.

Local Routes Used Primarily to Connect to Commercial Centers	1	Local direct connection to commercial centers, e.g., malls, large shopping centers, etc.
Percent Trucks	**Score**	**Comment**
> 12%	5	Significant truck use.
10 – 12%	4	High truck use.
7 – 10%	3	Moderately high truck use.
5 – 7%	2	Moderate truck use.
< 5%	1	Moderately low truck use.
AADTT	**Score**	**Comment**
> 10,000	5	Significant truck use.
7,501 – 10,000	4	High truck use.
5,001 – 7,500	3	Moderately high truck use.
2,501 – 5,000	2	Moderate truck use.
1,000 – 2,500	1	Moderately low truck use.
< 1,000	0	Low truck use.
Hot Spot	**Score**	**Comment**
Intersection	1	One point for each identified intersection hot spot.
Railroad Crossing	1	One point for each identified railroad crossing hot spot.

Source: Goods Movement Element of the Lee County 2035 LRTP.

This methodology was reapplied to more recent operating conditions to better reflect which roadways are utilized in the county. Figure 5.2 shows which roadways met the initial criteria for prioritization. These roadways have at least 1,000 in average annual daily truck traffic and at least 5 percent of the traffic on the roadway is comprised of trucks. Table 5.6 ranks these roadways from the highest scoring to the lowest scoring segments meeting this criteria. This table should be used as a reference for any planning and design criteria for roadway improvements or capacity upgrades to determine the importance of a particular corridor to freight mobility in Lee County.

Figure 5.2 Roadways with 1,000 AADTT and 5 Percent Truck Traffic



Source: FDOT, 2014.

Table 5.6 Prioritized Roadway Segments with 1,000 AADTT and 5 Percent Truck Traffic

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
I-75	Bridge No-120090	Bridge No-120093	X	X	14.2%	10,011		3	4	5	5		17
I-75	Bridge No-120093	Bridge No-120112	X	X	14.1%	7,755		3	4	5	4		16
I-75	Bridge No-120122	Bridge No-120090	X	X	13.3%	9,842		3	4	5	4		16
I-75	Bridge No-120112	Charlotte Co Line	X	X	15.6%	6,162		3	4	5	3		15
I-75	Bridge No-120120	Bridge No-120122	X	X	11.0%	8,305		3	4	4	4		15
I-75	Bridge No-120107	Bridge No-120120	X	X	11.9%	9,163		3	4	4	4		15
Terminal Access Rd	Ben Hill Griffin Pkwy	SW Fla Int Airport		X	27.0%	5,940		3	3	5	3		14
I-75	Ramp 008	N/A	X	X	9.4%	7,943		3	4	3	4		14
I-75	Collier Co Line	Ramp 008	X	X	9.9%	8,663		3	4	3	4		14
Palm Beach Blvd	CR 884/Joel Blvd	Hendry Co Line	X	X	13.6%	1,782		3	4	5	1		13
Palm Beach Blvd	Buckingham Rd/CR 80A	Hickey Creek Rd	X	X	12.0%	2,184		3	4	5	1		13
I-75	N/A	Bridge No-120107	X	X	8.4%	6,486		3	4	3	3		13
Luckett Rd	Ortiz Ave	SR-93/I-75 Ctr-Line		X	16.7%	1,002		3	3	5	1		12
Bayshore Road	Old Bayshore Rd	SR-31		X	14.0%	1,022		3	3	5	1		12
SR-82	Mine Ent	Hendry Co Line	X	X	11.2%	1,030		3	4	4	1		12
Hanson St	Ford St	Veronica S Shoemaker Blvd		X	13.4%	1,072		3	3	5	1		12
Bayshore Road	N/A	Old Bayshore Rd		X	12.0%	1,200		3	3	5	1		12
SR-31	N River Rd/CR 78	Charlotte Co Line		X	27.0%	1,256		3	3	5	1		12
SR-31	SR-80	Bayshore Rd/SR-78		X	14.9%	1,296		3	3	5	1		12
Bayshore Road	CR 767/H Stringfellow	CR 884/Veterans Pkwy		X	12.8%	1,389		3	3	5	1		12
SR-31	Bayshore Rd/SR-78	N River Rd/CR 78		X	20.5%	1,476		3	3	5	1		12
Burnt Store Rd/CR 765	NW 14 St	Vincentave/Charlott		X	24.0%	1,543		3	3	5	1		12
Palm Beach Blvd	Hickey Creek Rd	CR 884/Joel Blvd	X	X	10.9%	1,700		3	4	4	1		12
Palm Beach Blvd	SR-31/Arcadia Rd	Buckingham Rd/CR 80A	X	X	9.2%	2,714		3	4	3	2		12
Alico Road	SR-45/US-41/S Tamiami	Indy Dr		X	8.3%	1,635	X	3	3	3	1	1	11
SR-82	Buckingham Rd	CR 884/Colonial Blvd	X	X	7.2%	1,836		3	4	3	1		11
SR-82	Daniels Pkwy	Unsigned	X	X	8.4%	2,119		3	4	3	1		11
SR-82	12075025 On	Buckingham Rd	X	X	7.8%	2,282		3	4	3	1		11
SR-82	Ortiz Ave	12075025 On		X	9.8%	3,185		3	3	3	2		11
SR-82	Michigan Link Ave	Ortiz Ave		X	9.0%	3,465		3	3	3	2		11
SR-82	Veronica S Shoemaker Blvd	Michigan Link Ave		X	9.5%	3,468		3	3	3	2		11
SR-82	Griffin Dr	Daniels Pkwy	X	X	6.7%	1,012		3	4	2	1		10
SR-82	Gateway Blvd	Griffin Dr	X	X	5.9%	1,038		3	4	2	1		10

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
Ford St	Fowler St	Metro Pkwy/SR-739		X	8.5%	1,190		3	3	3	1		10
Bayshore Road	SR-45/N Cleveland/US-41	SR-739/USB-41/N Tamiami		X	5.8%	1,508	X	3	3	2	1	1	10
Bayshore Road	Del Prado Blvd	Hancock Creek Blvd		X	5.9%	1,534	X	3	3	2	1	1	10
S Tamiami Trl	Sun Seekers Rv Pk En	Charlotte Co Line		X	9.0%	1,593		3	3	3	1		10
Palm Beach Blvd	N/A	SR-31/Arcadia Rd	X	X	5.9%	1,639		3	4	2	1		10
Ortiz Ave	Metro Parkway/SR-739	Daniels Pkwy		X	6.1%	1,830	X	3	3	2	1	1	10
Bayshore Road	Santa Barbara Blvd	Del Prado Blvd		X	5.0%	1,925	X	3	3	2	1	1	10
Palm Beach Blvd	SR-80/Seaboard St	Veronica S Shoemaker Blvd		X	5.6%	1,019		3	3	2	1		9
Fowler St	SR-82/USB-41/Mlk Jr	SR-80/Second St		X	5.7%	1,026		3	3	2	1		9
Corkscrew Rd/CR 850	SR-45/US-41	Three Oaks Pkwy		X	5.4%	1,075		3	3	2	1		9
Park Ave	SR-82/ M L King Jr	Thompson St		X	6.7%	1,139		3	3	2	1		9
Fowler St	SR-80/Second St	SR-80/First St		X	5.5%	1,155		3	3	2	1		9
Six Mile Cypress Pkwy	Estero Blvd	CR 869 N/Summerlin Rd		X	5.2%	1,182		3	3	2	1		9
Palm Beach Blvd	Veronica S Shoemaker Blvd	CR 80B/Ortiz Ave		X	5.5%	1,183		3	3	2	1		9
Bayshore Road	Coon Rd	N/A		X	5.9%	1,190		3	3	2	1		9
Bonita Beach Rd	Barefoot Bch Blvd	Arroyal Rd		X	5.2%	1,269		3	3	2	1		9
Palm Beach Blvd	CR 80B/Ortiz Ave	N/A		X	6.2%	1,364		3	3	2	1		9
USB-41/N Tamiami Tr	USB-41/SR-739	Cardinal Dr		X	5.8%	1,499		3	3	2	1		9
Bonita Beach Rd	N/A	Rp 12075003		X	5.9%	1,623		3	3	2	1		9
SR-82	Evans St	Palm Ave		X	6.5%	1,625		3	3	2	1		9
Six Mile Cypress Pkwy	S Tamiami Trail/US-41	Metro Pkwy		X	5.2%	1,716		3	3	2	1		9
S Tamiami Trl	Trno Frm 41B To Us41	Del Prado Blvd		X	6.3%	1,733		3	3	2	1		9
Bonita Beach Rd	Arroyal Rd	N/A		X	5.0%	1,775		3	3	2	1		9
Bayshore Road	New Post Rd	Coon Rd		X	6.7%	1,843		3	3	2	1		9
Bayshore Road	SR-739/USB-41/N Tamiami	New Post Rd		X	6.0%	1,950		3	3	2	1		9
S Tamiami Trl	Del Prado Blvd	Sun Seekers Rv Pk En		X	6.4%	2,080		3	3	2	1		9
SR-82	Palm Ave	Veronica S Shoemaker Blvd		X	6.7%	2,111		3	3	2	1		9
I-75 NB Off Ramp	I-75/SR-93 NB	SR 78 EB			13.1%	1,153				5	1		6
I-75 SB On Ramp	SR-78 EB	I-75/SR-93 SB			13.1%	1,179				5	1		6
I-75 NB Off Ramp	I-75/SR-93 NB	SR-80 EB			13.1%	1,376				5	1		6
I-75 SB On Ramp	SR-80 EB	I-75/SR-93 SB			13.1%	1,441				5	1		6
Buckingham Rd	Buckingham Rd	SR-80/Palm Beach Blvd			11.8%	1,076				4	1		5
Michael G Rippe Pkwy	Winkler Ave	N/A			10.8%	1,296				4	1		5
I-75 On Ramp	Ramp 12075020	I-75/SR-93 SB			9.6%	1,104				3	1		4

Name	From	To	SIS	RGMC	% Trucks	Truck AADT	Freight Hot Spots	Access	Corridor	% Truck	Truck AADT	Hot Spot	Weighted Total
I-75 Off Ramp	I-75/SR-93 NB	SR-884 EB			9.6%	1,104				3	1		4
Santa Barbara Blvd	SE 38th Ter	Veterans Pkwy			5.2%	1,144	X			2	1	1	4
Michael G Rippe Pkwy	Colonial Blvd/SR-884	Winkler Ave			7.8%	1,170				3	1		4
I-75 Off Ramp	I-75/SR-93 NB	Daniels Pkwy			9.6%	1,248				3	1		4
I-75 On Ramp	Daniels Pkwy EB	I-75/SR-93 SB			9.6%	1,296				3	1		4
Michael G Rippe Pkwy	Daniels Pkwy	Crystal Dr			7.2%	1,663				3	1		4
Michael G Rippe Pkwy	Crystal Dr	Idlewild St			7.2%	2,196				3	1		4
Pondella Rd/CR 78A	US-41/N Cleveland Ave	SR-739/USB-41			5.4%	1,026				2	1		3
Michael G Rippe Pkwy	Idlewild St	Colonial Blvd/SR-884			6.7%	1,045				2	1		3
Michael G Rippe Pkwy	Six Mile Cypress	Daniels Pkwy			5.2%	1,092				2	1		3
Three Oaks Pkwy	Collier Co Line	E Terry St			6.2%	1,135				2	1		3
Chiquita Blvd	N/A	N/A			6.4%	1,155				2	1		3
Winkler Ave	Metro Pkwy	Colonial Blvd			5.3%	1,166				2	1		3
Homestead Road N	Leeland Hts Blvd	Lee Blvd			5.2%	1,326				2	1		3
Michael G Rippe Pkwy	US-41/S Tamiami Trl	Six Mile Cypress			6.7%	1,407				2	1		3

Source: FDOT and Cambridge Systematics supplemental analysis.

5.4 Multimodal Needs

The most recent Lee County Freight and Goods Mobility Analysis identified issues and opportunit ies impacting freight operation in the county. Those issues and opportunities are shown in Table 5.7. The list is not restricted to highway operations but includes all components of the goods mo vement system. The list is not project specific but rather provides current and future opportunitie s that should be considered in the development of a regional freight plan.

Table 5.7 Regional Freight and Goods Mobility Opportunities

Location	Type	Category	Issue	Description	Opportunity
County-wide	Policy	Freight Planning and operations	Lack of designated truck regional and local truck routes	There are currently no designated truck routes within Lee County. The *Lee County Freight and Goods Mobility Analysis* report recommended establishing designated truck corridors	Develop an integrated regional and local truck route system that proactively encourages truck operations on corridors that provide connection to regional freight activity centers and local commercial centers.
County-wide	Policy	Freight Planning and operations	There are no established "Truck Friendly" design standards that can be applied to routes heavily used by trucks.	Prepare truck specific design standards and usage procedures to support safer and more efficient truck operations.	Adopt a county wide design standard for truck routes. See *Lee County Freight and Goods Mobility Analysis* Section 2.1.
Southwest Florida International Airport	Freight Capacity	Air Infrastructure		RSW handles in excess of 33 million tons of air cargo in 2008. This is expected to increase substantially as the economy recovers and more high value goods are shipped by air.	Expand RSW cargo facility in anticipation of future increase in air cargo.
East of I-75	Freight Capacity	Rail Infrastructure	I-75 essentially blocks connectivity to the airport. Creating a grade separation would be very expensive. Another issue is the acquisition of ROW for the rail line.	Currently the G&S runs south through Lee County parallel to US 41, which is west of I-75. The airport area proposed for rail expansion is to the east of I-75. The shortest and least expensive route for R/W acquisition would be parallel and north of Alico Road.	Explore extending the Gulf-Seminal rail line south to the Airport freight activity center.
East of I-75	Freight Capacity	Rail Infrastructure	There is currently no rail connection between the Gulf & Seminole RR and the South Central Florida Express RR which serves the interior counties and connects to CSX and the FEC on the east coast.	Connecting the two rail roads would allow for an interconnected rail system that serves both the east and west coasts that would provide the ability to ship more cargo by rail between the two coasts and from the interior counties.	Explore acquisition of ROW to provide system interconnectivity between the Seminole Gulf RR and the South Central Florida Express RR in Moorehaven. An MPO study programmed for FY 2017 will explore the possibility of connecting these two rail systems.
Southwest Florida International Airport	Freight Capacity	Intermodal	The primary obstacles are a sufficient number of transfers to make it a cost effective proposition for the railroad and the need for a public/private financing opportunity. Another issue is the transfer of the intermodal train from CSX to the Gulf Seminole line. Other concerns expressed by the railroad include the physical condition of the tracks, zoning, permitting, and environmental considerations.	Rail-truck intermodal transfer would aid in helping to reduce the number of trucks entering or exiting the county on I-75 and US 41. The county has previously identified three potential locations for a rail intermodal yard and these locations should be studied further.	Rail freight Intermodal access. Other comments received during the recent freight study are: a great opportunity to move aggregates, rocks, stones from South Georgia to SW Florida given the current restrictions regarding issuing permits to mines to SW Florida as well as the depletion of material needed for asphalt and construction. Rail can be a great opportunity for freight movement and taking trucks off highways if provided access to RSW.
Southwest Florida International Airport	Freight Capacity	Intermodal Pipeline	Constructing a pipeline that crosses through several counties would require an extensive Environmental Impact Statement and buy-in from each county.	A pipeline for aviation fuel would have a positive effect on reducing the number of fuel trucks entering the county from the north. Because gasoline is distributed directly to the stations the number of trucks would not decrease substantially. There would be a shift of access to the airport areas where the fuel would be loaded onto the trucks.	Aviation fuel is transported to the airport by truck from the Port of Tampa as is all gasoline for local service stations. The establishment of the Florida Fuel Connection facility in Hendry County yields an opportunity to change how petroleum products are delivered to Southwest Florida International Airport and the county as a whole. The Lee County Port Authority Rail Study, programmed for Fiscal Year 2017, will access the feasibility of a rail or pipeline connection with this facility for the shipping of aviation fuel.

Source: 2035 Lee County MPO Freight Element.

6.0 MAKING FREIGHT MOBILITY RELEVANT

Freight mobility is a key element for local and regional economic growth and a major factor in the relocation of industry either into or out of a region. Freight mobility is not only important to industries such as manufacturing and distribution, but also to commercial/retail activities and even local deliveries. There are no commodities that do not move by truck at some point from origin to destination. For this reason, it is important that freight stakeholders have a voice that advocates for improved operational efficiency of the local highway system with a place at the table that is at least equal to other established MPO committees. While the other MPO committees advocate for their special needs, none have more direct economic impact to the county and region than that of freight mobility. Without good freight transportation, there would be no economic expansion that includes new jobs and tax revenues.

Achieving freight mobility relevance is a multi-step process that involves educating both the public and private stakeholders on their roles and needs, developing positive relationships with private industry stakeholders, including Freight Operators/Stakeholders in the current MPO Committee structure within the MPO, integrating freight mobility into the MPO planning process, and finally, incorporating freight relevant investments into the LRTP and the Transportation Improvement Program (TIP).

The following sections are based on a recently published report by the Federal Highway Administration and the National Association of Regional Councils.[8]

6.1 Educating Public and Private Stakeholders and the Public

There is often a disconnect between the long-range goals and objectives that are part of public sector transportation planning, which are community and resource driven and, the short-range goals and objectives of the private sector industries, which are driven by the state of the local, regional, and national economies. While government worries about community cohesiveness and funding sources, private industry worries about staying in business. It is important for both sides to understand the complexities of how the other side operates, as well as the planning horizons of the private (2-5 years) and public (5-20 years) sectors.

This can be accomplished by developing a Freight Mobility Awareness Plan that includes truck route brochures, and informational brochures explaining the importance of freight to the local economy. Additionally, members from the freight advisory community must be included in workshops that inform the public about the transportation plan and other public events in which the MPO participates.

[8] Federal Highway Administration and National Association of Regional Councils, *Building Planning Capacity Between Public and Private Sector Partners in the Freight Industry: A Resource Manual for Public and Private Freight Planning Interests*, 2009.

6.2 Developing and Nurturing Private Freight Stakeholders

Involving private industry freight stakeholders in the development of the LRTP should be a key element of the planning process. If interested stakeholders are not involved before the LRTP is developed, they lack influence in a key element of their business—the transportation system. At the same time, if public planners do not consider the private stakeholder needs while developing the LRTP, they miss an important element that has a major impact on the economic development of the county. When transportation planners fail to involve private stakeholders in the planning process, they often fall into insurmountable problems not only before infrastructure improvements are completed, but also in the planning and design stages.

In addition, private freight stakeholders are a valuable resource for collecting data on the county level data on commodities, local truck generation by type of industry, preferred truck routes by commodity, and the location of freight hot spots. Developing lasting relationships with influential members of the local manufacturing and transportation industries and allowing them a seat at the table generally pays big dividends to the planning process that results in a more effective transportation system.

6.3 Forming a Goods Movement Advisory Committee

The requirements for statewide and metropolitan transportation planning give the FDOT and the MPOs in the southwest Florida region broad responsibility for planning and programming transportation improvement projects, including those projects that benefit freight mobility. Unlike passenger transportation planning, however, many freight movements are not fixed to the jurisdictional boundaries of the MPOs. Further complicating planning for freight mobility is the rise of e-commerce and "just-in-time" inventory practices. Having a clear understanding of how freight movements fit into the regional transportation system is key to the success of the state and metropolitan planning process for both the county and the region.

To effectively integrate freight mobility into the transportation and comprehensive planning process, it is recommended that a "Goods Movement Management System" be established in the southwest Florida region to examine freight issues on an ongoing and comprehensive basis. A Goods Movement Management System is a systematic process that provides information on the freight transportation system to assist decision-makers to select and fund strategies/actions that facilitate the safe and efficient movement of freight. It should accomplish the following objectives:

- Provide a framework to address freight mobility issues in the transportation planning process;
- Ensure the participation of the freight industry and economic development interests in the planning process;
- Identify improvements and strategies to facilitate the safe and efficient movement of freight, accommodate projected growth, and minimize impacts to community and environmental assets;
- Identify and recommend transportation and land use policies that support freight mobility and economic development; and
- Promote and protect the county and regional intermodal capabilities and capacity.

6.3.1 Regional Goods and Freight Group

A regional goods and freight group or GMAC should be established to guide the freight planning initiative in the region. The regional GMAC should consist of representatives from the freight industry including trucking, railroads, airports, and shippers; economic development interests; and the FDOT District 1 Freight Coordinator and the surrounding Counties. The GMAC will be charged with developing and implementing a regional goods movement strategy that advances economic development through transportation initiatives. Through the sharing of information and technology among the public and private freight interests, the region's goods movement capability can be maximized.

6.3.2 County Structure

An alternative to the regional structure would be to have each county develop their own GMAC. However, because many of the private sector stakeholders conduct business in both counties, this would create a duplication of effort and make it difficult ensure their long-term participation on both committees. Therefore, the regional GMAC is recommended as the preferred structure. Ideally, the MPO member on the regional GMAC would be a MPO Board member, or at least a key member of one of the other standing committees.

The MPO should also appoint a staff member to be the point of contact for freight issues, to develop relationships with the private stakeholders, and act as the MPO expert on freight- related issues and opportunities.

6.3.3 Developing a Successful GMAC

Initiating a successful GMAC is achievable with proper planning and commitment from both the public sector planners and the private sector stakeholders. Organizing stakeholders around freight transportation is no different than for other MPO committees, such as the Bike/Ped Committee, Citizen Advisory Committee, etc. The primary difference is that to the private sector

stakeholders, "time is money". Therefore, keeping meetings short and to the point and developing projects that can be implemented in the short term, that will result in increased operational efficiencies and enhance freight movement, is the key ingredient that keeps the committee functioning. Planning for the GMAC should involve the following:

- Inviting many private freight transportation stakeholders at the onset;
- Making the stakeholders feel important–Listen to their needs;
- Bringing out their opinions on freight-related transportation issues and make every attempt to "pick the low-hanging fruit" and promptly mitigating problems through low cost fixes if possible;
- Assigning roles–Let private sector stakeholders jointly chair sub-committees with public planners/officials;
- Performing constituent services–What can we provide for committee members;
- Undertaking research focusing on improving freight movement within the region or county–Set aside funds to study problems identified by the stakeholders;
- Conducting special goods movement events;
- Include GMAC representatives at public workshops in order to present the "Freight Story"; and
- Highlight projects that improve freight mobility and update the list annually.

6.4 Developing and Integrating a Freight Management Program in the Planning Process

The FDOT and MPOs have broad responsibility for planning and programming transportation improvement projects, including those projects that benefit freight movement. Candidate freight mobility projects are identified through planning efforts with the representatives of the regional GMAC and surveys of truck drivers, dispatchers, and representatives of intermodal trans- shipment facilities. The GMAC reviews the list of candidate projects and prioritizes the projects for future funding and implementation.

The GMAC is also responsible for prioritizing needed corridor studies for freight mobility corridors and sub-area studies for FACs. The emphasis of these studies will be to identify transportation and land use solutions to improve freight mobility within the corridor or sub-area.

6.5 Incorporating Freight-Related Investment Opportunities into the LRTP and TIP

The movement of freight within the county has a direct impact on the local economy not only in the form of product pricing but also in attracting new businesses and jobs to the area. The old adage that "Freight doesn't vote, but commuters do" is no longer applicable, if it ever was in the first place. The industrial and freight movement sectors do vote–with their feet. If the transportation system no longer meets their needs, they simply leave town, taking with them the jobs and tax money and leaving a large dent in the local economy. Therefore, it is important to understand how the transportation affects the private stakeholders and what improvements can be justified to help increase their productivity, attract new businesses, and create more jobs.

Incorporating freight-specific investment opportunities into the LRTP and TIP requires:

- Identifying the areas of freight generation and the key industries located within these activity centers;
- Identifying the regional goods mobility corridors that carry the majority of the freight into and out of the region or county;
- Identifying the freight corridors that connect the major generation areas to the regional goods mobility corridors;
- Identifying the local roads that carry large numbers of trucks primarily to commercial centers and downtown areas;
- Identifying the freight-related issues/obstacles along the corridors by asking the stakeholders where problem areas exist;
- Validating and evaluating the impacts of the issues on the goods mobility corridors and local truck routes;
- Determining the needs that will mitigate or eliminate the issues and result in improved performance;
- Prioritizing the needs; and
- Incorporating the freight needs with other transportation needs into the LRTP.

When considering investment in a highway project, the movement of goods within a corridor or over a segment, or through an intersection should be given the appropriate priority when calculating the benefit of one project over another.

While road improvements are made to benefit the public they also directly help private trucking firms by improving traffic flow enabling the trucking firms to increase their efficiency. The result is not only a direct benefit to the trucking industry but also to the public, which also benefits from the improved roadways and lower consumer prices resulting from lower transportation costs.

Similarly, including projects that are perceived to be assisting a private railroad, should be evaluated based on the benefits to not only the railroad but also to the public. For example, Funding railroad grade crossing improvements increase the safety of the public. Grade separations benefit the public by removing interruptions to the traffic flow, and reduce the potential for rail and auto/truck collisions. Improving the capacity of road corridors and intersections near rail terminal access points also improve the LOS of these facilities for the public. Public Private Partnerships can fund rail improvements such as double tracking and rail upgrades that can benefit the public by allowing the joint use of the corridor for both freight and passenger rail operations.

The Seminole Gulf Railroad, although privately owned and operated, is an asset that needs to be explored to its fullest extent. This rail line provides or could provide rail service to five of the identified freight activity centers located within Lee County and result in a reduction of trucks on congested corridors. It is essential that the county include the railroad as a key member of the GMAC to identify issues of mutual concern and develop a plan to mitigate problems and identify new opportunities that will make rail transportation attractive to business within the existing freight activity centers and attract new businesses. The opportunities that have a public benefit should be evaluated and included in the LRTP needs and financially feasible project lists as appropriate.

6.6 Collaborate with Emerging Statewide Freight Initiatives

Since the completion of the 2035 LRTP, much has happened at the state level to advance Florida's freight program. The Freight Mobility and Trade Plan was developed consisting of a policy element and investment element. These documents illustrate FDOT's commitment to a robust freight transportation program. In addition, the Florida Chamber Foundation developed the Trade and Logistics Study (1.0 and 2.0) that identify critical investment needs, strategies, and targets for the state to emerge as a global logistics hub. The Department of Economic Opportunity developed a strategic plan and many of the state's colleges and universities have aggressively moved forward to develop supply chain and logistics programs. All of these developments provide the Lee MPO with access to best practices, resources, data, and support for ongoing freight investments in the region.

Appendix A. Review of Prior Studies and Plans

This appendix provides a high-level overview of the related freight plans and studies that were reviewed as part of this freight and goods movement element update. The table below details the plan, year completed, purpose of study, and level of application.

Table A.1 Review of Relevant Prior Studies and Plans

Plan	Year Completed	Study Purpose	Level
Lee County MPO 2035 LRTP	2010	In accordance with the Florida Department of Transportation (FDOT) MPO Program Management Handbook, the Lee County MPO is responsible for developing a Long Range Transportation Plan (LRTP) that addresses no less than a 20-year planning horizon. This LRTP process was conducted as an update to the 2030 LRTP and incorporated a freight-specific element.	County
Lee County MPO 2035 LRTP – Goods Movement	2010	This technical memorandum is the freight component of the Lee County 2035 LRTP. This document addresses freight mobility needs and priorities to facilitate the consideration, prioritization, and incorporation of freight movements into the LRTP as required by SAFETEA-LU and its predecessors. This includes long-term capacity needs, short term operational needs, and freight-related issues and opportunities. This is the study currently being updated for this effort.	County
Lee County Freight and Goods Mobility Analysis	2009	As a follow up to the Southwest Florida Freight Study conducted by FDOT District 1, this study provides a more comprehensive freight analysis at the county level for Lee County. This study completed the following objectives: identified freight transportation issues and investment needs, recommended transportation improvement strategies, described freight flows, resented key economic and demographic trends impacted freight movements, and reviewed other policies and recommendations impacting freight supply and demand.	County
Lee County Rail Feasibility Study	2013	This study analyzed the long-term feasibility of public multi-modal transportation within the existing Seminole Gulf Railway Corridor, while maintaining and possibly expanding freight service. This addressed shared use of the rail corridor for public transportation use. The study focused on four major issues: existing and expanded freight operations; potential passenger service; alternative means of maintaining the corridor for long-term transportation uses; and preservation of the corridor.	County
Statewide Freight Mobility and Trade Plan - Policy Element	2013	The Freight Mobility and Trade Plan (FMTP) is the result of the 2012 Florida Legislature House Bill (HB) 599 which required the development of a plan to "enhance the integration and connectivity of the transportation system across and between transportation modes throughout the state". This Policy Element of the FMTP addresses all requirements of HB 599 and tells the "Florida Freight Story" by reviewing the existing system, identifying key freight issues, addressing policy challenges, and paves the way for the Investment Element.	State
Statewide Freight Mobility and Trade Plan - Investment Element	2014	The Investment Element of the FMTP builds off of the previously developed Policy Element. The four key elements addressed in this element are as follows: identified freight needs, identified criteria for state investments in freight, prioritized freight investments across modes, and completed the requirements of the federal Moving Ahead for Progress in the 21st Centure Act (MAP-21).	State
Statewide Rail Plan	2010	The Statewide Rail Plan was developed in two components: the Policy Element completed in March 2009 and the Investment Element completed in December 2010. The Policy Element established a vision for both passenger and freight transportation in the state of Florida. In addition, it laid out a policy framework of goals, policies, and strategies to help guide future state rail investments and decisions. This was followed by the	State

Plan	Year Completed	Study Purpose	Level
		Investment element which identified rail needs and established priorities for these needs based on state funding and the policy framework.	
2040 SIS Plan		The 2040 SIS Plan is a constantly evolving plan which focuses on Strategic Intermodal System (SIS) capacity improvement projects. This plan is developed as a multiple components which include a 5-Year Plan, a 2nd 5-Year Plan, a 2040 Cost Feasible Plan and a 2040 Multi-Modal Unfunded Needs Plan. With the exception of the multi-modal unfunded needs plan, these components are updated on an annual basis to best reflect the capacity projects of the SIS.	State
Florida Statewide Aviation Economic Impact Update	2014	As an update to the study completed by the FDOT Aviation Office in 2010, this study focuses on measuring the economic benefits Florida receives from aviation. These impacts were categorized into eight separate benefit categories such as air cargo, construction, and visitors. Lee County's Southwest Florida International Airport is included as one of the major commercial airports in the state.	State
Florida Trade & Logistics Study	2010	In 2010, the Florida Chamber Foundation, in partnership with FDOT, released the Florida Trade & Logistics Study (T&L), a first-of-its- kind look at trade flows and related logistics activity in Florida. The study called upon the Governor, Legislature, and public and private leaders to take immediate actions to address the opportunity provided by the widening of the Panama Canal.	State
Florida Trade & Logistics Study 2.0	2013	As a follow up to the 2010 Trade & Logistics Study, the Florida Chamber Foundation again partnered with FDOT to further guide Florida's vision, opportunities, and strategies over the next few years. The objective of this study was to identify opportunities for Florida to become a global trade hub, developed an implementation plan to accomplish this vision, and continue to build consensus to support this vision and implementation. This study also put greater emphasis on workforce, economic development, and business climate strategies.	State

Agenda Item 13
MPO 10/16/15

MPO LETTER OF SUPPORT FOR REPRESENTATIVE PASSIDOMO'S REFILED BICYCLE SAFETY BILL

RECOMMENDED ACTION: Review and approve a letter of support for Representative Passidomo's House Bill 253.

At the February MPO Board meeting, the Board approved sending a letter of support to our legislative delegation for Representative Passidomo's bill regarding bicycle safety. The bill was supported by the full delegation earlier this year but did not end up going into law due to the abrupt ending of the 2015 Legislative session. **Attached** is a draft letter of support doe the MPO's Board's consideration for this legislative session.

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

P.O. Box 150045, Cape Coral, Florida 33915-0045 • (239) 244-2220 • www.leempo.com

10/16/15

To: Legislative Delegation

RE: MPO Board letter to the Lee County Legislative Delegation

As the Florida Legislature begins this legislative session, the Lee County MPO Board is writing to urge your support of HB 253, this year's refiled bike safety bill sponsored by Rep. Kathleen Passidomo. The proposed legislation strengthens and clarifies current laws and toughens penalties, to make our roads safer for all road users, especially vulnerable road users such as cyclists and pedestrians. We are pleased that a member of the Lee delegation, Rep. Passidomo, is again sponsoring this important bill. We urged your support of this bill last year (HB 231), and were encouraged to see that this bill was supported by the full delegation. The bill passed the House and Senate with almost unanimous support, but became a casualty of the abrupt ending of the 2015 Legislative Session.

For most of the past decade, Florida has consistently been the most dangerous state in the country for pedestrians and cyclists. Lee County's pedestrian fatality rate is almost twice the national average, while the cyclist fatality rate is a startling four times higher than the national average. Due to these alarming statistics, Lee County has been one of the 10 communities included in FDOT's comprehensive bike/ped safety initiative launched in 2011.

The Lee MPO has placed a high priority on improving bicycle/pedestrian safety in Lee County. In 2013, the MPO Board adopted a Bicycle Pedestrian Safety Action Plan which is aimed at greatly reducing bicycle/pedestrian injuries and fatalities through a wide range of recommended activities--from education, engineering to enforcement. Three of our communities--Bonita Springs, Cape Coral, and Fort Myers--are also participating in the USDOT Secretary's year-long "Mayors' Challenge" initiative to improve safety for cyclists and pedestrians in their communities.

As part of our commitment to improve bike/ped safety, we support the need for stronger laws and enforcement tools to make Florida roadways safer for pedestrians and cyclists. We believe HB 253 helps clarify rules and responsibilities for cyclists, pedestrians, drivers, and people in wheelchairs. There are several conflicts in the current law that need to be cleared up so that the laws are more enforceable. We believe that the increased penalties for violation of the laws that protect cyclists and pedestrians are also warranted.

We urge you to support HB 253 this session to help make Florida roadways safer for pedestrians and cyclists.

Sincerely,

Chairman
Lee County Metropolitan Planning Organization

Members of the Lee County Delegation:
Rep. Ray Rodriguez
Rep. Dana Eagle
Rep. Heather Fitzenhagen
Rep. Matt Caldwell
Rep. Kathleen Passidomo
Senator Garrett Richter
Senator Lizbeth Benacquisto

cc: Governor Rick Scott
FDOT Secretary Jim Boxold
FDOT District 1 Secretary, Billy Hattaway

Agenda Item 14
MPO 10/16/15

APPROVAL OF $500 IN NON-FEDERAL FUNDS TO SUPPORT MPOAC LEGISLATIVE ACTIVITIES

RECOMMENDED ACTION: Approve contribution of $500 to the Metropolitan Planning Organization Advisory Council (MPOAC) for their use in legislative advocacy activities.

Each year the MPOAC requests $500 of Non-Federal funds from each of the MPO's in the state to be used to support their legislative advocacy activities. **Attached** is the memo from Carl Mikyska, MPOAC Executive Director, and the invoice for the Board's consideration.

MPOAC The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chairperson

MEMORANDUM

DATE: September 15, 2015

TO: Governing Board Members & Staff Directors

FROM: Carl Mikyska, Executive Director

SUBJECT: Funds for MPOAC 2016 Legislative Advocacy Activities

Dear MPOAC Colleagues: Don,

The MPOAC is once again requesting each MPO/TPO to contribute $500 or more of non-federal local funds to support MPOAC legislative advocacy activities. Our goal is to annually collect at least $7,500 in local funds, which will be used by MPOAC staff to budget time toward advocacy activities preceding and during the 2016 legislative session.

As you know, the MPOAC is a statewide organization created by the Florida Legislature to assist Florida's MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. To further that objective, the MPOAC annually prepares legislative policy positions and initiates legislative actions that are advanced during the session. The MPOAC also monitors federal and state legislation as it pertains to MPO interests in Florida.

For those who contributed financially last year, thank you and please continue your support. For those who did not contribute, please make an effort to do so and help fund our advocacy activities that are steadily growing each year.

Thank you for your support. If you have any questions or comments, please contact me at (850) 414-4062.

Thank You,

CM/bm

Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037 · Fax 850-414-4895
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MPOAC

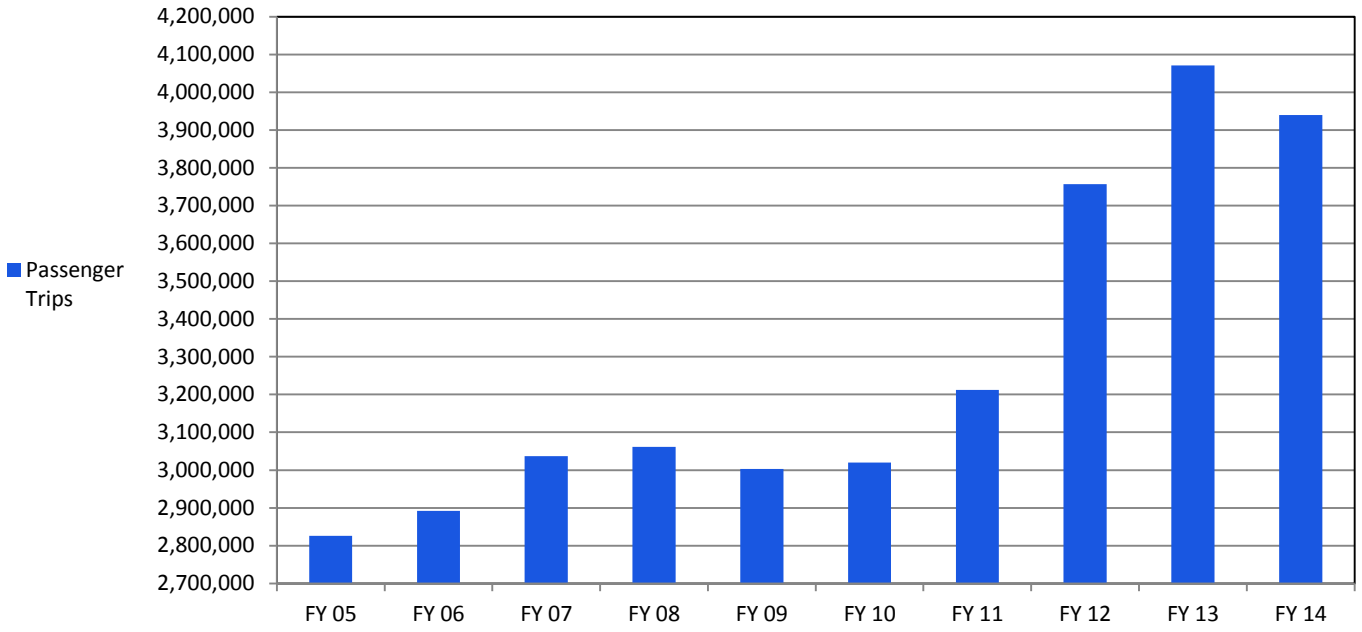
Metropolitan Planning Organization
Advisory Council
605 Suwannee Street, MS 28B
Tallahassee, Florida 32399-0450
Phone: (850) 414-4037
Fax: (850) 414-4895

BILL TO:
Lee County MPO **815 Nichols Parkway East** **Cape Coral, FL 33990** **Attn: Donald Scott**

Date	**Invoice #**
September 17, 2015	**2015-10**

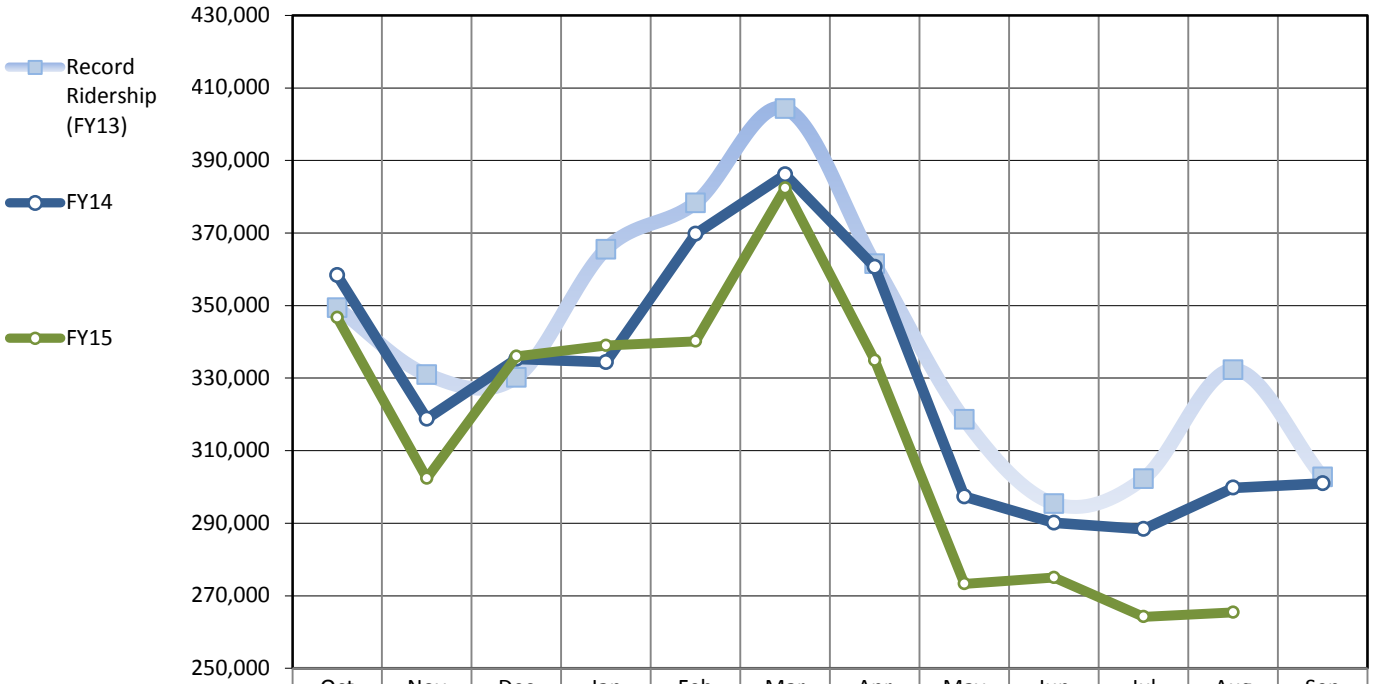
Item	**Description**	**Amount**
1	MPOAC Legislative Advocacy Activities	$500.00
Total Amount Due:		**$500.00**

Annual Passenger Trips (10 Years)



OPERATING HOURS	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14
	179,632	181,151	184,523	185,785	184,162	184,477	179,872	182,972	183,857	178,752

Passenger Trips



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Record Ridership (FY13)	349,347	330,906	330,135	365,446	378,239	404,230	361,470	318,579	295,339	302,208	332,252	302,700
FY14	358,350	318,756	335,254	334,370	369,755	386,135	360,626	297,329	290,110	288,380	299,778	300,969
FY15	346,685	302,363	335,994	338,977	340,170	382,379	334,857	273,304	274,998	264,229	265,419	