



JOINT MEETING OF THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION BOARD AND LEE COUNTY METROPOLITAN PLANNING ORGANIZATION BOARD

Charlotte Harbor Event and Convention Center
75 Taylor Street, Myakka River Room A and B
Punta Gorda, FL 33950
December 13, 2013
2:00 p.m.

1. Call to Order/Roll Call
2. Chairs' Comments
3. Public Comments on Agenda Items
4. *Approval of Agenda
5. *FY 2014/2015 – 2018/2019 Draft Tentative Work Program Presentations (FDOT)
 - A. [Charlotte County-Punta Gorda MPO](#)
 - B. [Lee County MPO](#)
6. [2013 Review of MPO Long Range Transportation Plans \(CUTR\)](#)
7. [*Amendment to the Interlocal Agreement between the Charlotte County-Punta Gorda and the Lee County MPOs](#)
8. [Burnt Store Road Corridor Improvements Status Report](#)
9. Florida Department of Transportation (FDOT) Report
10. Next Meeting Date
11. Staff Comments
12. Member Comments
13. Public Comments
14. Adjournment

*Action Item Requires Vote

All joint meetings of the Charlotte County-Punta Gorda and Lee County Metropolitan Planning Organizations are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact **Mr. Johnny Limbaugh at the Lee County MPO** at (239) 244-2220; or **Ms. Bekie Murrill at the Charlotte County-Punta Gorda MPO** at (941) 883-3535, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail jlimbaugh@leempo.com or bekie@ccmpo.com.

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/she has been discriminated against because of race, color, religion, sex, age, national origin, disability of familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Robin Parrish at (863) 519-2675 or by writing her at P.O. Box 1249, Bartow, Florida 33831.

Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

1. FY 2014/2015 – 2018/2019 FDOT Draft Tentative Work Program A. Charlotte County-Punta Gorda MPO

Recommendation: To review and consider endorsement of FDOT's Draft Tentative Work Program for FY 2014/2015 through FY 2018/2019s

Attachments:

1. MPO Letter dated May 8, 2013, Re: 2013 Project Priorities and Charlotte County-Punta Gorda MPO; Sarasota/ Manatee MPO and Lee - Charlotte County - Punta Gorda MPO TRIP Project Priority Lists

2. FY 2014/2015 – FY 2018/2019 FDOT District One Draft Tentative Work Program for Charlotte County

The MPO Board and its Committees annually review FDOT's Draft Tentative Work Program, which includes the new fifth year (FY 2018/2019) of programming based upon state and MPO priorities. On May 6, 2013, the MPO Board adopted its project priorities for this year and submitted them to FDOT (See Attachment 1). The Draft Tentative Work Program will form the basis for the MPO's next Transportation Improvement Program (TIP) to be adopted and submitted to FDOT by July 15, 2014 and FDOT's Adopted Work Program, which will be adopted on July 1, 2014. For federal funding to flow to the state and local governments, the TIP and FDOT's Work Program must be consistent.

The FDOT District One Draft Tentative Work Program FY 2014/2015-FY 2018/2019, for Charlotte County is Attachment 2. The MPO's Number One, Two and Four Highway Project priorities are programmed; the MPO's top three Congestion Management/ Transportation System Management (CM/TSM) project priorities are programmed or advanced; and the MPO's Transportation Alternatives Program (TAP) Number One local project was segmented and the first segment was programmed as well as the Number Two (a) local TAP project.

The Technical Advisory Committee and Citizens' Advisory Committee are scheduled to review the FDOT Draft Tentative Work Program at their respective meetings on December 11, 2013. The MPO Director can report on any comments and recommendations from the Committees.

The following summarizes significant changes to the currently Adopted Work Program:

Additions: Highways

1. Harborview Road, 4 lanes divided, Melbourne St to I-75; PD&E
2. US 41 at Carmalita St Extension add turn lanes; Design

3. US 41 Decorative Finish Street Lighting from Aqui Esta Dr. to Airport Rd Design/Construction
4. US 41 Landscaping from Enterprise Dr. to Sarasota County Line
5. Bridge Repair at various locations Design/Construction
6. Burnt Store Road 4 lanes divided from Tern Bay Rd. to Notre Dame Rd.; Design

Additions: CM/TSM

1. US 41 Intersection Improvements at Hancock Blvd.; Construction
2. US 41 Intersection Improvements at Gardner Blvd.; Design
3. US 41 Intersection Improvements at Port Charlotte Blvd. Design

Additions: TAP

1. Taylor Road Bike Path/Trail from North Jones Loop Road to Airport Road Design
2. US 41 Sidewalk from Midway Blvd to Enterprise Dr.; Design/Construction

Advances:

1. Peachland Blvd. Sidewalk from Bachman Blvd. to Atwater St.; Construction
2. US 41 Intersection Improvements at Conway Blvd.; Design

Deferrals:

1. I-75 Bridge Painting at various locations; Design/Construction

Deletions:

1. I-75 Rest Area Access at Jones Loop Road

Recommendation

Motion to endorse the FY 2014/2015– FY 2018/2019 FDOT District One Draft Tentative Work Program for Charlotte County



**Charlotte County-Punta Gorda
METROPOLITAN PLANNING ORGANIZATION**

East Port Environmental Campus

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E-Mail: office@ccmpo.com

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Commissioner Christopher G. Constance
Chairman

Robert M. Herrington
Director

May 8, 2013

Mr. Billy Hattaway, Secretary, FDOT District One
Florida Department of Transportation
P.O. Box 1249
Bartow, FL 33831-1249

Re: 2013 Project Priorities

Dear Secretary Hattaway:

On May 6, 2013, the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO) Board voted to adopt the ranking of its 2013 Highway; Congestion Management/Transportation Systems Management Box (CM/TSM); and Transportation Enhancement Program (SE) Project Priorities. The project priorities approved by the MPO Board are enclosed.

We appreciate the continuing cooperation and support by the Department. If you have any questions regarding the submitted projects, please call my office at (941) 883-3535.

Sincerely,

Robert M. Herrington
MPO Director

RMH/gh
MPO/13-32

Enclosure

Cc: MPO Board Members
Jennifer Stults, FDOT
Roxann Lake, FDOT
Howard Kunik, City Manager, City of Punta Gorda
Ray Sandrock, County Administrator, Charlotte County
Gary Quill, Executive Director, Charlotte County Airport Authority
Michael Howc, Executive Director, Sarasota-Manatee MPO
Don Scott, Director, Lee County MPO

ATTACHMENT 1

**Charlotte County-Punta Gorda MPO FY 2014/2015 – FY 2018/2019 Project
Priorities**

HIGHWAY PROJECTS

- Transportation System Management Box, \$600,000, Fiscal Year 2018/2019
- 1. *Harborview Road: (Melbourne Street to I-75), 4 lanes divided, estimated cost \$1.01 Million, **PD&E**
- 2. *US 41 at Carmalita St. Extension: (Extend Carmalita St. two way through the US 41 NB and SB lanes), add traffic signals (mast arms) at both US 41 intersections; extend multi-use trail from Linear Park (US 41 at W. Helen Ave.) along US 41 SB to Carmalita Street and along Carmalita Street to Taylor Street, estimated cost \$1.5 Million, **PE/Construction**
- 3. *North Jones Loop Road (Burnt Store Road to Piper Road): 6 lanes divided, estimated cost \$.66 Million, **PD&E**
- 4. *US 41 Decorative Finish Street Lighting: (Aqui Esta Drive to Airport Road), estimated cost \$500,000, **Construction** (Complete current lighting gap on US 41)
- 5. *SR 776: (CR 775 (Pine St.) to Spinnaker Blvd.), 6 lanes divided, estimated cost \$4.45 Million, **ROW**
- 6. *US 41 Bridge Approach Decorative Finish Street Lighting: (US 41 NB, from E. Retta Esplanade to Peace River Bridge and US 41 SB, from W. Retta Esplanade to Peace River Bridge), estimated cost \$100,000, **Construction**
- 7. Citywide Generators/Uninterrupted Power Supply (UPS) for Traffic Signals: (a total of 18 signals throughout the City of Punta Gorda), estimated cost \$450,000, **PE/Construction**
- 8. Airport Road Complete Street Improvements: (US 41 to Cooper St), provide sidewalks, bicycle facilities, lighting and landscaping for approximately 2,500 feet, estimated cost TBD, **PE/Construction**
- 9. Virginia Avenue Complete Street Improvements: (Harvey Street to Nesbit Street), add turn lanes at US 41 NB and US 41 SB intersections; provide sidewalks, bicycle facilities, lighting and landscaping for approximately 1,700 feet, estimated cost \$7,000,000, **PE/Construction**
- 10. *US 17 (E. Marion Ave) Complete Street Improvements: (Cooper St to US 41 NB and US 17 (E. Olympia Ave) Cooper St to US 41 NB), Landscape and hardscape improvements to include bricking, lighting, and intersection treatments with crosswalks, estimated cost \$1,750,000, **PE/Construction**

11. Shreve Street Complete Street Improvements: (Airport Road/Pompano Terrace to W. Virginia Ave/Linear Park), provide sidewalks, bicycle facilities, lighting and landscaping for approximately 5,000 feet, estimated cost TBD, **PE/Construction**
12. Cooper St. Complete Street Improvements: (Airport Road to E. Marion Ave (US 17 SB)), provide sidewalks, bicycle facilities, lighting and landscaping for approximately 9,700 feet, estimated cost TBD, **PE/Construction**
13. *US 41 Complete Street Improvements: (Airport Road to Carmalita St), Design and install concrete pavers in utility strips with tree wells for existing palms, decorative lighting, ADA improvements and decorative crosswalks where appropriate for approximately 4,600 feet, estimated cost TBD, **PE/Construction**

Transportation System Management (CM/TSM) Box Projects

***US 41 Intersection Improvements: (North of Peace River Bridge to SR 776) FDOT US 41 Project Traffic Report (Short Term Improvements), PE/ROW/Construction**

- a. US 41 at Hancock Blvd: **ROW (if needed)/Construction**
- b. US 41 at Gardner Blvd: **PE/ROW (if needed)/Construction**
- c. US 41 at Port Charlotte Blvd: **PE/ROW (if needed)/Construction**

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS LOCAL PROJECTS

1. Taylor Road from US 41 (South) to Airport Road, multi-use trail, **PE/Construction – County Project**
2. ****US 41 Sidewalks: (Morningside Drive to Sarasota County)**, 8 foot sidewalk, **PE/Construction** *(Completion of the US 41 Mega sidewalk on the West side of US 41 should be the first priority.)*
 - a. US 41 West side (Midway Blvd. to Enterprise Dr./Paulson Dr.), 8 foot sidewalk, estimated cost \$1.88 Million, **PE/Construction – County Project**
 - b. US 41 East side (Midway Blvd to Conway Blvd.), 8 foot sidewalk, estimated cost \$1.88 Million, **PE/Construction – County Project**
 - c. US 41 East side (Melbourne St to Kings Hwy), 8 foot sidewalk, estimated cost \$1.05 Million, **PE/Construction – County Project**
 - d. US 41 East side (Midway Blvd to Paulson Dr./Enterprise Dr.), 8 foot sidewalk, estimated cost \$1.88 Million, **PE/Construction – County Project**
 - e. US 41 East side (Kings Hwy to Conway Blvd.), 8 foot sidewalk, estimated cost TBD, **PE/Construction – County Project**
 - f. US 41 East and West side (Morningside Dr. to Tuckers Grade), 8 foot sidewalk, estimated cost TBD, **PE/Construction – County Project**
 - g. US 41 East and West side (Tuckers Grade to Taylor St.), 8 foot sidewalk, estimated cost TBD, **PE/Construction – County Project**
 - h. US 41 West side (Taylor Rd to Burnt Store Road), 8 foot sidewalk, estimated cost TBD, **PE/Construction – County Project**
 - i. US 41 West side (Burnt Store Road to Airport Road), 8 foot sidewalk, estimated cost TBD, **PE/Construction – County Project**

3. Charlotte Harbor CRA Trails and Way-finding Project: pedestrian pathways, street lighting and signage. (Segment I) Parmely St. from Bayshore Rd. to US 41 (approximately 1546 feet), estimated construction cost \$259,007); (Segment II) Sibley Bay St. from Bayshore Rd. to US 41 (approximately 2112 feet), estimated construction cost \$340,110; and (Segment III) Bayshore Rd. from Edgewater Dr. to US 41 (approximately 1040 feet), estimated construction cost \$123,115. Total construction cost \$722,232 **Construction – County Project**

4. Harborwalk Phase I, Gilchrist Park walkway (W. Retta Esplanade from Harvey St to Berry St. (approximately 2,200 feet)) including a waterfront pedestrian promenade with seating wall, lighting, and interpretive signage, and improvements to W. Retta Esplanade lighting, on-street parking decorative intersection treatments and crosswalks, estimated cost \$3 Million **Construction – City Project**

5. Harborwalk Phase II, Gilchrist Park walkway (W. Retta Esplanade from Berry St to Maud St (approximately 1,500 feet)) including a waterfront pedestrian promenade with seating wall, lighting, and interpretive signage, and improvements to W. Retta Esplanade lighting, on-street parking decorative intersection treatments and crosswalks, estimated cost \$1 Million **Construction – City Project**

2013 CHARLOTTE-PUNTA GORDA MPO - SARASOTA/MANATEE MPO 06/24/2013
TRIP PROJECT PRIORITY LIST

PROJECT	LIMITS/PHASE	REQUESTING JURISDICTION	TRIP FUNDS
1	US 301 @ Ellenton-Gillette Intersection Mast arms and the expansion of existing left turn lanes.	Manatee County	\$1,350,000
2	Burnt Store Road (Phase II) From Tern Bay Terminus to Notre Dame Blvd. four lanes divided, Complete Design some ROW/Construction. Total estimated cost \$37,110,000.	Charlotte County	\$2,000,000
3	Honore Avenue @ Ashton Road Intersection Construct a Roundabout	Sarasota County	\$1,000,000
4	Cattlemen Road @ Palmer Road Improvements Construct road and intersection improvements for Cattlemen Road, Palmer Road and Packinghouse Road area.	Sarasota County	\$2,729,000
5	Piper Road North From Henry Street to US 17. Acquire ROW and construct 4 lane divided roadway in an unimproved corridor. Total estimated project cost \$22,191,000	Charlotte County	\$2,000,000
6	Venice Avenue @ Pinebrook Improvements Construct signalized intersection improvements for Venice Avenue at Pinebrook Road.	Sarasota County	\$1,770,000
7	US 41 @ Carmalita Street Extension Making Carmalita St. two way through the US 41 NB and SB lanes. Add traffic signals at both US 41 intersections; extend multi-use trail from Linear Park along US 41 SB to Carmalita St. and along Carmalita St. to Taylor St. Total est cost \$2,550,000	City of Punta Gorda	\$850,000

2013 CHARLOTTE-PUNTA GORDA MPO - SARASOTA/MANATEE MPO 06/24/2013
REGIONAL TRAILS PROJECT PRIORITY LIST

PROJECT	LIMITS/PHASE	REQUESTING JURISDICTION	REQUEST
1	Green Bridge Multi-Use Trail Construct a multi-use trail addition to the Green Bridge between Bradenton and Palmetto. With the existing bridge, redesign and reduce lane widths for autos and increase safety for pedestrians and bicycles with wider lanes.	City of Bradenton	\$1,700,000
2	Legacy Trail Pedestrian Bridge @ Laurel Road Design and construct a trail overpass at Laurel Road.	Sarasota County	\$560,000
3	US 41 Sidewalks Design and Construct Morningside Drive to Sarasota County, 8 foot sidewalk, Design/Construction. Completion of the US 41 Mega Sidewalk on the West side of US 41 should be the first priority. (See a. below) a. US 41 west side (Midway Blvd to Enterprise Dr/Paulson Dr) 8 ft sidewalk. Est \$1.88 M b. US 41 east side (Melbourne St to Kings Hwy) 8 ft sidewalk. Est. \$1.05 M c. US 41 east side (Midway Blvd to Conway Blvd) 8 ft sidewalk. Est. \$1.88 M d. US 41 west side (Burnt Store Road to Airport Rd) 8 ft sidewalk. Est. TBD e. US 41 east side (Kings Hwy to Conway Blvd) 8 ft sidewalk. Est. TBD f. US 41 east side (Midway Blvd to Paulson Dr/Enterprise Dr) 8 ft sidewalk. Est. \$1.88 M g. US 41 east and west side (Morningside Dr to Tuckers Grade) 8 ft sidewalk. Est. TBD h. US 41 east and west side (Tuckers Grade to Taylor Rd) 8 ft sidewalk. Est. TBD i. US 41 west side (Taylor Rd to Burnt Store Road) 8 ft sidewalk. Est. TBD	Charlotte County	\$1,880,000
4	Perico Island Preserve Trail Design and construction of enhanced trail system for pedestrians and bicycles within the Perico Island Preserve.	Manatee County	\$285,000
5	Coon Key Bridge Bike/Pedestrian Improvements Construct bicycle and pedestrian improvements connecting to the MURT Trail System.	City of Sarasota	\$1,400,000
6	US 41 Multi-Use Recreational Trail (MURT) Bridges Design and Construct from Taylor Road to Airport Road, two bicycle/pedestrian bridges, one over Alligator Creek and one over South Alligator Creek along the US 41 MURT.	City of Punta Gorda	\$1,600,000
7	Willow to Ellenton "Rails with Trails" Project Design and construction of enhanced trail system for pedestrians and bicycles adjacent to the railroad tracks from Ellenton-Gillette Rd to Erie Rd.	Manatee County	\$575,000
8	East Spine Multi-Use Trail Design and construction of enhanced trail for pedestrians and bicycles from Rye Preserve to Manatee State Park.	Manatee County	\$285,000

**JOINT MPO TRIP PRIORITIES
(LEE AND CHARLOTTE COUNTY-PUNTA GORDA MPO)**

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Rank
2016/17								
Lee County	Burnt Store Rd	Tropicana Pkwy	Diplomat Pkwy	2L to 4L	CST	\$5,000,000	\$2,500,000	#1
2017/18								
Charlotte County	Burnt Store Rd	North of Zemel Rd	Notre Dame Blvd	2L to 4L	CST	\$37,110,000	\$2,500,000	#1
Lee County	Chiquita Blvd	South of Cape Coral Pkwy	North of SR 78	4L to 6L	ROW	\$30,000,000	\$4,000,000	#2
Charlotte County	Piper Rd North	Henry St	US 17	New 4L	CST	\$22,191,000	\$2,000,000	#3
Lee Tran		Regional Transfer Facility and Connector		Build bus facility and develop new service route	CST	\$3,000,000	\$1,500,000	#4
Charlotte County	US 41 @ Carmalita St Ext.		Make Carmalita St 2 Way between NB and SB US 41; Add traffic signals at both US 41 intersections at Carmalita; Extend multi-use trail along US 41 from Helena Ave to Carmalita and along Carmalita to Taylor St		CST	\$1,700,000	\$850,000	#5
Lee Tran	Lee Tran Capital Expenditures for Passenger Amenities, Bus Pull-Outs, and pavement markings			Build bus facilities	CST	\$1,000,000	\$500,000	#6



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

DRAFT

July 1, 2014 Through June 30, 2019

CHARLOTTE COUNTY



Tentative Work Program Fiscal Years 2015 - 2019

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



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

DRAFT

July 1, 2014 Through June 30, 2019

CHARLOTTE COUNTY

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



Debbie Tower
Communications Director
Southwest Area Office
10041 Daniels Parkway
Fort Myers, FL 33913
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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

DRAFT

July 1, 2014 Through June 30, 2019

CURRENTLY REPORTED ACTIVE FUND CODES

CHARLOTTE COUNTY

ACSA Advance Construction (SA)
ACSL Advance Construction (SL)
BRRP State Bridge Repair And Rehab
CM Congestion Mitigation – ACQ
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
FTA Federal Transit Administration
GMR General Revenue for SIS
LF Local Funds
LFP Local Fund for Participating
PL Metro Plan (85% FA; 15% other)
SA STP, Any Area
SL STP, Areas < 200k
TRIP Trans Regional Incentive Prog
NHRE
TALL
TALT



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
CHARLOTTE COUNTY

HIGHWAYS

FPN: 4353881 **Project: BURNT STORE RD**
 FORM TERN BAY RD TO NORTE DAME RD
Desc: ADD LANES & RECONSTRUCT
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$2,250,000				
PE	TRIP	\$2,250,000				
Project Total:		\$4,500,000				

FPN: 4126651 **Project: CHARLOTTE COUNTY**
 TRAFFIC SIGNALS REIMBURSEMENT
Desc: TRAFFIC SIGNALS
Project Length: 8.201 **Begin Mile Post:** 7.013 **End Mile Post:** 15.214
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$76,000	\$79,000	\$81,000	\$82,500	\$84,500
Project Total:		\$76,000	\$79,000	\$81,000	\$82,500	\$84,500

FPN: 4348641 **Project: CHARLOTTE COUNTY**
 BRIDGE REPAIR AT VARIOUS LOCATIONS
Desc: BRIDGE-REPAIR/REHABILITATION
Project Length: 1.461 **Begin Mile Post:** 0.118 **End Mile Post:** 1.326
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	BRRP		\$40,000			
PE	DIH		\$8,000			
CST	BRRP			\$414,776		
CST	DIH			\$60,830		
Project Total:			\$48,000	\$475,606		

FPN: 1938331 **Project: CHARLOTTE MPO**
 IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING
Desc: TRAFFIC OPS IMPROVEMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	SL				\$1	\$1
Project Total:					\$1	\$1

FPN: 4349651 **Project: HARBORVIEW ROAD**
 FROM MELBOURNE RD TO I-75
Desc: PD&E/EMO STUDY
Project Length: 0.135 **Begin Mile Post:** 3.200 **End Mile Post:** 3.335
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	SL					\$2,352,000
Project Total:						\$2,352,000

FPN: 4312201 **Project: HARBORWALK**
 AT GILCHRIST
Desc: BIKE PATH/TRAIL
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments: CONSTRUCT MULTI-USE TRAIL FROM CROSS STREET TO MAUD STREET

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LF			\$304,227		
CST	TALL			\$13,962		
CST	TALT			\$1,683,421		
Project Total:				\$2,001,610		



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 CHARLOTTE COUNTY

FPN: 4130432 Project: I-75
 FROM S OF HARBORVIEW ROAD TO NORTH OF KINGS HWY
 Desc: ADD LANES & RECONSTRUCT
 Project Length: 4.272 Begin Mile Post: 17.736 End Mile Post: 22.008
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
ENV	DI	\$100,000				
RRU	DI	\$1,000,000				
CST	DI	\$28,878,421				
CST	DIH	\$324,332				
Project Total:		\$30,302,753				

FPN: 4130422 Project: I-75 (SR 93)
 FROM LEE C/L TO S TUCKERS GRADE
 Desc: ADD LANES & RECONSTRUCT
 Project Length: 8.102 Begin Mile Post: 0.000 End Mile Post: 8.102
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
INC	GMR		\$900,000			
Project Total:			\$900,000			

FPN: 4317111 Project: I-75 (SR 93)
 BRIDGE PAINTING AT VARIOUS LOCATIONS
 Desc: BRIDGE - PAINTING
 Project Length: 3.381 Begin Mile Post: 8.487 End Mile Post: 11.803
 Comments: BRIDGE NUMBERS: 010073, 010074, 010082, 010083 AND 010066

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	BRRP				\$200,000	
PE	DIH				\$10,000	
CST	BRRP					\$2,345,420
CST	DIH					\$17,325
Project Total:					\$210,000	\$2,362,745

FPN: 4309261 Project: KINGSWAY ELEMENTARY
 SCHOOL SRTS SIDEWALK SAFETY
 Desc: SIDEWALK
 Project Length: 1.014 Begin Mile Post: 1.249 End Mile Post: 2.263
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALL	\$114,845				
CST	TALT		\$479,487			
Project Total:		\$114,845	\$479,487			

FPN: 4253422 Project: PEACHLAND BLVD FROM
 BACHMAN BLVD TO ATWATER STREET
 Desc: SIDEWALK
 Project Length: 0.518 Begin Mile Post: 1.282 End Mile Post: 1.800
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	TALT		\$359,188			
Project Total:			\$359,188			

FPN: 4136251 Project: PUNTA GORDA
 TRAFFIC SIGNALS REIMBURSEMENT
 Desc: TRAFFIC SIGNALS
 Project Length: 8.201 Begin Mile Post: 7.013 End Mile Post: 15.214
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$29,000	\$29,000	\$30,000	\$30,000	\$32,000
Project Total:		\$29,000	\$29,000	\$30,000	\$30,000	\$32,000



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 CHARLOTTE COUNTY

FPN: 4319591 **Project: SR 31**
 FROM LEE COUNTY LINE TO CR 74
Desc: RESURFACING
Project Length: 12.126 **Begin Mile Post:** 0.000 **End Mile Post:** 12.126
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	ACSA	\$6,247,503				
CST	DDR	\$997,185				
CST	DIH	\$82,400				
Project Total:		\$7,327,088				

FPN: 4312101 **Project: SR 776**
 FROM WILLOW BEND DR TO COLLINGSWOOD BLVD
Desc: RESURFACING
Project Length: 3.837 **Begin Mile Post:** 13.164 **End Mile Post:** 17.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$51,500				
CST	SA	\$4,128,824				
Project Total:		\$4,180,324				

FPN: 4300122 **Project: SR 776 (MCCALL RD)**
 FROM CR 775 (PLACIDA RD) TO SAN CASA DRIVE
Desc: PRELIM ENG FOR FUTURE CAPACITY
Project Length: 1.562 **Begin Mile Post:** 2.237 **End Mile Post:** 3.799
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	CM			\$1,707,004		
Project Total:				\$1,707,004		

FPN: 4300123 **Project: SR 776 (MCCALL RD)**
 FROM SAN CASA DRIVE TO SPINNAKER BLVD
Desc: PRELIM ENG FOR FUTURE CAPACITY
Project Length: 1.521 **Begin Mile Post:** 3.799 **End Mile Post:** 5.320
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR			\$274,710		
PE	SL			\$1,276,989		
Project Total:				\$1,551,699		

FPN: 4351051 **Project: TAYLOR RD**
 FROM NORTH JONES LOOP TO AIRPORT RD
Desc: BIKE PATH/TRAIL
Project Length: 3.595 **Begin Mile Post:** 0.000 **End Mile Post:** 3.595
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SL					\$102,012
PE	TALL					\$203,883
Project Total:						\$305,895

FPN: 4349451 **Project: US 41**
 AT PORT CHARLOTTE BLVD
Desc: ADD TURN LANE(S)
Project Length: 0.200 **Begin Mile Post:** 18.804 **End Mile Post:** 19.004
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SL				\$138,100	
Project Total:					\$138,100	



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
CHARLOTTE COUNTY

FPN: 4349661 Project: US 41
 AT GARDNER BLVD
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.200 Begin Mile Post: 17.050 End Mile Post: 17.250
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR				\$185,596	
PE	DIH				\$15,000	
PE	DS				\$20,485	
Project Total:					\$221,081	

FPN: 4349821 Project: US 41
 AT GARDNER BLVD
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.200 Begin Mile Post: 17.050 End Mile Post: 17.250
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR				\$206,081	
PE	DIH				\$15,000	
Project Total:					\$221,081	

FPN: 4349881 Project: US 41
 FROM AQUI ESTA DR TO AIRPORT RD
 Desc: LIGHTING
 Project Length: 0.524 Begin Mile Post: 11.965 End Mile Post: 12.489
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR			\$139,138		
PE	DIH			\$15,000		
CST	DDR					\$425,959
CST	DIH					\$55,878
CST	LFP					\$138,600
Project Total:				\$154,138		\$620,437

FPN: 4350991 Project: US 41
 AT CARMELITITA ST EXTENSION
 Desc: ADD TURN LANE(S)
 Project Length: 0.200 Begin Mile Post: 15.100 End Mile Post: 15.300
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SA					\$196,220
Project Total:						\$196,220

FPN: 4353901 Project: US 41
 FROM MIDWAY TO ENTERPRISE
 Desc: SIDEWALK
 Project Length: 0.001 Begin Mile Post: 0.000 End Mile Post: 0.001
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LF		\$150,000			
CST	TALT					\$1,900,000
Project Total:			\$150,000			\$1,900,000



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 CHARLOTTE COUNTY

FPN: 4227102 Project: US 41 (SR 45)
 FROM ENTERPRISE DRIVE TO SARASOTA COUNTY LINE
 Desc: ADD LANES & REHABILITATE PVMNT
 Project Length: 3.621 Begin Mile Post: 22.325 End Mile Post: 25.946
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
RRU	DDR	\$15,475				
RRU	DS	\$300,000				
RRU	LF	\$4,250,000				
ROW	ACSL	\$515,481				
ROW	DIH	\$70,795				
CST	DDR	\$27,280,198				
CST	DIH	\$162,211				
CST	LF	\$87,550				
Project Total:		\$32,681,710				

FPN: 4281411 Project: US 41 (SR 45)
 AT GATEWAY PROJECT
 Desc: CONSTRUCT SPECIAL STRUCTURE
 Project Length: 15.214 Begin Mile Post: 0.000 End Mile Post: 15.214
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	ACSL	\$1,200,001				
CST	LFP	\$1,806,049				
Project Total:		\$3,006,050				

FPN: 4298201 Project: US 41 (SR 45)
 GATEWAY PROJECT BOARDWALK
 Desc: CONSTRUCT SPECIAL STRUCTURE
 Project Length: 0.200 Begin Mile Post: 15.114 End Mile Post: 15.314
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	SA		\$1,410,580			
Project Total:			\$1,410,580			

FPN: 4299591 Project: US 41 (SR 45)
 AT TARPON BOULEVARD
 Desc: ADD TURN LANE(S)
 Project Length: 0.227 Begin Mile Post: 19.264 End Mile Post: 19.491
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR		\$53,000			
CST	SL		\$1,255,561			
Project Total:			\$1,308,561			

FPN: 4301201 Project: US 41 (SR 45)
 AT KINGS HIGHWAY-PARMELY STREET
 Desc: ADD TURN LANE(S)
 Project Length: 0.214 Begin Mile Post: 15.919 End Mile Post: 16.133
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DIH		\$10,600			
CST	DS		\$973,780			
Project Total:			\$984,380			

FPN: 4308951 Project: US 41 (SR 45)
 AT OLEAN BLVD
 Desc: ADD TURN LANE(S)
 Project Length: 0.234 Begin Mile Post: 18.427 End Mile Post: 18.661
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DS		\$21,200			
CST	SL		\$992,909			
Project Total:			\$1,014,109			

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



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
CHARLOTTE COUNTY

FPN: 4312181 Project: US 41 (SR 45)
 AT CONWAY BLVD
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.800 Begin Mile Post: 17.121 End Mile Post: 17.921
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SL		\$40,000	\$88,374		
CST	SL				\$898,213	
Project Total:			\$40,000	\$88,374	\$898,213	

FPN: 4312191 Project: US 41 (SR 45)
 AT HANCOCK AVENUE
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.600 Begin Mile Post: 16.394 End Mile Post: 16.994
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SL		\$110,000	\$110,908		
CST	SL					\$1,006,565
Project Total:			\$110,000	\$110,908		\$1,006,565

FPN: 4316151 Project: US 41 (SR 45)
 FROM LEE C/L TO ST PIERRE ROAD
 Desc: RIGID PAVEMENT REHABILITATION
 Project Length: 7.777 Begin Mile Post: 0.000 End Mile Post: 7.777
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$20,000				
CST	DIH	\$92,700				
CST	DS	\$2,813,666				
Project Total:		\$2,926,366				

FPN: 4354201 Project: US 41 (SR 45)
 FROM ENTERPRISE DR TO SARASOTA CITY LINE
 Desc: LANDSCAPING
 Project Length: 3.621 Begin Mile Post: 22.325 End Mile Post: 25.946
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR			\$239,105		
CST	DIH			\$42,393		
Project Total:				\$281,498		

FPN: 4145222 Project: US 41 (SR 45) AT
 CR 776 (HARBORVIEW RD)
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.037 Begin Mile Post: 16.267 End Mile Post: 16.304
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
RRU	DDR	\$30,000				
ROW	CM	\$53,601	\$150,178			
CST	DDR		\$367,071			
CST	DIH		\$71,320			
Project Total:		\$83,601	\$588,569			

FPN: 4313161 Project: US 41/TAMIAMI TRAIL
 FROM CROSS STREET TO COCHRAN BLVD
 Desc: RESURFACING
 Project Length: 5.767 Begin Mile Post: 15.236 End Mile Post: 21.003
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR		\$1,533,127			
CST	DIH		\$477,000			
CST	DS		\$6,556,808			
CST	NHRE		\$3,334,261			
Project Total:			\$11,901,196			



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
CHARLOTTE COUNTY

HIGHWAYS TOTAL

<i>2014/15</i>	<i>2015/16</i>	<i>2016/17</i>	<i>2017/18</i>	<i>2018/19</i>
\$85,227,737	\$19,402,070	\$6,481,837	\$1,800,976	\$8,860,363



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

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CHARLOTTE COUNTY

TRANSPORTATION PLANNING

FPN: 4348521 Project: CHARLOTTE COUNTY/
 PUNTA GORDA 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	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL					\$433,667
Project Total:						\$433,667

FPN: 4256721 Project: CHARLOTTE/PUNTA
 GORDA MPO FY 2015/2016 UPWP
 Desc: TRANSPORTATION PLANNING
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: UPWP - UNIFIED PLANNING WORK PROGRAM

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL	\$433,667	\$433,667			
Project Total:		\$433,667	\$433,667			

FPN: 4318121 Project: CHARLOTTE/PUNTA
 FY 2017/2018 UPWP
 Desc: TRANSPORTATION PLANNING
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL			\$433,667	\$433,667	
Project Total:				\$433,667	\$433,667	

TRANSPORTATION PLANNING TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$433,667	\$433,667	\$433,667	\$433,667	\$433,667



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 CHARLOTTE COUNTY

FLP: AVIATION

FPN: 4279771 Project: CHARLOTTE COUNTY
 AIRPORT CAPITAL IMPROVEMENTS
 Desc: AVIATION PRESERVATION PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: FBO FACILITY GA TERMINAL

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR	\$1,230,000				
CAP	LF	\$1,230,000				
Project Total:		\$2,460,000				

FPN: 4295101 Project: CHARLOTTE COUNTY
 AIRPORT
 Desc: AVIATION SAFETY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: LAND ACQUISITION, EAST - RUNWAY 22 END

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR		\$2,625,000			
CAP	LF		\$875,000			
Project Total:			\$3,500,000			

FPN: 4299741 Project: CHARLOTTE COUNTY
 AIRPORT CAPITAL IMPROVEMENTS
 Desc: AVIATION PRESERVATION PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR					\$1,000,000
CAP	LF					\$1,000,000
Project Total:						\$2,000,000

FPN: 4318731 Project: PUNTA GORDA AIRPORT
 CAPITAL IMPROVEMENTS
 Desc: AVIATION CAPACITY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR			\$1,968,750		
CAP	LF			\$656,250		
Project Total:				\$2,625,000		

FPN: 4336091 Project: PUNTA GORDA AIRPORT
 Desc: AVIATION REVENUE/OPERATIONAL
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR				\$375,000	
CAP	LF				\$375,000	
Project Total:					\$750,000	

FPN: 4336281 Project: PUNTA GORDA AIRPORT
 Desc: AVIATION REVENUE/OPERATIONAL
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR				\$345,000	
CAP	LF				\$345,000	
Project Total:					\$690,000	

FLP: AVIATION TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$2,460,000	\$3,500,000	\$2,625,000	\$1,440,000	\$2,000,000



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 CHARLOTTE COUNTY

FLP: TRANSIT

FPN: 4101191 Project: CHARLOTTE COUNTY
 TRANSIT (CCT) FTA 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DU	\$85,855	\$85,855	\$85,855	\$85,855	\$85,855
OPS	LF	\$85,855	\$85,855	\$85,855	\$85,855	\$85,855
Project Total:		\$171,710	\$171,710	\$171,710	\$171,710	\$171,710

FPN: 4101381 Project: CHARLOTTE COUNTY
 TRANSIT (CCT) 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR			\$406,699		
OPS	DPTO	\$397,656	\$406,886		\$417,213	\$430,987
OPS	LF	\$397,656	\$406,886	\$406,699	\$417,213	\$430,987
Project Total:		\$795,312	\$813,772	\$813,398	\$834,426	\$861,974

FPN: 4101141 Project: CHARLOTTE COUNTY -
 PUNTA GORDA MPO TRANSIT PLANNING -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	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	DPTO	\$5,631	\$5,631	\$5,631	\$5,800	\$5,800
PLN	DU	\$45,045	\$45,045	\$45,045	\$46,397	\$46,397
PLN	LF	\$5,631	\$5,631	\$5,631	\$5,800	\$5,800
Project Total:		\$56,307	\$56,307	\$56,307	\$57,997	\$57,997

FPN: 4101451 Project: CHARLOTTE COUNTY-CCT
 FTA 5307
 Desc: OPERATING/ADMIN. ASSISTANCE
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: SECTION 5307 URBANIZED AREAS

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	FTA	\$1,441,093	\$1,441,093	\$1,441,093	\$1,441,093	\$1,441,093
CAP	LF	\$360,273	\$360,273	\$360,273	\$360,273	\$360,273
Project Total:		\$1,801,366	\$1,801,366	\$1,801,366	\$1,801,366	\$1,801,366

FLP: TRANSIT TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$2,824,695	\$2,843,155	\$2,842,781	\$2,865,499	\$2,893,047

CHARLOTTE COUNTY TOTALS

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19	Total
COUNTY Total:		\$90,946,099	\$26,178,892	\$12,383,285	\$6,540,142	\$14,187,077	\$150,235,495

FY 2014/2015 – 2018/2019 FDOT Draft Tentative Work Program For The Lee County MPO

Recommendation: To review and consider endorsement of FDOT's Draft Tentative Work Program for FY 2014/2015 through FY 2018/2019.

Attachments:

- a. FY 2014/2015 – FY 2018/2019 FDOT District One Draft Tentative Work Program for Lee County.
- b. Comparison of what was funded to the Priorities that were submitted in June.
- c. Mode Mix Analysis through December 2013

The MPO Board and its Committees annually review FDOT's Draft Tentative Work Program, which includes the addition of the new fifth year (FY 2018/2019) of programming based upon state and MPO priorities. The Draft Tentative Work Program will form the basis for the MPO's next Transportation Improvement Program (TIP) to be and FDOT's Adopted Work Program, which will be adopted on July 1, 2014. For federal funding to flow to the state and local governments, the TIP and FDOT's Work Program must be consistent.

The FDOT District One Draft Tentative Work Program FY 2014/2015-FY 2018/2019, for Lee County is attached. Also attached is the comparison of the funded projects to the MPO priorities that were submitted in June.

The Technical Advisory Committee and Citizens' Advisory Committee are scheduled to review the FDOT Draft Tentative Work Program at their respective meetings on December 5, 2013 and staff will report on any comments and recommendations at the MPO meeting.

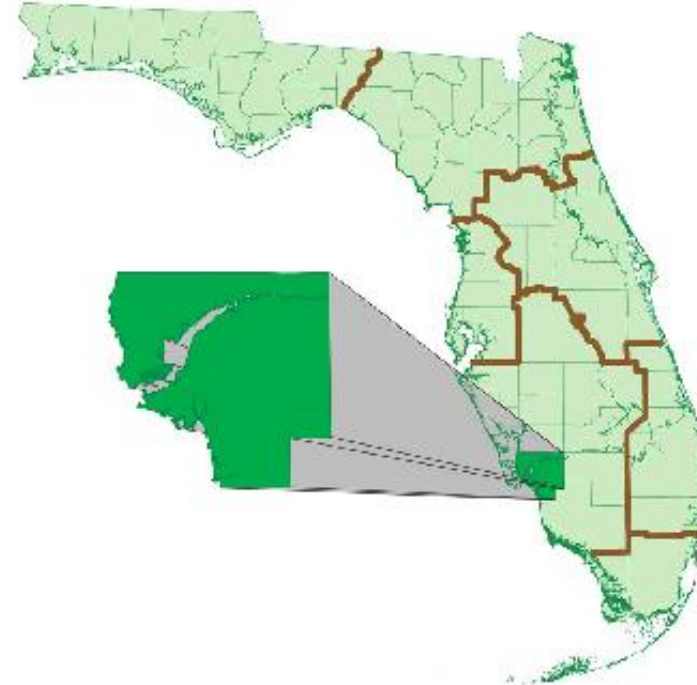


FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

July 1, 2014 Through June 30, 2019

DRAFT

LEE COUNTY



Tentative Work Program Fiscal Years 2015 - 2019

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



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

DRAFT

July 1, 2014 Through June 30, 2019

LEE COUNTY

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.



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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1 TENTATIVE WORK PROGRAM REPORT

July 1, 2014 Through June 30, 2019

CURRENTLY REPORTED ACTIVE FUND CODES

DRAFT

LEE COUNTY

ACSA	Advance Construction (SA)
BRRP	State Bridge Repair And Rehab
DDR	District Dedicated Revenue
DI	State-Statewide Inter/Intrastate Highway
DIH	State In-house Product Support
DIS	Strategic Intermodal System
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
TRIP	Trans Regional Incentive Prog
ACTU	
NHRE	
TALT	
TALU	



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

HIGHWAYS

FPN: 4353511 **Project: ABEL CANAL**
 FROM HARNES MARSH TO JOEL BOULEVARD
Desc: BIKE PATH/TRAIL
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	TALU		\$390,000			
Project Total:			\$390,000			

FPN: 4350071 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP			\$17,500		
CST	TALU				\$230,082	
Project Total:				\$17,500	\$230,082	

FPN: 4313231 **Project: BERT DR**
 FROM MICHIGAN AVE TO BALLARD RD
Desc: SIDEWALK
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU	\$125,000				
CST	TALT			\$186,658		
Project Total:		\$125,000		\$186,658		

FPN: 4351141 **Project: BONITA ELEMENTARY**
 VARIOUS LOCATIONS
Desc: SIDEWALK
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU				\$117,000	
Project Total:					\$117,000	

FPN: 4137141 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$13,000	\$13,000	\$13,500	\$14,000	\$14,500
Project Total:		\$13,000	\$13,000	\$13,500	\$14,000	\$14,500

FPN: 4354221 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP			\$1,842,246	\$657,754	
CST	TRIP			\$1,842,246	\$657,754	
Project Total:				\$3,684,492	\$1,315,508	



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4136361 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$13,000	\$13,000	\$13,500	\$14,000	\$14,500
Project Total:		\$13,000	\$13,000	\$13,500	\$14,000	\$14,500

FPN: 4350121 **Project:** CAPE CORAL
 BIKE ROUTE STUDY
Desc: TRANSPORTATION PLANNING
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	SU	\$151,000				
Project Total:		\$151,000				

FPN: 4308911 **Project:** CAPE CORAL PKWY
 FROM DEAD END TO AGUALINDA BLVD
Desc: SIDEWALK
Project Length: 0.893 **Begin Mile Post:** 0.000 **End Mile Post:** 0.893
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP	\$77,870				
CST	SU	\$245,230				
CST	TALT	\$157,223				
Project Total:		\$480,323				

FPN: 4313301 **Project:** CAPE CORAL SIDEWALKS
Desc: SIDEWALK
Project Length: 0.617 **Begin Mile Post:** 5.191 **End Mile Post:** 5.808
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	ACTU	\$65,000				
CST	LFP			\$81,077		
CST	TALT			\$210,721		
CST	TALU			\$18,704		
Project Total:		\$65,000		\$310,502		

FPN: 4308901 **Project:** CHIQUITA BLVD
 FROM SW 47TH TERRACE TO SW 32ND TERRACE
Desc: SIDEWALK
Project Length: 2.055 **Begin Mile Post:** 1.013 **End Mile Post:** 3.068
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	ACTU	\$326,274				
CST	LFP	\$94,996				
CST	TALU	\$318,939				
Project Total:		\$740,209				

FPN: 4308921 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$75,000				
CST	LFP		\$9,889			
CST	SU		\$265,650			
Project Total:		\$75,000	\$275,539			

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4349951 Project: CHIQUITA 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU			\$250,000		
CST	SU				\$123,423	\$966,291
CST	TALT					\$54,073
Project Total:				\$250,000	\$123,423	\$1,020,364

FPN: 4353581 Project: CONNETICUT 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU				\$125,000	
Project Total:					\$125,000	

FPN: 4298141 Project: CR 765 (BURNT STORE)
 FROM DIPLOMAT PKWY TO VAN BUREN PKWY
 Desc: ADD LANES & REHABILITATE PVMNT
 Project Length: 2.019 Begin Mile Post: 0.026 End Mile Post: 2.045
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP	\$5,228,684				
CST	TRIP	\$5,228,684				
Project Total:		\$10,457,368				

FPN: 4353471 Project: CR 887 (OLD US 41)
 FROM COLLIER COUNTY LINE TO BONITA BEACH RD
 Desc: ADD LANES & RECONSTRUCT
 Project Length: 1.180 Begin Mile Post: 0.000 End Mile Post: 1.180
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	SU					\$2,010,000
Project Total:						\$2,010,000

FPN: 4308891 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP		\$29,363			
CST	SU		\$349,140			
Project Total:			\$378,503			

FPN: 4332271 Project: EL DORADO PKWY / DEL
 PRADO BLVD AT VARIOUS LOCATIONS
 Desc: SIDEWALK
 Project Length: 0.925 Begin Mile Post: 0.000 End Mile Post: 0.925
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$89,905				
CST	LFP		\$70,245			
CST	SU		\$375,609			
Project Total:		\$89,905	\$445,854			



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4309241 **Project: FRANKLIN PARK**
 ELEMENTARY SRTS SAFETY SIDEWALKS
Desc: SIDEWALK
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU	\$89,423				
CST	SA		\$288,533			
Project Total:		\$89,423	\$288,533			

FPN: 4136371 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$105,000	\$108,500	\$112,000	\$116,000	\$119,500
Project Total:		\$105,000	\$108,500	\$112,000	\$116,000	\$119,500

FPN: 4136381 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$4,000	\$4,500	\$5,000	\$5,500	\$6,000
Project Total:		\$4,000	\$4,500	\$5,000	\$5,500	\$6,000

FPN: 4313241 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU			\$145,000		
CST	TALT					\$286,307
CST	TALU					\$37,497
Project Total:				\$145,000		\$323,804

FPN: 4313211 **Project: JOHN YARBOROUGH**
 LINEAR PARK PHASE IV
Desc: BIKE PATH/TRAIL
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	LF			\$80,000		
PDE	TALT			\$170,000		
Project Total:				\$250,000		

FPN: 4126366 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DIH					\$50,000
PE	DS					\$400,000
Project Total:						\$450,000

FPN: 4126721 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR	\$185,000	\$191,000	\$197,500	\$204,000	\$210,500
Project Total:		\$185,000	\$191,000	\$197,500	\$204,000	\$210,500

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4350432 **Project:** LEE COUNTY
 SCOUR COUNTERMEASURE AT VARIOUS LOCATIONS
Desc: BRIDGE-REPAIR/REHABILITATION
Project Length: 0.225 **Begin Mile Post:** 6.026 **End Mile Post:** 6.177
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	BRRP	\$50,000				
PE	DIH	\$8,000				
CST	BRRP		\$587,541			
CST	DIH		\$74,885			
Project Total:		\$58,000	\$662,426			

FPN: 4126363 **Project:** 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: DESIGN-BUILD CRITERIA PACKAGE FOR 412636-4

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR		\$400,000			
PE	DIH		\$24,940			
Project Total:			\$424,940			

FPN: 4126364 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU			\$60,000		
DSB	DDR			\$8,943,222		
DSB	DIH			\$109,100		
DSB	SU			\$3,079,483		
Project Total:				\$12,191,805		

FPN: 1957641 **Project:** LEE MPO IDENTIFIED
 OPERATIONAL IMPROVEMENTS FUNDING
Desc: TRAFFIC OPS IMPROVEMENT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	SU				\$244,076	
Project Total:					\$244,076	

FPN: 4354321 **Project:** LEE TRAN
 BUS PULLOUTS
Desc: TRANSIT IMPROVEMENT
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP				\$1,000,000	
CST	TRIP				\$1,000,000	
Project Total:					\$2,000,000	

FPN: 4332381 **Project:** LEELAND HEIGHTS BLVD
 FROM RICHMOND AVE TO HOMESTEAD ROAD
Desc: SIDEWALK
Project Length: 1.273 **Begin Mile Post:** 16.854 **End Mile Post:** 17.722
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$104,216				
CST	SA		\$502,657			
CST	SU		\$439,207			
Project Total:		\$104,216	\$941,864			

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4351121 Project: **OLD BURNT STORE RD**
 FROM EMBERS PARKWAY TO TROPICANA PARKWAY
 Desc: BIKE PATH/TRAIL
 Project Length: 0.001 Begin Mile Post: 0.000 End Mile Post: 0.001
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU					\$160,268
Project Total:						\$160,268

FPN: 4309211 Project: **ORANGEWOOD**
 ELEMENTARY SRTS SAFETY SIDEWALKS
 Desc: SIDEWALK
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU	\$80,017				
CST	SA		\$173,035			
Project Total:		\$80,017	\$173,035			

FPN: 4332301 Project: **PALM TREE BLVD**
 FROM SE 47TH TERRACE TO SE 40TH STREET
 Desc: SIDEWALK
 Project Length: 1.009 Begin Mile Post: 0.062 End Mile Post: 1.071
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$91,685				
CST	LFP		\$127,867			
CST	TALT		\$247,343			
CST	TALU		\$135,677			
Project Total:		\$91,685	\$510,887			

FPN: 4349941 Project: **PELICAN ELE**
 SIDEWALKS VARIOUS LOCATIONS
 Desc: SIDEWALK
 Project Length: 0.001 Begin Mile Post: 0.000 End Mile Post: 0.001
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP			\$37,982		
CST	TALT				\$6,279	
CST	TALU				\$203,798	
Project Total:				\$37,982	\$210,077	

FPN: 4350231 Project: **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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$252,329				
CST	SU			\$570,071		
Project Total:		\$252,329		\$570,071		

FPN: 4328981 Project: **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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	TALU	\$60,893				
CST	TALU			\$302,832		
Project Total:		\$60,893		\$302,832		



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4349891 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP		\$39,000			
CST	TALU			\$209,406		
Project Total:			\$39,000	\$209,406		

FPN: 4332351 **Project: SANDS BLVD**
 FROM CAPE CORAL PKWY TO BEACH PKWY
Desc: SIDEWALK
Project Length: 0.735 **Begin Mile Post:** 0.000 **End Mile Post:** 0.735
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$63,041				
CST	LFP		\$40,826			
CST	SU		\$258,700			
Project Total:		\$63,041	\$299,526			

FPN: 4332361 **Project: SANDS BLVD**
 FROM EL DORADO PKWY TO CAPE CORAL PKWY
Desc: SIDEWALK
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$98,810				
CST	LFP		\$62,049			
CST	SU		\$404,899			
Project Total:		\$98,810	\$466,948			

FPN: 4313291 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LF			\$20,000		
CST	TALT			\$245,568		
Project Total:				\$265,568		

FPN: 4332371 **Project: SIGNAL TIMING**
 CITY OF CAPE CORAL AT VARIOUS LOCATIONS
Desc: TRAFFIC SIGNAL UPDATE
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	ACTU	\$250,000				
Project Total:		\$250,000				

FPN: 4353921 **Project: SIX MILE CYPRESS**
 PRESERVE NORTH PORJECT
Desc: DRAINAGE IMPROVEMENTS
Project Length: 1.542 **Begin Mile Post:** 22.352 **End Mile Post:** 23.894
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$42,500				
Project Total:		\$42,500				



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4350221 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP		\$47,660			
CST	SU			\$54,500	\$315,761	
Project Total:			\$47,660	\$54,500	\$315,761	

FPN: 4332321 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$35,924				
CST	SU		\$216,543			
Project Total:		\$35,924	\$216,543			

FPN: 4332341 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$42,753				
CST	LFP		\$42,753			
CST	SU		\$214,765			
Project Total:		\$42,753	\$257,518			

FPN: 4349391 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DIH	\$100,000				
CST	DDR			\$8,866,654		
CST	DIH			\$119,822		
CST	DS			\$1,298,532		
Project Total:		\$100,000		\$10,285,008		

FPN: 4350201 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$160,000				
CST	SU			\$319,678		
Project Total:		\$160,000		\$319,678		

FPN: 4350241 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$160,000				
CST	SU			\$437,898		
Project Total:		\$160,000		\$437,898		

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4350251 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$240,000				
CST	SU				\$610,737	
Project Total:		\$240,000			\$610,737	

FPN: 4349641 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DIH	\$100,000				
RRU	DDR		\$250,000			
CST	DDR			\$530,062		
CST	DIH			\$69,438		
Project Total:		\$100,000	\$250,000	\$599,500		

FPN: 4136952 Project: SR 78
 BURNT STORE ROAD CHIQUITA BLVD
 Desc: SIGNING/PAVEMENT MARKINGS
 Project Length: 1.814 Begin Mile Post: 5.467 End Mile Post: 7.281
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$51,507				
CST	DIH	\$5,150				
Project Total:		\$56,657				

FPN: 4301191 Project: SR 78
 FROM US 41 BUSINESS TO BREWER ROAD
 Desc: BIKE LANE/SIDEWALK
 Project Length: 1.157 Begin Mile Post: 15.858 End Mile Post: 17.015
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$130,008				
CST	DDR		\$10,600			
CST	SU		\$221,852			
Project Total:		\$130,008	\$232,452			

FPN: 4332221 Project: SR 78
 AT SANTA BARBARA BLVD
 Desc: ADD LEFT TURN LANE(S)
 Project Length: 0.001 Begin Mile Post: 9.756 End Mile Post: 9.757
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$36,014				
CST	DS		\$7,380			
CST	SU		\$220,725			
Project Total:		\$36,014	\$228,105			

FPN: 4332231 Project: SR 78
 AT CHIQUITA BLVD
 Desc: ADD LEFT TURN LANE(S)
 Project Length: 0.001 Begin Mile Post: 7.513 End Mile Post: 7.514
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$32,598				
CST	DS		\$5,549			
CST	SU		\$147,999			
Project Total:		\$32,598	\$153,548			

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4353481 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	SU				\$320,000	
Project Total:					\$320,000	

FPN: 4347071 Project: SR 78 (PINE ISLAND RD)
 FROM 32ND PL TO ANDELUSIA BLVD
 Desc: BIKE PATH/TRAIL
 Project Length: 5.580 Begin Mile Post: 5.400 End Mile Post: 10.980
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	HSP	\$30,000	\$73,931			
PE	SA	\$10,000				
CST	DDR			\$11,164		
CST	HSP			\$331,618		
CST	SA			\$10,910		
Project Total:		\$40,000	\$73,931	\$353,692		

FPN: 4136951 Project: SR 78 (PINE ISLAND RD)
 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	2014/15	2015/16	2016/17	2017/18	2018/19
RPY	ACSA		\$5,000,000	\$3,806,887		
Project Total:			\$5,000,000	\$3,806,887		

FPN: 4313171 Project: SR 78/PINE ISLAND RD
 FROM US 41/SR 45 TO NEW POST ROAD
 Desc: RESURFACING
 Project Length: 2.292 Begin Mile Post: 14.723 End Mile Post: 17.015
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	NHRE		\$2,824,477			
CST	SA		\$627,520			
Project Total:			\$3,451,997			

FPN: 4298231 Project: SR 80
 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)
 Desc: BIKE PATH/TRAIL
 Project Length: 4.946 Begin Mile Post: 5.795 End Mile Post: 10.741
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DS	\$400,000				
CST	DDR		\$612,342			
CST	SU		\$1,002,793			
Project Total:		\$400,000	\$1,615,135			

FPN: 4353411 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DDR		\$310,000			
CST	SU				\$879,575	
Project Total:			\$310,000		\$879,575	

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4258411 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
RRU	DDR				\$500,000	
ROW	DDR		\$3,330,232			
ROW	SU	\$1,912,525				
CST	DDR				\$53,331,115	
CST	DI				\$15,666,534	
CST	DIH				\$769,538	
Project Total:		\$1,912,525	\$3,330,232		\$70,267,187	

FPN: 4258412 Project: SR 82
 FROM SHAWNEE ROAD TO ALABAMA ROAD S
 Desc: ADD LANES & RECONSTRUCT
 Project Length: 3.417 Begin Mile Post: 11.544 End Mile Post: 14.961
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
ROW	DI	\$47,250	\$71,105			
ROW	DS	\$113,839				
Project Total:		\$161,089	\$71,105			

FPN: 4258413 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
ENV	DDR		\$50,000	\$100,000		
ROW	DDR		\$1,542,057	\$1,136,052	\$311,591	
ROW	DIH		\$288,480	\$576,960		
Project Total:			\$1,880,537	\$1,813,012	\$311,591	

FPN: 4333701 Project: SR 82
 AT FOWLER STREET
 Desc: INTERSECTION IMPROVEMENT
 Project Length: 0.188 Begin Mile Post: 0.551 End Mile Post: 0.739
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$14,349				
CST	HSP	\$357,870				
CST	TALT	\$8,240				
Project Total:		\$380,459				

FPN: 4345101 Project: SR 82
 Desc: SIGNING/PAVEMENT MARKINGS
 Project Length: 7.991 Begin Mile Post: 13.560 End Mile Post: 21.551
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	DIH	\$10,000				
PE	HSP	\$59,793				
CST	DDR		\$15,090			
CST	DIH		\$49,057			
CST	HSP		\$301,812			
Project Total:		\$69,793	\$365,959			



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4298941 **Project:** SR 82 (IMMOKALEE RD)
 AT HOMESTEAD ROAD
Desc: ADD LEFT TURN LANE(S)
Project Length: 0.020 **Begin Mile Post:** 17.881 **End Mile Post:** 17.901
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR		\$742,869			
CST	DIH		\$74,200			
Project Total:			\$817,069			

FPN: 4337261 **Project:** SR 865 (SAN CARLOS)
 FROM MAIN STREET CR 869 (SUMMERLIN RD)
Desc: PD&E/EMO STUDY
Project Length: 2.479 **Begin Mile Post:** 0.643 **End Mile Post:** 3.122
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PDE	SU	\$1,255,963				
PE	SU					\$3,600,000
Project Total:		\$1,255,963				\$3,600,000

FPN: 4308861 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU		\$77,753	\$74,924		
CST	SU				\$519,108	
Project Total:			\$77,753	\$74,924	\$519,108	

FPN: 4334071 **Project:** SR 867
 AT A & W BULB ROAD
Desc: INTERSECTION IMPROVEMENT
Project Length: 0.292 **Begin Mile Post:** 1.856 **End Mile Post:** 2.148
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR	\$10,330				
CST	HSP	\$273,098				
CST	TALT	\$7,516				
Project Total:		\$290,944				

FPN: 4308871 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU		\$25,000	\$42,922		
CST	SU				\$302,742	
Project Total:			\$25,000	\$42,922	\$302,742	

FPN: 4332211 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU		\$60,000			
CST	DS				\$6,799	
CST	SU			\$40,914	\$132,135	
Project Total:			\$60,000	\$40,914	\$138,934	



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4332181 **Project:** SR 884 COLONIAL BLVD
 FROM SR 739 (METRO PKWY) TO VERONICA SHOEMAKER)
Desc: BIKE PATH/TRAIL
Project Length: 0.583 **Begin Mile Post:** 2.490 **End Mile Post:** 3.073
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU	\$83,655				
CST	DDR		\$401,400			
CST	DIH		\$38,732			
CST	DS		\$17,652			
Project Total:		\$83,655	\$457,784			

FPN: 4313311 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
CST	TALT			\$122,712		
Project Total:				\$122,712		

FPN: 4332261 **Project:** TOWN OF FT MYERS
 BEACH - BIKE/PEDESTRIAN MASTER PLAN
Desc: BIKE LANE/SIDEWALK
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	SU		\$91,000			
Project Total:			\$91,000			

FPN: 4349931 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP				\$90,720	
CST	TALU					\$478,081
Project Total:					\$90,720	\$478,081

FPN: 4350211 **Project:** 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU			\$76,559		
CST	LFP				\$54,500	
CST	SU				\$414,825	
Project Total:				\$76,559	\$469,325	

FPN: 4298951 **Project:** US 41 (SR 45)
 FROM SR 78 (PINE ISL RD) TO STOCKTON STREET
Desc: BIKE LANE/SIDEWALK
Project Length: 0.301 **Begin Mile Post:** 26.958 **End Mile Post:** 27.259
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	ACTU	\$47,825				
CST	DDR	\$22,491				
CST	SU	\$279,850				
Project Total:		\$350,166				

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4308881 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PE	SU		\$90,000	\$70,323		
CST	SU				\$714,252	
Project Total:			\$90,000	\$70,323	\$714,252	

FPN: 4313131 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DIH		\$212,000			
CST	DS		\$6,034,700			
Project Total:			\$6,246,700			

FPN: 4317031 **Project: US 41 (SR 45)**
 AT CALOOSAHATCHEE RIVER BRIDGE NUMBER 120002
Desc: BRIDGE-REPAIR/REHABILITATION
Project Length: 0.939 **Begin Mile Post:** 23.647 **End Mile Post:** 24.586
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	BRRP		\$215,000			
PE	DIH		\$10,000			
CST	BRRP			\$2,422,642		
CST	DIH			\$31,639		
Project Total:			\$225,000	\$2,454,281		

FPN: 4308651 **Project: US 41 (SR45)**
 AT CORTEZ BLVD / EDISON AVE
Desc: TRAFFIC SIGNAL UPDATE
Project Length: 0.033 **Begin Mile Post:** 23.008 **End Mile Post:** 23.041
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DS		\$15,900			
CST	HSP		\$296,454			
CST	SA		\$5,464			
Project Total:			\$317,818			

FPN: 4211162 **Project: US 41 BUSINESS**
 FROM LITTLETON RD TO US 41
Desc: SIGNING/PAVEMENT MARKINGS
Project Length: 1.228 **Begin Mile Post:** 3.929 **End Mile Post:** 5.157
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DIH		\$15,090			
CST	DS		\$68,903			
Project Total:			\$83,993			

FPN: 4349441 **Project: US 41 BUSINESS**
 FROM LITTLETON ROAD TO US 41
Desc: SIGNING/PAVEMENT MARKINGS
Project Length: 1.228 **Begin Mile Post:** 3.929 **End Mile Post:** 5.157
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DDR		\$68,903			
CST	DIH		\$15,090			
Project Total:			\$83,993			

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4295091 **Project:** US 41 SR 45
 FROM WINKLER AVENUE TO SR 82
Desc: PEDESTRIAN SAFETY IMPROVEMENT
Project Length: 1.286 **Begin Mile Post:** 22.269 **End Mile Post:** 23.555
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	DS		\$15,900			
CST	HSP		\$483,222			
CST	SA		\$12,908			
Project Total:			\$512,030			

FPN: 4308851 **Project:** VERONICA SHOEMAKER
 AT SR 884 (COLONIAL BLVD)
Desc: ADD LEFT TURN LANE(S)
Project Length: 0.107 **Begin Mile Post:** 0.000 **End Mile Post:** 0.107
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CST	LFP		\$74,552			
CST	SU		\$131,738			
Project Total:			\$206,290			

FPN: 4332311 **Project:** WILDWOOD / PALM TREE
 BLVD FROM SE 40TH STREET TO COUNTRY CLUB BLVD
Desc: SIDEWALK
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PE	LFP	\$100,849				
CST	LFP		\$140,726			
CST	SU		\$421,204			
Project Total:		\$100,849	\$561,930			

FPN: 4313221 **Project:** WINKLER CANAL SHARED
 USE PATH FEASIBILITY STUDY
Desc: BIKE PATH/TRAIL
Project Length: 0.001 **Begin Mile Post:** 0.000 **End Mile Post:** 0.001
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	TALU		\$150,000			
Project Total:			\$150,000			

HIGHWAYS TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$19,834,116	\$33,118,137	\$39,316,126	\$79,658,598	\$8,407,517



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

MISCELLANEOUS

FPN: 4299601 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	SU	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Project Total:		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

MISCELLANEOUS TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$300,000	\$300,000	\$300,000	\$300,000	\$300,000



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

TRANSPORTATION PLANNING

FPN: 4348561 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL					\$687,171
Project Total:						\$687,171

FPN: 4349911 Project: LEE COUNTY
 ROUNDABOUT STUDY
 Desc: TRANSPORTATION PLANNING
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	SU	\$400,000				
Project Total:		\$400,000				

FPN: 4256681 Project: LEE COUNTY MPO
 FY 2015/2016 UPWP
 Desc: TRANSPORTATION PLANNING
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL	\$687,171	\$687,171			
Project Total:		\$687,171	\$687,171			

FPN: 4318081 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	PL			\$687,171	\$687,171	
Project Total:				\$687,171	\$687,171	

TRANSPORTATION PLANNING TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$1,087,171	\$687,171	\$687,171	\$687,171	\$687,171



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FLP: AVIATION

FPN: 4295111 Project: LEE COUNTY PORT
 AUTHORITY - SOUTHEAST FLORIDA INT'L AIRPORT
 Desc: AVIATION SAFETY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: PURCHASE ARFF CRASH VEHICLE

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DPTO		\$772,368			
CAP	LF		\$772,368			
Project Total:			\$1,544,736			

FPN: 4300001 Project: LEE COUNTY PORT
 AUTHORITY - SOUTHWEST FLORIDA INT'L AIRPORT
 Desc: AVIATION SAFETY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: CAPITAL IMPROVEMENTS

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR				\$2,417,747	
CAP	DPTO				\$2,582,253	\$2,247,253
CAP	LF				\$5,000,000	\$2,247,253
Project Total:					\$10,000,000	\$4,494,506

FPN: 4309821 Project: PAGE FIELD AIRPORT
 CAPITAL IMPROVEMENT
 Desc: AVIATION CAPACITY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: DESIGN AND CONSTRUCT SOUTHWEST RAMP - TO INCLUDE AQUISITION

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR	\$5,800	\$100,000			
CAP	FAA	\$137,750	\$2,375,000			
CAP	LF	\$1,450	\$25,000			
Project Total:		\$145,000	\$2,500,000			

FPN: 4313631 Project: PAGE FIELD AIRPORT
 CAPITAL IMPROVEMENTS
 Desc: AVIATION SECURITY PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DPTO			\$272,000		
CAP	LF			\$68,000		
Project Total:				\$340,000		

FPN: 4313681 Project: PAGE FIELD AIRPORT
 CAPITAL IMPROVEMENTS
 Desc: AVIATION PRESERVATION PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR		\$10,000	\$91,395		\$3,000,000
CAP	FAA		\$50,000	\$4,000,800		
CAP	LF		\$10,000	\$91,395		\$750,000
Project Total:			\$70,000	\$4,183,590		\$3,750,000

FPN: 4304911 Project: PAGE FIELD GENERAL
 AVIATION AIRPORT
 Desc: AVIATION PRESERVATION PROJECT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR				\$935,328	\$49,702
CAP	DPTO			\$280,000		
CAP	LF			\$70,000	\$238,832	\$12,426
Project Total:				\$350,000	\$1,174,160	\$62,128

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
 July 1, 2014 Through June 30, 2019

DRAFT
 LEE COUNTY

FPN: 4108141 **Project: SOUTHWEST FLORIDA**
 INTERNATIONAL AIRPORT
Desc: AVIATION SAFETY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: PURCHASE AIRCRAFT RESCUE & FIRE FIGHTING (ARFF) VEHICLE

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR					\$111,800
CAP	LF					\$111,800
Project Total:						\$223,600

FPN: 4184251 **Project: SOUTHWEST FLORIDA**
 INTERNATIONAL AIRPORT MIDFIELD ENTRANCE ROAD
Desc: INTERMODAL HUB CAPACITY
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
ADM	DIS	\$2,917,000				
Project Total:		\$2,917,000				

FPN: 4206521 **Project: SOUTHWEST FLORIDA**
 INT'L ARP - PARALLEL RUNWAY 6R/24L PHASE I
Desc: AVIATION CAPACITY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: SEQ01= PRELIMINARY DESIGN, GEOTECHNICAL, SURVEY, AND DESIGN

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR	\$5,837,606	\$8,000,000			
CAP	DIS				\$8,270,823	
CAP	DPTO	\$162,394				
CAP	GMR					\$6,000,000
CAP	LF	\$6,000,000	\$8,000,000		\$8,270,823	\$6,000,000
Project Total:		\$12,000,000	\$16,000,000		\$16,541,646	\$12,000,000

FPN: 4309791 **Project: SOUTHWEST FLORIDA**
 INTERNATIONAL AIRPORT CAPITAL IMPROVEMENT
Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: PAVEMENT REHABILITATION OF ROADS

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR		\$1,125,000	\$1,760,018	\$1,000,000	
CAP	DPTO			\$789,982		
CAP	LF		\$1,125,000	\$2,550,000	\$1,000,000	
Project Total:			\$2,250,000	\$5,100,000	\$2,000,000	

FPN: 4313671 **Project: SOUTHWEST FLORIDA**
 INTERNATIONAL AIRPORT CAPITAL IMPROVEMENTS
Desc: AVIATION PRESERVATION PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR	\$5,000	\$141,222	\$505,862		
CAP	DPTO		\$153,778	\$2,569,138		
CAP	LF	\$5,000	\$295,000	\$3,075,000		
Project Total:		\$10,000	\$590,000	\$6,150,000		

FPN: 4314131 **Project: SOUTHWEST FLORIDA**
 INTERNATIONAL AIRPORT CAPITAL IMPROVEMENT
Desc: AVIATION CAPACITY PROJECT
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	GMR			\$875,000		
CAP	LF			\$875,000		
Project Total:				\$1,750,000		

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



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4348121 **Project:** SOUTHWEST FLORIDA
 INTERNATIONAL AIRPORT CAPITAL IMPROVEMENTS
Desc: AVIATION REVENUE/OPERATIONAL
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: DESIGN AND UPGRADE FLIGHT INFORMATION DISPLAY SYSTEMS (FIDS)

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR				\$1,200,000	
Project Total:					\$1,200,000	

FLP: AVIATION TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$15,072,000	\$22,954,736	\$17,873,590	\$30,915,806	\$20,530,234



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FLP: MULTIMODAL FACILITY

FPN: 4314141 Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	GMR				\$6,000,000	
Project Total:					\$6,000,000	

FLP: MULTIMODAL FACILITY TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
			\$6,000,000	



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FLP: TRANSIT

FPN: 4073291 **Project: LEE COUNTY - TRANSIT**
 SYSTEM OPERATING ASSISTANCE
Desc: URBAN CORRIDOR IMPROVEMENTS
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments: CORRIDOR DEVELOPMENT

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DDR		\$393,434			\$1,385,854
OPS	DPTO	\$1,000,065	\$655,416	\$1,615,085	\$1,668,463	\$323,400
OPS	LF	\$1,000,065	\$1,048,850	\$1,615,085	\$1,668,463	\$1,709,254
Project Total:		\$2,000,130	\$2,097,700	\$3,230,170	\$3,336,926	\$3,418,508

FPN: 4101151 **Project: 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	2014/15	2015/16	2016/17	2017/18	2018/19
PLN	DPTO	\$18,355	\$18,355	\$18,355	\$18,906	\$18,906
PLN	DU	\$146,839	\$146,839	\$146,839	\$151,244	\$151,244
PLN	LF	\$18,355	\$18,355	\$18,355	\$18,906	\$18,906
Project Total:		\$183,549	\$183,549	\$183,549	\$189,056	\$189,056

FPN: 4101251 **Project: LEE COUNTY TRANSIT**
 SYSTEM - (LCTS) FTA 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	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DU	\$200,584	\$200,584	\$200,584	\$200,584	\$200,584
OPS	LF	\$200,584	\$200,584	\$200,584	\$200,584	\$200,584
Project Total:		\$401,168	\$401,168	\$401,168	\$401,168	\$401,168

FPN: 4101401 **Project: 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: SECTION 5307 URBANIZED AREAS LARGE URBAN CITIES TRANSIT

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
OPS	DPTO	\$1,830,871	\$1,873,367	\$1,872,507	\$1,920,915	\$1,984,331
OPS	LF	\$1,830,871	\$1,873,367	\$1,872,507	\$1,920,915	\$1,984,331
Project Total:		\$3,661,742	\$3,746,734	\$3,745,014	\$3,841,830	\$3,968,662

FPN: 4101471 **Project: LEE COUNTY TRANSIT**
 SYSTEM / FACILITY PROJECT FTA 5307
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	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	FTA	\$6,137,832	\$6,137,832	\$6,137,832	\$6,137,832	\$6,137,832
CAP	LF	\$1,534,458	\$1,534,458	\$1,534,458	\$1,534,458	\$1,534,458
Project Total:		\$7,672,290	\$7,672,290	\$7,672,290	\$7,672,290	\$7,672,290

FPN: 4329621 **Project: LEE COUNTY TRANSIT**
 CAPITAL IMPROVEMENTS
Desc: INTERMODAL HUB CAPACITY
Project Length: 0.000 **Begin Mile Post:** 0.000 **End Mile Post:** 0.000
Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	DDR		\$857,913			
CAP	DPTO	\$8,290	\$1,033,571	\$2,414,168		
CAP	LF	\$8,290	\$1,891,484	\$2,416,489		
Project Total:		\$16,580	\$3,782,968	\$4,830,657		

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



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT - 1
TENTATIVE WORK PROGRAM REPORT
July 1, 2014 Through June 30, 2019

DRAFT
LEE COUNTY

FPN: 4345161 Project: LEE COUNTY/CAPE
 CORAL UZA FTA 5339 CAPITAL ASSISTANCE
 Desc: CAPITAL FOR FIXED ROUTE
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments:

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	FTA	\$678,443	\$678,443	\$678,443	\$678,443	\$678,443
CAP	LF	\$169,611	\$169,611	\$169,611	\$169,611	\$169,611
Project Total:		\$848,054	\$848,054	\$848,054	\$848,054	\$848,054

FPN: 4226212 Project: LEE TRAN BUS
 PURCHASE
 Desc: PURCHASE VEHICLES/EQUIPMENT
 Project Length: 0.000 Begin Mile Post: 0.000 End Mile Post: 0.000
 Comments: LOCAL MATCH: TOLL REVENUE CREDITS MAY BE USED AS SOFT MATCH

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19
CAP	FTAT	\$5,000,000	\$1,100,000	\$1,500,000		
CAP	SU	\$5,000,000	\$1,100,000	\$1,500,000		
Project Total:		\$10,000,000	\$2,200,000	\$3,000,000		

FLP: TRANSIT TOTAL

2014/15	2015/16	2016/17	2017/18	2018/19
\$24,783,513	\$20,932,463	\$23,910,902	\$16,289,324	\$16,497,738

LEE COUNTY TOTALS

Phase	Fund	2014/15	2015/16	2016/17	2017/18	2018/19	Total
COUNTY Total:		\$61,076,800	\$77,992,507	\$82,087,789	\$133,850,899	\$46,422,660	\$401,430,655

STP Priority List			Funded in		
Priority	Project	Phase	Tentative WP	Project Cost	Notes
1	Traffic Operations Center	OPS	Yes/Page 19	\$ 300,000	
2	Multi-modal Enhancement Box		Yes/Page 8	\$ 244,076	
3	San Carlos Trolley Lane Study Summerlin to Bridge	PE	Yes/Page 15	\$ 3,600,000	
4	Countywide ATMS Phase III	PE	Yes/Page 7	\$ 450,000	
5	Roundabout Feasibility Analysis	PL	Yes	\$ 400,000	
6	SR 739 (Fowler) Hanson to SR 82	TBD	No	TBD	Design - programmed last year is removed
7	Old US 41 Lee/Collier line to Bonita Beach Rd	PD&E	Yes/Page 6	\$ 2,100,000	Goes with Collier Project
8	SR 78 from Park 78 to SR 31	PD&E	Yes/Page 13	\$ 320,000	
9	SR 739 Daniels to South of Winkler	ROW	No	\$ 31,000,000	

Multi-Modal Enhancement Priorities					
Priority	Project	Phase	Funded in Tentative WP	Project Cost	Notes
1	Bus Replacements	CAP	Yes/Page 26	\$ 1,500,000	
2	Great Circle Route & Oasis Ida Baker Route	PE/CST	Yes/Page 5	\$ 151,000	
3	US 41 N. Del Prado to Fountainview Blvd	PE/CST	Yes/Page 11	\$ 479,678	
4	Colonial Blvd	PE/CST	No		Funded with TIGER funds
5	Six Mile Cypress Winkler Ext to Challenger Blvd	PE/CST	Yes/Page 11	\$ 417,921	
6	Pine Island Bike Lanes 32nd Place to Andelusia	PE/CST	Yes/Page 13	\$ 467,921	
7	US 41 South Of Del Prado to Business 41	PE/CST	Yes/Page 11	\$ 597,898	
8	US 41 N. of Del Prado to Tara Blvd.	PE/CST	Yes/Page 12	\$ 850,737	
9	SR 80 E. of Orange to Buckingham Road	PE/CST	Yes/Page 13	\$ 1,189,575	
10	Chiquita Blvd. Gleason to SW 12th Street	PE/CST	Yes/Page 6	\$ 1,393,787	
11	Tropicana from Chiquita to Santa Barbara	CST	Yes/Page 16	\$ 545,884	

Transportation Alternatives Priorities					
Priority	Project	Phase	Funded in Tentative WP	Project Cost	Notes
1	Abel Canal from Harnes Marsh to Joel Blvd	PD&E	Yes/Page 4	\$ 390,000	
2	Winkler Ave McGregor Blvd to US 41	PL	Yes/Page 18	\$ 150,000	
3	Winkler & Challenger Existing sidewalk to 6 Mile	PE/CST	Yes/Page 10	\$ 248,406	Safe Routes to School Project
4	Connecticut Estero Blvd to Estero Bay	PE	Yes/Page 6	\$ 125,000	
5	Cape 32nd , 3rd and 37th	PE/CST	Yes/Page 9	\$ 248,059	Safe Routes to School Project
6	Bonita Crockett, Hampton and Abernathy	PE	Yes/Page 4	\$ 117,010	Safe Routes to School Project
7	Tropicana Burnt Store to Chiquita	PE/CST	Yes/Page 16	\$ 568,804	
8	Gator Circle and Averill Blvd	PE/CST	No	\$ 1,316,528	
9	FM Jeffcott, Srella, Katherine & Franklin	PE/CST	No	\$ 953,800	
10	Old Burnt Store Rd Embers to Tropicana	PE	Yes/Page 9	\$ 160,268	
11	FM Moreno and Sunset	PE/CST	Yes/Page 4	\$ 247,582	Safe Routes to School Project

Regional Enhancement					
Priority	Project	Phase	Funded in Tentative WP	Project Cost	Notes
2	Abel Canal	PD&E	Yes/Page 4	\$ 390,000	Collier had #1 Project
3	Winkler Canal Feasibility McGregor to US 41	Feasibility Study	Yes/Page 18	\$ 150,000	

SIS Priorities					
Priority	Project	Phase	Funded in Tentative WP	Project Cost	Notes
1	SR 82 Lee Blvd to Shawnee Road	ROW/CST	Yes/Page 14	\$ 75,509,000	
6	SR 82 Shawnee Road to Alabama	ROW	Yes/Page 14	\$ 232,194	
21	SR 82 Alabama to Homestead	ROW	Yes/Page 14	\$ 4,004,000	

- PL Planning Phase
- PD&E Project Development and Environment Phase
- PE Design Phase
- ROW Right-of-Way Phase
- CST Construction Phase
- CAP Transit capital funding

MODE MIX ANALYSIS - Through December 2013 Tentative Work Program

	Roads	Resurfacing/ Bridge/Maint.	Aviation	Transit	Traffic Operations Signals/CMS	Bicycle/ Pedestrian	Planning	Program Total
MPO's TIP June 2001	46%	4%	34%	8%	8%	<1%	<1%	
MPO's TIP June 2008	70%	2%	15%	7%	4%	1%	1%	
December 2010 Draft Tentative Work Program:	65%		17%	11%	4%	2%	1%	\$624,904,284
MPO's TIP June 2011:	59.5%	3.7%	16%	13.5%	4.7%	1.9%	.6%	
MPO Priorities for June 2011:	34%		35%	1.0%	25%	5%		
FDOT's Tentative Work Program October 2011	45%	6%	18%	20%	7%	3%	1%	\$395,912,521
MPO's TIP 2012:	40%	4%/1%	21%	22%	8%	3%	1%	
MPO Priorities for June 2012	40%		14%	7%	30%	9%		
FDOT's Tentative Work Program December 2012	39%	5%	24%	21%	6%	4%	1%	\$390,182,217
MPO's TIP June 2013	39%	3%/1%/4%	21%	20%	8%	4%	1%	
MPO Priorities for June 2013	37%		11%	16%	24%	11%		
FDOT's Tentative Work Program December 2013	26%	6%	26%	30%	5%	6%	1%	\$401,430,655

2013 REVIEW OF MPO LONG RANGE TRANSPORTATION PLANS

Recommendation: Provide an overview of the 2013 Review of MPO Long Range Transportation Plans by the Center for Urban Transportation Research (CUTR).

Attachments: Review of the 2013 MPO Long Range Transportation Plans and Estimate of Statewide 2035 Metropolitan Area Financial Shortfall Final Report.

Discussion:

At the request of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), a statewide discussion forum and policy education organization for MPOs, the Center for Urban Transportation Research (CUTR) at the University of South Florida began conducting a comparative review of all Florida MPO LRTPs in August 2011. This review occurred as the Florida's MPOs neared the completion of a plan update cycle. The MPO Plans were reviewed between October 2011 and December 2012. An important component of this project was the collection of data on the 20-year statewide funding shortfall.

The reviews were aimed at gaining a comprehensive understanding of the issues being assessed and documented in plans, as well as to document examples of outstanding planning practice. These reviews also suggested several technical, methodological, and policy improvements to the content of future long range transportation plans. Data from the LRTPs was also used to estimate a statewide twenty-year metropolitan area funding shortfall. The research was not a regulatory review and does not analyze whether each LRTP meets specific federal or state requirements.

This 2013 LRTP Review looked at the plans from each MPO, or combination of MPOs in Florida, that was adopted between 2008 and 2012. Plans reflected changes in federal and state LRTP requirements while tackling increasingly complex planning issues in an organized manner. Funding challenges coupled with public desire for more travel choices are guiding planning efforts to be more strategic. Plan development is increasingly interwoven with other planning efforts, particularly those of the larger region. Detailed studies such as freight and hurricane evacuation serve to more clearly define certain needs. Continued attention to plan details as well as complex, emerging issues will continue to increase the value of Florida's MPO long range transportation plans.



CUTR

CENTER for URBAN
TRANSPORTATION
RESEARCH

Review of MPO Long Range Transportation Plans and Estimate of Statewide 2035 Metropolitan Area Financial Shortfall

2013

PROJECT NO.

FDOT BDK84 Task Work Order #932-04

PREPARED FOR

Florida Department of Transportation and the



and the Florida Metropolitan Planning Organization Advisory Council

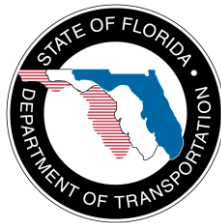


Center for Urban Transportation Research
University of South Florida
4202 E. Fowler Ave., CUT100, Tampa, FL 33620-5375

Review of MPO Long Range Transportation Plans and Estimate of Statewide 2035 Metropolitan Area Financial Shortfall

FDOT BDK84, TWO #932-04

Prepared for:



Florida Department of Transportation

The Florida Metropolitan Planning Organization Advisory Council

Prepared by:



USF Center for Urban Transportation Research

Karen Seggerman, AICP, CNU-A, Senior Research Associate

Jeff Kramer, AICP, Senior Research Associate

Final Report

April 2013

Disclaimer

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of Florida Department of Transportation or the Florida Metropolitan Planning Organization Advisory Council.



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2013 Review of MPO Long Range Transportation Plans and Estimate of Statewide 2035 Metropolitan Area Financial Shortfall

Executive Summary

The twenty-six MPOs in Florida develop unique long range transportation plans while fulfilling requirements of both federal and state law. At the request of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), a statewide discussion forum and policy education organization for MPOs, the Center for Urban Transportation Research (CUTR) at the University of South Florida began conducting a comparative review of all Florida MPO LRTPs in 1997. Reviews were also conducted in 2002 and 2008.

The reviews were aimed at gaining a comprehensive understanding of the issues being assessed and documented in plans, as well as to document examples of outstanding planning practice. These reviews also suggested several technical, methodological, and policy improvements to the content of future long range transportation plans. Data from the LRTPs was also used to estimate a statewide twenty-year metropolitan area funding shortfall. The research is not a regulatory review and does not analyze whether each LRTP meets specific federal or state requirements.

This 2013 LRTP Review is a continuation of the series and looks at a plan from each MPO or combination of MPOs in Florida that was adopted between 2008 and 2012. Plans reflected changes in federal and state LRTP requirements while tackling increasingly complex planning issues in an organized manner. Funding challenges coupled with public desire for more travel choices are guiding planning efforts to be more strategic. Plan development is increasingly interwoven with other planning efforts, particularly those of the larger region. Detailed studies such as freight and hurricane evacuation serve to more clearly define certain needs. Continued attention to plan details as well as complex, emerging issues will continue to increase the value of Florida's MPO long range transportation plans.

Specific observations discussed in the report are:

- LRTPs continue to improve in terms of readability and reader-friendly formats.
- Many MPOs described the 2035 plan as a major change or shift from previous plans due to various factors such as addressing multiple modes, emphasizing transit, testing land use scenarios, and/or optimizing the performance of existing facilities.
- Attention to the transportation/land use connection was evident in many LRTPs.
- Plans touted and reinforced regional planning efforts.
- Transit became a serious competitor for transportation dollars.
- Numerous freight studies throughout the state provided substance to LRTP freight discussions.
- Faced with diminishing funds to meet increasing transportation needs, MPOs worked creatively to optimize existing transportation facilities as well as enhance community livability.
- The process for prioritizing projects and moving them from the needs plan to the cost feasible plan is becoming clearer.
- Public participation efforts continue to evolve with the use of social media and recognition that some approaches prove more effective than others.
- Environmental justice was commonly addressed and a handful of MPOs directly analyzed the benefit to populations protected by Title VI.
- Safety and security remained relevant in most LRTPs.
- A few MPOs directly tackled complex emerging issues while others touched on them indirectly.

Based on these observations, the following suggestions (listed in no particular order of importance) are intended to guide MPOs during the drafting of their next LRTP and do not in any way constitute requirements. The suggestions

may be considered in addition to the MPOAC Financial Guidelines adopted by the MPOAC on January 24, 2013.

- Ensure that needs plan projects are appropriate to meet the identified transportation need while advancing the goals and policies of the MPO.
- Determine transit needs beyond the ten-year transit development plan horizon and without consideration of revenue.
- Be clear about policy and project tradeoffs that are made to maximize available revenue.
- Develop a concise, reader-friendly brochure that clearly identifies planned projects.
- Use land-use scenario planning to assess if different scenarios may decrease future travel demand.
- Provide unified data throughout L RTPs that include more than one county and/or more than one MPO.
- Continue to improve planning for freight movement.
- Continue to improve on relating how information gained during public involvement activities is used in L RTP development.
- Strive to incorporate local knowledge along with FDOT’s ETDM planning screen to ensure a thorough understanding of potential project impacts.
- Increase the discussion of the MPO’s role in transportation system security.
- Increase consideration of bicycle and pedestrian safety.

- Address transportation infrastructure mitigation and adaptation measures necessitated by climate change.
- Consider aging road user safety, access, and mobility.

The twenty-year statewide funding shortfall from 2016 through 2035 is estimated to be \$126.4 billion in 2009 dollars. Annualized statewide, the shortfall is approximately \$6.32 billion per year. Table 1 contains a comparison of the shortfall estimate to previous estimates expressed in 2009 dollars (note that the statewide shortfalls contained in Table 1 from previous L RTP reports have been inflated to 2009 dollars for comparison purposes and, therefore, do not match the shortfall amounts provided in those reports). Since the previous calculation (in 2008), the shortfall has increased by 84 percent. Between 1997 and 2012, the shortfall grew by a cumulative 300 percent.

The statewide funding shortfall calculation is a comparison of the estimated transportation needs (Needs Cost) over the life of the plan to the anticipated revenue (Anticipated Revenue) over the same time period. A common base year - 2009 - for dollar amounts was used to ensure like comparison.

$$\text{Needs Cost} - \text{Anticipated Revenue} = \text{Shortfall}$$

The shortfall estimate addresses only areas designated as metropolitan planning areas of the state and captures only surface transportation infrastructure addressed in MPO plans.

L RTP Review Year	Original Shortfall (billions)	Original Base Year	Shortfall in 2009 Dollars (billions)	Percent Growth	Cumulative Growth
1997	\$22.3	1995	\$31.4	--	--
2002	\$37.7	2000	\$47.0	43%	--
2008	\$62.5	2005	\$68.7	46%	110%
2012	\$126.4	2009	\$126.4	84%	300%



Table of Contents

Introduction	1
Previous LRTP Reviews	2
About the 2012/13 Review	3
The 2012/13 MPO LRTP Review	3
Statewide Funding Shortfall.....	12
Suggestions	16
Conclusion	17
References.....	18
Appendix A Previous LRTP Reviews.....	19
Appendix B Shortfall Methodology	22
Appendix C MPOAC Financial Guidelines for Long Range Transportation Plans	24

List of Figures

Figure 1. Overview of federal planning factors.	1
Figure 2. Florida MPO population.....	15

List of Tables

Table 1. Growth of Statewide 20-Year Funding Shortfall.....	12
Table 2. 20-Year Projected Shortfall by MPO.....	15

Introduction

In order to address the need for regional coordination of transportation plans across jurisdictional boundaries, Congress established metropolitan planning organizations (MPOs). Every urbanized area with more than 50,000 people as defined by the U.S Census must be part of an MPO; an MPO may include more than one urbanized area and an urbanized area may be covered by more than one MPO. In Florida, there are twenty-six MPOs, covering 28 urbanized areas, all or part of thirty-nine counties and more than 94% of Florida's population.

MPOs are subject to specific federal legislation and regulations including the responsibility to oversee a continuing, cooperative and comprehensive transportation planning process most recently updated in federal law by Congress in MAP-21, Moving Ahead for Progress in the 21st Century. However, from August 2005 through July 2012, requirements were guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU).

One of the core documents produced through the metropolitan transportation planning process is the long range transportation plan (LRTP). Federal and Florida statutes and rules require plans to cover at least a twenty-year time horizon. Plans must also be cost-feasible, which is defined as containing only projects that can be funded with reasonably expected revenue sources over the life of the document. SAFETEA-LU also enumerated eight planning factors that must be considered in the planning process. The planning factors are illustrated in Figure 1.

Florida State Statutes also promote consistency with the Florida Transportation Plan (FTP) and the State's strategic investment policies. Even with all the rules and guidance in place to govern the metropolitan transportation planning process, MPOs are permitted to, and in practice exhibit, considerable variation in the content, format, and complexity of LRTPs.

This research involved a review of the most recent MPO long range transportation plans in Florida. The purpose of this research is to collect useful information regarding the evolution of LRTPs. The content, format, methodology, and

priorities of each plan were examined in relation to its peers, reviews from previous cycles, and generally accepted planning practices. Additionally, a transportation funding shortfall was estimated for the state's urbanized areas using information from each MPO LRTP. Note that this research is not a regulatory review and does not analyze whether each LRTP meets specific federal or state requirements.



Source: USDOT

Figure 1. Overview of federal planning factors.

Previous LRTP Reviews

This research continues the series of similar Florida MPO LRTP reviews conducted in 1997, 2002, and 2008. Each review was conducted after all MPOs in the state had adopted a new LRTP. Conducting this research on a regular basis allows the identification of trends and changes in MPO plans. Observations and suggestions made in the research report provide MPOs with useful ideas and concepts that may be incorporated into their next plan update. Previous studies are described briefly below and in more detail in Appendix A.

1997 Review of Long Range Transportation Plans

The first LRTP review was conducted in 1997, after all MPOs in Florida had adopted LRTPs under the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The research served as a baseline for the study of processes, methodology, and prevailing issues in the state. Several observations and suggestions were made. It was noted that most plans were dominated by transportation demand modeling data outputs, which made them very large and difficult for the public to understand. There was widespread uncertainty about the definition of a transportation need. Plans were not forthcoming about the challenges and unique characteristics of their region. Lastly, MPOs displayed widely varying degrees of concern and attention to environmental and air quality issues.

MPO plan authors cited difficulty addressing two issues. One was the general inability to interest the public in the LRTP drafting process, which they attributed to a lack of resources to undertake more extensive public involvement efforts. The other issue was difficulty in addressing needs on facilities outside of the Florida Intrastate Highway System (FIHS) due to low levels of funding. Based on the review, the research team offered suggestions for the next generation of long range transportation plans.

2002 Review of Long Range Transportation Plans

In 2002, a second review of LRTPs was conducted for MPO plans completed under the requirements

of the Transportation Equity Act for the Twenty-First Century (TEA-21). TEA-21 consolidated the number of planning factors from sixteen to seven and placed greater emphasis on transit capital construction, environmental protection, and public involvement in the planning process.

While the study found that most MPOs had improved the quality and scope of their LRTPs, room for improvement was found particularly regarding document structure and the consistency of planning methodologies. The research team noted continuing wide variation in the criteria used to determine a transportation need, considerable variety in systems for selecting projects for inclusion in the cost feasible plan, and internal inconsistency.

2008 Review of Long Range Transportation Plans

In 2008, the third consecutive review of MPO long range transportation plans was conducted. MPO plans were affected by the passage of SAFETEA-LU and its accompanying rules which came into effect between reviews. Although some MPOs had already adopted their LRTP for this cycle prior to the passage of the bill, all MPOs were required to bring their LRTPs into conformity with SAFETEA-LU by July 2007. Many did so through minor amendments, often in the form of a new appendix which did not significantly modify the original LRTP document.

Many observations regarding the plans were included in the review. LRTPs were substantially more user-friendly and better organized than was previously the case. MPOs were meeting or exceeding levels of public involvement set forth by state and federal law, and continued to develop new methods for communication. There was wide-spread reliance on the Efficient Transportation Decision-Making (ETDM) screening process to identify cultural, environmental, or community impacts, often to the exclusion of independent analysis. There was little consistency across the state on the horizon year and effective years of LRTPs.

About the 2012/13 Review

The fourth review of MPO LRTPs began in August 2011 as Florida's MPOs neared the completion of a plan update cycle. The state's twenty-six MPOs produced twenty-four LRTP documents, including joint plans developed between the Martin MPO and St. Lucie County TPO as well as between the Collier County MPO and the Lee County MPO.

Each MPO was asked to provide a hard copy of their LRTP. Nearly two-thirds of the MPOs provided the hardcopy with a few providing extensive documentation. More than 1/3 of Florida MPOs chose to provide either a hard copy of only the plan executive summary along with a CD of the plan, a CD only, or, in a few cases, instructed the researchers to access the plan from their website.

Plans were reviewed between October 2011 and December 2012. An important component of this project was the collection of data on the 20-year statewide funding shortfall. MPO directors were given the opportunity to confirm the data used in this calculation when deemed necessary. Further information on the shortfall calculation and its assumptions can be found in the Statewide Funding Shortfall section of this report and in Appendix B.

The anticipated Florida High Speed Rail project was placed on indefinite hold when the Governor declined federal dollars for the project in early 2011. Because construction was expected to begin in 2011 with service following as early as 2014, a few MPOs reflected the HSR project along with plans to provide access to the HSR stations in their LRTPs which may have affected projected needs costs. Affected MPOs included the Hillsborough County MPO, the Polk TPO, and MetroPlan Orlando.

The 2012/13 MPO LRTP Review

Observations

MPO long range transportation plans were developed under the requirements of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), yet each remains unique. A review of each individual

plan revealed the following broad observations highlighted with examples from the various plans:

LRTPs continue to improve in terms of readability and reader-friendly formats.

Most LRTPs were very user-friendly and readable with tables, graphs, photographs, and maps visually enhancing the content. All plans were available on MPO websites, easily downloadable, and viewable on a standard screen as suggested in the *2008 LRTP Review*. Two plans were developed in an over-sized format (11" x 17") that were printable on regular-sized paper, however, the print was then very small. While all plans were available online, it is unclear if or how MPOs are providing hard copies to those without convenient access to a computer as recommended in the *2008 LRTP Review*.

In a few cases, plans were too technical or were too disjointed for the average citizen to be able to follow. For example, those plans developed as a series of individual technical documents would be more user-friendly with a strong main document to tie them together and draw conclusions for the reader. The ability for MPOs to provide reader-friendly plans may be limited by resources particularly when the priority is likely to be attaining assistance with the more technical aspects of the planning process.

Many plans included exceptional examples of reader-friendliness. For example, while most LRTPs contain only lists of unfunded and cost-feasible projects, a few included individual project descriptions complete with map. The Martin-St. Lucie LRTP described major projects such as the US 1 Corridor Retrofit Project and illustrated individual projects along with a description, cost, and estimated timeframe.

Other LRTPs included more descriptive information regarding why specific issues were addressed such as a federal requirement or FDOT guidance. The Hillsborough MPO LRTP included a section at the end of several chapters that described how the information was used in shaping the plan that served to provide the reader with increased understanding of plan development.

Nearly all MPOs developed an executive summary. Some provided a brochure, fold-out map, or similar document for sharing the most important aspects of their LRTP. MetroPlan Orlando produced a modern, graphically-pleasing brochure that included a CD containing all plan documents. The Hillsborough MPO developed a mail-friendly newspaper insert that presented the plan in a question-and-answer format.

Many MPOs described the 2035 plan as a major change or shift from previous plans due to various factors such as addressing multiple modes, emphasizing transit, testing land use scenarios, and/or optimizing the performance of existing facilities.

This shift was noted even in LRTP titles where some MPOs went beyond entitling the plan *2035 Long Range Transportation Plan* and used more descriptive titles such as the following:

- Direction 2035 – Shaping Our Future (Bay)
- Transformation (Broward)
- Regional Mobility Plan (Capital Region)
- Livable Community Reinvestment Plan (Gainesville)
- Enhancing Mobility (Martin-St. Lucie)
- Shaping the Future (Palm Beach)
- Mobility Vision Plan (Polk)
- Mobility 2035 (Sarasota/Manatee)

Many references were made to the broader concepts of mobility and accessibility rather than merely transportation; other references were made to larger visions using the terms “shaping” and “livable.” A number of MPOs observed that the general public requested more options for moving around and between their communities and for making their communities more livable.

MPO LRTP vision and/or mission statements often echoed the planning factors detailed in SAFETEA-LU, however, some noted a shift in plan emphasis. For example, the 2035 Broward Long Range Transportation Plan vision states a clear intent to “Transform transportation in Broward County to achieve optimum mobility with emphasis on mass transit while promoting economic vitality, protecting the environment,

and enhancing quality of life.” The mission continues this modal emphasis by promoting “the safe, secure, and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on mass transit and transit-supportive land use in key corridors and mobility hubs.”

Most LRTP goals and objectives were closely aligned with the SAFETEA-LU planning factors. Many plans illustrated how the goals and objectives aligned with the required planning factors in a table format; some also addressed the goals of the Florida Transportation Plan as recommended in the *2008 LRTP Review*.

Some LRTPs also illustrated how the goals and objectives were carried out in the plan through the use of various mechanisms such as a table listing each objective and where in the plan it had been addressed. Another mechanism was the use of measures of effectiveness for each objective that were then analyzed to assess how and to what degree the plan or plan alternatives accomplished the stated goals and objectives. The Bay County TPO employed implementation steps following each objective while the Pasco County MPO included measures of effectiveness associated with each objective. The Capital Region TPA included implementation strategies for both urban and rural area that “...ultimately functioned as a project screening and prioritization tool focused on implementation.”

Attention to the transportation/land use connection was evident in many LRTPs.

In response to state legislative requirements calling for reductions in greenhouse gases and vehicle miles of travel (all since removed from law), many MPOs, most for the first time, employed land-use scenario planning to illustrate how transportation needs would be affected by different growth scenarios. Acknowledging that growth could continue on the same path or change in accordance with targeted growth policies, scenarios usually included historical trends along with one or more other scenarios focusing on specific concepts such as growth hubs and corridors or infill. The Polk TPO 2060 Transportation Vision Plan “lays out a vision of Polk County’s land use and transportation future.

It is premised on a land use scenario that discourages sprawl and instead focuses growth in historic towns, business centers, commercial centers and urban centers. These would be connected by core transit corridors..."

The Martin-St. Lucie Regional LRTP adopted the Infill Alternative that "identified very specific redevelopment districts that would promote a mix of uses, context sensitive design, and densities and intensities that are transit supportive" for plan development. The plan illustrated the cost of the Historical Trend Alternative over the Infill Alternative by including a list of additional roadway projects (totaling \$200 million over the life of the plan) that would be needed to accommodate the Historical Trend Alternative.

While some MPOs chose to use historical growth trends to analyze transportation demand (citing their lack of control over growth policies as a reason for doing so), many others that evaluated various land use scenarios noted that the land use concepts would need to be implemented through local government comprehensive plans and land development regulations. The Capital Region TPA chose the "quality growth scenario" for developing the LRTP and included a set of local government tools and strategies to work toward implementation of a "fiscally efficient growth pattern." The Pasco County MPO devoted a chapter to implementation and described key implementation actions necessary for the MPO and its partners to undertake. Notably, MPOs housed in county planning departments had very strong land use scenarios tied to the county planning process.

Some MPOs were very thorough in providing performance comparisons of various land use scenarios. The North Florida TPO illustrated land use and transportation performance measures for two scenarios in a table including measures such as percent of new jobs located within ½ mile of proposed premium transit corridors and total congestion delay. The scenario analysis indicated whether the MPO would be in a leadership role or a reactive role. The Gainesville MTPO performed an accessibility analysis using transportation network factors supporting non-automobile travel modes and then developed a needs plan "blending the best of the highway, BRT, and streetcar elements."

Plans emphasized and reinforced regional planning efforts.

Regional plans developed through various types of MPO alliances served as important influences on LRTPs. The West Central Florida Chairs Coordinating Committee (including the Hernando MPO, Hillsborough County MPO, Pasco County MPO, Pinellas County MPO, Polk TPO and the Sarasota/Manatee MPO) has five regional transportation strategies to provide guidance in the development of each MPO's LRTP. Interest in major transit investments throughout this region was piqued by the Tampa Bay Area Regional Transportation Authority (TBARTA) Regional Transportation Master Plan. The Pinellas County MPO noted the iterative process of concurrently developing its LRTP and the Regional Plan as well as its work with neighboring MPOs on the "type, location, timing and phasing of projects that cross county lines."

MPOs described regional planning and coordination efforts in detail. Many LRTP needs plans and cost feasible plans include projects identified in regional plans. In some cases, regional plans were developed from the bottom up – projects on the regional system that are already in member plans were included in the regional plan. In other cases, regional transportation needs were identified as projects that then made their way into individual MPO LRTPs.

Many MPO LRTPs described regional planning and coordination efforts between the MPO and various partners. The Collier and Lee County MPOs furthered previous commitments to regional cooperation by working in unison on a combined 2035 LRTP update. The Martin MPO and St. Lucie TPO submitted a joint LRTP as they had in the previous update cycle. The Sarasota/Manatee MPO LRTP used the West Central Florida 2035 Regional Mobility Plan as a foundation for its region-wide needs assessment that focused on eleven defined multimodal transportation corridors.

Regional efforts also included coordination with local governments, regional planning councils, nearby MPOs and public and private stakeholders on major regional visioning and planning efforts. For example, MetroPlan Orlando coordinated with

the regional planning effort, "How Shall We Grow," to create an alternative land use scenario in addition to the trend scenario (an extrapolation of the historic growth pattern), discovering that transportation project needs were not as great for the alternative land use scenario as they were for the trend scenario.

Smaller MPOs also described regional coordination efforts with areas adjacent to their MPOs. Bay County participates in the Gulf, Bay, Holmes, Washington Regional Transportation Partnership (RTP) for the purposes of establishing regional transportation priorities.

Some LRTPs that included more than one county tended to treat the counties separately rather than as a unified region. Information was presented as separate demographics as well as separate project lists without including any overall summaries. This approach may not result in the integrated regional system that could be produced through a unified planning process.

Transit became a serious competitor for transportation dollars.

More than a few MPOs included in-depth transit planning and projects in LRTPs. In many instances, public involvement efforts revealed that citizens sought transit as an alternative to automobile travel and indicated that a greater portion of transportation funds should be spent on transit.

In analyzing transit needs, some MPOs included their transit development plan (TDP) that covers only a ten-year horizon, leaving a gap in the outer ten years of their 20-year planning horizon. Some built upon existing transit plans while others considered transit needs to the extent funding was available. A few analyzed transit needs as a part of the overall transportation system, determining total need before applying anticipated revenue. Although some specifically mentioned planning for the transportation disadvantaged as recommended in the *2008 LRTP Review*, representative individuals or groups participated in all planning efforts. As a whole, the attention to transit planning was an improvement from previous planning efforts that made limited mention of transit needs or funding to address those needs.

A few MPOs added regional transit projects to supplement projects already identified in the TDP. In developing transit needs, the Palm Beach MPO used their TDP as a base and added increased local bus service as well as a number of additional services including bus rapid transit, a Tri-Rail extension, and additional Amtrak service. The North Florida TPO focused on long-range, high-capacity regional transit projects, such as commuter rail and bus rapid transit, rather than just the existing local bus service.

The Pinellas County MPO performed a detailed transit analysis and developed a 2035 Bus and Rail Transit Network. This network coordinates local transit priorities with the Tampa Bay Regional Transportation Authority (TBARTA) master plan and guides the development of bus transit beyond the ten year planning horizon of the TDP.

The Broward MPO has placed an emphasis on mass transit in its long-range planning efforts. This emphasis was reflected in the Needs Plan which considered the possibility of three separate transit scenarios: 1) Rapid Bus, 2) Bus Rapid Transit, or 3) Light Rail Transit. Polk County implemented a "transit centers and corridors overlay" district identifying the need for transit improvements, transit-supportive land uses, and community design changes that are reflected in the Polk TPO's LRTP as "recommendations for premium service such as BRT and commuter rail." In the lists of transportation needs and cost affordable projects, the Gainesville MTPO listed transit projects first, clearly emphasizing improvements in the provision of transit service over new highway capacity projects.

Despite the desire of citizens, some MPOs were unable to translate the desire for new or increased transit service to the cost-feasible plan because they were unable to identify funding sources to pay for transit operating expenses. This often resulted in MPOs being unable to fully allocate reasonably anticipated transit capital funds. In a few cases, LRTPs included plans to seek new funding – most often the charter county and regional transportation system surtax.

Numerous freight studies throughout the state provided substance to LRTP freight discussions.

While some MPOs gave only cursory mention of freight-related issues, others provided detailed discussions incorporating data, analysis, and recommendations from regional freight or regional goods movement studies. Details regarding the transportation system that supports freight mobility, including regional goods movement corridors, local truck routes, and hot spots (locations with high accidents or difficulty in truck maneuvering), were provided along with intermodal connections including seaports, airports, rail, and trucking.

Freight analysis methods were also improved over previous LRTPs. MetroPlan Orlando noted that a truck/freight component was added to the Orlando Urban Area Transportation Study model. In addition, their LRTP included an urban freight village land use plan and strategies to facilitate intermodal freight staging and access to rail, trucks, ports, and airports. The Miami-Dade LRTP included eleven freight goals. Freight need was a consideration in the selection of their cost-feasible projects and freight-supportive projects were specifically listed in their plan. To ensure that identified freight mobility needs were addressed to the extent possible, the Sarasota/Manatee MPO developed objectives, performance measures, and data requirements for evaluating and prioritizing freight needs.

In some cases where freight studies had not yet been prepared, a few MPOs nevertheless included freight discussions. The Lake-Sumter MPO considered the Tavares Freight Village Plan and a Sumter County planned intermodal freight center as part of the planning process. In addition, the LRTP noted that a regional freight study was programmed in the upcoming Unified Planning Work Program.

Faced with diminishing funds to meet increasing transportation needs, MPOs worked creatively to optimize existing transportation facilities as well as enhance community livability.

Some MPOs noted that a lack of funds brought about thoughtful consideration and sometimes

difficult trade-offs in regard to which projects or types of projects should be funded. The Martin-St. Lucie TPO's LRTP included the US 1 Corridor Retrofit Project "a response to the conflicting demands placed upon the US 1 corridor to at once handle regional through traffic and provide an environment that enhances transit ridership and pedestrian activities in a well-designed, multi-use condition." Rather than widening the road, a number of other projects including BRT, transit signal priority, intersection improvements, and network improvements will be implemented to address travel demand.

The Space Coast TPO noted that success with intelligent transportation system (ITS) strategies "have encouraged the TPO to focus more of its resources away from expensive roadway widening projects and toward strategies that optimize the efficiency of the existing network." ITS projects have resulted in a reduction of total travel time, a reduction in travel time variability, a reduction in the number of stops per trip, and greater overall consistency of travel speed on certain facilities.

Several MPOs decided to scale down larger projects in order to spread funds further or focus on critical needs. The Sarasota/Manatee MPO decided that rather than identifying the southern portion of the Venice Bypass as a project in the LRTP (a new facility), the money would be better spent to advance other less extensive and lower cost projects, namely the U.S. 41 Multimodal Corridor. The plan noted, "There is very limited funding to construct significant capacity expansions, so the key strategies in the plan focus on optimizing the performance and safety of existing facilities, preserving the capacity of the existing system, reducing vehicle miles of travel (VMT) through integrated land use and transportation strategies, creating and supporting existing markets for transit and enabling more bicycling and walking through roadway retrofits and expansion of non-auto facilities."

The Hernando County LRTP identified areas of critical transportation need where specific issues must be resolved. "These issues can be in the form of large or small-scale operational deficiencies such as congestion or high accident locations, caused by impending development that will result in high traffic levels, or by physical deterioration of the system." A table contained

the facility description, nature of concern, planning factors, and the proposed transportation improvement.

In order to allocate funds to all types of projects, the use of boxed funds – a designation of a specific amount or percentage of available funds – has become a widely used planning mechanism. The Miami-Dade LRTP set aside funds for congestion management and non-motorized transportation projects. Beginning in 2005, the Volusia TPO has set aside 30% of Surface Transportation Extra Urban funds for transit. A number of MPOs acknowledged that tolls may be necessary to construct any major new facilities. A few included toll facilities in their plans; however, little discussion regarding toll analysis was included.

The process for prioritizing projects and moving them from the needs plan to the cost feasible plan is becoming clearer.

In an improvement from previous LRTPs, many MPOs described their project prioritization and selection process very clearly and simply. However, a few MPOs that indicated that projects were subjected to such a process did not include a specific description of that process in the plan document.

In most cases, the evaluation criteria used to prioritize projects were aligned with plan goals and objectives. The Polk TPO devoted a chapter to describing how projects were prioritized within three general categories - roads and highways, transit, and non-motorized facilities – each with specific evaluation criteria. Public input was a criterion for each of the categories.

The Indian River County MPO prioritized highway projects in their needs plan using ten criteria and then sorted projects by their ranking within major funding categories. They noted that although a project ranked higher, it may not have been moved to the cost feasible plan due to high cost, instead being replaced by a project or projects with relatively lower costs, regardless of its performance in the evaluation.

Notably, these processes are unique to each MPO, suiting the objectives and needs of the specific region. The Pasco County LRTP described the

process and various factors used to move projects from the needs plan to the cost feasible plan including factors such as restoring projects that were dropped from the current FDOT five-year work program, projects programmed in the County's 15-year work program, roadways with high levels of congestion, projects in the 2025 LRTP, projects that support other strategic initiatives in the planning area, and projects that met specific prioritization criteria.

The Hillsborough MPO moved on-going projects, such as road projects for which right-of-way had been acquired, to the top of the priority list. Projects that were identified by local governments and transportation agencies for potential charter county and regional transportation system surtax funding were the next group of projects to be prioritized. Additional projects were prioritized using a weighted scoring system using ten performance criteria based on LRTP goals and objectives.

Public participation efforts continue to evolve with the use of social media and recognition that some approaches prove more effective than others.

MPOs were able to use their recently adopted public involvement processes from federally required participation plans in the development of LRTPs during this cycle. The processes were described in detail. Techniques employed by most MPOs include a website (some interactive), meetings and workshops, and direct mailing and/or emailing; some used radio and television for advertising meetings and some even televised the public meetings. LRTP materials with improved visual formats were produced in more than one language by a number of MPOs.

Capitalizing on the social media trend, the Florida-Alabama TPO used a Facebook page that notified the public of 2035 LRTP update activities including meetings, workshops, and presentations. MetroPlan Orlando used visualization methods including "emerging social media platforms like Flickr, Veoh, and YouTube to disseminate information using video, photographs, charts, graphs, renderings and animation." The Polk TPO used a series of newsletters in English and Spanish; their LRTP included poster contest artwork from 4th through

8th graders depicting "Transportation of the Future." This program "has been recognized by the Federal Highway Administration (FHWA) as an outstanding example of public outreach."

MPOs that sought input by attending community events and organization meetings said that they garnered greater participation than those using the standard public meeting/workshop format. By displaying maps and taking surveys at a variety of locations including libraries, senior centers, farmers markets, and the mall, the Space Coast TPO brought the planning process to the people. The Hillsborough County MPO reported over 15,000 participants in meetings and public events and provided a list of where these events occurred. Those that relied on historical approaches such as public workshops sometimes experienced sparse attendance with as low as two members of the general public reported at one workshop.

Some MPOs used existing committee structures or appointed a steering committee to ensure wide and diverse participation. The Sarasota/Manatee MPO used focus groups to identify key transportation issues. The Hillsborough MPO established a working group made up of jurisdictional representatives that wanted to be involved in the planning process.

Participation methods such as surveys and interactive activities seemed to be popular mechanisms to determine the desires of the community. In particular, a number of MPOs used an activity during which citizens were given a fictitious dollar amount, such as \$100, and were asked to determine how much money they would spend on each type of project or mode of transportation. Such input was then used as guidance regarding how much revenue should be spent on each mode. The Miami-Dade MPO used a blocks and ribbons exercise to engage citizens in visualizing population and employment growth along with transportation solutions to meet increased demand from that projected growth.

While public participation efforts become more sophisticated, some MPOs still struggled with conveying just how public input was used to develop the plan as recommended in the 2008 L RTP Review. Most L RTPs explained how information was shared with the public and some

included details regarding specific statements received from the public. Plans further contained general statements that public comments were considered at various stages of the planning process, particularly during alternatives testing. This suggests that public comments have become integral to the planning process and are incorporated in an iterative manner. In a few instances, the L RTP directly stated how the public input was used. For example, the Gainesville MTPO included a section on the "disposition of public comments" discussing how public comments were used in L RTP development.

Environmental justice was commonly addressed and a handful of MPOs directly analyzed the benefit to populations protected by Title VI.

MPOs reached out to low-income, minorities, and other communities protected by Title VI of the Civil Rights Act through targeted community events during their respective long-range planning process. Most plans discussed environmental justice issues and even mapped protected populations and a few MPOs even identified the benefits of planned transportation projects to those populations.

A table illustrating the transportation benefits and impacts by socio-economic group was included in the Broward MPO L RTP. The Hillsborough County MPO included a table to illustrate the L RTP benefits to Title VI protected communities including such measures as the number of bus route miles within economically disadvantaged neighborhoods and the percent of economically disadvantaged residents within ¼ mile of frequent transit service. The Pasco County MPO included comparisons of highway lane miles and bus route miles, average travel times, and accessibility for areas with higher than average protected populations versus all other areas. The Pinellas County MPO L RTP provided a methodology and analysis of how low income and minority populations would benefit from the transportation project being proposed in the L RTP, primarily using maps.

The use of FDOT's Efficient Transportation Decision Making (ETDM) Process was used by all MPOs to determine potential environmental effects during the planning process. Detailed

project need statements were developed that should prove extremely useful throughout the planning and implementation phases of a project. As noted in the *2008 LRTP Review*, MPOs mainly relied on the ETDM Planning Screen to identify cultural, environmental, or community impacts with little to no discussion regarding any independent analysis that may have been performed by the MPOs regarding such impacts. This omission leaves questions with regard to the level of local knowledge used in the analysis.

Safety and security remained relevant in most LRTPs.

Following increasing focus on safety and security at the federal and state levels, most MPO LRTPs contained detailed discussion on the topics with almost half drawing clear distinctions between the two. In addressing safety, all MPOs referenced FDOTs Strategic Highway Safety Plan (SHSP) and some provided the four types of safety data collected by the state and ranked their counties against Florida counties and/or all U.S. counties – aggressive driving, intersection crashes, vulnerable road users, and lane departure crashes. In addition, many MPOs participate in community traffic safety teams that review safety concerns and promote safety programs throughout the state.

The Space Coast TPO established “performance measures and targets to evaluate progress towards achieving system safety objectives” which were illustrated in table format. Objectives included crash and injury reduction, improved response and clearance times, improved monitoring, improved safety awareness among pedestrian and bicyclists, and improved safety and security of the transit system. In many cases, original data needed to be collected to establish baseline numbers.

Transportation system security elements often focused on the topics of large-scale terrorist attacks and natural disasters. Hurricane evacuation routes were often identified and evacuation was frequently a criterion for project prioritization. Some MPOs identified high-value transportation assets and discussed security plans along with reference to their required continuing of operations plan (COOP). A few referenced the importance of railroad security. The Space Coast

TPO adopted a goal of improving security to be accomplished through objectives addressing system resilience, maintaining evacuation capability, and maintaining mobility. The LRTP included security threat scenarios and also established related performance measures and targets for meeting security objectives.

A few MPOs directly tackled complex emerging issues while others touched on them indirectly.

The Federal Highway Administration provided a support document, “FHWA Strategies for LRTP Updates” in 2008 in response to requests for clarification regarding LRTP requirements. The document suggested that MPOs consider the following emerging issues in the development of their LRTPs due to their importance to the planning effort:

- Indirect and cumulative impacts;
- Multimodal feasibility;
- Performance measurement;
- Air quality; and
- Climate change.

Many LRTPs included discussion of one or more of these issues. The North Florida TPO indicated which LRTP goals and objectives reflected the emerging issues in table form. Indirect and cumulative impacts tend to occur over a long period and may involve changes in the overall development and growth patterns of an area. Such impacts were considered to some extent by those MPOs that analyzed several different land use scenarios.

Quite a few MPOs included measures of effectiveness or other forms of performance measurement. Such measures were tied to plan goals and objectives and used as a means to measure how varying cost feasible alternatives advanced plan goals and objectives. MetroPlan Orlando employed performance measures to analyze transportation alternatives as well as to provide benchmarks and targets to assess the LRTP over time. Although not required for the last round of LRTPs, MAP-21 requires performance measures be developed for the national highway system. Individual MPOs will be required to establish targets in alignment with state targets.

Regardless, the use of measures helps MPOs to evaluate how planned projects may perform.

Several MPOs anticipated being named an air quality non-attainment area prior to their next plan update cycle due to proposed changes in the National Ambient Air Quality Standard (NAAQS) for ozone; however, no standards changes were implemented and Florida MPOs remained in attainment. The Hillsborough MPO noted strategies in its LRTP to aid in the reduction of vehicle miles of travel and thereby minimize the negative impacts of vehicle emissions on air quality. Strategies included promoting transit service expansion and usage, promoting transit-oriented design, and promoting transportation demand management programs.

An increase in recognition of climate change was evident as many MPOs included some discussion of climate change with a few including in-depth descriptions of local efforts to address climate change. The Miami-Dade MPO works with the County's Climate Change Advisory Task Force (CCATF) that "is charged with identifying potential future climate change impacts to Miami-Dade County and providing ongoing recommendations regarding mitigation and adaptation measures to correspond to climate changes." Working closely with the CCATF Greenhouse Gas Reduction Alternative Fuels and Transportation Subcommittee, the MPO investigated climate emission calculation tools and performed emissions analysis for the 2005 base year, the 2035 existing plus committed network, the 2035 candidate improvements, and the 2035 cost feasible plan. The LRTP includes a more detailed discussion on local sustainability practices.

A detailed section on peak oil production and decline scenarios was included in the Gainesville MTPO LRTP. Modeling included a scenario in which fuel prices rise substantially, resulting in a sharp decline in vehicle miles of travel. Both land use and transportation strategies to address this possibility were suggested. Land use strategies focused on location efficiency and modifying land use patterns along with complimentary transportation strategies.

Another notable example is the Charlotte County-Punta Gorda LRTP that included a detailed chapter on hazard mitigation related to climate change

including development of a hazard profile – a description of the types of hazards that may occur. A transportation vulnerability analysis was conducted "to identify cost-effective hazard mitigation actions that prevent, avoid, or reduce the impacts of a hazard on people, property, or the natural environment."

Another issue that may be considered in the future is aging road user safety, access, and mobility. The Volusia TPO noted that by 2035, the population age 65 or older may be almost 28% of the county's population and that travel behavior in this age group may be limited by the inability to own and/or operate an automobile. The Capital Region TPA also mentioned the need to provide mobility for elderly populations and the Hillsborough MPO mentioned FDOT's Safe Mobility for Life Program.

Statewide Funding Shortfall

The twenty-year statewide funding shortfall from 2016 through 2035 is estimated to be \$126.4 billion in 2009 dollars. Annualized statewide, the shortfall is approximately \$6.32 billion per year.

Table 1 contains a comparison of the shortfall estimate to previous estimates expressed in 2009 dollars (note that the statewide shortfalls contained in Table 1 from previous LRTP reports have been inflated to 2009 dollars for comparison purposes and, therefore, do not match the shortfall amounts provided in those reports). Since the previous calculation, the shortfall has increased by 84% percent. Between 1997 and 2012, the shortfall grew by a cumulative 300 percent.

with individual projects to be selected at a later date under a separate project selection process. Some needs plan costs included the anticipated operation and maintenance costs of transportation facilities. A few designated illustrative projects. These needs plan costs (which included all cost feasible projects) were used in the shortfall calculation.

Sufficient data was not available to estimate a shortfall by individual mode. Although many plan documents included non-roadway project costs and/or revenue, unfunded project cost data was inconsistent and sometimes unavailable. Information provided in the LRTPs or obtained through individual MPOs was used to calculate the statewide funding shortfall.

LRTP Review Year	Original Shortfall (billions)	Original Base Year	Shortfall in 2009 Dollars (billions)	Percent Growth	Cumulative Growth
1997	\$22.3	1995	\$31.4	--	--
2002	\$37.7	2000	\$47.0	43%	--
2008	\$62.5	2005	\$68.7	46%	110%
2012	\$126.4	2009	\$126.4	84%	300%

A statewide transportation funding shortfall estimate using information from MPO long range transportation plans was first calculated in 1997 followed by calculations in 2002 and 2008. The calculation in this report was developed using data from MPO LRTPs adopted between 2008 and 2012. The shortfall estimate addresses only areas designated as metropolitan planning areas of the state and captures only surface transportation infrastructure addressed in MPO plans. It does not include aviation, freight rail, or maritime shortfalls, although some local access roads are included.

Each MPO LRTP in Florida included a needs plan that identified transportation projects needed to meet anticipated travel demand. The needs plan generally included all modes of surface transportation (i.e. roadway, transit, bicycle, and pedestrian); however, funding for some modes such as pedestrian, bicycle, congestion management, and intelligent transportation systems were sometimes provided as boxed funds

The statewide funding shortfall calculation is a comparison of the estimated transportation needs (Needs Cost) over the life of the plan to the estimated revenue (Revenue) over the same time period.

$$\text{Needs Cost} - \text{Anticipated Revenue} = \text{Shortfall}$$

A common base year of 2009 was established in the MPOAC Financial Guidelines for Long Range Transportation Plans (Appendix C) to ensure like comparison – apples to apples. Although LRTPs in this review cycle were more aligned in terms of base years, horizon years, and time periods than in previous plans, some adjustments were made to account for differences between plans. The common 20 plan years of 2016-2035 were available and used in each case with the exception of one MPO LRTP that covered the 20-year span from 2011-2030. Note that the planning period is beyond the timeframe covered

by MPO transportation improvements programs or the FDOT work program in place at the time of plan adoption.

Where more than 20 years were included in cost estimates and not broken out, an average annual shortfall estimate was calculated by dividing the total financial shortfall by the number of years the plan addressed. The annualized shortfall estimate was then multiplied by twenty to arrive at a twenty-year shortfall estimate for each MPO. All twenty-year shortfall estimates were totaled to calculate a statewide twenty-year funding shortfall estimate.

In past LRTPs, both needs costs and estimated revenue were provided in present day costs which enabled a fairly straightforward shortfall calculation. During the cycle of LRTPs developed between 2008 and 2012, this calculation was complicated by the federal requirement to report financial information in year of expenditure (YOE) dollars. The result is that while transportation needs were often expressed in present day costs (PDC), from 2008 to 2010 dollars, revenue was most often expressed in only YOE dollars. Additional calculation was required to adjust YOE dollars to a common present day cost – in this case, 2009. Appendix B details the methodology and assumptions used to calculate the statewide financial shortfall.

The shortfall between transportation needs and reasonably available revenues identified in MPO LRTPs continues to grow. Causes for this shortfall were identified in a 2012 study, *Florida MPOAC Transportation Revenue Study*, funded by the MPOAC and included:

- A loss of purchasing power in existing revenue streams that are not tied to inflation;
- A growing market for more fuel efficient cars (hybrids, compressed natural gas, electric, gasohol, etc.);
- Significant price increases for fuel;
- Public reluctance to accept additional user fees;
- National emphasis on alternative fuels and technologies;
- Telecommuting;

- Shifts in demographics that will impact revenues and the demand for transportation services; and
- Changing public attitudes towards environmental sustainability.

An additional factor that continues to affect the statewide shortfall is the definition of a transportation need. Generally, a needs plan should be appropriate to meet the identified transportation need while advancing the goals and policies of the MPO in the identified timeframe without consideration of revenue. This definition is broadly interpreted by some MPOs and narrowly interpreted by others. For example, some MPOs may include projects in their needs plan that for a variety of reasons, such as extraordinary cost, are unlikely to be built. This drives up the cost of their individual needs plan, and subsequently, the statewide shortfall estimate, often leading to questions regarding credibility.

The accuracy of a shortfall calculation is also limited by the complexity of comparing data collected from different LRTPs. These issues include the following:

- More MPOs included roadway operations and maintenance costs in the needs plan than was previously the case, however, some did not. This is largely due to the fact that highway operating and maintenance costs were not provided by FDOT for individual MPOs.
- Transit capital and operating costs, in most cases, only included the ten years covered by the transit development plan. A few MPOs did provide an estimate of transit needs for the entire 20-year planning period.
- A few MPOs did not have a total Needs Plan cost estimate published in the LRTP. Follow-up conversations and after-the-fact calculations were required to establish the cost of their needs plans. Only one MPO did not provide a cost estimate for unfunded needs.
- LRTPs were inconsistent in their inclusion of non-modal transportation improvements such as ITS, intermodal connectors, education programs, and safety improvements. Many MPOs included these types of projects in their LRTPs, but some used a boxed funds

approach, which does not produce a shortfall because unfunded projects are not necessarily included.

- Plans varied in the dollar base year and one plan varied in the horizon year for the entire plan.
- One MPO included three transit scenarios. Costs for the mid-range scenario were included in the shortfall calculation.

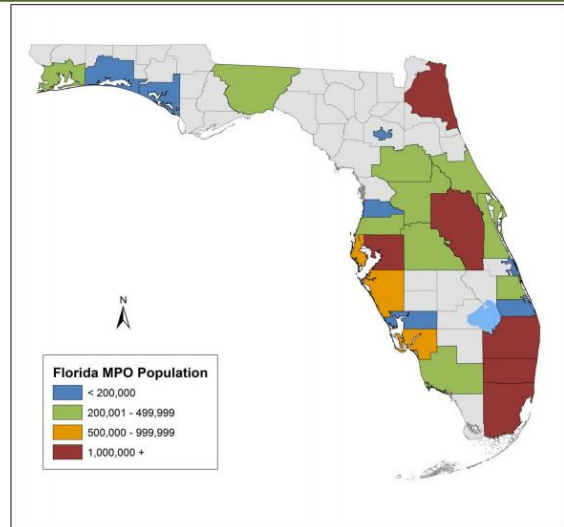
The continued variance in reporting needs costs, revenue, and shortfall among all MPO LRTPs makes calculation of a statewide funding shortfall difficult. The Financial Guidelines for the next LRTP cycle, adopted on January 24, 2013 and available on the MPOAC website, suggest that all MPOs include an estimate of unfunded costs in base year dollars in their adopted LRTP. A shortfall estimate provided by each MPO is likely to produce a more accurate statewide estimate.

Table 2 lists the shortfall for each MPO as well as the percent shortfall or percentage of need not met by anticipated revenue. All but one MPO provided adequate information to calculate a shortfall over the life of their current LRTP.

Figure 2 illustrates populations within Florida's MPO areas as of 2011. MPO shortfalls ranged from a high of nearly \$30 billion to a low of about \$111 million. Four of the five MPOs identifying the greatest shortfalls are from metropolitan areas with populations over one million.

This finding differs significantly from the 2008 LRTP Review where only one of the five MPOs reporting the greatest shortfall had a population over one million. Those four MPOs also reported the highest anticipated revenues. On the other hand, MPOs reporting the greatest shortfall percentage (comparing shortfall to needs) all have populations under 500,000.

The LRTPs of some of the largest MPOs showed the greatest increase in shortfall amount between the 2008 LRTP Review and this review including MetroPlan Orlando, Miami-Dade MPO, Hillsborough County MPO, and North Florida TPO. The Pinellas County MPO and the Pasco County MPO also showed a marked increase in shortfall.



Source: MPOAC

Figure 2. Florida MPO population as of 2011.

Table 2. 20-Year Projected Shortfall by MPO		
MPOs	Shortfall (millions)	Percent Shortfall*
Bay County TPO	\$2,721.3	87.8%
Broward MPO	\$5,243.0	38.2%
Capital Region TPA	\$2,243.5	89.7%
Charlotte County-Punta Gorda MPO	\$1,070.5	n/a
Collier and Lee County MPOs	\$2,100.0	50.0%
Florida-Alabama TPO	\$6,948.8	95.4%
Gainesville MTPO	\$845.0	87.0%
Hernando County MPO	\$3,508.5	75.6%
Hillsborough County MPO	\$11,635.4	48.9%
Indian River County MPO	\$110.9	25.0%
Lake-Sumter MPO	\$1,138.7	61.6%
Martin-St. Lucie MPO	\$1,598.4	57.5%
MetroPlan Orlando	\$29,848.2	70.6%
Miami-Dade Urbanized Area MPO	\$18,728.6	51.5%
North Florida TPO	\$6,641.6	56.2%
Ocala/Marion County TPO	\$950.0	63.3%
Okaloosa-Walton TPO	\$6,253.5	97.1%
Palm Beach MPO	\$3,973.5	47.1%
Pasco County MPO	\$6,374.9	n/a
Pinellas County MPO	\$4,269.6	n/a
Polk TPO	\$6,607.7	75.6%
Sarasota/Manatee MPO	\$1,990.0	64.4%
Space Coast TPO	\$792.1	49.5%
Volusia TPO**	\$788.4	n/a
TOTAL STATEWIDE SHORTFALL	\$126,382	
* Needs not met by anticipated revenue.		
** 2012 needs data unavailable. Shortfall projected using data from 2008 LRTP Review.		

Suggestions

The following suggestions, listed in no particular order of importance, are intended to guide MPOs during the drafting of their next LRTP. These are merely suggestions to enhance LRTPs and do not in any way constitute requirements. The suggestions may be considered in addition to the MPOAC Financial Guidelines adopted by the MPOAC on January 24, 2013.

1. Ensure that needs plan projects are appropriate to meet the identified transportation need while advancing the goals and policies of the MPO. In order for the statewide transportation needs estimate to be credible, each MPO must strive to ensure that identified needs not include an excess of projects to fill anticipated transportation demand. Note: In accordance with the adopted Financial Guidelines, **all MPOs have agreed to include an estimate of unfunded costs in base year dollars in their adopted LRTP.**
2. Determine transit needs beyond the ten-year transit development plan horizon and without consideration of revenue. Although some MPOs analyzed their true transit need, many did not. Like roadway needs, transit needs, including provision for the transportation disadvantaged, should be developed to meet anticipated demand or regional transportation objectives without consideration of revenue constraints.
3. Be clear about policy and project tradeoffs that are made to maximize available revenue. Readers should have a clear understanding of why priority needs are sometimes passed over in favor of other projects. In addition, discussion on how projects are selected for tolls should be included where applicable.
4. Develop a concise, reader-friendly brochure that clearly identifies planned projects. While all MPO LRTPs are available on the Internet, the content remains lengthy and often too complex for the average reader. In addition, some members of the general public do not have easy access to a computer. A brochure, fold-out map, or similar document that is easily mailed and/or provided at community gathering places will ensure that the essence of the LRTP is universally available. Nevertheless, MPO plans themselves should be reader-friendly and cohesive avoiding disparate and choppy chapters.
5. Use land-use scenario planning to assess if different scenarios may decrease future travel demand. Many MPOs employed this mechanism; however, more could take advantage of this approach. The application of several land-use alternatives provides a visual indication of travel demand and, therefore, provides a greater understanding of potential impacts for decision-makers.
6. Provide unified data throughout LRTPs that include more than one county and/or more than one MPO. Many LRTPs provided only separate population, employment, revenue, and project listings. Combining such information would illustrate true regional numbers and transportation needs and lead to a cost feasible plan that more fully addresses the integrated needs of the region.
7. Continue to improve planning for freight movement. The incorporation of freight has improved since the last LRTP cycle. MPOs should continue to work with the state as it develops the Freight and Mobility Plan.
8. Continue to improve on relating how information gained during public involvement activities is used in LRTP development. As noted in the observations section of this report, a few MPOs were quite descriptive regarding the use of information received as a result of the public involvement process. However, this aspect of many LRTPs could be improved. A reader's clear understanding of how public input is used will encourage future participation in the process. In addition, MPOs relying on traditional public workshops for input should broaden their approaches to obtaining public input.
9. Strive to incorporate local knowledge along with FDOT's ETDM planning screen to ensure a thorough understanding of potential project impacts. While the use of ETDM has been widely incorporated into the planning process, it may be at the expense of local analysis.

The strength of MPO planning is the application of local considerations and many MPOs seem to defer to ETDM findings.

Detailed studies on such important issues as freight and hurricane evacuation serve to more clearly define certain needs. Continued attention to plan details as well as complex, emerging issues will continue to increase the value of Florida's MPO long range transportation plans.

10. Increase the discussion of the MPOs role in transportation system security. While many MPOs address safety in accordance with FDOT's SHSP, the separation of safety and security in federal requirements draws attention to security as an individual factor for consideration. Although MPOs may differ in roles regarding system security, MPOs should address their role in ensuring transportation system security in the LRTP.
11. Increase consideration of bicycle and pedestrian safety. The 2012 Florida SHSP contains an emphasis area of vulnerable road users that includes bicyclists and pedestrians. Strategies for safety improvements are included in the plan.
12. Address transportation infrastructure mitigation and adaptation measures necessitated by climate change. Climate change is increasing weather-related hazards affecting the transportation system. In addition, rising sea-levels may endanger transportation infrastructure, necessitating alternate routes for moving people and goods in the future. Only a few MPOs have begun to address these issues.
13. Consider aging road user safety, access, and mobility. As Florida's aging and elderly population grows, increased attention must be paid to how the system works for these users. The ability of the elderly to participate in the community will depend on the transportation options they have available to them.

Conclusion

MPO long range transportation plans in Florida continue to develop over time. Responses to federal and state requirements are increasingly complex and are resulting in better overall plans. Funding challenges, coupled with public desire for more travel choices, are guiding planning efforts to be more strategic. Plan development is increasingly interwoven with other planning efforts, particularly those of the larger region.

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Appendix A Previous LRTP Reviews

1997 Review of Long Range Transportation Plans

The first LRTP review took place in 1997, after all MPOs in Florida had adopted LRTPs consistent with the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This study served as a baseline for the study of processes, methodology, and prevailing issues in the state. Several observations and suggestions were made. It was noted that many plans were dominated by transportation demand modeling data outputs, which made them very large and harder for the public to understand. There was widespread uncertainty on the definition of a transportation need. Plans also seemed "sanitized," or not forthcoming about the challenges and unique characteristics of their region. Lastly, MPOs displayed widely varying degrees of concern and attention to environmental and air quality issues.

The authors of MPO plans repeatedly cited difficulty addressing two issues. Many MPOs cited a general inability to interest the public in the LRTP drafting process, which they attributed to a lack of resources to undertake more extensive public involvement efforts. Many MPOs also found it difficult to adequately address needs on facilities outside of the Florida Intrastate Highway System (FIHS) due to low levels of funding.

Based on the review, the research team offered suggestions for the next generation of long range transportation plans. Some specific suggestions from the 1997 review were:

- Incorporating discussion of current issues, a strong visioning process, and principles of strategic planning into LRTP documents;
- Recognizing the interaction between transportation and land use;
- Placing greater emphasis on difficult policy trade-offs and less reliance on transportation planning models;
- Standardizing the reporting of certain performance measures;

- Systematically assessing safety considerations in plan development;
- Systematically considering hurricane evacuation in development of LRTPs;
- Standardizing the timing of plan updates throughout the state; and
- Using the same standards for evaluating needs and projecting revenue.

2002 Review of Long Range Transportation Plans

In 2002, a second review of LRTPs was conducted. The timing of the second review was advantageous, as all twenty-five MPOs had completed an update of their plans since the 1997 review. Further, the Transportation Equity Act for the Twenty-First Century (TEA-21) was signed into law during the interim, although federal regulations pertaining to LRTP development had not been updated. TEA-21 consolidated the number of planning factors from sixteen to seven. TEA-21 also placed greater emphasis on transit capital construction, environmental protection, and public involvement in the planning process.

The study found that most MPOs had improved the quality and scope of their LRTPs. Several suggestions from the 1997 review were acknowledged and addressed by MPOs. Documents became more user-friendly, concise, and less dominated by modeling data and technical jargon. Public involvement efforts were much improved and better documented. There was an increase in the consideration of social and community impacts of transportation improvements. LRTPs also began considering alternative modes of transportation such as public transit and bicycle/pedestrian networks in more detail, although alternative modes did not receive the same level of attention as roadway improvements.

Although most LRTPs demonstrated significant progress, room for improvement was found. The most pressing concerns dealt with the structure of the documents and the consistency of planning methodologies across the state. The research team noted a wide variation in the criteria used to

determine a transportation need. Some MPOs had a narrow definition, others used only modeling data, while others had much larger needs than their peers. There was also a considerable variety in systems for selecting projects for inclusion in the cost feasible plan. There was little consistency on the length and horizon year of LRTPs. Very few LRTPs were internally consistent in that it was difficult to determine how LRTP goals and objectives were reflected in the final list of cost feasible projects.

Some specific suggestions from the 2002 review were:

- Systematically analyzing safety issues in the transportation system, particularly with respect to hurricane evacuation;
- Analyzing land use alternatives for the region, and infrastructure decision-making to support the land use vision of the community;
- Standardizing revenue and cost estimates, including separation of modes;
- Linking the final list of cost feasible projects back to the goals, objectives, and policies of the document;
- Considering the importance of transportation improvements to economic competitiveness and freight movement;
- Continuing to develop the system of Intelligent Transportation Systems;
- Considering non-highway improvements in place of, rather than in addition to, roadways; and
- Taking into account future right-of-way needs.

2008 Review of Long Range Transportation Plans

In 2008, the third consecutive review of MPO long range transportation plans was conducted. MPO plans were affected by the passage of SAFETEA-LU and its accompanying rules which came into effect between reviews. Although some MPOs had already adopted their LRTP for this cycle prior to the passage of the bill, all MPOs were required to bring their LRTPs into conformity with

SAFETEA-LU by July 2007. Many did so through minor amendments, often in the form of a new appendix which did not significantly modify the original LRTP document.

Observations discussed in the report were:

- LRTPs were substantially more user-friendly and better organized during this cycle.
- MPOs are meeting or exceeding levels of public involvement set forth by state and federal law, and are continuing to develop new methods for communication.
- There was wide-spread reliance on the Efficient Transportation Decision Making (ETDM) screening process to identify cultural, environmental, or community impacts, often to the exclusion of independent analysis.
- There remains little agreement across the state on the horizon year and effective years of LRTPs.
- Although most MPOs discussed freight and economic competitiveness, few gave the issue detailed consideration.
- MPOs had difficulty adjusting to the designation of the Strategic Intermodal System (SIS) and the associated investment policy.
- MPOs paid greater attention to non-highway transportation modes.
- Planning for Intelligent Transportation Systems (ITS) has become commonplace.
- The reporting of financial data varied widely across the state.
- Interagency coordination is becoming institutionalized at most MPOs.
- MPOs are frequently not documenting their methodology for moving projects from the needs plan to the cost feasible plan and to the TIP.
- There remains little consistency across the state over the definition of transportation need.
- Although MPOs are aligning their goals closely with SAFETEA-LU, less attention is being paid to the goals and objectives of the Florida Transportation Plan (FTP).

Suggestions to guide the drafting of the next generation of LRTPs included:

- MPOs should relate how information gained during public involvement activities was incorporated into the LRTP document and the projects it contains.
- MPOs should continue to refine their LRTPs for Internet publication.
- Consider the goals of the Florida Transportation Plan when drafting the goals and objectives of the LRTP.
- ETDM is an outstanding tool, but the strength of MPO planning is the insertion of local knowledge into the planning process.
- MPOs should exercise more editorial control over the content of plans authored by consultants, with the aim of crafting a document that is original and customized.
- Even though the Internet will be the primary source for LRTP distribution, at least a limited number of documents should be made available in hard copy format.
- MPOs should continue to work with FDOT to make the investment policy flexible enough to implement the MPO mission.
- MPOs should not separate needs on SIS facilities from non-SIS facilities during the analysis and project selection process.
- Establish transit needs before revenues are analyzed
- MPOs should demonstrate their expertise in planning for the transportation disadvantaged in the LRTP.
- Guidance on how to analyze and consider toll projects would be helpful when planning for these types of roadways.
- Evacuation routes should play a larger role in deciding which projects are included in the cost feasible plan.
- MPOs should take greater care to demonstrate and document how the projects contained in their cost feasible plan support the adopted goals and objectives of the LRTP.

Appendix B Shortfall Methodology

The twenty-year statewide shortfall is the sum of the shortfall for each MPO LRTP. The basic calculation for each shortfall is:

Needs Plan Cost – Anticipated Revenue = Shortfall

OR

Use provided Unfunded Needs Cost

Each MPO shortfall is the difference between the cost of all projects in the needs plan and the amount of revenue anticipated over the life of the plan. The cost of the needs plan includes expenses slated for capital projects and operations and maintenance where included. Note that not all MPOs listed all costs related to operations and maintenance, particularly for state highways. The anticipated revenue includes all funding sources listed in the plan slated for transportation capital projects and operations and maintenance, including local and toll-related sources. In a few cases, the cost feasible plan cost was substituted for the anticipated revenue. This occurred when revenue exceeded expenditures due to constraints on how funding could be spent. For example, transit capital dollars were not used in the calculation when the MPO did not have a funding source for transit operation needs. Including large amounts of unused transit capital revenue in the MPOs shortfall estimate would result in an incorrect assessment of need.

The shortfall calculation for the 2012 LRTP review was complicated by the federal requirement to report financial information in year of expenditure (YOE) dollars. The result is that while transportation needs were sometimes expressed in present day costs (PDC), from 2008 to 2010 dollars, revenue was most often expressed in YOE dollars. Where revenue was not provided in PDC, additional calculation was needed to adjust YOE dollars to a common present day cost – in this case, 2009. FDOT inflation figures found in the FDOT 2035 Revenue Forecast Handbook (May 2008) and Errata and Revisions (Oct. 31, 2008) were used to make necessary adjustments for both roadway and transit costs.

Adjustments also involved additional calculations where necessary. In order to compare and total the shortfalls from each plan, it was necessary to adjust each needs cost, revenue estimate, and/or shortfall into a common comparison year – 2009 as established in the *MPOAC Financial Guidelines*.

*(Needs Cost, Revenue Estimate, or Shortfall) * (FDOT Inflation Adjustment Factor) = (Adjusted Needs Cost, Revenue Estimate, or Shortfall)*

Federal law requires plans to cover a minimum of twenty years into the future; however, no maximum is established. Some plans covered more than 20 years making it necessary to annualize the shortfall figures from each of those plan documents. For each such LRTP, the shortfall amount was divided by the number of years the plan was in effect. This resulted in an annualized shortfall for that MPO. The annualized shortfall is multiplied by twenty resulting in a shortfall estimate for a twenty-year timeframe.

(Adjusted Shortfall)/(Years Plan in Effect) = (Annual Adjusted Shortfall)

AND

*(Annual Adjusted Shortfall) * 20 = Twenty-year Shortfall*

The statewide shortfall was then calculated by summing the shortfall of all MPOs. Because each MPO shortfall was adjusted to 2009 dollars and a twenty-year period, the shortfalls can be directly compared.

A Hypothetical Example

The hypothetical Key West MPO adopted their LRTP in 2010. This plan proposes projects from 2015 through 2035, and uses 2010 as the PDC for project cost estimates. The adopted Needs Plan would cost \$800,000,000. However, the MPO estimates that only \$650,000,000 in PDC will be available over the course of the plan resulting in a \$150,000,000 shortfall in 2010 dollars.

Since the plan's base year was 2010, the shortfall figure must be converted into 2009 dollars to be consistent with other MPO shortfall estimates. If the shortfall is not converted, the Key West MPO's shortfall cannot be compared to its peers because dollars were worth more in 2010 than in 2009. The inflation factor provided by FDOT for 2009 to

2010 is 4.5%. To deflate this value, the shortfall was multiplied by the inverse of 4.5% (0.955). Since the shortfall was \$150,000,000 in 2010

dollars, the adjusted shortfall would be \$143,250,000 in 2009 dollars.

Appendix C MPOAC Financial Guidelines for Long Range Transportation Plans

The following Guidelines were adopted by the MPOAC Governing Board and Staff Directors Committee at their meetings on October 25th, 2007 and used in the development of the 2035 LRTPS reviewed for this report. The Guidelines address several issues encountered during the LRTP reviews, and were drafted—in part—in response to the conclusions made by this project and its predecessors. The included Guidelines were amended on October 23rd, 2008 to reflect a new base year of 2009. A revised set of Guidelines were adopted by the MPOAC on January 24, 2013 for development of the 2040 LRTPs.

Financial Guidelines for MPO Long Range Plans

Background

The MPOAC adopted the “MPOAC 2025 Florida Transportation Plan Implementation Action Plan” at its April 2007 meeting. This document is intended to serve as a starting point for discussions regarding implementation of General Action 4 of the Implementation Action Plan, which states:

4. Improve Conditions for Estimating Statewide Financial Shortfall: One of the key transportation issues identified in the FTP is an imbalance between estimated transportation needs and future financial resources. The statewide 20-year funding shortfall for MPO areas was estimated to be \$37.7 billion in 2002 (expressed in Year 2000 dollars). However, the accuracy of this and previous shortfall estimates are called into question due to a lack of uniformity in the reporting of financial and planning data. Therefore, a set of statewide guidelines for defining and estimating transportation needs and reporting financial data in MPO LRTPs should be developed by the MPOAC in coordination with FDOT. Additionally, MPOs in Florida will agree to include an estimate of transportation needs in their adopted LRTP to facilitate a statewide estimate of transportation needs.

Long Range Transportation Plan Needs and Cost Feasible Plan

Guidelines for Defining and Reporting Needs

- All MPOs will include an estimate of needs within the body of their adopted LRTP. While MPOs need not include a full-scale needs plan including such information as maps and a project lists, MPOs should include sufficient information to understand the composition of the identified need. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes included in the adopted LRTP.
- Certain types of projects should not be considered a “needed” project if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:
 - Projects that cannot be implemented due to policy constraints
 - Projects that cannot be implemented due to physical constraints
 - Projects that are unlikely to be implemented due to potential significant environmental constraints
 - Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts
- Transportation projects included in the MPO Needs Plan should be appropriate to meet the identified transportation need while advancing the goals and policies of the MPO. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming

environmental benefit or the need to use compatible technology to expand an existing transportation asset.

- Reported needs should be broken down by system and by mode. For example, SIS facility needs should be identified separately from needs on non-SIS state highway facilities and highway needs not on the state highway system.

Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans

- Reasonably available revenue should be broken down by funding category. Additionally, the LRTP should identify the system component(s) that available revenue will be expended upon.
- An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.
- The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.
- MPOs should include full financial information for all years covered by the LRTP, including information from their TIP.
- For their next adopted cost feasible LRTP, MPOs will use:
 - FY 2008/2009 as the base year
 - FY 2034/2035 as the horizon year

Long Range Revenue Forecast for Long Range Transportation Plan Updates

FDOT, in cooperation with the MPOAC and Florida's MPOs, has prepared long range revenue forecasts for state and federal funds that "flow through" the FDOT Work Program and other financial planning guidance since 1995. These forecasts and guidance have been used for the Florida Transportation Plan and metropolitan long range transportation plans. FDOT will, in cooperation with the MPOAC and Florida's MPOs, develop an updated revenue forecast through 2035 and guidance for the next updates of those plans. The following are issues that will affect the next forecast:

- New federal regulations clarify that the horizon year for an LRTP must be at least 20 years from the date of adoption; i.e., any LRTP adopted before the end of December 2010 may have a horizon year of 2030 or beyond.
- As of December 11, 2007, MPO long range transportation plans must be expressed in "Year of Expenditure" (YOE) dollars.
- The horizon years of current adopted Florida LRTPs vary: 11 plans have a 2025 horizon year, 15 plans have a 2030 horizon year.
- FDOT is currently updating the SIS Highway Component Cost Feasible Plan and extending the horizon year to 2035.

Based on these and other issues related to developing long range transportation plans, the following is guidance for developing and reporting financial estimates in the plans.

Guidelines for Revenue Estimates

- The recommended Base Year is FY 2008/2009 (State Fiscal Year) and recommended Horizon Year is FY 2034/2035 for all 26 metropolitan long range transportation plans.
- The recommended Time Period for estimates is 5 years (for example, 2009-2010, 2011-2015, 2016-2020, 2021-2025, 2026-2030, and 2031-2035). This is consistent with previous forecasts and simplifies reporting. The use of 5-year periods increases flexibility and reduces the need to "fine tune" project priorities.
- For estimates of State and Federal Revenues:
 - FDOT will provide YOE estimates for state capacity programs for individual MPOs, similar to prior forecasts.

- FDOT will provide YOE statewide estimates for non-capacity state programs and provide documentation of program levels and system preservation objectives expected to be met by those funding levels, similar to prior forecasts; MPOs should include the material in long range transportation plan documentation.
- FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues:
 - FDOT will provide guidance for development of estimates of traditional sources.
 - FDOT and the MPOAC will develop guidance for estimating revenues from other "reasonably available sources," particularly Proportionate Fair Share Contributions under Chapter 163, F.S.

Guidelines for Developing Project Costs

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars, so they will have to be adjusted with inflation factors for the time period in which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
 - DOT has adopted estimates of inflation factors through 2035 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
 - MPO should document alternative inflation factors, with explanation of assumptions.
- The recommended Time Period for costs is 5 years (e.g., 2009-2010, 2011-2015, 2016-2020, etc). This is consistent with previous forecasts and simplifies reporting. In addition:
 - This increases flexibility and reduces the need to "fine tune" project priorities.
 - Annual inflation factor estimates will be used to estimate "mid-point" factors for project costs during respective 5-year period.
- Using YOE dollars, regardless of the length of time periods, requires establishing project priorities which may require some MPOs to modify their priority setting process and schedule.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the 2035 SIS Highway Component Cost Feasible Plan to each MPO.

Guidelines for Distribution of Next Long Range Revenue Forecast

- The long range forecast of state and federal revenues will be needed by all MPOs for modeling and financial planning for their next updates. FDOT will provide the new revenue forecast by May 30, 2008, incorporating the outcome of a 2007 Special Session of the Florida Legislature.

**REVISED INTERLOCAL AGREEMENT BETWEEN THE
CHARLOTTE COUNTY-PUNTA GORDA AND THE LEE COUNTY
MPOS**

Recommendation: 1. Consider the approval of the Draft Revised Interlocal Agreement with changes, and authorize MPO Board Chairs to sign the final Interlocal Agreement.

Attachments: 1. Draft Revised Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Charlotte County-Punta Gorda and Lee County MPOs

Discussion:

Florida statutes and initiatives suggest each MPO formalize its commitment to develop joint regional planning activities and documents. The Lee County MPO and the Charlotte County-Punta Gorda MPO have worked closely in the past on joint regional issues of concern, including the bi-county effort resulting in a joint corridor study for the Burnt Store roadway.

FDOT requires regional coordination and adoption of regional project priority lists to receive funding under various State and Federal programs. FDOT's funding of projects in Charlotte County and Lee County through the Transportation Regional Incentive Program (TRIP) would not be possible without the existence of the MPO's interlocal agreement.

Following the FY 2012 submittal of Transportation Regional Incentive Program (TRIP) projects list representing Charlotte and Lee Counties, FDOT advised that they were unable to fund any of the submitted projects. It was then suggested by the MPO Boards that the FY 2012 TRIP list be resubmitted for FY 2013 and that in the future, if no projects from either Charlotte or Lee County receive TRIP funding, then the same list be resubmitted the following year. It was recommended that language reflecting this suggestion be included in the Interlocal Agreement for Joint Regional Transportation Planning and Coordination between the Charlotte County-Punta Gorda and Lee County MPOs. The attached Draft Revised Interlocal Agreement contains the above mentioned language for the Boards' consideration.

**INTERLOCAL AGREEMENT FOR JOINT REGIONAL TRANSPORTATION PLANNING
AND COORDINATION BETWEEN THE CHARLOTTE COUNTY-PUNTA GORDA AND LEE
COUNTY MPOS**

This INTERLOCAL AGREEMENT (Agreement) is made and entered into by and between the Charlotte County–Punta Gorda Metropolitan Planning Organization (hereinafter the Charlotte County–Punta Gorda MPO) and the Lee County Metropolitan Planning Organization (hereinafter the Lee County MPO).

Whereas, the Charlotte County-Punta Gorda and the Lee County Metropolitan Planning Organizations (MPOs) are the duly designated and constituted agencies responsible for carrying out the metropolitan transportation planning and programming processes for the Cape Coral-Fort Myers and North Port - Punta Gorda Urbanized Areas; and

Whereas, the elected and appointed officials comprising the policy boards of the Charlotte County - Punta Gorda and the Lee County MPOs recognize the benefits of regional cooperation; and

Whereas, it is to the best interest of Charlotte County - Punta Gorda MPO and the Lee County MPO to coordinate transportation planning and policy activities in this bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency using a straightforward, resourceful method; and

Whereas, staff and policy board members from both the Charlotte County-Punta Gorda MPO and the Lee County MPO already coordinate regional transportation issues through their joint participation in the Metropolitan Planning Organization Advisory Council (MPOAC), the District One Coordinated Urban Transportation Studies (CUTS) Committee, Southwest Florida Region Continuing Florida Aviation System Planning Process (CFASPP) Steering Committee and coordination with the Southwest Florida Regional Planning Council (SWFRPC); and

Whereas, the Charlotte County-Punta Gorda and Lee County MPO’s staff have always coordinated with each other on projects of mutual interest such as the Burnt Store Road Corridor Study.

NOW, THEREFORE, in consideration of the covenants made by each party to the other and of the mutual benefits to be realized by the parties hereto, the Charlotte County-Punta Gorda and the Lee County MPOs hereby agree as follows:

Section 1. Authority. This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, Florida Statutes, relating to metropolitan planning organization, and 163.01, Florida Statutes, relating to interlocal agreements.

Section 2. Purpose. The purpose of this Agreement is to promote and establish a forum for communication and coordination between the Charlotte County–Punta Gorda and Lee County MPOs and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, Florida Statutes, 23 C.F.R. Part 450, Subpart C, and the requirements of related federal legislation. More specifically, this Agreement establishes the commitment by the parties to coordinate and collaborate in good faith and due diligence toward the development of joint regional transportation planning products and processes for the bi-county region of Charlotte and Lee Counties.

Section 3. Joint Meetings. Joint meetings of the governing boards of the Charlotte County-Punta Gorda and Lee County MPOs will be held at least once annually. Representatives from the Citizens' advisory committees of each MPO, will attend their counterparts meetings when common regional issues are to be discussed. The MPO Staff Directors or their alternates will be added as a voting member to the Technical Advisory Committees of the respective opposite MPOs. Quorum requirements for the individual boards of each MPO will determine the quorum requirements at the joint meetings. No action will be taken except upon a majority vote of and among the members of the respective board members present. The Robert Rules of Order will be used as the official rules of procedure while conducting the joint meetings.

Section 4. Planning Functions. The MPOs hereby agree to coordinate and collaborate in good faith and with due diligence to work on the following issues:

1. The planning and project development of roadway and Intelligent Transportation System (ITS) projects that are of common interest to both counties. These projects may include new roadways or improvements on roadways that directly connect both counties, including Interstate 75, US 41, SR 31, and Burnt Store Road.
2. The planning and project development of regional bikeway and/or greenway projects, identified in the Lee County Greenway Plan, the future Charlotte County Bike/Pedestrian Master Plan and either MPO's Long Range Transportation Plan (LRTP), that connect both counties and proposed to be funded with regional enhancement and other federal, state, or public-private funds.
3. The planning and project development of urban transit connections between Lee and Charlotte County as identified in each MPO's LRTPs, including all connections between Lee and Charlotte County that may be included in the updates of each MPO's LRTP.
4. The location, planning and project development of future park and ride facilities along the routes of urban transit connections identified in each MPO's LRTPs and all such facilities that may be included in the updates of each MPO's LRTP.
5. The planning and project development of any future transit services connecting new communities arising out of residential Developments of Regional Impacts in either county to employment generators in the other county.
6. The planning and project development of future intercity passenger rail and freight services connecting the Tampa area to South Florida through Southwest Florida.
7. The planning and project development of a future commuter and freight rail system to assist in alleviating transportation congestion in the Southwest Florida Counties of Desoto, Charlotte, and Lee.
8. The adoption of joint priorities for funding unprogrammed improvements on the identified Regional Multi-Modal Transportation Systems of both MPOs that will be competing for discretionary funding at the state level such as Strategic Intermodal (SIS), Transportation Regional Incentive Program (TRIP) projects and Regional Transportation System Enhancement projects. This provision would also apply to any other future discretionary funding programs that may be established through either state or federal legislation.

Section 5. Planning Products. The parties hereby agree to coordinate and collaborate in good faith and with due diligence to develop the following joint regional planning product described below:

A. Joint Regional Long Range Transportation Plan (LRTP) Component

The parties will consider the identification and designation of a Joint Regional Multi-Modal Transportation System as a component of each MPO's LRTP. Specifically, this action will identify regionally significant corridors and facilities. If established, this identified System will be studied and refined, as necessary, and considered throughout the LRTP process. Each MPO's LRTP will be consistent with this system, if developed.

B. Joint Regional Priorities

The MPOs will annually consider identifying regional priorities on the MPOs' Regional Multi-Modal Transportation Systems or on the Joint Regional Multi-Modal Transportation System, if established, and include said priorities in the respective MPO's Transportation Improvement Program (TIP). In addition, the MPOs will consider collaborating and prioritizing such project priorities in a joint regional priority list. The joint project priority list will be included in the adopted project priorities of each MPO's TIP and project priorities will be consistent with the jointly identified regional project priorities. Following the submittal of a joint regional priority list to FDOT for TRIP funding consideration, if said projects are not funded, the same list will be resubmitted the following year.

C. Joint Regional Public Involvement Process Component

The MPOs may collaborate to develop and adopt a Joint Regional Public Involvement Component for inclusion into each MPO's existing Public Participation Plan. This Joint Regional Component will prescribe public notice and outreach actions and measures to assure public access and involvement for all joint regional activities.

D. Conflict Resolution

The MPOs will mutually consider developing and adopting a Conflict Resolution Process to resolve any conflicts that may arise related to issues covered in this Agreement. Notwithstanding any such resolution process, the parties to this agreement do not waive their respective rights to seek redress in a court of competent jurisdictions.

Section 6. Staff Services and Costs. The Directors and staffs of each MPO will be responsible for development of the joint regional products identified in this Agreement, with review and final approval by each MPO Board. In this regard, each MPO will cooperate to equitably assign and share in the needed staff resources to accomplish these regional efforts, consistent with their respective Unified Planning Work Program (UPWP). Similarly, non-MPO staff services and costs for the joint regional efforts and products identified in this Agreement will be borne by each individual MPO, as described in its UPWP with deference to the size and budgets of the respective MPOs. The parties agree, as may be necessary in order to carry out the terms and commitments of this Agreement, to cooperate in seeking Federal, State, and local funding for the joint regional products to be developed.

Section 7. Duration of Agreement. This Agreement shall have an initial term of five (5) years, and shall automatically renew at the end of five (5) years for an additional five (5)-year term and every five years thereafter unless terminated or rescinded as set out in Section 9, herein. Prior to the end of each five (5)-year term, the parties shall reexamine the terms hereof to affirm or for possible amendment. However, the failure to amend or reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement. As a condition subsequent to the approval of his Agreement, this Agreement shall be null

and void and of no effect should the Governor not issue a letter designating the Charlotte County-Punta Gorda and Lee County MPOs as individual MPOs.

Section 8. Modification. This Agreement may be modified at any time, with the approval of both parties, by adopting a new or interlocal agreement addendum, in the same form and manner as this Agreement.

Section 9. Termination-Rescission. This Agreement shall continue in force unless terminated with or without cause by either party by providing thirty (30) days written notice to the other party.

Section 10. Liability. The parties agree that nothing created or contained in this Agreement shall be construed, interpreted or inferred to establish any joint liability amongst or between the parties by the actions or omissions of its individual employees or agents acting pursuant to the terms of this Agreement. In this regard, each party agrees that it shall be solely responsible and bear its own cost of defending any claim or litigation arising out of the acts or omissions of its employees or agents for actions or omissions in carrying out the terms and provisions of this Agreement. Finally, pursuant to Section 768.28, Florida Statutes, neither party shall indemnify the other and nothing contained herein shall be construed or is intended to waive the protections, to either party, of sovereign immunity.

Section 11. Notice. Any notice provided for herein, including the written notice referenced in Section 9 above, shall be provided by Certified Mail, Return Receipt Requested, to the other party's representatives listed below at the following addresses:

Director,
Charlotte County - Punta Gorda MPO
25550 Harbor View, Suite 4
Port Charlotte, Florida 33980

Director,
Lee County MPO
P.O. Box 150045
Cape Coral, Florida 33915-0045

Notice shall be deemed received on the first business day following actual receipt of the notice. The parties will promptly notify the other in writing of any change to their respective addresses.

Section 12. Effective Date. This agreement shall become effective upon its approval by both the Charlotte County-Punta Gorda MPO and the Lee County MPO. As required by Section 163.01(11), Florida Statutes, this Interlocal Agreement and all future amendments hereto shall be filed with the Clerks of the Circuit Courts of Charlotte and Lee Counties, Florida.

IN WITNESS WHEREOF, the parties herein have executed this Agreement by their duly authorized written below, and shall become effective on the ____ day of _____, as per section 12 of this Agreement.

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

ATTEST:

BY:

Donald Scott
MPO Director

Mayor Kevin Ruane
MPO Chairman

Approved as to form and legal
sufficiency.

MPO Attorney

CHARLOTTE COUNTY – PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION

ATTEST:

BY:

Robert M. Herrington
MPO Director

Commissioner Christopher G. Constance,
MPO Chairman

Approved as to form and legal
sufficiency.

Janette S. Knowlton, County Attorney

DISCUSSION OF THE BURNT STORE ROAD CORRIDOR IMPROVEMENTS

Attachments: Map of Burnt Store Road Corridor in Charlotte and Lee County.

Discussion Item: Status of Burnt Store Road Corridor Improvements.

Background

Burnt Store Road is a north south two-lane undivided rural roadway that runs from Pine Island Road in Lee County to US 41 in Charlotte County. Capacity improvements to the roadway are recommended in the Burnt Store Road-Veterans Parkway-Colonial Boulevard Bi-County Corridor Study that was completed in 2005. The study calls for widening Burnt Store Road from two to four lanes from Pine Island Road (SR 78) to the Charlotte County Line by year 2015. The corridor is identified as a critical evacuation route for both Charlotte County and the City of Cape Coral.

The various segments of the Burnt Store Road project are identified as being financially feasible in the Lee County MPO 2035 Long Range Transportation Plan (LRTP) for construction in the Year of Expenditure (YOE) 2026-2030. The Charlotte County-Punta Gorda MPO's 2035 LRTP calls for four-laning Burnt Store Road from the Lee County line to US 41 in Charlotte County, and continuing along the corridor on Jones Loop Rd. past I-75 to Piper Road. The four-laning segments of Burnt Store Road in Charlotte County are existing or committed from the Lee County Line to a point just south of Tern Bay Blvd. and from Scham Road to US 41. The Charlotte County Punta Gorda MPO's Cost Feasible Plan has the remaining segment from Tern Bay Blvd to Scham Road listed for construction YOE for 2026-2030. However, recent actions by Charlotte County have programmed funding for design and Right-of-Way (ROW) purchase for this segment in the recent draft Capital Improvements Program (CIP) effectively moving this project forward to the current year. Funding for construction is still not programmed.

The section of North Jones Loop Road from US 41 to Piper Road is also part of the Corridor Study as it connects the Corridor to I-75 and Piper Road. The six-laning of the North Jones Loop Road section is in the Charlotte County-Punta Gorda MPO's 2035 Cost Feasible Plan YOE 2016-2020.

Project Development - Lee County

The Lee County DOT has segmented the Burnt Store Road project into three different segments from Pine Island Road SR 78 to Van Buren Parkway with design approaching 90% completion.

The South segment Burnt Store Road project in Lee County is from Pine Island Road (SR 78) to Tropicana Parkway. There are local funds in FY 2013/2014 to produce a stand-alone set of plans. Right-of-Way acquisition is currently being done with 37 of 66 parcels acquired. Construction is anticipated to be funded in FY 2018/2019

The Central Burnt Store Road project is from Tropicana Parkway to Diplomat Parkway with a ROW acquisition status of 22 of 31 needed parcels acquired. \$2,500,000 in TRIP funds committed for construction in FY 2016/2017- 2017/2018.

The North Burnt Store Road project is from Diplomat Parkway to Van Buren Parkway with a ROW acquisition status of 26 of 30 parcels acquired. \$5,228,684 in TRIP funds committed for construction in FY 2014/2015.

The remainder of the Burnt Store Road project in Lee County from Van Buren Parkway to the Charlotte County line requires funding for design and construction.

Project Development - Charlotte County

In Charlotte County, capacity improvements on Burnt Store Road include the widening from 2 to 4 lanes from the Lee County line to US 41 and are divided into three phases.

Phase I

The limits for Phase I were from Scham Rd to US 41, including widening the North Jones Loop Road crossing of the Seminole Gulf Railroad east of US 41. The project is complete and has been funded through gas tax, road impact fees, sales tax and (Transportation Regional Improvement Program (TRIP)).

Phase II

Phase II of the Burnt Store Road project is from a point north of Zemel Road (near Tern Bay Blvd.) to Scham Road. Originally, developers in this segment were to pay for widening improvements. However, with the recent construction downturn the major developers have halted their developments without improving any portion of Burnt Store Road. Charlotte County has recently committed funding for Design and ROW acquisition. The recent FDOT Draft Tentative Work Program reflects TRIP funds for Design in 2014/2015. There is still a need to identify funding for the construction phase.

Phase III

Phase III of the Burnt Store Road Project is from the Lee County line to a point north of the Zemel Road intersection near Turn Bay Boulevard. The actual northern limit depends on the cost of construction. The project has been funded through gas tax, road impact fees, sales tax and TRIP. Construction for this segment is set to begin early 2014.

Burnt Store/Zemel Road Intersection PD&E Study

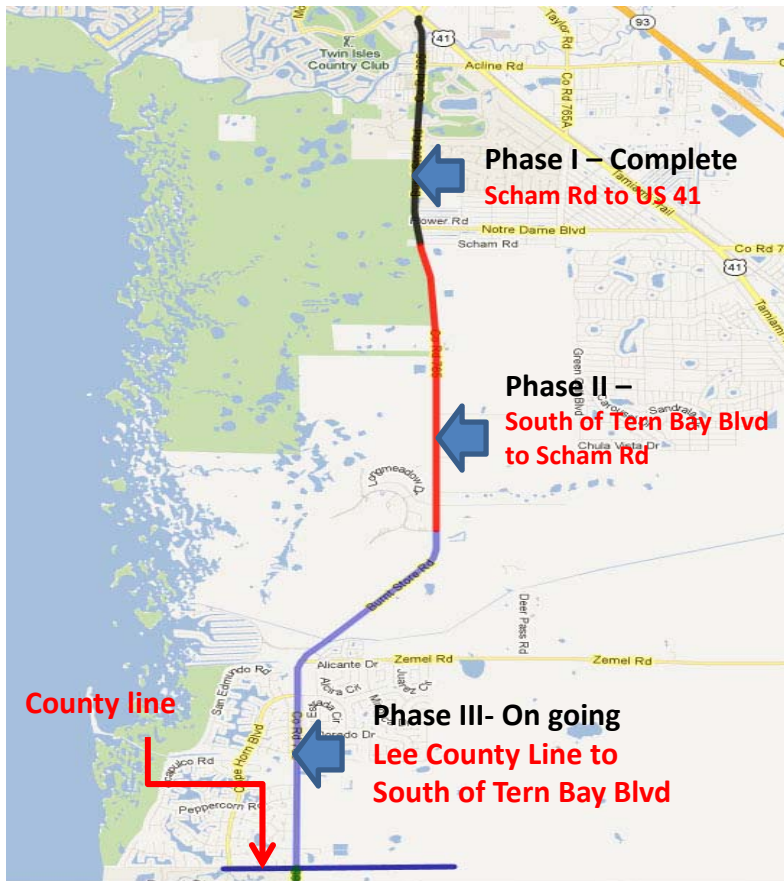
As a separate federal project, the Burnt Store Road/Zemel Road Intersection PD&E Study was conducted using federal earmarks. The PD&E Study resulted in adopting the "no-build" option as proposed alignments were too costly and would have resulted in extending the construction timeline.

Recommendation

At the April 12, 2012 Joint Lee/Charlotte County-Punta Gorda MPO meeting it was agreed that the Burnt Store Road corridor is a regional road that is critical to evacuation efforts for Lee and Charlotte Counties. Both Counties have not identified funds to fully complete roadway expansion to serve growth in the corridor. The MPO Boards agreed to make completion of the needed improvements the annual Joint TRIP project priority submitted to FDOT until completion of all segments of the roadway. FDOT should work with the respective County, City and MPO staffs to work out the details to complete each required segment.

Burnt Store Road

Burnt Store Rd – Charlotte County



Burnt Store Rd – Lee County

