



2045 Transportation Plan Adoption Summary Report

December 2020

Prepared by





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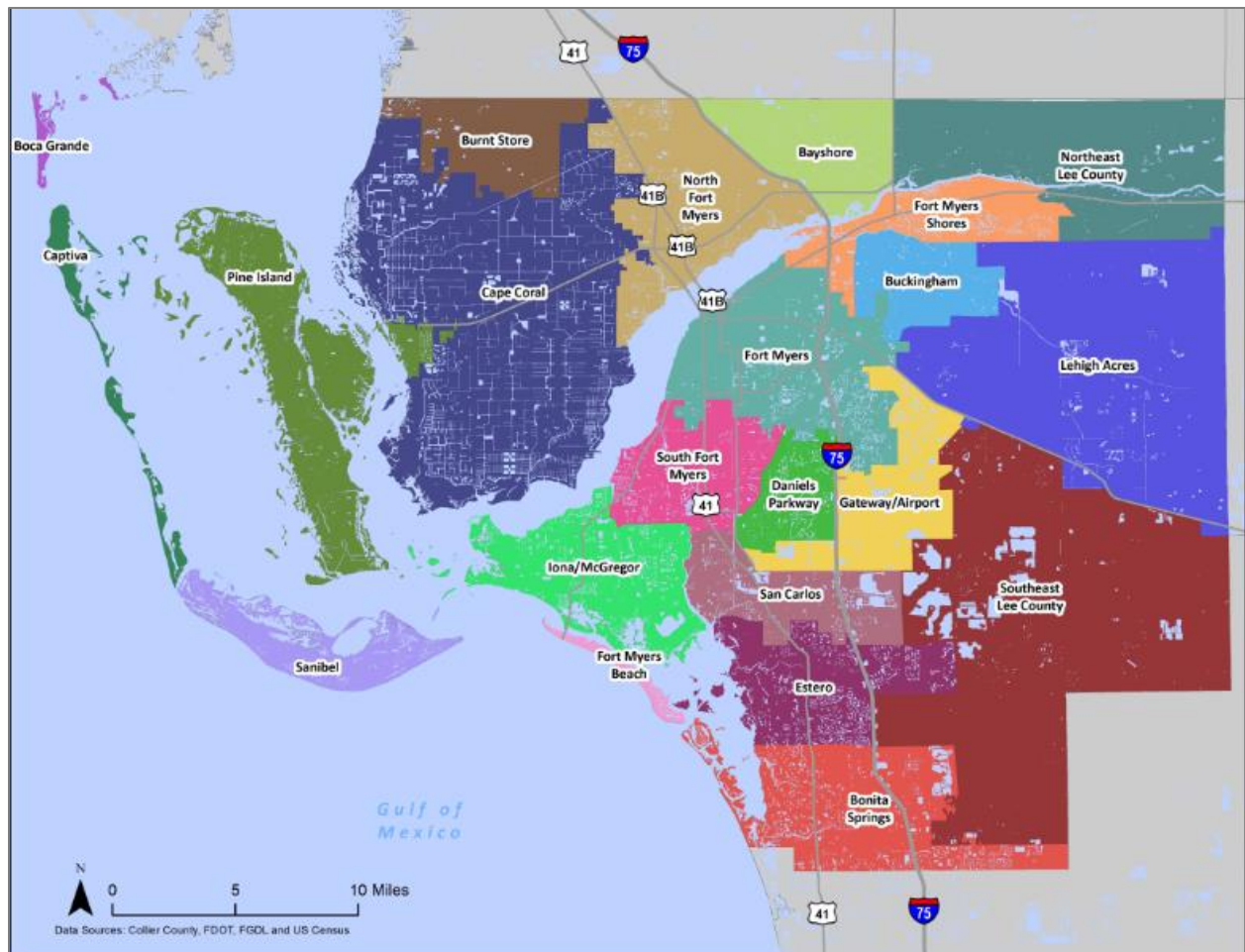




1.0 Introduction

The Long Range Transportation Plan (LRTP) Adoption Summary Report provides a summary of the full LRTP which puts forward a balanced 25-year multimodal vision for Lee County that supports improved mobility and access for people and goods and supports a high quality of life through efficient transportation investments. To implement the long-term multimodal vision, the LRTP establishes cost feasible improvement projects for highway, transit, bicycle, pedestrian, and multi-use trail networks through the year 2045. The improvements identified in this Plan provide for future mobility needs and enhance safety and security within the planning area boundary.

Figure 1-1 Lee County MPO Planning Area Map





This 2045 LRTP represents a significant and visionary effort to address the long-term transportation needs of Lee County MPO. Key highlights of this plan include:

- Preserving the existing transportation system as a key priority by funding rehabilitation repair of major bridges and roadway maintenance in the cost feasible plan
- Addressing future technology initiatives through traffic operation, transit and mobility projects
- Evaluation of environmental areas and community goals to reduce transportation impacts in developing a financially feasible plan.

This Executive Summary Report was prepared to summarize the Lee County 2045 LRTP developed by the MPO. This Summary Report is organized into four main sections:

- **Section 1** includes an introduction and outline of the report, an overview of the transportation investment in the 2045 LRTP, and a summary of the public involvement.
- **Section 2** provides an overview of the goals and performance measures in the 2045 LRTP and their consistency with state and federal planning requirements.
- **Section 3** describes the future expected growth in population and jobs for Lee County through 2045. This projected growth creates a backdrop for determining future travel demands and the areas of greatest need for future transportation investments.
- **Section 4** presents the draft Cost Feasible LRTP and the analysis for determining financial feasibility. This analysis includes a review of the multimodal needs that have been identified along with a review of the reasonably expected future transportation revenues.

In addition to the summary review document, detailed technical reports documenting the LRTP development area available on the MPO’s website (www.leempo.com) and by contacting MPO Staff. The technical reports provide additional details on the methodology and analysis which guided the development of the 2045 LRTP.

1.1 Developing the Plan

The LRTP is required by State law to be updated every five years to adjust the course of the MPO’s decision-making, balancing projected needs with future resources and adjusting project lists to match the growing community vision. The analysis of the LRTP creates resulting plans that are used to determine transportation improvements to address the community’s most demanding needs. The needs and projects are developed in a financially feasible, community-approved manner, analyzing the top priority projects that are both affordable and provide a return on investment.

Using a step-by-step process, the 2045 Plan is developed beginning with the definition of assumptions, including goals and objectives and future growth estimations. The forecasting allows for the identification of the future needs of the community, thereby providing direction for transportation and mobility projects. Considering limited funding, however, projects were prioritized based on feasibility or highest community impact.





Figure 1-2 The Step-by-Step LRTP Development Process



1.2 Funding the Plan

The MPO has coordinated with FDOT, Lee County and other planning partners to identify the funding available for the 2045 Transportation Plan. The projected revenues from local, state, and federal sources for transportation can be used to fund the prioritized transportation needs. Table 1-1 illustrates the revenues estimated to be available for the 2045 LRTP in future Year of Expenditure (YOE) revenues.



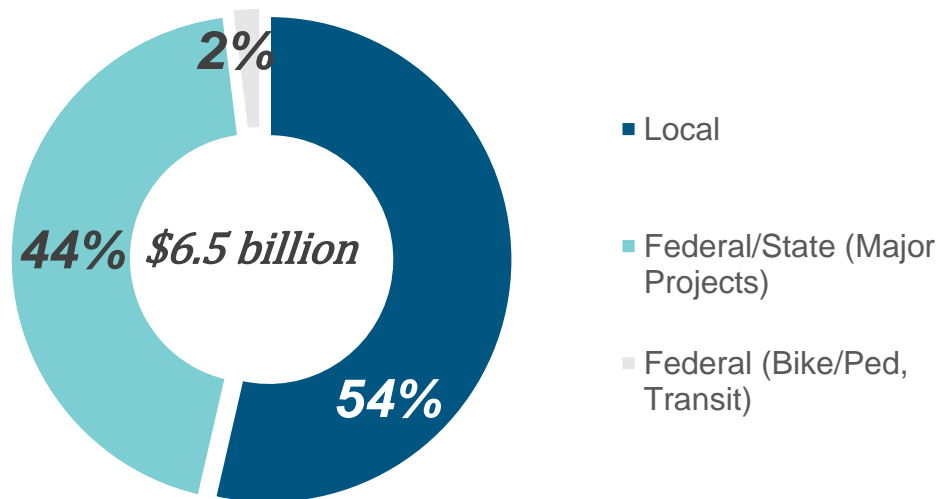


Table 1-1: Local, State and Federal Revenues for Capital Projects (YOE)

Funding Source	Total
State	\$888,200,000
Federal (Major Projects)	\$135,300,000
Federal (Bike/Ped, Transit & CMS)	\$125,000,000
Local	\$2,767,115,000
Transit (Local)	\$684,210,000
FDOT SIS Funding	\$1,950,289,000
<i>Total</i>	<i>\$6,550,114,000</i>

By creating a partnership between local jurisdictions and FDOT, that combines local revenues such as impact fees and other non-traditional transportation funding sources (i.e. TRIP, GIF, etc.) with Florida Department of Transportation Funds, the MPO, FDOT, and the local governments have the potential to fund a significant number of local and state capacity projects that support safety, growth, economic enhancements, and development. This also allows the MPO to invest more on citizen priorities like complete streets, transit, and sidewalk/bike path facilities. In Lee County, \$3.4 billion of the future transportation funds come from local sources (Figure 1-3).

Figure 1-3: Sources of Available Transportation Revenue (YOE)





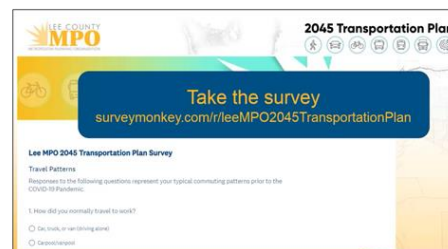
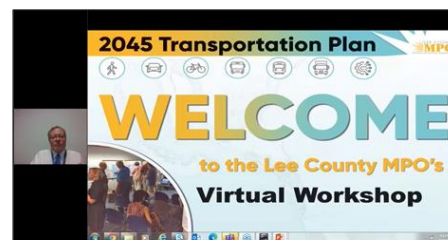
1.3 Public Involvement

The primary purpose of public outreach for the 2045 LRTP was to facilitate meaningful communication with the public to understand the transportation priorities and needs of citizens. The MPO provided public notice, press releases, and numerous outreach efforts – both virtual and in-person – to ensure community access and participation. It was a high priority of the MPO to engage with citizens with minority backgrounds, low-income status, or disability participation to guarantee equitable voice in the planning process.

In order to promote participation for all citizens of Lee County, the MPO employed a series of outreach and communication tools including fact sheets, press releases, community meetings, virtual public workshops, mailing lists, news articles, interviews, and press coverage. In response to the COVID-19 pandemic, in-person communication and outreach activities were shifted to virtual platforms for the safety of Lee County residents and the project team. The MPO made a considerable effort to ensure a smooth transition from in-person public involvement to a virtual public involvement through using social media platforms, radio, newspaper, and TV interviews, web conferencing chats, and meeting platforms. A project website was developed for consistent, easy-access information and updates and was able to serve as a repository for maps, documentation, and agendas. An online survey was also developed for the workshops to gather public input with over 175 participants. All these steps were developed to best engage the public and ensure that the Transportation Plan was a community effort. Further information on public involvement activities is summarized in Public Involvement Technical Report.

ENVIRONMENTAL JUSTICE

The 2045 Long Range Transportation Plan must be fair in its treatment of low-income neighborhoods. Those neighborhoods cannot be unduly burdened with negative impacts, nor ignored when services and improvements are programmed. Another goal of the federal law is to ensure that the public, especially those traditionally underserved by the transportation system, have opportunities to participate in the decision-making process.



2045 Transportation Plan





Since August of 2018, there were 1,322 citizens that participated in the LRTP update, in-person and virtually, to offer their input on future transportation needs in the MPO’s region. There were 67 public meetings and workshops held throughout Lee County during the LRTP update, including 2 virtual workshops, 63 Committee and Board meetings with the LRTP update on the agenda, and 2 community meetings with Bonita Chamber and Estero Council of Community Leaders.



67
Events & Meetings

- Community Meetings (2)
- Virtual Workshops (2)
- Committee and Board Meetings (63)



1,322
Participants

- Online Survey (178)
- Committee and Board (939)
- Virtual Workshops (86)
- Community Meetings (119)



7
Outreach Methods

- ✓ Virtual Workshops
- ✓ In-Person Community Meetings
- ✓ Online Survey
- ✓ Press Releases and Newspaper Articles
- ✓ TV and Radio Interviews
- ✓ Social Media Posts and Advertisement
- ✓ Committee and Board Meetings





2.0 LRTP Vision and Goals

The 2045 Transportation Plan’s goals and objectives were adopted by the MPO Board on September 20, 2019, after collaboration from the Executive Committee, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and community partners. The goals adopted by the Lee MPO establish a long-term framework for developing and maintaining the county’s transportation system consistent with the vision.



GOAL 1: Enhance the **safety and security** of the transportation system for both motorized and non-motorized users.



GOAL 2: A transportation system that offers meaningful **transportation choices** for existing and future residents, visitors and businesses.



GOAL 3: A transportation system that is **financially feasible** and uses the best available technology to improve the efficiency of the system.



GOAL 4: A transportation system that is sensitive to the community’s **health**, the community **character** and the changing **environment**.



GOAL 5: A sustainable transportation system that supports the **economic competitiveness** of the region.



GOAL 6: A transportation system that manages congestion, enhances **connectivity between modes** and improves the resiliency and reliability of the system to keep people and goods moving.



GOAL 7: A transportation system that is **coordinated** through local, regional and state agencies and encourages quality growth and sustainable land development practices.



GOAL 8: A transportation system that supports the development and implementation of **Autonomous, Connected and Mobility on Demand** options for our residents and visitors. Normal





2.1 Project Prioritization Evaluation Criteria

Roadway Needs Prioritization

To identify transportation projects which best address the goals and vision of the LRTP and community need, the MPO developed a list of 12 project evaluation criteria to prioritize transportation projects. The criteria were developed in collaboration with the Technical Advisory Committee to be used as a guide for determining the transportation projects with the greatest impact and the greatest need. The criteria ask the following questions of each proposed transportation project:

EVALUATION CRITERIA



1. Is there an existing or future congestion issue?
2. Are pedestrian and bicycle improvements included?
3. Has a weather related event impacted this project?
4. Is there a safety concern at this project's location?
5. Does this project need resurfacing or repairs?
6. Does this project connect with intermodal facilities?
7. Has funding been committed to this project?
8. Does this project impact Environmental Justice Areas?
9. Is the project impacting environmental areas?
10. Is the project providing access to an activity center?
11. Does the project include technology innovations?
12. Does the project have high truck volumes?



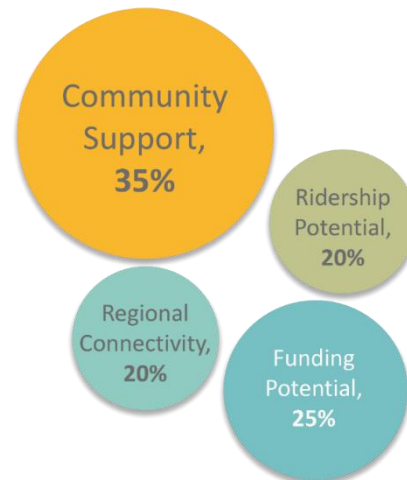


Transit Needs Prioritization

A hybrid qualitative/quantitative methodology was used to evaluate and prioritize the transit needs. By conducting this evaluation, the MPO and LeeTran can better prioritize projects and allocate funding using an objective process. The four evaluation categories identified and the category weights used to rank the needs include the following:

- **Community Support (35%)** – Findings previously summarized from the extensive public outreach efforts for the LRTP and LeeTran 2021-2030 TDP were reviewed to gauge public interest.
- **Ridership Potential (20%)** – Results from demand assessments were reviewed to assess the potential demand from discretionary and traditional markets for transit.
- **Key Activity Center/Regional Connectivity (20%)** – Connectivity between key local and regional hubs was examined.
- **Funding Potential (25%)** – Potential for funding availability, often the most restrictive factor, was explored.

Alternatives Evaluation Criteria



2.2 Consistency with State and Local Plans

Consistency with the National Planning Factors and Goals of the Florida Transportation Plan (FTP) are critical components of the Lee County MPO 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Lee County MPO meets and supports the expectations of the Federal and State requirements. The following section demonstrates consistency with the local Comprehensive Plans, the FAST Act and the FTP Policy Element. Table 2-1 provides the correlation between the Goals of the FTP and the Goals of the Lee County MPO 2045 LRTP.





Table 2-1: Comparison of FTP and Lee County 2045 LRTP Goals

2015 FDOT FTP Policy Element Goals	Lee County MPO 2045 LRTP Goals
1. Safety & Security for Residents, Visitors, and Businesses.	Goal 1 – Safety & Security Goal 7 – Coordinated Goal 8 – Autonomous & Connected
2. Agile, Resilient, and Quality Infrastructure.	Goal 5 – Economy Goal 6 – Connectivity Goal 7 – Coordinated
3. Efficient and Reliable Mobility for People and Freight.	Goal 1 – Safety & Security Goal 3 – Financially Feasible Goal 6 – Connectivity
4. More Transportation Choices for People and Freight.	Goal 2 – Transportation Choices Goal 6 – Connectivity Goal 8 – Autonomous & Connected
5. Transportation Solutions that Support Florida’s Global Economic Competitiveness.	Goal 3 – Financially Feasible Goal 5 – Economy Goal 8 – Autonomous & Connected
6. Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play.	Goal 1 – Safety and Security Goal 2 – Transportation Choices Goal 4 – Community & Environment
7. Transportation Solutions that Support Florida’s Environment and Conserve Energy.	Goal 2 – Transportation Choices Goal 4 – Community & Environment

Table 2-2 demonstrates the consistency between the ten National Planning Factors listed in the FAST Act and the Goals of the Lee County 2045 LRTP. These Planning Factors outline the federal position on planning. The Goals identified by the MPO are aligned with these factors.





Table 2-2: Comparison of FAST Act Planning Factors and Lee County MPO 2045 LRTP Goals

Lee MPO 2045 LRTP FAST Act Planning Factors	Goal 1 Safety & Security	Goal 2 Transportation Choices	Goal 3 Financially Feasible	Goal 4 Community & Environment	Goal 5 Economy	Goal 6 Connectivity	Goal 7 Coordinated	Goal 8 Autonomous & Connected
1- Support Economic Vitality								
2- Increase Safety								
3 - Increase Security								
4 - Increase Accessibility and Mobility of People and Freight								
5 - Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency								
6 - Integration and Connectivity								
7 - System Management								
8 - Preservation of Existing Transportation System								
9 - Improve Resiliency and Reliability								
10 - Enhance Travel and Tourism								

2045 Transportation Plan





3.0 Population and Employment Growth

Population and employment data are a vital component of travel demand forecasting models used for transportation and hazard mitigation planning in the LRTP. The Interactive Growth Model (IGM) was used to develop the anticipated population projections, and employment growth areas through 2045. The model predicts where and when the residential growth will occur, starting with an aggregation of areas and then reducing that down to traffic analysis zones (TAZ's) that are used to analyze transportation demand in the Regional Transportation Model. This data is then used to forecast where and when support land uses, both public and private, are needed to support the population. This includes the apportionment of the land uses, commercial, schools, industrial by type and intensity to support the current and future populations.

The model applies a series of algorithms to determine the optimal solution for the locations and timing of various land uses. Some of the parameters for the algorithms include the locations and timing of development, the proximity of existing development, propensity to aggregate land parcels and the transportation network. The model is an aggregate of many sub-models which include demographic, economic, socio-political, spatial relationships and land resources. After the population forecast is complete, the housing sub-model forecasts the change in household size and vacancy rates over time both in the aggregate and disaggregated levels by TAZ to generate a housing demand forecast. As household sizes grow or shrink and vacancy rates increase or decrease the need for new housing changes. The housing demand sub-model forecasts change in household size and vacancy rates for both single-family and multi-family uses by TAZ.

As part of the forecasting process, there was a tremendous amount of data points collected about the population history, plans for any geographic area and parcel data that is used to build that data into the model at the traffic analysis zone level. The model then produces a forecast of population growth in 5 year increments out to 2045 at the TAZ level which then is used to create the overall forecasts for the community. The algorithms analyze each TAZ's development potential on an individual basis. The model then groups the zones by order from most likely to be developed to least likely. This same analysis is then repeated in 5-year increments out to the horizon year of 2045. From the forecasted data we can identify those zones that are built out, those that are experiencing rapid growth and those that demonstrate slow growth. The population projections then drive the commercial goods and services demand that is needed to support that population. The commercial sub-model forecasts the commercial goods and services that is needed to support the population in each of the zones.

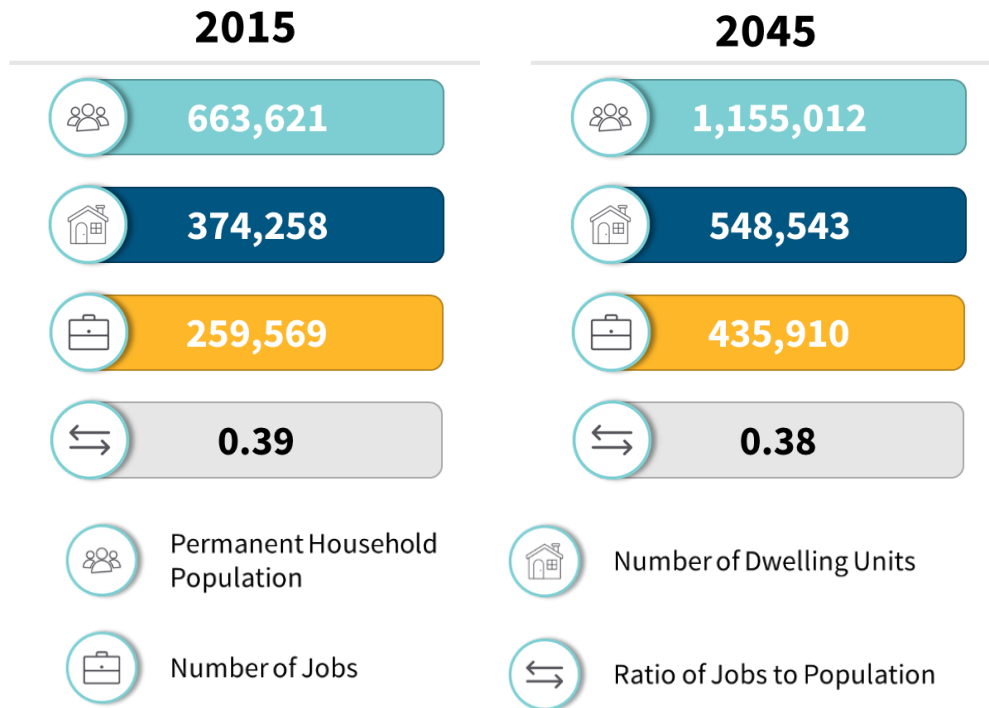
The process for determining the future land uses and level of development was reviewed and adjusted through coordination with the local governments planning staff. In addition, larger developers and other agencies were contacted to gain information that was used to help determine future development, construction, and facility needs.





Figure 3-1 shows the baseline data from 2015 and forecasted growth of population, household, and employment in Lee County in 2045 however, it is also important to note the natural and environmental hazards that can impact forecasts. In 2020, the State of Florida implemented stay-at-home orders and social distancing regulations in response to COVID-19. This pandemic is one example of uncertainties that exist when projecting future populations. While short periods of high growth or decline has and will continue to exist in Lee County, the population forecast to 2045 is based on an expectation of averaged growth over the 25-year time period.

Figure 3-1 Lee County Household, Population, Job Baseline Data and Forecasts



The maps in Figure 3-2 and Figure 3-3 show the results of the IGM population and employment modeling. Changes and shifts in demographic and socio-economic trends will continue to impact future transportation needs throughout Lee County. Future population growth is anticipated around existing population centers in Lee County and along major transportation corridors. Employment growth is expected around existing job centers in Fort Myers and along US 41 with smaller pockets of growth in Cape Coral and North Fort Myers. The largest area of job growth is anticipated to occur around the Southwest Florida Regional Airport.





Figure 3-2: 2045 Population Density (persons/square mile)

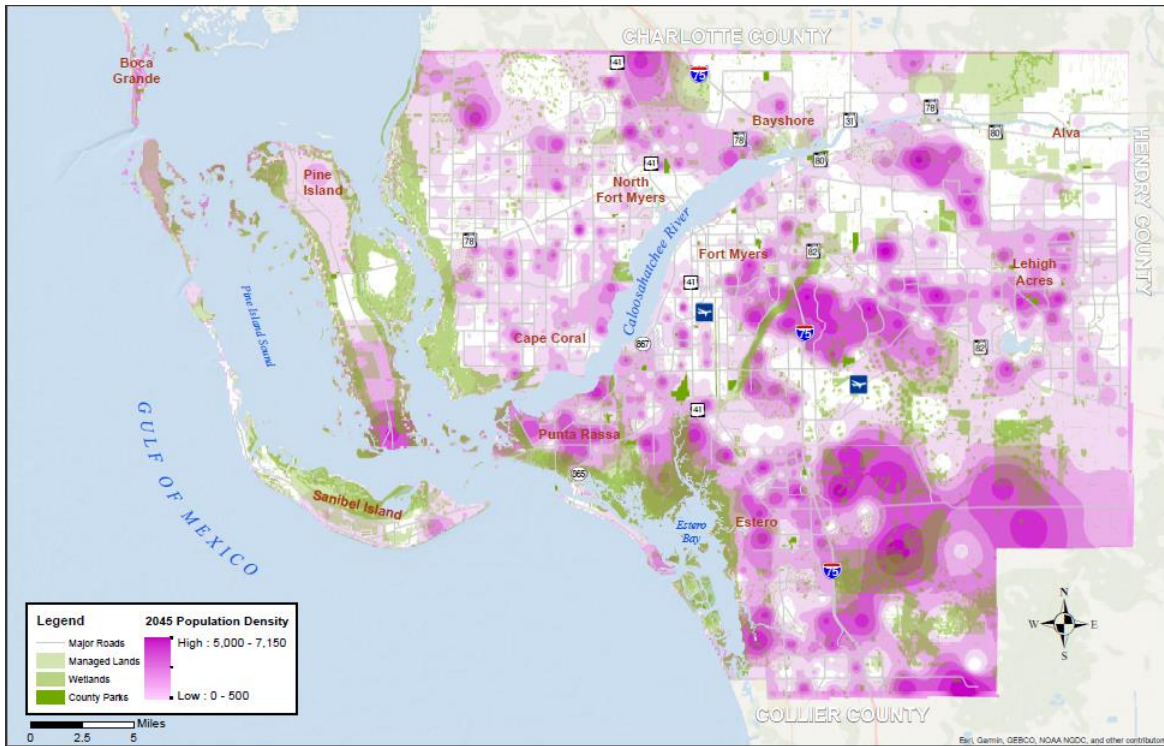
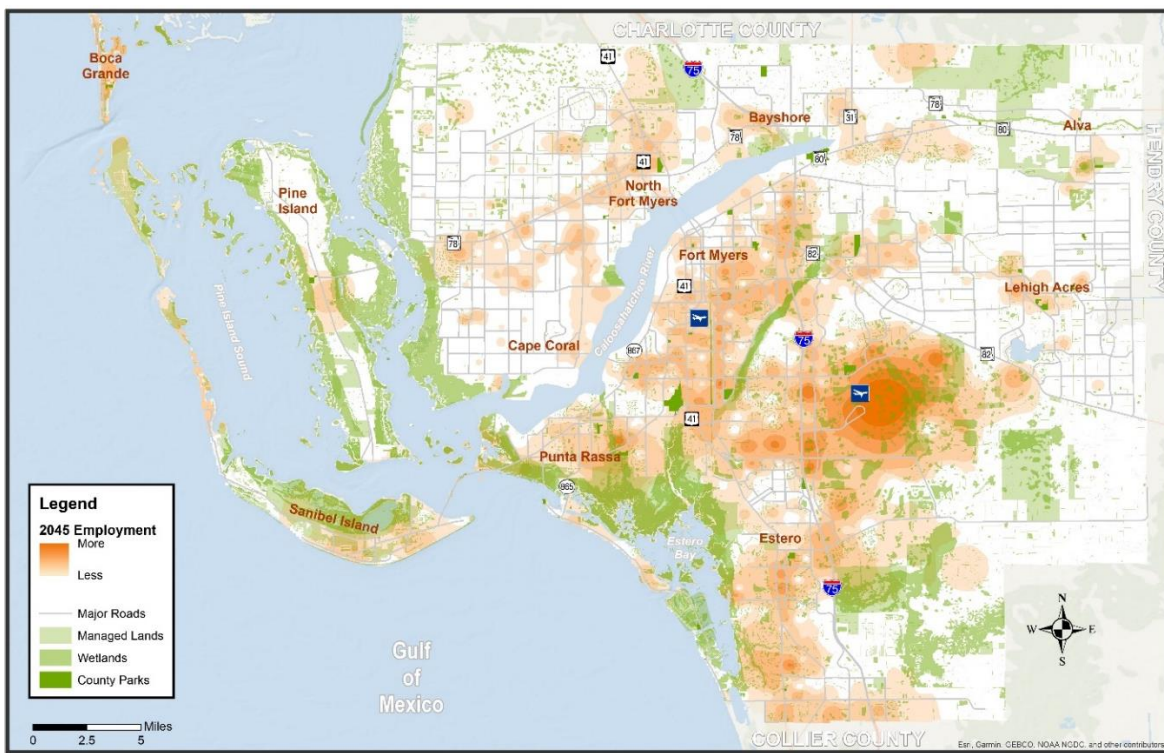


Figure 3-3: 2045 Employment Growth Forecast



2045 Transportation Plan





4.0 Implementation

4.1 Identifying Needs

The Needs Assessment identified projects to support the ultimate vision of mobility to meet the future transportation demands for the Lee County MPO planning area without regard for cost and available funding. An extensive process was conducted to identify projects that are needed in the future. This included a comprehensive review of the projects identified in the 2040 LRTP; review of the LeeTran Transit Development Plan for consistency; review of partner jurisdiction Bicycle/Pedestrian Master Plans; working with Lee County MPO and member jurisdiction staff; working with stakeholders, including the MPO Board; and working with the public.

Determining the transportation projects and strategies to include in the 2045 Cost Feasible LRTP was based on evaluation of the prioritized needs and availability of transportation revenues. This section provides a listing of the major projects identified during the Needs Assessment phase of the LRTP.

4.1.1 Existing and Committed Transportation Conditions

Prior to developing a list of transportation improvement needs, projects committed to be completed over the next five years were reviewed. Table 4-1 illustrates the transportation projects currently underway and funded for construction through 2025.

Table 4-1: Existing Priority Projects

Project Location	Project Description	Construction Timeframe
I-75 at Daniels Parkway	Interchange Improvement	2021—2025
I-75 at Colonial Blvd	Interchange Improvement	2021—2025
SR 31 from SR 78 to Cook Brown Road (Charlotte County)	Widen to 4 lanes	2021—2025
SR 865 from Estero Blvd to Summerlin Rd	Roadway Reconstruction	2021—2025
Big Carlos Bridge	Bridge Replacement	2021—2025
Advanced Traffic Management System	Traffic Signal Upgrades	2026—2030
Metro Parkway from Daniels Pkwy to Winkler Ave	Widen to 6 lanes	2026—2030
US 41 at SR 78	Intersection Improvement	2026—2030
Burnt Store Rd from Van Buren Pkwy to Charlotte County	Widen to 4 lanes	2031—2035
Old US 41 from Collier County to Bonita Beach Rd	Widen to 4 lanes	2031—2035
SR 31 from SR 80 to SR 78	Widen to 6 lanes	2031—2035
SR 78 from I-75 to SR 31	Widen to 4 lanes	2031—2035
US 41 at Six Mile Cypress Parkway	Intersection Improvement	2031—2035
US 41 at Bonita Beach Road	Intersection Improvement	2031—2035





4.1.2 Transit Needs

Lee County's long-term goal is to develop a more robust network of transit services and facilities to make transit a truly viable travel option and an integral component of the multimodal transportation network in Lee County and the region. Several service and capital/infrastructure/technology improvement needs have been identified to help Lee County realize this larger strategic vision for transit. It should be noted that these needs were developed without any consideration of funding constraints to reflect the true needs of the community and the immediate region.

The 2045 transit needs consist of improvements that enhances existing LeeTran services and expand service to new areas. The improvements reflect the transit needs for the next 25 years and have been developed based on information gathered through the following aspects:

- **Local and Regional Plan & Policy Direction** – Plan and policy direction from the LeeTran 2021-2030 Transit Development Plan (TDP) and other recent transit-related local and regional study efforts were used. A TDP is a 10-year strategic plan that outlines the transit agency's vision for transit and identifies funded and unfunded needs.
- **Transit Operating Environment and Market Analysis** – Analysis of LeeTran's operating environment and discretionary and traditional transit markets also guided the needs development.
- **Community Input/Direction** – Public input received as part of LeeTran's Long Range Transit Element (LRTE) and 2021-2030 TDP public outreach efforts were used to ensure that the needs include a set of service and capital strategies that would transform LeeTran's transit network to an attractive and viable travel option for the community.

The 2045 transit needs, developed based on the input from these aspects, are shown in Figure 4-1 and summarized below.

Premium Transit Services

- **US-41 BRT**, providing service along the US-41 corridor between downtown Fort Myers and Daniels Parkway at 10-minute frequencies.
- **Colonial BRT** service, offering 10-minute service frequencies along the Colonial Boulevard corridor between Del Prado Boulevard in Cape Coral and The Forum in Fort Myers.
- **MLK BRT** service, connecting Downtown Fort Myers and The Forum via Dr. Martin Luther King Jr. Boulevard and I-75 at 10-minute service frequencies.

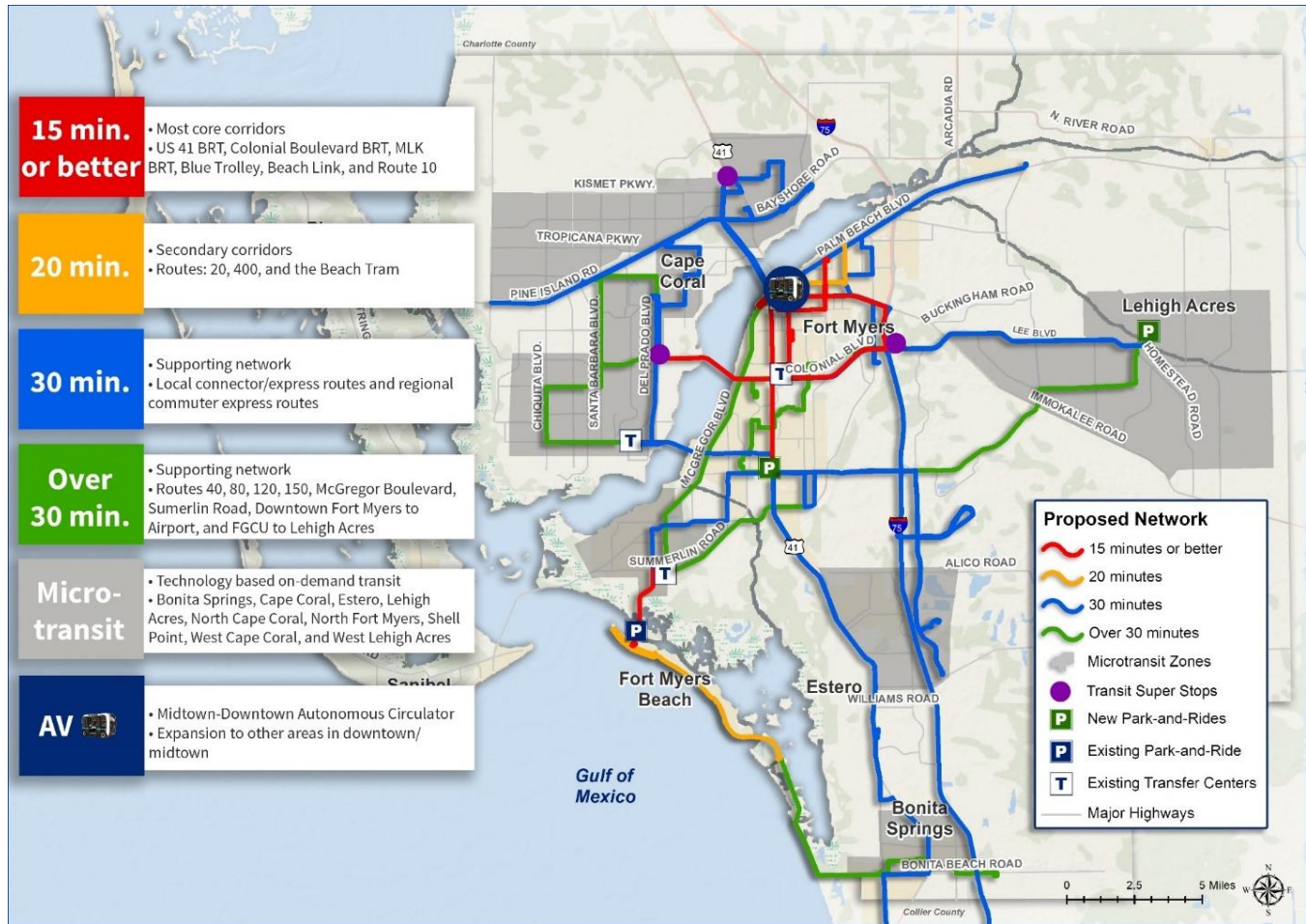
Autonomous Circulator

- A driverless Midtown-Downtown Circulator that connects Downtown Fort Myers to the Midtown area.





Figure 4-1: LRTE Proposed Transit Improvements



High-Frequency Core Network

In addition to the premium transit options mentioned, which will be provided at a higher frequency, the following improvements are considered to be a part of the high-frequency core network for the 2045 LRTE:

- **15-minute or better frequency** on Beach Link, Blue Trolley, and Route 10
- **20-minute frequency** on Beach Tram and routes 20 and 400
- **30-minute frequency** on routes 5, 15, 30, 50, 70, 100, 170, 240/600, 590, and 595

Commuter Express Services

Fast and convenient connections between key points locally and regionally are needed to serve current and potential riders. These services may also help bolster economic development, connecting growth centers and jobs to people locally and regionally. The following improvements were identified to address this need.

- **Cape Coral- Lehigh Express** – This improvement would extend the North Fort Myers-Lehigh Acres route included in the LeeTran 2021-2030 TDP to connect Lehigh Acres to key employment and activity centers on the western part of the county.

2045 Transportation Plan





- **Lee-Collier Commuter Express on I-75** – This regional commuter express will be on the general-purpose lanes on I-75 as proposed, shifting to the I-75 Managed Lanes once they are implemented.
- **Downtown Fort Myers- Airport LX**– This route would be a direct connection from RSW to Downtown Fort Myers.

Secondary/Feeder Network

Currently, the secondary network includes routes 40, 80, 120, and 150, which will have frequencies that are 30+ minutes, per the LeeTran 2021-2030 TDP. To improve the secondary network in Lee County, the following additions were identified for the next 25 years:

- **McGregor Boulevard**– This route would operate along McGregor Boulevard between downtown Fort Myers and Summerlin Road.
- **FGCU-Lehigh Acres Connector**– This local route would connect FGCU and Lehigh Acres.
- **Summerlin Road**– This route would operate on Summerlin Road between San Carlos Boulevard and the South Hub Park-and-Ride.

Microtransit

Mobility on Demand (MOD) zones with microtransit services are proposed beyond what is already included in the LeeTran 2021-2030 TDP, in Bonita Springs, on the west side of Lehigh Acres, and on the west side of Cape Coral.

Transit Capital/Infrastructure/Technology Needs

Capital needs include infrastructure components that must be implemented to accommodate the service improvements identified previously. With the implementation of premium services such as BRT, frequency upgrades, and other new transit improvements, there is an opportunity and a need to improve the network of capital/infrastructure elements for LeeTran to support these operational changes. In addition, some of the proposed service improvements would also need additional new technologies to elevate the quality and reliability of the transit network in the next 25 years.

Some of the major capital/infrastructure/technology improvements to support the 2045 transit needs include the following:

- Branded BRT stations and running ways
- Transit Signal Priority/queue Jumps
- Transit super stops
- Vehicle replacement and new acquisitions
- Transit marketing/education program
- Bus stop infrastructure and accessibility program

Summary of 2045 Transit Needs

Table 4-2 summarizes the operating characteristics of the transit service needs for the 2045 LRTE, and Table 4-3 outlines operating and capital costs for those transit needs. It should be noted that the schedule shown in the table does not preclude the opportunity to delay or advance any projects.

2045 Transportation Plan





As priorities change, funding assumptions do not materialize, or more funding becomes available, the LRTP will be amended accordingly.

Table 4-2: 2045 Transit Needs Service Characteristics

Improvement	Days of Service	2020 Frequency (minutes)	2045 Needs Plan Frequency (minutes)
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2045 Transportation Plan





US-41 BRT/ Route 140	Mon-Sun	15	10
Colonial Blvd BRT	Mon-Sun	-	10
MLK BRT	Mon-Sun	-	10
Blue Trolley (Route 500)	Mon-Sun	25	12
Midtown-Downtown Circulator	Mon-Sun	-	15
Beach Link (seasonal)	Mon-Sun	-	15
Route 10	Mon-Sat	80	15
Beach Tram (Route 420)	Mon-Sun	20	20
Route 20	Mon-Sat	30	20
Route 410 (410/490)	Mon-Sun	20	20
Route 30	Mon-Sat	60	30
Route 50	Mon-Sun	70	30
Route 70	Mon-Sun	65	30
Route 100	Mon-Sun	30	30
Route 110	Mon-Sun	60	30
Route 170	Mon-Sun	-	30
Route 240/600	Mon-Sun	45/90	30
Beach Link (off-season)	Mon-Sun	-	30
Route 595	Mon-Sun	60	30
Route 5	Mon-Sat	80	30
Route 15	Mon-Sun	60	30
Route 590	Mon-Sun	60	30
Lee-Collier Commuter Express on I-75	Mon-Fri	-	30
Cape Coral-Lehigh Acres Express	Mon-Fri	-	30
Route 80	Mon-Fri	97	45
Route 150	Mon-Sun	95	45
McGregor Blvd	Mon-Fri	-	45
Route 40	Mon-Sat	84	60
Route 120	Mon-Sun	80	60
Downtown Fort Myers-Airport LX	Mon-Fri	-	60
FGCU-Lehigh Connector	Mon-Fri	-	60
Summerlin Blvd	Mon-Fri	-	60
Microtransit			
Bonita Springs MOD	Mon-Sun	n/a	On-demand
Cape Coral MOD	Mon-Sun	n/a	On-demand
Esteros MOD	Mon-Sun	n/a	On-demand
Lehigh Acres Mod	Mon-Sun	n/a	On-demand
North Cape Coral MOD	Mon-Sun	n/a	On-demand
North Fort Myers MOD	Mon-Sun	n/a	On-demand
Shell Point MOD	Mon-Sun	n/a	On-demand
West Cape Coral MOD	Mon-Sun	n/a	On-demand
West Lehigh Acres MOD	Mon-Sun	n/a	On-demand

Table 4-3: 2045 Transit Needs Projects and Costs

Transit Improvement	Project Description	Project Cost (PDC)	
		Annual Operating	Total Capital*
US-41 BRT/ Route 140	New BRT service	\$2,834,096	\$55,978,000
Colonial Blvd BRT	New BRT service	\$4,251,144	\$82,513,120

2045 Transportation Plan





MLK BRT	New BRT service	\$2,834,096	\$53,672,200
Blue Trolley (Route 500)	Continue 2030 TDP improvement	\$346,669	\$2,020,000
Autonomous Midtown–Downtown Circ.	High-frequency, driverless AV shuttle	\$900,000	-
Beach Link	Continue 2030 TDP improvement	\$864,266	\$1,010,000
Route 10	Frequency improvement	\$1,679,851	\$3,030,000
Beach Tram (Route 420)	Continue 2030 TDP improvement	\$448,753	\$1,010,000
Route 20	Frequency improvement	\$909,313	\$1,515,000
Route 410 (410/490)	Continue 2030 TDP improvement	\$864,266	\$1,010,000
Route 30	Frequency improvement	\$708,099	\$1,515,000
Route 50	Frequency improvement	\$2,192,702	\$2,525,000
Route 70	Frequency improvement	\$1,962,848	\$1,515,000
Route 100	Continue 2030 TDP improvement	\$1,406,955	\$1,515,000
Route 110	Continue 2030 TDP improvement	\$1,923,149	\$3,030,000
Route 170	Continue 2030 TDP improvement	\$1,479,641	\$2,020,000
Route 240/600	Continue 2030 TDP improvement	\$3,111,505	\$2,020,000
Route 595	Continue 2030 TDP improvement	\$1,045,193	\$1,515,000
Route 5	Frequency improvement	\$789,451	\$1,010,000
Route 15	Frequency improvement	\$1,021,304	\$1,010,000
Route 590	Frequency improvement	\$1,759,643	\$2,020,000
Lee-Collier Commuter Express on I-75	New commuter express	\$716,672	\$2,020,000
Cape Coral–Lehigh Acres Express	New commuter express	\$358,336	\$1,515,000
Route 80	Frequency improvement	\$731,950	\$1,515,000
Route 150	Frequency improvement	\$1,087,231	\$1,010,000
McGregor Blvd	New secondary/feeder route	\$909,266	\$1,010,000
Route 40	Continue 2030 TDP improvement	\$813,062	\$1,010,000
Route 120	Frequency improvement	\$589,264	\$1,010,000
Downtown Fort Myers–Airport LX	New limited express	\$832,229	\$1,010,000
FGCU–Lehigh Connector	New secondary/feeder route	\$832,229	\$1,010,000
Summerlin Blvd	New secondary/feeder route	\$454,633	\$505,000
Microtransit			
Bonita Springs MOD	New MoD zone	\$233,530	\$242,000
Cape Coral MOD	Continue 2030 TDP improvement	\$233,530	\$242,000
Esteros MOD	Continue 2030 TDP improvement	\$233,530	\$242,000
Lehigh Acres MOD	Continue 2030 TDP improvement	\$516,808	\$242,000
North Cape Coral MOD	New MOD zone	\$233,530	\$242,000
North Fort Myers MOD	Continue 2030 TDP improvement	\$233,530	\$242,000
Shell Point MOD	Continue 2030 TDP improvement	\$233,530	\$242,000
West Cape Coral	New MOD zone	\$233,530	\$242,000
West Lehigh Acres	Continue 2030 TDP improvement	\$77,521	\$242,000

**Where applicable, vehicle replacement costs not included.*

4.1.3 Bicycle and Pedestrian Needs

Developing an active (walking and cycling) transportation system in Lee County is built on filling in the gaps and completing the existing network of sidewalk, trails, bike lanes, and paths in a manner that recognizes the unique needs of the users and function of transportation facilities. The transportation system in a community has a strong influence on the quality of an individual's life; transportation systems that limit choice can negatively impact one's health by limiting opportunities for exercise, limiting access to services, increasing stress, and decreasing air quality. Creating a viable and connected active transportation network has the potential to decrease the negative health impacts of the transportation systems that are dominated by automobile-centric

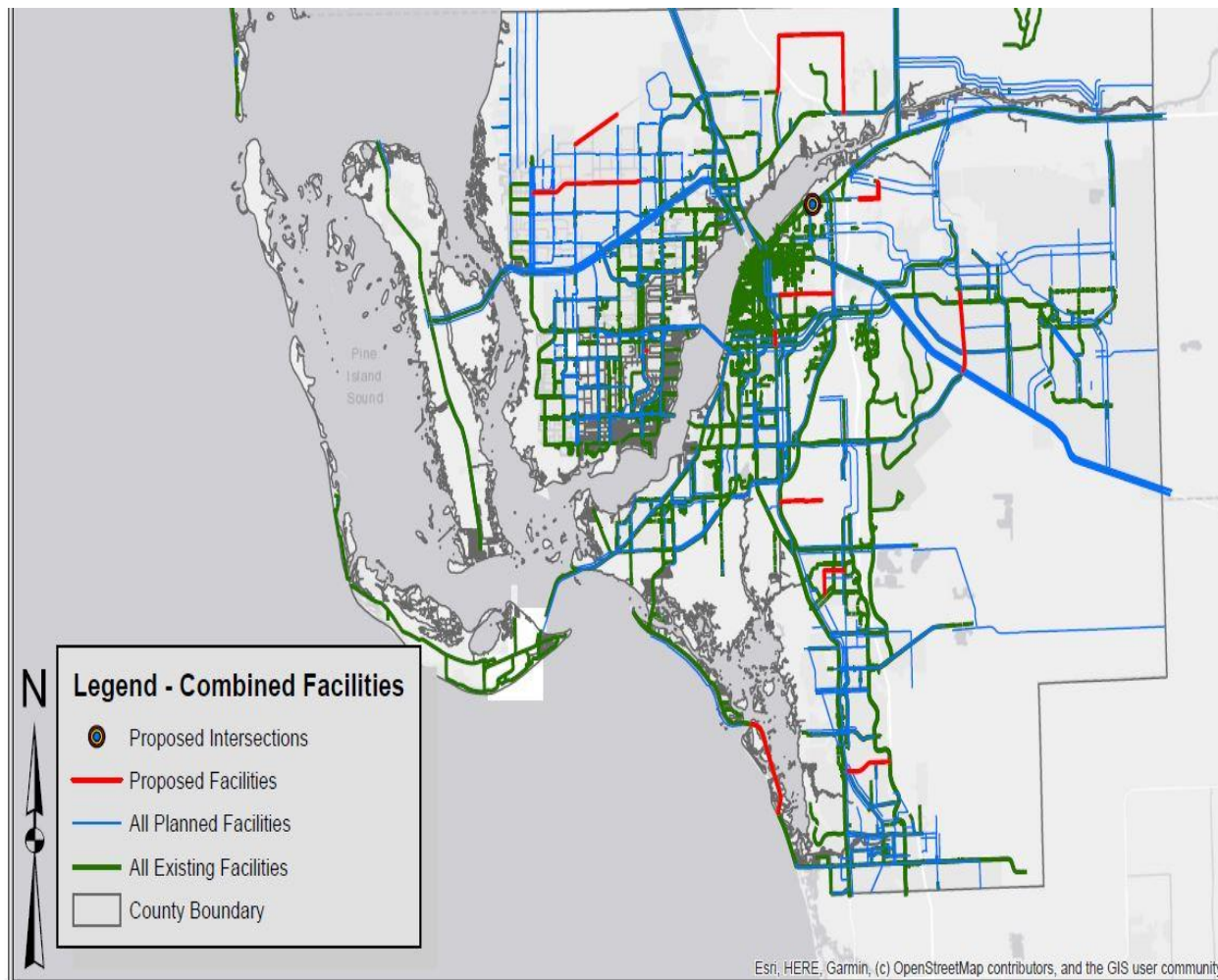




designs as well as support aging in place by providing transportation choices for aging populations and households without vehicles.

Bicycle and pedestrian needs were identified through a review of priority projects, identified gaps, and the local jurisdiction Bicycle and Pedestrian Master Plans and project lists. Figure 4-2 illustrates the existing, planned and proposed bicycle and pedestrian projects.

Figure 4-2: Existing, Planned, and Proposed Bicycle and Pedestrian Facilities



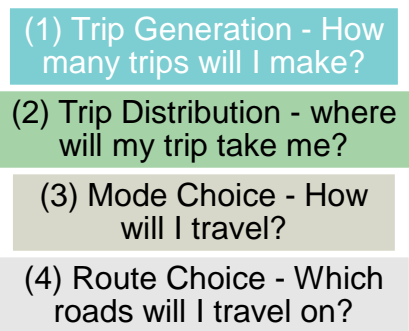


4.1.4 Roadway Needs

Roadway needs through 2045 have been identified based on future travel demand. In coordination with FDOT, the MPO evaluation of future travel demand is conducted using the District 1 Regional Planning Model (D1RPM). As part of the 2045 LRTP update, the D1RPM has allowed each MPO/TPO in District 1 to test a series of transportation networks based on future estimates of population and employment in order to assess future roadway needs and regional travel demand. Regional coordination and testing of alternatives were conducted with the Sarasota/Manatee MPO, Charlotte County-Punta Gorda MPO, Heartland Regional Transportation Planning Organization (TPO), Collier MPO, and Polk TPO. Coordinating the modeling as a regional process allowed the Lee County MPO to better understand travel demands that cross county boundaries. The Regional Planning Model uses a traditional four-step process (see Figure 4-3) to forecast traffic demand and transportation choice options for the future 2045 conditions in Lee County.

Six alternatives were tested including an alternative that measured the effect of connected and automated vehicles (CAV). The testing of CAV was based on the 2018 FDOT *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and shared-Use Vehicles (ACES)*.

Figure 4-3: Four-Step Travel Demand Modeling Process



A Transportation System Management and Operations (TSM&O) Plan was completed for Lee County MPO in August of 2019 to identify strategies to address safety and congestion systemwide and at the corridor level in Lee County. Assessment of the Intelligent Transportation Systems (ITS) and analysis of gaps in the transit, fiber optics/communication network, bicycle and pedestrian network were conducted to document where strategies could be used to enhance connectivity of operations and improve the safety and efficiency of the multimodal system. The projects and strategies identified in this plan contributed to the identification of future transportation needs and projects for inclusion in the list of roadway needs.

Additionally, freight was considered in future transportation needs as it is a critical component to the county's economic vitality. Lee County's roads carry the majority of freight traffic, and freight must compete with traffic from the county's residents and visitors, especially during peak tourist seasons. A multimodal freight network that includes air cargo and rail service remains a significant strategy for ensuring freight mobility and transportation projects that will accommodate future freight demand were identified for inclusion in the list of roadway needs.

Roadway needs were also compared to Constrained Roadways, defined as roads not eligible for widening based on environmental impacts, impacts to existing neighborhoods and businesses, and





limitations of the existing rights-of-way. Constrained Roadways are defined through local policies and can encourage Complete Streets implementation and environmental preservation.

Figure 4-4 Constrained Roadways in Lee County



As a result of the travel demand modeling, TSM&O Report, freight, and constrained roadway analysis, the MPO has identified the need for more than 77 roadway projects through the year 2045. This includes reconstructing 9 existing bridges, major improvements at 7 intersections and widening of approximately 130 miles of roadways. Estimated to cost approximately \$4.8 billion dollars, the MPO will narrow down the list of projects based on their performance against the established set of evaluation criteria, public input, and available revenues projected to be available through 2045. A listing of the roadway needs is found in Table 4-4 and Figure 4-5 shows the limits of the projects identified in the needs list.





Figure 4-5: Roadway Needs

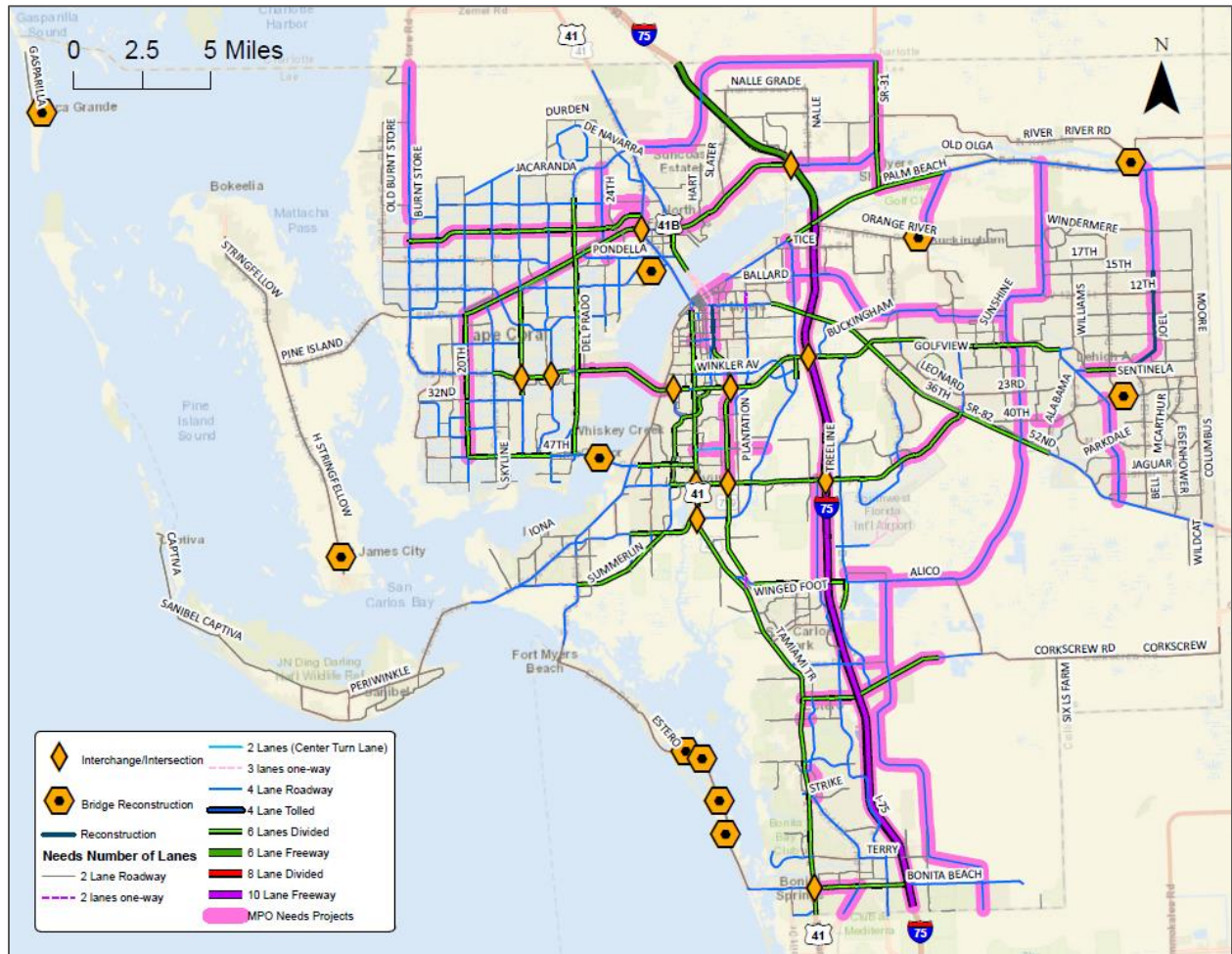


Table 4-4: Roadway Needs List (\$ Millions, 2020 Present Day Cost)

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
1	18	1 st Street	Fowler St	Palm Beach Blvd	Fort Myers	Two way	40	3.7	\$ 2.50	1.00
2	47	2ndStreet	Fowler St	Palm Beach Blvd	Fort Myers	Two way	30	2.28	\$ 2.50	1.00
3	54	40 th Street	End of 40th Street	Alabama	County	New 2L	10	1.6	\$ 4.51	0.20
4	56	Airport Haul Rd Ext	Corkscrew Road	Alico Road	County	New 4 lanes	24	1.33	\$ 93.60	3.70
5	53	Alico Road/Alico Road Connector	Airport Haul Road	SR 82	County	2 to 4 lanes/New 4 L.	29	1.68	\$ 96.88	9.20
6	24	Bonita Beach Rd	US 41	Old US 41	County	4 to 6 lanes	32	3.23	\$ 27.70	1.70
7	30	Buckingham Road	Orange River Blvd.	SR 80	County	2 to 4 lanes	30	3	\$ 50.30	2.60
8	14	Burnt Store Road	Van Buren Parkway	Charlotte Co. Line	County	2 to 4 lanes	45	3.9	\$ 57.09	5.50
9	39	Chiquita Blvd.	Cape Coral Parkway	Pine Island Road	Cape Coral	4 to 6 lanes	31	2.75	\$ 98.50	5.50
10	1	Colonial	McGregor	US 41	County	Intersections	50	5.28	\$ 44.45	1.20
11	5	Corkscrew Road	US 41	Three Oaks Pkwy	County	4 to 6 lanes	48	4.68	\$ 18.20	1.30
12	7	Corkscrew Road	Three Oaks	I-75	County	4 to 6 lanes	50	4.58	\$ 7.70	1.00
13	63	CR 951 Extension	Lee Co/L.	Corkscrew Road	County	New 4 lanes	10	0.85	\$ 426.00	11.80
14	36	Crystal Drive	US 41	Metro Pkwy	County	2 to 3 lanes	30	2.83	\$ 10.25	1.20
15	61	Crystal Drive Ext.	Plantation	Six Mile Cypress	County	New 2L	15	1.03	\$ 8.10	1.00
16	23	Daniels Parkway	Gateway Blvd	SR 82	County	4 to 6 lanes	30	3.28	\$ 38.00	2.80
17	71	Del Prado Extension	e/o US 41	e/o Prairie Pines	County	2 to 4 lanes	7	0.55		3.00
18	65	Del Prado Extension	e/o Prairie Pines	I-75	County	New 4 lanes	12	0.73		1.30
19	60	Del Prado Extension	I-75	SR 31	County	New 4 lanes	17	1.05	\$ 263.20	6.80
20	51	Diplomat Parkway	Burnt Store Road	US 41	Cape Coral	4 to 6 lanes	18	1.98	\$ 49.11	8.80
21	72	East West	Ben Hill Griffin	Airport Haul Road	Developer	New 2 lane	7	0.48	\$ 46.90	2.60
56	50	Edison Ave Extension	Arcadia Street	Ortiz Avenue	Fort Myers	New 2 lanes	32	2.03		
22	73	Estero Ext.	Ben Hill Griffin	Airport Haul Ext	County	New 2 lanes	7	0.48	\$ 34.50	1.20
23	10	Fowler Street	Metro/Fowler	SR 82	State	Reconstruct 3/2	43	4.08		
24	57	Hanson Street	US 41	Fowler St	Fort Myers	2 to 4 lanes	20	1.28	\$ 13.60	0.60
25	49	Homestead Road	SR 82	Milwaukee	County	2 to 4 lanes	20	2.1	\$ 36.41	2.30
26	48	Homestead Road	Milwaukee	Sunrise	County	2 to 4 lanes	20	2.1	\$ 21.30	1.60
27	37	I-75	Collier Co. Line	SR80	State	Managed Lanes	29	2.8	\$1,534.00	
28	28	I-75	at Daniels Parkway		State	Interchange	32	3.1	\$ 19.30	0.50
29	34	I-75	SR 78		State	Interchange	37	2.85	\$ 40.00	1.00
30	46	Joel Blvd	17th St	Palm Beach Blvd	County	2 to 4 lanes	25	2.35	\$ 60.30	3.25
61	Not Ranked	Joel Blvd	Leeland Heights	East 17th Street	County	Reconstruction			\$33.69	4.5
31	33	Leeland Heights Boulevard	Lee Blvd	Bell Blvd	County	4 to 6 lanes	38	2.88	\$ 39.40	1.70
32	68	Luckett Road ext.	e/o I-75	Buckingham Rd	County	New 4 lanes	12	0.73	\$ 124.90	3.90
33	66	Luckett Road ext.	Buckingham Rd	Gunnery Rd	County	New 4 lanes	12	0.73	\$ 67.20	2.10
34	67	Luckett Road ext.	Gunnery Rd	Sunshine Blvd	County	2 to 4 lanes	12	0.73	\$ 34.00	1.90
35	26	Metro Parkway	Daniels Parkway	South of Winkler Avenue	State	4 to 6 lanes	42	3.18	\$ 101.10	4.10
36	27	MidPoint Bridge	Del Prado	W. of Summerlin	County	4 to 6 lanes	34	3.18	\$ 106.00	3.30
37	52	NE 24th Avenue	Pondella Road	NE 28th Street	Cape Coral	2 to 4 lanes	21	1.78	\$ 53.10	2.50
38	44	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	Cape Coral	New 4 lanes	28	2.48	\$ 32.10	0.80

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
39	38	Old US 41	Bonita Beach Road	Collier Co. Line	Bonita	2 to 4 lanes	30	2.8	\$ 21.00	1.20
40	42	Ortiz Avenue/Luckett Rd	Martin Luther King	I-75	County	2 to 4 lanes	31	2.63	\$ 22.04	1.30
41	19	Ortiz Avenue	Luckett Road	SR 80	County	2 to 4 lanes	43	3.68	\$ 16.86	1.30
42	41	Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	State	4 to 6 lanes	28	2.68	\$ 12.90	0.90
43	55	Sandy Lane Extension	Strike Lane	Pelican Colony	Bonita	New 2 lane	14	1.38	\$ 28.80	1.00
44	2	SR 31	SR 80	SR 78	State	2 to 6 lanes	57	4.85	\$ 100.00	1.40
45	11	SR 31	SR 78	Charlotte Co. Line	State	2 to 6 lanes	45	4	\$ 67.00	3.30
46	25	SR 78	Chiquita Boulevard	w/o Santa Barbara	State	4 to 6 lanes	38	3.23	\$ 28.40	2.00
47	20	SR 78	W. of Santa Barbara	East of Pondella	State	4 to 6 lanes	34	3.58	\$ 41.10	2.90
48	31	SR 78	24th Ave	US 41	State	4 to 6 lanes	31	2.98	\$ 21.40	1.50
49	13	SR 78	Business 41	I-75	State	4 to 6 lanes	41	3.98	\$ 73.70	5.20
50	4	SR 78	I-75	SR 31	State	2 to 4 lanes	55	4.73	\$ 24.60	1.40
51	12	SR 80	SR 31	Buckingham Rd	State	4 to 6 lanes	39	4	\$ 35.40	2.50
59	Not Ranked	Sunshine Blvd	Lee Blvd	75th Street West	County	2L to 4L			Included with total below	6
60	Not Ranked	Sunshine Blvd	75th Street West	SR 80	County	New 4L			\$96.50	1.9
52	59	Sunshine Blvd	SR 82	Lee Blvd	County	2 to 4 lanes	13	1.15	\$ 48.50	3.60
53	15	US 41	Bonita Beach Road		State	Intersection	45	3.9	\$ 22.00	0.50
54	16	US 41	Six Mile Cypress		State	Intersection	46	3.8	\$ 30.00	0.50
55	22	US 41	SR 78		State	Intersection	39	3.35	\$ 3.30	0.50
57	Not Ranked	Veterans Parkway	Santa Barbara Blvd		Cape Coral	Intersection			\$ 30.00	
58	Not Ranked	US 41	Daniels Parkway		State	Intersection			\$ 30.00	
b1	40	Alva Drawbridge			County	Reconstruct Bridge	31	2.73	\$ 17.89	
b2	17	Big Carlos Bridge	Bridge Replacement		County	Reconstruct Bridge	47	3.78	\$ 25.00	
b3	3	Cape Coral Bridge			County	Reconstruct Bridge	53	4.78	\$ 99.10	0.80
b4	6	Hancock Bridge Parkway Bridge			County	Reconstruct Bridge	53	4.63	\$ 3.92	
b5	58	Harbor Drive Bridge	Over Boca Grande Canal		County	Reconstruct Bridge	14	1.18	\$ 2.04	
b6	32	Little Carlos Pass, New Pass & Big Hickory Bridges			County	Reconstruct Bridge	32	2.93	\$ 46.72	
b7	9	Orange River Road Bridge			County	Reconstruct Bridge	50	4.46	\$ 2.42	
b8	8	Stingfellow Road Bridge	Over Monroe Canal		County	Reconstruct Bridge	51	4.51	\$ 1.75	
b9	Not Ranked	Sunrise Blvd	Bridge Connection		County	Reconstruct Bridge			\$4.11	0.1
other	62	Intermodal Freight Terminal	Rail/Truck at Hanson/Veronica Shoemaker		State		20	0.93	\$ 3.00	
other	74	ATMS Last Phase			State		0	0	\$ 9.20	
other	75	Intersection and AV/CV Box			State		0	0		
other	76	Traffic Operations Center			County		0	0	\$ 0.92	
Other	77	Transportation Enhancement Box	Bike/Ped/CMP/Transit		State		0	0	\$ 89.10	

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4.2 Environmental Mitigation

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required.

When addressing mitigation there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when MPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that MPOs can follow is to:

- Avoid impacts altogether;
- Minimize a proposed activity/project size or its involvement;
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- Reduce or eliminate impact over time by preservation and maintenance operations during the life of the action; and
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Table 4-5 outlines potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by MPOs.

Table 4-5: Potential Environmental Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none"> • Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and other natural areas	<ul style="list-style-type: none"> • Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	<ul style="list-style-type: none"> • Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	<ul style="list-style-type: none"> • Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	<ul style="list-style-type: none"> • Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buffer areas around existing habitat

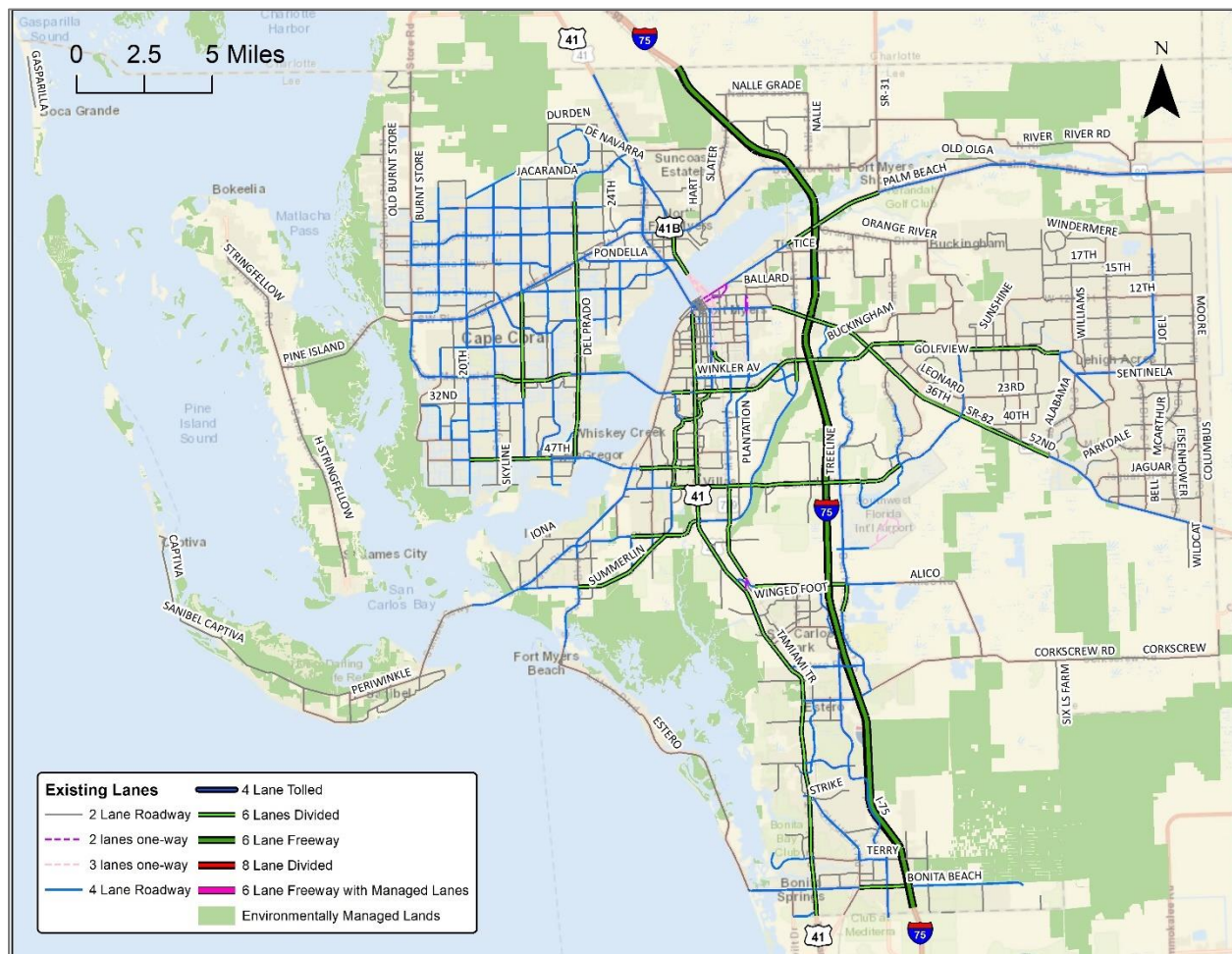
It is within the goals of the MPO to aid in the management and protection of critical features. There are approximately 30,000 acres of public land managed by Lee County plus additional federal and





state managed lands shown in Figure 4-6. Preparing for specific mitigation strategies can be challenging over the course of the long-range transportation plan. Unforeseen funding circumstances such as lack of funding, natural disasters such as COVID-19 and hurricanes, and permitting disputes within regulatory agencies are all common challenges to environmental mitigation. Such challenges can be mediated by ensuring guidance through public involvement, Efficient Transportation Decision Making (ETDM) processes, and the Florida Statutes. The 2045 Plan accounts for future mitigation and outlines environmental needs considerations in the Need Plan.

Figure 4-6: Lee County, Federal, and State Managed Lands





4.3 Funding Programs and Sources

The 2045 LRTP includes revenue projections from federal, State, and local sources used to develop the 2045 Cost Feasible Plan. Estimates of federal and State revenues were developed in coordination with FDOT. This revenue forecast includes estimates of available 2045 revenues for certain capacity programs for MPO planning activities. The estimated revenues can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). These metropolitan estimates are grouped into 5-year periods and one final 10-year period.

In addition to the state and federal estimates provided by FDOT, local revenue estimates were also developed in cooperation with Lee County, LeeTran and the MPO’s municipal partners. Table 4-6 presents a summary of the total projected transportation revenues anticipated to be available through 2045.

Table 4-6: Funding Programs and Sources (in \$1,000’s Year of Expenditure)

Funding Programs and Sources	2021-2025	2026-2030	2031-2035	2036-2045	Total
<i>Roadways</i>					
Strategic Intermodal System	\$73,900	\$147,600	\$271,300	\$1,132,600	\$1,625,400
Other Roads Construction & ROW	\$173,000	\$219,400	\$240,100	\$503,200	\$1,134,700
Federal TMA	\$42,880	\$42,880	\$42,880	\$85,760	\$214,400
Local Funding	\$268,500	\$450,100	\$649,500	\$1,666,800	\$3,034,900
Developer Funded	\$60,000	\$41,000	\$0	\$0	\$101,000
TRIP Districtwide	\$21,900	\$32,700	\$36,400	\$74,600	\$165,600
<i>Transit Revenues</i>					
State and Federal Funding	\$87,950	\$95,070	\$218,860	\$246,590	\$648,470
Local (County, Farebox, Other)	\$94,960	\$112,850	\$282,940	\$193,460	\$684,210
<i>Bicycle and Pedestrian</i>					
TALU	\$3,800	\$3,800	\$3,800	\$7,600	\$19,000
TALT Districtwide	\$17,250	\$17,250	\$17,250	\$34,500	\$86,250
<i>Roadway Maintenance</i>					
Local	\$311,500	\$453,600	\$504,300	\$1,803,800	\$3,073,200
FDOT Estimated Lee Portion	\$234,500	\$276,600	\$298,400	\$617,300	\$1,426,800





5.0 Cost Feasible Plan

The Cost Feasible Plan was developed with input from the public and in coordination with local jurisdictions. Evaluation criteria were used to identify the projects which best addressed the LRTP goals established by the MPO.

Projected needs were reviewed against available revenues and matched up based on eligibility and jurisdictional priorities. Cumulatively, the Cost Feasible Plan includes over \$5.2 billion in transportation projects for maintaining the existing transportation infrastructure, constructing new and widened roads, expanded transit services, and providing safer bicycling and walking facilities.

5.1 Transit Projects

This section presents the Lee County 2045 LRTE Cost Feasible Transit Plan, developed based on the evaluation and prioritization of the transit improvements identified in the 2045 transit needs and an estimate of revenues reasonably expected to be available in the next 25 years.

The prioritization of transit improvements using the project evaluation process assisted in determining the implementation schedule for improvements expected to be funded. Operating and capital revenues projected based on various assumptions were compared with operating and capital costs to develop this financially-constrained transit plan for the next 25 years, as summarized below and shown in Figure 5-1 .

Premium Transit Services

- **US-41 BRT**– Part semi-exclusive lane, part mixed-traffic BRT service along the US 41 corridor between downtown Fort Myers and Daniels Parkway at 10-minute weekday service frequency.

High-Frequency Core Network

- **15-minute or better service frequency** on Beach Link, Blue Trolley, Cape Coral Express, and Midtown-Downtown Circulator.
- **20-minute service frequency** on Beach Tram and routes 20 and 410.
- **30-minute service frequency** on routes 10, 15, 30, 50, 70, 100, 170, 240/600, 590, and 595.

Commuter Express Services

- **Cape Coral- Lehigh Express** – An extension of the express service included in the LeeTran 2021-2030 TDP that connects Lehigh Acres to North Fort Myers.
- **Lee County to Collier County on I-75** – Regional commuter express service from Lee County to Collier County on I-75 (on general-purpose or future Managed Lanes).

Secondary/Feeder Network

- **Secondary/feeder network**, including routes 40, 80, 120, and 150 will continue to operate at their set frequencies from the LeeTran 2021-2030 TDP.

Microtransit

- **MOD Zones** – Assumes continuation of the Cape Coral, Estero, Lehigh Acres, North Fort Myers, and Shell Point MOD zones, as implemented by LeeTran 2021-2030 TDP.

2045 Transportation Plan





Table 5-1 shows the implementation years and service characteristics of the 2045 Cost Feasible Transit Plan, and Table 5-2 show the costs and revenues 2045 Cost Feasible Transit Plan. In addition, Table 5-3 shows the 2045 Cost Feasible Plan implementation schedule, project costs, and unfunded needs.

It is important to emphasize that this plan does not preclude the opportunity to delay or expedite any projects or implement any additional projects identified previously in the Needs Plan. If priorities change or funding assumptions do not materialize, some of these projects may become unfunded. If more funding than assumed becomes available, the remaining unfunded transit improvements in the 2045 transit needs should be prioritized for potential implementation within the 25-year time frame.

Figure 5-1: 2045 Cost-Feasible Transit Plan

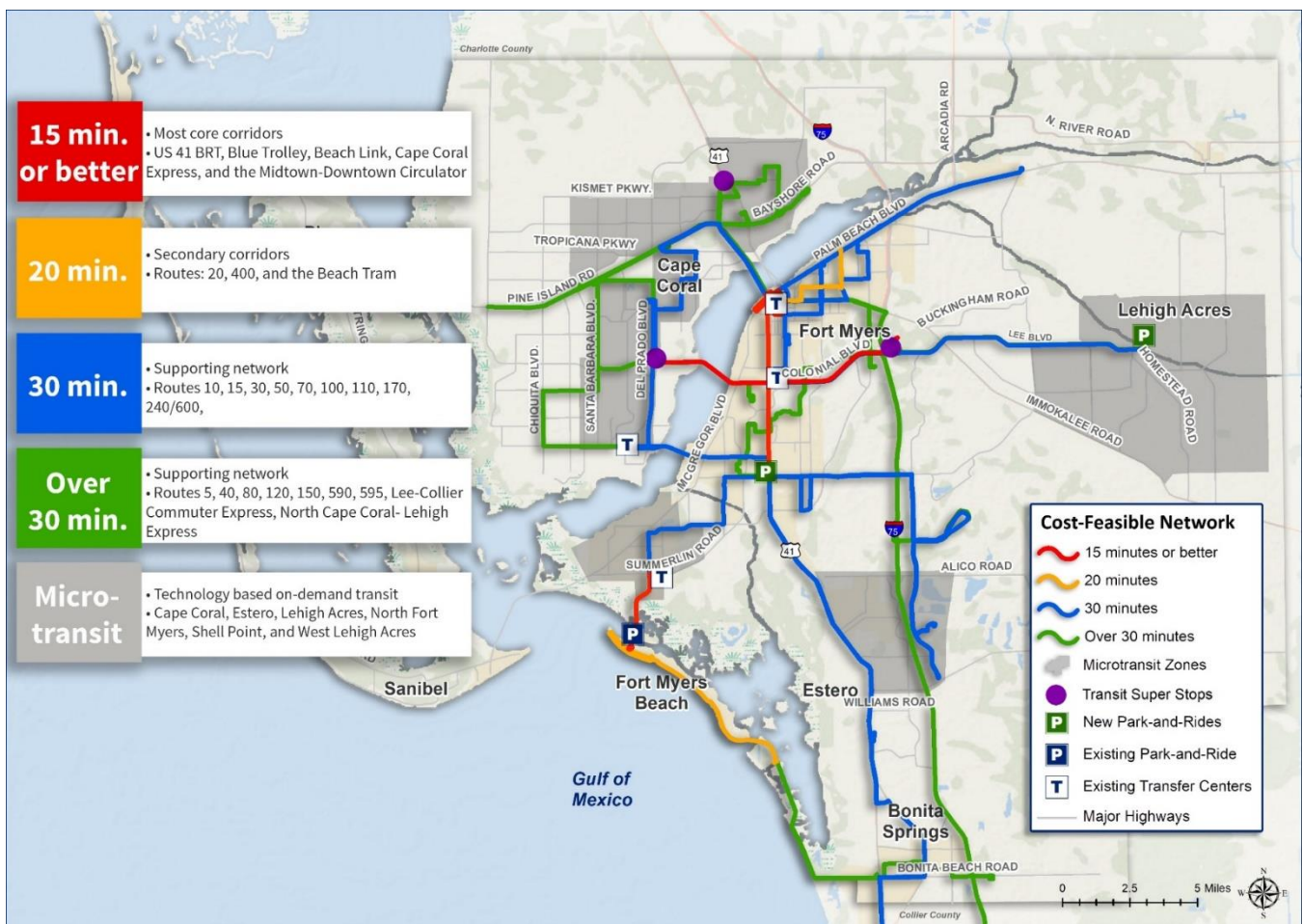




Table 5-1: 2045 Cost Feasible Implementation Plan by Route Frequency

Improvement	2045 Cost Feasible Plan		
	Implementation Year	Days of Service	Frequency (min.)
US-41 BRT/Route 140	2043	Mon-Sun	10
Blue Trolley (Route 500)	2022	Mon-Sun	12
Cape Coral Express	2043	Mon-Fri	15
Midtown-Downtown Circulator	2043	Mon-Sun	15
Beach Link (seasonal)	2022	Mon-Sun	15
Route 20	2040	Mon-Sat	20
Beach Tram (Route 420)	2022	Mon-Sun	20
Route 410 (410/490)	2022	Mon-Sun	20
Route 10	2028	Mon-Sat	30
Route 50	2028	Mon-Sun	30
Route 70	2028	Mon-Sun	30
Route 15	2034	Mon-Sun	30
Route 30	2028	Mon-Sat	30
Route 110	2028	Mon-Sun	30
Route 240/600	2025	Mon-Sun	30
Route 100	2028	Mon-Sun	30
Route 170	2028	Mon-Sun	30
Beach Link (off-season)	2022	Mon-Sun	30
Route 595	2028	Mon-Sun	45
Route 80	2022	Mon-Fri	45
Route 150	2028	Mon-Sun	60
Route 40	2022	Mon-Sat	60
Route 5	2022	Mon-Sat	60
Route 120	2022	Mon-Sun	60
Route 590	2022	Mon-Sun	60
Lee-Collier Commuter Express on I-75	2035	Mon-Fri	60
Cape Coral-Lehigh Express	2035	Mon-Fri	60
Microtransit Services			
Cape Coral MoD	2023	Mon-Sun	On-demand
Estero MoD	2024	Mon-Sun	On-demand
Lehigh Acres MoD	2022	Mon-Sun	On-demand
North Fort Myers MoD	2023	Mon-Sun	On-demand
Shell Point MoD	2025	Mon-Sun	On-demand
West Lehigh Acres	2025	Mon-Sun	On-demand





Table 5-2: Transit Cost Feasible Plan – Costs/Revenues Summary (in millions)

Costs/Revenues	2021–2025	2026–2030	2031–2040	2041–2045	Total (YOE)
Operating Cost	\$139.35	\$182.52	\$449.92	\$268.98	\$1,040.78
Capital Cost	\$35.27	\$33.41	\$72.88	\$150.35	\$291.90
Total Cost	\$174.62	\$215.93	\$522.80	\$419.33	\$1,332.68
Total Revenues	\$182.91	\$207.92	\$501.81	\$440.05	\$1,332.68
Fares	\$22.52	\$29.32	\$73.84	\$45.22	\$170.90
Local	\$72.44	\$83.53	\$209.10	\$148.24	\$513.31
State	\$23.98	\$34.53	\$66.57	\$64.04	\$189.12
Federal	\$63.97	\$60.54	\$152.29	\$182.55	\$459.35

Table 5-3: 2045 Transit Cost Feasible Implementation Plan

2045 Transportation Plan





LRTE Improvements	Implementation Year	Annual Operating Cost (2020\$)	Total Capital Cost (2020\$)
Implement LeeTran 2021-2030 TDP			
Evolve Network	2021-2030	\$29,156,789 ¹	\$52,425,838
Add Premium Transit Services			
US 41 BRT	2043	\$2,834,096	\$56,307,000
Colonial BRT	Unfunded	\$4,251,144	\$75,286,120
MLK BRT	Unfunded	\$2,834,096	\$50,222,200
Improve Frequency to 30-minute or Better			
Route 15 ²	2034	\$510,652	\$505,000
Route 20 ²	2040	\$303,104	\$505,000
Route 5	Unfunded	\$394,725	\$505,000
Route 10	Unfunded	\$839,925	\$2,020,000
Route 150	Unfunded	\$543,615	\$505,000
Route 590	Unfunded	\$879,822	\$1,010,000
Add New Services			
Lee-Collier Commuter Express on I-75	2035	\$716,672	\$2,020,000
North Cape Coral-Lehigh Commuter Express ³	2035	\$358,336	\$505,000
Cape Coral Express	2043	\$1,146,675	\$1,515,000
Midtown-Downtown Circulator	2043	\$1,206,676	\$1,010,000
Autonomous Midtown-Downtown Circulator ⁴	Unfunded	\$1,000,000	-
Downtown Fort Myers- Airport	Unfunded	\$832,229	\$1,010,000
FGCU-Lehigh Connector	Unfunded	\$832,229	\$1,010,000
Summerlin Road	Unfunded	\$454,633	\$505,000
McGregor Blvd	Unfunded	\$909,266	\$1,010,000
Add New MOD Services			
Bonita Springs MOD	Unfunded	\$233,530	\$220,000
North Cape Coral MOD	Unfunded	\$233,530	\$220,000
West Cape Coral MOD	Unfunded	\$233,530	\$220,000

Note:

1. The average annual operating cost to implement the TDP (in 2020\$).
2. Shows incremental costs only.
3. Shows Incremental cost to expand the North Fort Myers to Lehigh Commuter Express service already included in LeeTran 2021-2030 TDP.
4. Assumes purchasing AV services from a provider. Therefore, no capital costs are assumed.

5.2 Bicycle and Pedestrian Projects

Bicycle and Pedestrian projects included in the Cost Feasible Plan were selected from the projects in the 2040 Cost Feasible Plan, MPO bicycle/pedestrian priorities, and the high priority projects from each of the local jurisdiction bicycle pedestrian plans (or project lists). The Bicycle and

2045 Transportation Plan





Pedestrian Cost Feasible Project list is shown in Table 5-4. The City of Fort Myers Bicycle Pedestrian Master Plan is currently underway and Table 5-4 will be amended to reflect priority projects identified in the Master Plan. Furthermore, the project list does not include the regional SUN Trail projects as state grant applications and state funding will be pursued to fund these gaps. The revenue allocated for the Cost Feasible Plan bicycle and pedestrian projects include the annual federal SU and TALU funds earmarked for these projects.



Table 5-4: Bicycle Pedestrian Cost Feasible Project List

Jurisdiction	Roadway	Project Limits	Length	Facility	Phase	Cost	Notes
Fort Myers Beach	Estero Blvd	Phase 2	N/A	Replace SW Pavers	CST	\$469,322	
Fort Myers Beach	Estero Blvd	Phase 3	N/A	Replace SW Pavers	CST	\$413,194	
Bonita Springs	US 41	Bonita Beach Rd to Pelican Colony Blvd	4.30	Shared Use Path	PE + CST	\$4,793,873	
Bonita Springs	West Terry Street	Pine Avenue to Old US 41	0.25	Shared Use Path	CST	\$471,870	
Bonita Springs	Pauling/Pine Street	Pauling St: Pine Ave to Old US 41	0.22	Shared Use Path	CST	\$123,786	
Bonita Springs	Bonita Drive	Old US 41 to Sreetsboro Lane	1.00	Shared Use Path	CST	\$370,021	
Bonita Springs	Cochran Street	Cochran: Pine Ave to Old US 41	0.20	Shared Use Path	CST	\$180,705	
Bonita Springs	East Terry Street	Imperial Pkwy to Lyles Road	0.17	Shared Use Path	CST	\$529,697	
Bonita Springs	East Terry Street	Lyles Road to Palm Bay Court	0.19	Shared Use Path	CST	\$783,482	
Bonita Springs	East Terry Street	Palm Bay Court to I-75	0.23	Shared Use Path	CST	\$822,547	
Cape Coral	Skyline Blvd	Cape Coral Pkwy to El Dorado Pkwy	0.93	Shared Use Path	CST	\$533,912	
Cape Coral	Gator Circle	De Navarra to Ramsey	1.04	Sidewalk	CST	\$392,782	
Cape Coral	Gator Circle/Averill	Averill to De Navarra	0.82	Sidewalk	CST	\$449,385	
Cape Coral	SW 10th Street	Chiquita Blvd to Skyline Blvd	0.97	Sidewalk	CST	\$561,600	
Cape Coral	Gator Circle	Ramsey to NE 37th Terrace	1.10	Sidewalk	CST	\$412,620	
Cape Coral	Gator Circle	NE 37th Terrace to Averill	1.43	Sidewalk	CST	\$529,661	
MPO	US 41	Magnolia Landing to Charlotte Co/L	1.08	Sidewalk	PE + CST	\$1,860,000	
MPO	US 41	Caloosahatchee Bridge	1.00	Sidewalk	PE	\$3,750,000	CST Funding other source
Lee County	Pine Island Road	Stringfellow Rd to Veterans Blvd	5.47	Shared Use Path	CST	\$4,595,894	
Lee County	Alabama Rd	SR 82 to Paddock Street	2.20	Sidewalk	PE + CST	\$1,728,000	
MPO	SW Pine Island	Veterans Pkwy to Santa Barbara Blvd	4.28	Shared Use Path	PE + CST	\$4,135,450	
Lee County	Summerlin Road	Pine Ridge Rd to Winkler Rd	2.48	Shared Use Path	PE + CST	\$2,396,250	
Bonita Springs	E Terry St	Morton Ave to Bonita Grande Drive	0.80	Shared Use Path	PE + CST	\$773,000	
Lee County	McGregor Blvd (SR 867)	Sanibel Causeway to McGregor Blvd	1.90	Shared Use Path	PE + CST	\$1,835,800	
Lee County	North River Rd	SR 31 to Hendry County Lane	11.90	Shared Use Path	PE + CST	\$11,500,000	
Lee County	Treeline Ave	Colonial Blvd to Pelican Preserve Blvd	0.64	Shared Use Path	PE + CST	\$617,600	
Estero	Williams Road	Kings Road to Three Oaks Parkway	1.10	Sidewalk	PE + CST	\$864,000	
Estero	Corkscrew Road	Koreshan St. Park to US 41	0.50	SUP & Sidewalk	PE + CST	\$942,000	
Lee County	Gladiolus Drive	Maida Lane to US 41	0.68	Sidewalk	PE + CST	\$534,100	
Lee County	Daniels Parkway	Commerce Drive to SR 82	2.50	Shared Use Path	PE + CST	\$2,415,000	
Lee County	Joel Blvd.	Ocean Park Drive to Tuckahoe Road	0.75	Shared Use Path	PE + CST	\$724,300	
Fort Myers Beach	First/Crescent/Third & Fifth Streets	First Street to Estero Blvd		Sidewalks	PE + CST	\$223,200	
Cape Coral	Hancock Bridge Pkwy	Ne 15th Place to City Limits	1.20	Sidewalk	PE + CST	\$942,500	
Cape Coral	Garden Blvd	DeNavarra Pkwy to Del Prado Blvd.	0.70	Sidewalk	PE + CST	\$549,800	
Cape Coral	Andalusia Blvd.	Diplomat Pkwy. To End (north)	2.10	Sidewalk	PE + CST	\$1,649,400	
Cape Coral	SE 8th Street	Santa Barbara Blvd to Cultural Park Blvd	1.00	Sidewalk	PE + CST	\$785,500	
Cape Coral	SE 24th Avenue	Viscaya Pkwy to SE 15th Terrace	1.60	Sidewalk	PE + CST	\$1,256,700	
Cape Coral	Pondella Road	NE Pine Island Road to Hibiscus Drive	0.90	Sidewalk	PE + CST	\$636,200	
Fort Myers Projects							TBD from Master Plan
Update/Expand Wayfinding Plan and Implement Buffered Bike Lanes			3.00	Bike Lane	PE + CST	\$250,000	
Bike Ped Safety Action Plan Countermeasures				TBD		\$2,000,000	
Total Available Revenues						\$60,303,151	
Available Revenues						\$65,200,000	

5.3 Roadway Projects

The evaluation criteria detailed in Section 2.1 were used to rank transportation projects identified in the Needs Plan (Table 4-4). The result of this prioritization and evaluation of the roadway needs compared with the availability of revenues resulted in the 2045 Cost Feasible Projects displayed in Figure 5-2. Included in the Cost Feasible Plan are

- Reconstruction of 9 bridges
- 6 major intersection/interchange improvements
- Construction of 11 new roadway corridors
- 29 roadway widening projects

Figure 5-2: 2045 Cost Feasible Roadway Projects

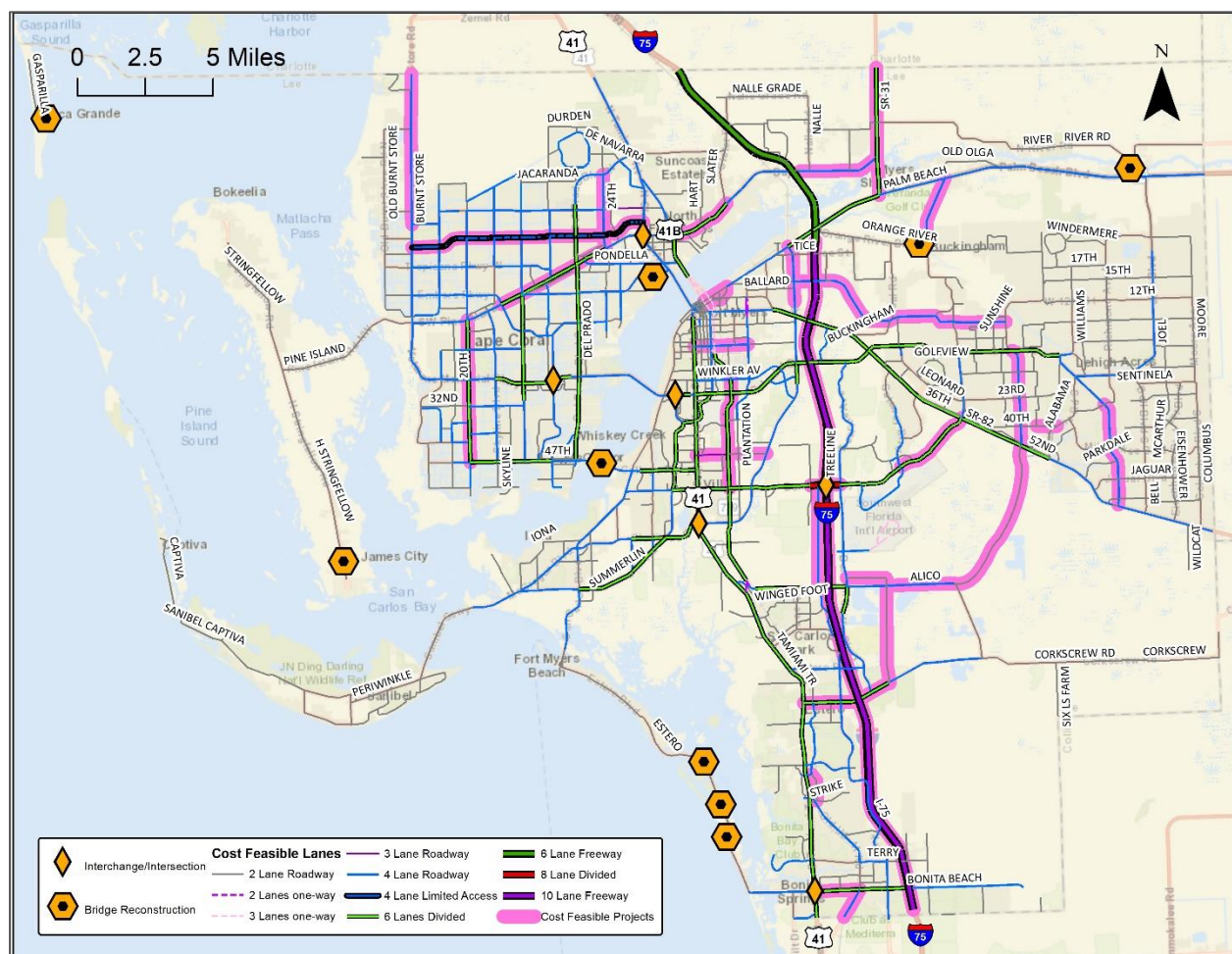


Table 5-2 through Table 5-12 on the following pages provide a detail listing of each project listed by jurisdiction. Table 5-13 highlights the federal transportation revenues that are allocated for future transit, traffic operations, and bicycle/pedestrian infrastructure improvements.

Table 5-5: Cost Feasible Projects: Lee County Funded Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Big Carlos Bridge Replacement	N/A	N/A	Bridge	CST	\$47,810	\$0	\$0	\$0	\$47,810	\$47,810
Cape Coral Bridge Replacement	N/A	N/A	Bridge	PE	\$9,000	\$0	\$0	\$0	\$9,000	\$9,000
Cape Coral Bridge Replacement	N/A	N/A	Bridge	CST		\$128,000	\$0	\$0	\$128,000	\$99,100
New Pass, Little Carlos and Big Hickory Bridges	N/A	N/A	Bridges	PE	\$4,266	\$0	\$0	\$0	\$4,266	\$4,266
New Pass, Little Carlos and Big Hickory Bridges	N/A	N/A	Bridge	CST		\$59,000	\$0	\$0	\$59,000	\$46,716
Orange River Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$3,820	\$0	\$3,820	\$2,420
Alva Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$28,210	\$0	\$28,210	\$17,889
Harbor Drive Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$3,220	\$0	\$3,220	\$2,044
Stringfellow Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$2,760	\$0	\$2,760	\$1,751
Hancock Creek Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$6,180	\$0	\$6,180	\$3,919
Alico Road/Connector	Airport Haul Road	SR 82	Widen 2L to 4L/New 2L	PE/ROW	\$7,240	\$0	\$0	\$0	\$5,070	\$3,250
Alico Road/Connector	Airport Haul Road	SR 82	Widen 2L to 4L/New 2L	CST		\$124,000	\$0	\$0	\$124,000	\$96,881
Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	PE		\$0	\$12,500	\$0	\$12,500	\$8,800
Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	ROW		\$0	\$0	\$32,940	\$32,940	\$15,000
Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	CST		\$0	\$0	\$109,920	\$109,920	\$59,260
Bonita Beach Road	US 41	Old US 41	4L to 6L	ROW/CST		\$0	\$33,900	\$0	\$33,900	\$25,700
Burnt Store Road	SR 78	Tropicana Pkwy	Widen 2L to 4L	CST	\$18,000	\$0	\$0	\$0	\$0	
Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST	\$0	\$0	\$12,535	\$0	\$12,535	\$7,950
Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST	\$0	\$0	\$14,700	\$0	\$14,700	\$9,300
Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	\$0	\$0	\$15,900	\$0	\$15,900	\$10,100
Corkscrew Road	Ben Hill Griffin Parkway	Alico Road	Widen 2L to 4L	CST	\$41,385	\$0	\$0	\$0	\$41,385	\$41,385

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction



Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	PE		\$0	\$7,420	\$0	\$7,420	\$5,250
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	ROW		\$0	\$15,120	\$0	\$15,120	\$10,000
Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$0	\$64,930	\$64,930	\$35,000
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	PE		\$1,010	\$0	\$0	\$1,010	\$810
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	ROW		\$0	\$3,020	\$0	\$3,020	\$2,000
Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	CST		\$0	\$7,100	\$0	\$7,100	\$4,500
Crystal Drive	US 41	Metro Parkway	Reconstruct/3L	PE/ROW/CST		\$0	\$16,160	\$0	\$16,160	\$10,250
Crystal Drive Extension	Plantation Road	Six Mile Cypress Pkwy	New 2L	PE/ROW/CST		\$0	\$12,730	\$0	\$12,730	\$8,075
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE		\$2,810	\$0	\$0	\$2,810	\$2,250
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	ROW		\$0	\$6,050	\$0	\$6,050	\$4,000
Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST		\$0	\$23,660	\$0	\$23,660	\$15,030
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	PE		\$0	\$5,520	\$0	\$5,520	\$3,900
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW		\$0	\$9,830	\$0	\$9,830	\$6,500
Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST		\$0	\$0	\$48,230	\$48,230	\$26,000
Littleton Road	Corbett Road	US 41	Widen 2L to 3L	CST	\$12,000	\$0	\$0	\$0	\$12,000	\$12,000
Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	PE		\$0	\$4,960	\$0	\$4,960	\$4,960
Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	CST		\$0	\$0	\$61,360	\$61,360	\$33,080
Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	PE	\$1,450	\$0	\$0	\$0	\$1,450	\$1,450
Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	CST		\$25,200	\$0	\$0	\$25,570	\$19,400
Ortiz Avenue	Luckett Road	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$26,590	\$0	\$26,590	\$16,860
Ortiz Avenue	Colonial Boulevard	Dr Martin Luther King Jr Blvd	Widen 2L to 4L	CST	\$20,025	\$0	\$0	\$0	\$20,025	\$20,025
Three Oaks Extension North	North of Alico Road	Daniels Parkway	New 4L	CST	\$73,550	\$0	\$0	\$0	\$73,550	\$73,550
Veterans Parkway		at Santa Barbara Boulevard	Intersection	PE		\$0	\$5,480	\$0	\$5,480	\$3,970
Veterans Parkway		at Santa Barbara Boulevard	Intersection	CST		\$0	\$39,730	\$0	\$39,730	\$26,480
Colonial Boulevard	McGregor Boulevard	US 41	Major Intersections/TBD	CST		\$0	\$70,100	\$0	\$70,100	\$44,450
Major Intersection Improvements			Operational & Safety Improvements	PE/ROW/CST			\$40,000	\$100,000	\$140,000	\$74,600
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	PE		\$0	\$440	\$0	\$440	\$320
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	ROW		\$0	\$0	\$4,850	\$4,850	\$2,070
40th Street Extension	East end of 4th Street	Alabama Road	New 2L	CST		\$0	\$0	\$4,050	\$4,050	\$2,120

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

2045 Transportation Plan



Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	PE		\$0	\$3,260	\$0	\$3,260	\$2,300
Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	ROW		\$0	\$0	\$1,060	\$1,060	\$500
Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	CST		\$0	\$0	\$28,490	\$28,490	\$15,360
Sunshine Blvd	SR 82	Lee Blvd	2L to 4L	PE		\$0	\$8,950	\$0	\$8,950	\$6,330
Sunshine Blvd	SR 82	Lee Blvd	2L to 4L	CST		\$0	\$0	\$78,230	\$78,230	\$42,170
Luckett Road	East of I-75	Buckingham Road	New 4L	PE		\$0	\$0	\$12,771	\$12,771	\$6,230
Luckett Road	East of I-75	Buckingham Road	New 4L	ROW		\$0	\$0	\$61,828	\$61,828	\$30,160
Luckett Road	East of I-75	Buckingham Road	New 4L	CST		\$0	\$0	\$85,178	\$85,178	\$41,550
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	PE		\$0	\$0	\$6,478	\$6,478	\$3,160
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	ROW		\$0	\$0	\$17,500	\$17,500	\$8,540
Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	CST		\$0	\$0	\$43,130	\$43,130	\$21,040
Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	PE		\$0	\$0	\$8,670	\$8,670	\$4,230
Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	ROW		\$0	\$0	\$41,960	\$41,960	\$20,470
Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	CST		\$0	\$0	\$57,800	\$57,800	\$28,200
Total Cost:					\$234,726	\$340,020	\$413,255	\$869,375	\$1,837,576	\$1,194,821
Revenues:					\$234,726	\$341,500	\$457,800	\$1,062,960	\$2,096,986	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction



Table 5-6: Cost Feasible Projects: State/Other Arterial/ Federal SU Funded Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)	Funding Sources
Countywide Signal System Updates, Final Phase			ITS	PE		\$1,500	\$0	\$0	\$1,500	\$1,200	SU, SA, DDR
Countywide Signal System Updates, Final Phase			ITS	CST		\$10,730	\$0	\$0	\$10,730	\$8,000	SU, SA, DDR
Metro Parkway	South of Daniels Parkway	Winkler Avenue	Widen 4L to 6L/CFI	ROW	\$18,070	\$0	\$0	\$0	\$18,070	\$18,070	DDR, DS,DIH
Metro Parkway	South of Colonial Blvd	Winkler Avenue	Widen 4L to 6L/CFI	CST		\$49,620	0	\$0	\$49,620	\$37,700	OA
Metro Parkway	South of Daniels Parkway	North of Daniels Parkway	CFI	CST		\$27,620	0	\$0	\$27,620	\$20,900	OA
Metro Parkway	North of Daniels Parkway	South of Colonial Blvd.	Widen 4L to 6L	CST		\$37,820	0	\$0	\$37,820	\$28,650	OA
Big Carlos Bridge Replacement Repayment			Reconstruct Bridge	CST	\$8,500	\$16,500	\$0	\$0	\$25,000	\$21,000	SU/SA
San Carlos Boulevard	Esteros Blvd	Summerlin Road	Intersection Improvements	CST	\$5,990	\$0	\$0	\$0	\$5,990	\$5,990	SU/TALU
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	PE		\$2,640	\$0	\$0	\$2,640	\$2,110	SU
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	ROW		\$5,800	\$0	\$0	\$5,800	\$4,880	SU
Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	CST		\$0	\$22,170	\$0	\$22,170	\$14,300	SU
US 41 at Six Mile Cypress			Intersection Improvements	PE		\$4,690	\$0	\$0	\$4,690	\$3,553	OA
US 41 at Six Mile Cypress			Intersection Improvements	ROW		\$0	\$7,560	\$0	\$7,560	\$4,880	OA
US 41 at Six Mile Cypress			Intersection Improvements	CST		\$0	\$39,430	\$0	\$39,430	\$29,870	OA
SR78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PD&E		\$0	\$3,090	\$0	\$3,090	\$2,190	OA
SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PE		\$0	\$9,270	\$0	\$9,270	\$6,000	OA
SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	CST		\$0	\$0	\$81,080	\$81,080	\$43,710	OA
SR 78	I-75	SR 31	Widen 2L to 4L	PE		\$3,080	\$0	\$0	\$3,080	\$2,330	OA
SR 78	I-75	SR 31	Widen 2L to 4L	ROW		\$0	\$6,770	\$0	\$6,770	\$4,370	OA
SR 78	I-75	SR 31	Widen 2L to 4L	CST		\$0	\$25,860	\$0	\$25,860	\$16,700	OA
SR 78	Old US 41	Slater Road	Widen 4L to 6L	PD&E		\$0	\$1,920	\$0	\$1,920	\$1,360	OA
SR 78	Old US 41	Slater Road	Widen 4L to 6L	PE		\$0	\$0	\$8,360	\$8,360	\$4,080	OA
SR 78	Old US 41	Slater Road	Widen 4L to 6L	CST		\$0	\$0	\$50,400	\$50,400	\$27,200	OA

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)	Funding Sources
Fowler Street	Metro/Fowler Cross over	Dr Martin Luther King Jr Blvd	Reconstruction	PD&E/PE/ROW/CST		\$5,500	\$28,700	\$0	\$34,200	\$22,670	OA
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	PE		\$8,090	\$0	\$0	\$8,090	\$6,130	SU
Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	ROW		\$15,680	\$0	\$0	\$15,680	\$13,514	SU
Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST		\$0	\$12,535	\$0	\$12,535	\$7,950	SU, LF
Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST		\$0	\$14,700	\$0	\$14,700	\$9,300	SU, LF
Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST		\$0	\$15,900	\$0	\$15,900	\$10,100	SU, LF
SR 31	SR 80	SR 78	Widen 2L to 6L	ROW		\$0	\$23,780	\$0	\$23,780	\$16,400	OA
SR 31	SR 80	SR 78	Widen 2L to 6L	CST		\$0	\$0	\$164,000	\$164,000	\$80,000	OA
Cape Coral Evacuation Study			Access	Planning	\$300	\$0	\$0	\$0	\$300	\$300	SU, LF
US 41/Bonita Beach Road	Intersection		Intersection	PE		\$3,190	\$0	\$0	3,190	2,400	OA
US 41/Bonita Beach Road	Intersection		Intersection	ROW		\$5,940	\$0	\$0	5,940	4,500	OA, LF, SU
US 41/Bonita Beach Road	Intersection		Intersection	CST		\$0	\$26,800	\$0	26800	17,300	OA, LF, SU
US 41/SR 78	Intersection		Intersection	PE		\$750	\$0	\$0	750	570	OA
US 41/SR 78	Intersection		Intersection	CST		\$8,050	\$0	\$0	8050	6,100	OA
ACES Technology Support				Capital		\$5,000	\$9,000	\$50,000	\$64,000	\$33,900	OA, SU
Transit Operations Congestion Management				OPS							OA
Major Intersections/Interchanges			Operational & Safety Improvements	P/R/CST		\$10,000	\$10,000	\$150,000	\$170,000	\$88,300	OA, SU
Total Cost:					\$32,860	\$222,200	\$257,485	\$503,840	\$1,016,385	\$628,477	
Revenues:					\$32,860	\$226,600	\$258,020	\$538,910	\$1,056,390		

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-Way; CST: Construction

Funding Sources - SU: Federal Surface Transportation Program Urban Area funds >200,00; SA: Federal Surface Transportation Program any area; OA: State Other Arterial funding; DDR: State District Dedicated Revenue; LF: Local Funding; DIH: State District In-house

Other - ACES: Automated, Connected, Electric & Shared Vehicle Technology



Table 5-7: Cost Feasible Projects: City of Bonita Springs Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
US 41 at Bonita Beach Road			Intersection	PE		\$1,980	\$0	\$0	\$1,980	\$1,500
US 41 at Bonita Beach Road			Intersection	ROW		\$5,000	\$0	\$0	\$5,000	\$3,800
US 41 at Bonita Beach Road			Intersection	CST		\$0	\$11,200	\$0	\$11,200	\$7,200
Bonita Beach Road	Old US 41	US 41	Reconstruction	CST		\$0	\$42,930	\$0	\$42,930	\$27,700
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	PE		\$0	\$3,400	\$0	\$3,400	\$1,650
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	ROW		\$0	\$0	\$22,730	\$22,730	\$10,660
Sandy Lane Extension	Strike Lane	Pelican Colony	New 2L	CST		\$0	\$0	\$29,710	\$29,710	\$11,090
Total Cost:						\$6,980	\$57,530	\$52,440	\$116,950	\$63,600
Revenues:						\$39,270	\$58,090	\$200,861	\$298,221	

Table 5-8: Cost Feasible Projects: City of Cape Coral Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	PE		\$0	\$7,104		\$7,104	\$4,580
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	ROW		\$0	\$10,840		\$10,840	\$7,000
Diplomat Parkway	Burnt Store Road	US 41	4L to 4L Limited Access	CST		\$0	\$0	\$77,380	\$77,380	\$37,750
Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	PE		\$0		\$14,880	\$14,880	\$7,250
Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	ROW		\$0	\$0	\$43,920	\$43,920	\$21,400
Chiquita Boulevard	Cape Coral Parkway	Pine Island Road	Widen 4L to 6L	CST		\$0	\$0	\$129,850	\$129,850	\$63,300
NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	PE		\$5,490	\$0	\$0	\$5,490	\$4,160
NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	ROW		\$23,070	\$0	\$0	\$23,070	\$17,500
NE 24th Avenue	Pondella Road	NE 28th Street	Widen 2L to 4L	CST		\$0	\$46,190	\$0	\$46,190	\$29,800
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	PE		\$2,770	\$0	\$0	\$2,770	\$2,100
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	ROW		\$9,000	\$10,500	\$0	\$19,500	\$13,600
NE 24th Avenue	NE 28th Street	Del Prado Boulevard	New 4L	CST		\$0	\$20,700	\$0	\$20,700	\$13,400
Total Cost:						\$40,330	\$95,334	\$266,030	\$401,694	\$221,840
Revenues:						\$42,689	\$97,000	\$298,590	\$438,279	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-9: Cost Feasible Projects: City of Fort Myers Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2031-2040	Total Cost (YOE)	Total Cost (PDC)
Edison Ave Extension	Arcadia Street	Ortiz Avenue	New 2L	PE/ROW/CST	\$8,800	\$0	\$0	\$0	\$8,800	\$8,800
1st Street & 2nd Streets	Fowler Street	Palm Beach Blvd	Reconstruct to 2-way	PE/CST	\$11,211	\$0	\$0	\$0	\$11,211	\$11,211
Midtown Streetscape Improvements			Reconstruction	CST	\$11,000	\$0	\$0	\$0	\$11,000	\$11,000
Challenger Blvd Extension	Colonial Blvd	Winkler Avenue	New 2L	PE/ROW/CST		\$8,600	\$0	\$0	\$8,600	\$6,550
Hanson Street	US 41	Fowler Street	Widen 2L to 4L	PE		\$1,320	\$0	\$0	\$1,320	\$1,050
Hanson Street	US 41	Fowler Street	Widen 2L to 4L	ROW		\$0	\$8,720	\$0	\$8,720	\$5,770
Hanson Street	US 41	Fowler Street	Widen 2L to 4L	CST		\$0	\$11,080	\$0	\$11,080	\$7,030
Total Cost:					\$31,011	\$9,920	\$19,800	\$0	\$60,731	\$51,411
Revenues:					\$31,011	\$17,091	\$22,167	\$65,459	\$104,717	

Table 5-10: Cost Feasible Projects: Village of Estero Road Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
Williams Road	US 41	Via Coconut Road	Widen 2L to 4L	CST	\$2,786	\$0	\$0	\$0	\$2,786	\$2,786
Total Cost:					\$2,786	\$0	\$0	\$0	\$2,786	\$2,786
Revenues:					\$2,786	\$9,595	\$14,426	\$38,917	\$62,938	

Table 5-11: Cost Feasible Projects - Private Funding (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
SR 31	SR 78	Charlotte County Line	Widen 2L to 4L	PE/CST	\$60,000	\$0	0	\$0	\$60,000	\$60,000
East West	Ben Hill Griffin Pkwy	Alico Road	New 2L	PE/ROW/CST		\$41,000	\$0	\$0	\$41,000	\$31,070
Total Cost:					\$60,000	\$41,000	\$0	\$0	\$101,000	\$91,070
Revenues:					\$60,000	41,000	\$0	\$0	\$101,000	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-12: Cost Feasible Projects: Strategic Intermodal System Projects (\$1,000)

Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
I-75	at Daniels Parkway		Interchange	PD&E	\$2,828	\$0	\$0	\$0	\$2,828	\$2,828
I-75	at Daniels Parkway		Interchange	DSB	\$19,332	\$0	\$0	\$0	\$19,332	\$19,332
I-75	at Colonial Boulevard		Interchange	CST	\$51,756	\$0	\$0	\$0	\$51,756	\$51,756
I-75	Collier County Line	SR 78	Managed lanes	PE	\$0	\$136,800	\$0	\$0	\$136,800	\$103,600
I-75	Collier County Line	SR 78	Managed lanes	ROW	\$0	\$0	\$271,300	\$0	\$271,300	\$175,030
I-75	Collier County Line	SR 78	Managed lanes	CST	\$0	\$0	\$0	\$1,125,900	\$1,125,900	\$549,200
SR 31	SR 80	SR 78	Widen 2L to 4L	PE	\$0	\$9,350	\$0	\$0	\$9,350	\$7,100
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PD&E	\$0	\$1,500	\$0	\$0	\$1,500	\$1,140
SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PE	\$0	\$0	\$0	\$4,500	\$4,500	\$2,195
SR 82	Alabama	Homestead Road	Widen 4L to 6L	PE	\$0	\$0	\$0	\$2,189	\$2,189	\$1,068
Total Cost:					\$73,916	\$147,650	\$271,300	\$1,132,589	\$1,625,455	\$913,249
Revenues:					\$73,916	\$147,650	\$271,300	\$1,132,589	\$1,625,455	

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-13: Cost Feasible Projects: Federal Urban Area Allocation Projects - Box funds (\$1,000)

Project Name	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost
Traffic Operations Center Op.	\$ 230	\$ 230	\$ 230	\$ 460	\$ 1,165
Traffic Operations Projects	\$ 4,770	\$ 4,770	\$ 4,770	\$ 9,540	\$ 23,850
Bus Replacements	\$ 7,500	\$ 7,500	\$ 7,500	\$ 15,000	\$ 37,500
Bicycle Pedestrian Projects	\$ 12,500	\$ 12,500	\$ 12,500	\$ 25,000	\$ 62,500
Total Cost	\$ 25,000	\$ 25,000	\$ 25,000	\$ 50,000	\$125,015



Appendix A – Transportation Systems Report

Metropolitan Planning Organization Long-Range Transportation Plan System Performance Report Template

Office of Policy Planning

Florida Department of Transportation

August 2019





Purpose

This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures. (Due to the emergency declaration resulting from the COVID-19 pandemic, FTA issued a Notice of enforcement discretion which delayed the initial deadline of July 20, 2020 for one-year)

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council. This document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures. (This section is not included as a result of the Notice of enforcement discretion issued by FTA).

Background

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning;





Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Lee County MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.²

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Lee County MPO 2020-2045 Long-Range Transportation Plan was adopted on December 18, 2020. Per the Planning Rule, the System Performance Report for the Lee County MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

² Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of August 2019, no guidance has been issued.





Highway Safety measures (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled (VMT); and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2011-2015). For the 2018 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT's 2019 safety targets, which set the target at "0" for each performance measure to reflect the Department's vision of zero deaths.

The Lee County MPO adopted/approved safety performance targets on November 20, 2019. Table A.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table A.1 Highway Safety (PM1) Targets

Performance Target	Lee MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero	Lee County MPO has adopted a target specific to the MPO Planning Area
Number of fatalities	✓	
Rate of fatalities per 100 million vehicle miles traveled (VMT)	✓	
Number of serious injuries	✓	
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	✓	
Number of non-motorized fatalities and non-motorized serious injuries.	✓	

Statewide system conditions for each safety performance measure are included in Table A.2, along with system conditions in the Lee MPO metropolitan planning area. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2011-2015). The latest safety conditions will be updated annually on a rolling 5-

³ 23 CFR Part 490, Subpart B





year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table A.2 Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)	Calendar Year 2019 Florida Performance Targets
Number of Fatalities	2,533	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.287	0
Number of Serious Injuries	20,552	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.452	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	3,173	0

Baseline Conditions

To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and Vehicle Miles Traveled (VMT) were utilized. Table A.3 in the next page presents the Baseline Safety Performance Measures for Florida and Lee MPO. Fatal crashes that occurred during the 2013 through 2017 timeframe are shown in the map titled Crash Fatalities in Lee County.

Table A.3 Baseline Safety Performance Measures

Performance Measures	Florida	Lee MPO
Number of Fatalities	28210	97.2
Number of Serious Injuries	20910	515.8
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.36	1.3
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	10.122	7.1
Total number of non motorized Fatalities and non motorized Serious Injuries	3,249	95.2

Source: FDOT 2017 FHWA Performance Measures per MPO

Trend Analysis

The MPO uses crash data tracking fatalities and serious injuries in Lee County to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future MPO transportation investment, as reflected in the TIP. Table A.4 shows the





changes in Safety Performance Measures for Lee MPO from 2013 through 2017. The measures shown in Table A.4 were calculated by following the same methodology as that used to calculate the baseline conditions.

Table A.4 Trends of Lee MPO Safety Performance Measures

Performance Measures	2009-13	2010-14	2011-15	2012-16	2013-17
Number of Fatalities	75.2	75.6	81	87.2	97.2
Number of Serious Injuries	456.6	458	460.4	498.6	515.8
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.16	1.14	1.19	1.23	1.33
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	7.07	6.92	6.79	7.10	7.08
Total number of non motorized Fatalities and non motorized Serious Injuries	76.8	80	84	91	95.2

Source: FDOT 2017 FHWA Performance Measures per MPO

Coordination with Statewide Safety Plans and Processes

The Lee MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Lee MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida’s 27 metropolitan planning organizations (MPOs) through Florida’s Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project’s purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.





LRTP Safety Priorities

The Lee County MPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Lee County MPO has developed a project selection process that that prioritizes transportation projects along roadways with safety concerns.

Increasing safety continues to be a goal of the new plan and safety will be used as a factor in project selection process.

The Lee County MPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.

The current LRTP includes several projects that all fall under the infrastructure safety program including traffic signal updates, intersection improvements, and bicycle pedestrian improvements. The MPO will continue to implement the other infrastructure safety projects programmed in the TIP such as High Visibility Mid-Block Crossings with RRFBs, Rail Crossing Upgrades, and roadway lighting

The Lee MPO will continue to participate in the Southwest Florida Traffic Incident Team (TIM), Lee County Community Traffic Safety Team (CTST), and the Injury Prevention Council (IPC) meetings, as well as coordinate in identifying Infrastructure Safety Program projects and educational safety programs the Lee Health Trauma Center, the Safe Routes to School (SRTS) project coordination meetings. For the Lee County MPO this includes safety programs that recommend safety projects and education/enforcement programs through the Lee County Community Traffic Safety Team (CTST), the Injury Prevention Council (IPC), the Lee Health Trauma Center, the Safe Routes to School (SRTS) project coordination meetings and the MPO's Traffic Management and Operations Committee (TMOC).

Lee County also participates in the Federal Section 130 Rail Safety Improvement Program. Under this program the FDOT District 1 Rail office set up a Diagnostic Review Team which meets onsite to review potential railroad crossing locations in Lee County for upgrade. The Diagnostic Review Team includes local government agencies in Lee County, FDOT District Rail, FDOT Central Office Rail, Seminole Gulf Railroad and the Federal Railroad Administration. Results from such reviews statewide are sent to FDOT Central Office Rail which then decides which proposed upgrades should be funded with Section 130 funds.

The Lee MPO is also currently updating its Bicycle Pedestrian Safety Action Master Plan (BPSAP). The Plan implements the Lee MPO's Bike Ped Safety Education Programs and Countermeasure projects to drive down fatalities and serious injuries under the SHSP Pedestrians and Bicycles Emphasis area. As part of the 2020 update a risk-based assessment of fatal and incapacitating bicycle and pedestrian crashes in Lee County was conducted that resulted in the development of a list of projects with low to medium cost countermeasures for enhancing safety at high risk

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locations. Intersection countermeasures include Retroreflective Backplates, Special Emphasis Crosswalks, Leading Pedestrian Interval while segment specific countermeasures include upgrading pavement markings, enhanced bike lane markings, street lighting, access management, and installation of RRFBs and Pedestrian Hybrid Beacons, etc. Because these countermeasures target high crash locations with fatalities and incapacitating injuries, these projects are eligible for Highway Safety Program Funds, and it is expected that upcoming TIPs will see a lot of these projects.

Pavement and Bridge Condition Measures (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt and concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to certain lower speed roads.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS using these metrics and thresholds. A pavement section is rated as good if all three metric ratings are good, and poor if two or more metric ratings are poor. Sections that are not good or poor are considered fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components:

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deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Lee County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table A.5 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On September 2018, the Lee MPO agreed to support FDOT's statewide pavement and





bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table A.5 shows the statewide targets:

Table A.5 Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of Interstate pavements in good condition	66%	n/a	60%
Percent of Interstate pavements in poor condition	0.1%	n/a	5%
Percent of non-Interstate NHS pavements in good condition	76.4%	40%	40%
Percent of non-Interstate NHS pavements in poor condition	3.6%	5%	5%
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state’s pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT’s TAMP was updated to reflect MAP-21 requirements in 2018.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As





such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Lee MPO agreed to support FDOT’s pavement and bridge condition performance targets on September 2018. By adopting FDOT’s targets, the Lee MPO agrees to plan and program projects that help FDOT achieve these targets.

The Lee County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Lee County MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Lee County MPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The MPO uses a project evaluation process related to pavement and bridge condition in the LRTP that prioritizes projects that preserve and maintain the existing transportation assets including resurfacing and repairs. Additionally, one of the LRTP’s goals focuses on improving the resiliency and reliability of the transportation system.

The LRTP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance on the Interstate and non-Interstate NHS in the MPO area. Current investments in pavement and bridge condition in the LRTP include bridge rehabilitation, pavement replacement and reconstruction, and roadway capacity improvements. The LRTP has programmed \$256 million for bridge replacement and reconstruction, \$59 million for corridor lane management, and \$2.2 billion for new capacity. Given the significant resources devoted in the LRTP and the TIP to pavement and bridge projects, the MPO anticipates that the LRTP goals, strategies, and programmed projects will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

On or before October 1, 2020, FDOT will provide FHWA and the Lee County MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Lee County also will have the opportunity at that time to revisit the four-year PM2 targets.

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System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR \geq 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The





maximum TTTR is weighted by segment length, then the sum of the weighted values are divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable⁴; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO’s planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Lee County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table A.6 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

⁴ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.





Table A.6 System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide Performance (2017 Baseline)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)	Lee County MPO Performance (2017 Baseline)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82.2%	75.0%	70.0%	Not Available
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	n/a	50.0%	Not Available
Truck travel time reliability index (TTTR)	1.43%	1.75	2.00%	Not Available

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Lee County MPO agreed to support FDOT’s PM3 targets on September 21, 2018. By adopting FDOT’s targets, the Lee County MPO agrees to plan and program projects that help FDOT achieve these targets.

The Lee County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Lee County MPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.





The Lee County MPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The MPO includes managing congestion in the LRTP goals and uses a project evaluation process that addresses reducing congestion through congestion mitigation measures.

Investments in the LRTP include capacity expansion and intersection improvements that provide congestion relief, investments in transit, bicycle and pedestrian systems that promote modal shift, interchange improvements that will increase freight reliability and mobility on Interstate 75, and TSMO projects. Of these investments approximately \$210 million towards intersection and interchange improvements, \$65 million in ITS/CFI improvements, and \$62.5 million towards the expansion of the bicycle pedestrian network. Given the significant resources devoted in the LRTP to programs that address system performance and freight, the Lee MPO anticipates that the LRTP will contribute to progress towards achieving the statewide reliability performance targets.

On or before October 1, 2020, FDOT will provide FHWA and the Lee County MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Lee County MPO also will have the opportunity at that time to revisit the four-year PM3 targets

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Transit Asset Management Measures

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table A.7 below identifies performance measures outlined in the final rule for transit asset management.

Table A.7 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency and is not the same as an asset’s useful life.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in





an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 28 transit providers participated in the FDOT Group TAM Plan (Table A.8). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022.

Table A.8 Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Good Wheels, Inc Central Florida Regional Planning Council DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Council on Aging Nassau County Transit Clay Transit Ride Solutions Levy County Transit Ride Solutions Suwannee River Economic Council (SREC)
3	Tri-County Community Council Big Bend District 3 Santa Rosa Transit Gulf County ARC Calhoun Senior Citizen Center Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>
5	Sumter Transit Marion Transit Flagler County Public Transportation
6	Key West Transit
7	Neighborhood Care Network Mid-Florida Community Service ARC Tampa Bay ARC Nature Coast PARC





LeeTran is the only public transit provider operating in the Lee MPO area. It is a Tier 2 provider and has opted to develop its own TAM Plan and targets. There are no Tier 1 provider in the area.

On September 21, 2018, the Lee MPO agreed to support LeeTran transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

LeeTran established the transit asset targets identified in Table A.9 on September 6th. The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.





Table A.9 Transit Asset Management Targets for LeeTran

Asset Category Performance Measure	Asset Class	FY 2019 Asset Condition	FY 2020 Target	FY 2021 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	15%	7%	3%
	Cutaway Bus	10%	12%	
	Van	0%	0%	
	Tram	0%	0%	
	Cap Van	0%	0%	
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Automobile	10%	6%	6%
	Trucks and other Rubber Tire Vehicles	0%	0%	
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	
	Maintenance	0%	0%	
	Passenger Facilities	0%	0%	
	Wash Bay	0%	0%	
	Fuel Building	0%	0%	
	Non-Transit Use	0%	0%	





Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Rail operators subject to the rule, and operators of large bus systems (more than 100 vehicles in peak revenue service), must draft and implement their own PTASP. For small operators (defined as those operating 100 or fewer vehicles in peak revenue service) subject to the rule, states must draft and certify PTASPs on their behalf, unless a small provider opts to draft and certify its own safety plan and notifies the State that they will do so. FTA allows the state and small providers within the state to decide whether the state will develop a single statewide PTASP for all small providers, or whether it will draft and certify multiple individualized safety plans for each provider. FTA recommends as best practice that the state develop individualized PTASPs for each small provider. If a state drafts a single statewide PTASP, the state must ensure that the plan clearly identifies the specific safety information for each provider, including the safety performance targets. Regardless of whether the state or small transit provider drafts and certifies a safety plan, each transit provider is required to implement its own safety plan.

The PTASP rule was published on July 19, 2018 with an effective date of July 19, 2019. Transit operators subject to the rule must have a PTASP and safety targets in place by July 20, 2020. MPOs must then establish transit safety targets no later than 180 days after the transit operators establishes its targets.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.





Transit Provider Coordination with States and MPOs

Key considerations for MPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and MPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and MPOs in the selection of state and MPO safety performance targets.
- MPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own regional transit targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.
- MPOs and states must reference those targets in their long-range transportation plans. States and MPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Transit Safety Targets in the Lee County MPO Area

The public transportation provider subject to the PTASP requirements operating in the MPO region is LeeTran.

LeeTran established the transit safety targets identified in Table A.10 on September 15, 2020. In 2021, the Lee County MPO will review LeeTran’s transit safety targets for potential approval.

Table A.10. LeeTran Transit Safety Performance Targets

Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. *Safety event and injury targets are based on a reducing each by one event for every mode from CY 2019 NTD data. Every year target is met it will be reduced by one event until reaching zero. *Reliability based on maintaining current level.</i>							
Mode of Transit Service	Total Fatalities	Fatality Rate per 100,000 mi.	Total Injuries	Injury Rate per 100,000 mi.	System Reliability Mean distance between Mechanical failure	Total Safety Events	Safety Event Rate per 100,000 mi
MB - Bus	0	0	15	≤ 0.5	≤ 56,476	14	≤ 0.47
DR-Demand Response	0	0	2	≤ 0.13	≤ 61,023	3	≤ 0.2
VP-Van Pool	0	0	0	0	100%	0	0

