

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Lee County Metropolitan Planning Organization

2050 Transportation Plan

Adopted December 12, 2025

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Supplemental Technical Reports

Public Involvement Plan

Socio-Economic Data Forecast Technical Memorandum

Plans Review Technical Memorandum

Freight Element Technical Memorandum

Long Range Transit Element Technical Memorandum

Bicycle Pedestrian and Trails Element Technical Memorandum

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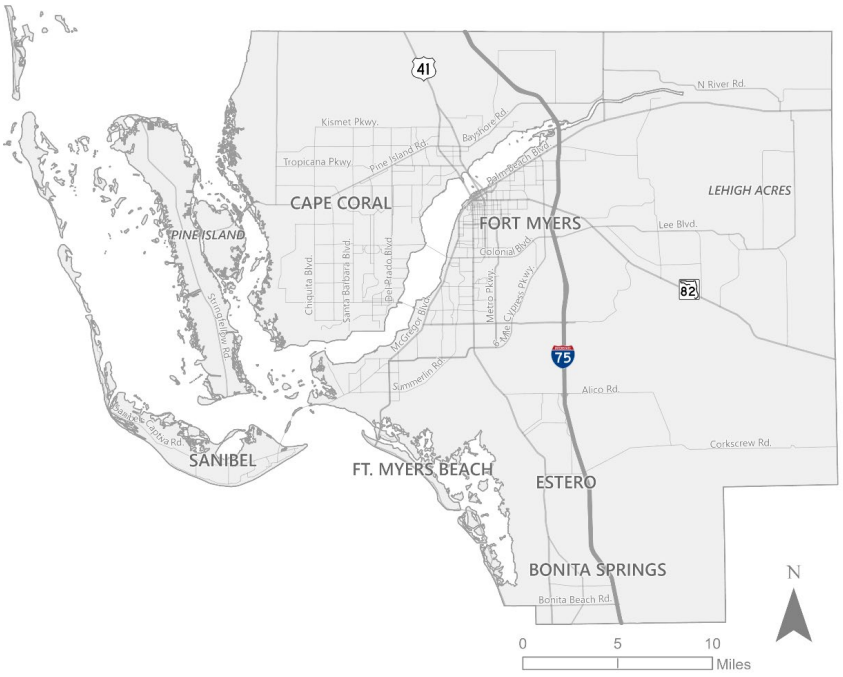
1.0 Introduction

The Lee County Metropolitan Planning Organization (MPO) is responsible for transportation planning in the Cities of Bonita Springs, Cape Coral, Fort Myers, and Sanibel, the Town of Fort Myers Beach, the Village of Estero, and unincorporated Lee County, and is responsible for the continuing, cooperative and comprehensive transportation planning process for the region.

The Federal Aid Highway Act of 1962 required each urbanized area with a population of 50,000 or more to establish a continuing, cooperative, and comprehensive, or 3-C approach, to multimodal transportation planning as a condition of receiving federal funds for transportation improvements. Subsequent acts required the creation of a metropolitan planning organization (MPO) in each such area and provided federal assistance for metropolitan planning. (Title 23, §§134 & 104, USC; 23 CFR part 450). As a result of this legislation, the Lee County Metropolitan Planning Organization was created in 1977.



A core requirement of the MPO is the update and development of the Transportation Plan every five years as part of these metropolitan planning requirements (23 C.F.R. 450.324) for the purpose of guiding regional transportation decision-making and prioritizing transportation investments. The analysis of needed transportation projects, identification of goals for the region, and development of revenue-constrained funding create a plan for investing in projects to address the most pressing needs of the communities.

Continuing: Last updated in 2020, the Transportation Plan is being updated to revise projections of growth and the resulting need for transportation projects through 2050. Identifying the needed and financially feasible transportation projects recognizes the increasing costs of completing transportation projects and estimates of federal, state, and local transportation revenues. Decisions identified in the Transportation Plan are implemented as projects that are designed and constructed with revenues budgeted and adopted annually through the MPO's Transportation Improvement Program.

Cooperative: The MPO has developed the Transportation Plan in partnership with the Florida Department of Transportation, Lee County, the cities of Bonita Springs, Cape Coral, Fort Myers, and Sanibel, the Town of Fort Myers Beach, and the Village of Estero. Through monthly meetings, the Lee County MPO meets with local and state agency planners, engineers, and transit operators to review

transportation funding and priorities. Quarterly meetings with other MPOs in the region are held to focus on specific projects and issues of statewide concern.

Comprehensive: The 2050 Transportation Plan is a balanced 25-year multimodal vision for Lee County that supports improved movement and access for people and goods and supports a high quality of life through efficient transportation investments. To implement the long-term transportation vision, the Transportation Plan compares the cost of constructing needed transportation improvements with future transportation revenues for the highway, transit, bicycle, pedestrian, and multi-use trail networks through the year 2050. The transportation investments identified in the Transportation Plan provide for future transportation needs and enhance safety and security within Lee County.

The 2050 Transportation Plan is the MPO's multimodal transportation plan, which identifies current and future anticipated transportation needs. It considers all modes of transportation including motorized vehicles, public transportation, bicycling, walking, and freight travel. The plan determines the transportation needs in Lee County and matches them with prioritized projects based on available funding. This process results in a blueprint for effective transportation decision-making and investment choices as illustrated in **Figure 1-1**.

Figure 1-1 The LRTP Development Process



1.1 What's happened since the Transportation Plan was last adopted in 2020?

In 2024 the population of Lee County was estimated at 860,959, making it the eight-most populous county in Florida, an increase of nearly 100,000 people since the 2020 census was collected. In an area less than 781 square miles and surrounded by the Gulf Coast to the west and environmental lands (i.e. including the Florida Wildlife Corridor) to the east, the transportation improvements previously identified in the 2045 Transportation Plan have not kept pace with congestion or providing increased mobility for the region. Traffic models analyzing travel conditions throughout Lee County and the region show increased delays in travel. Crash analysis shows some improvement to safety although it remains a major problem. The cost of transportation projects has increased significantly while revenues from federal, state, and local governments have remained flat or have decreased.

For example, high priority projects for the region like the replacement and widening of the Cape Coral Bridge have been delayed due to rising costs as have the proposed improvements at Metro Parkway and Daniels Parkway.

The Florida Department of Transportation (FDOT) maintains a five-year work program designed to program funds for major roadway, safety, and transit improvement projects. The work program undergoes an annual budget development and review process that is approved by the Florida Legislature and Governor. This annual process balances current and projected transportation revenues as part of the state's budget process with the ever-changing costs of transportation infrastructure projects.

In a similar manner, locally funded projects are included in the Lee County Capital Improvement Program (CIP), a five-year planning tool to program county funds for large-scale roadway improvement projects in the County. The inclusion of a project in the CIP does not necessarily guarantee it will receive funding or be implemented but is part of a program of projects based on revenue and funding availability.



Under construction for more than 2 years, the replacement of the San Carlos Bridge was opened to traffic in November 2025.

Additional information regarding existing transportation project and their funding commitments, along with forecasts of future growth in Lee County, is discussed in **Chapter 2** of the Transportation Plan.

1.2 How was the 2050 Transportation Plan developed?

Consistence with the National Planning Factors and the Florida Transportation Plan (FTP) are critical elements that guide the Lee County MPO in developing the 2050 Transportation Plan and identifying funding and schedules for future transportation projects. Demonstrating consistency is a major milestone in ensuring that the planning conducted by the MPO meets and supports the expectations of the Federal and State requirements.

The Metropolitan Planning Organization Advisory Council (MPOAC) and Florida's MPOs have worked with the Federal planning partners (FHWA and FTA) and the FDOT to identify and document expectations related to meeting the Metropolitan Planning Requirements. *The Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* outlines a series of topics including stakeholder coordination, fiscal constraint, emerging issues, and a series of technical topics. This document has not been updated since its issuance in January 2018 and therefore did not require any changes to the goals, objectives, and measures used for the 2050 Transportation Plan.



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, public meetings, a virtual workshop, and community organization presentations. The MPO made a considerable effort to engage residents during the Transportation Plan's Update. A Virtual Meeting Room was updated throughout the Plan Update to include analysis findings and recommendations. This provided residents with an opportunity to review information without being constrained by time or physical location. More than 330 visits to this online meeting space provided easy access to updated maps and documentation. A Public Involvement Plan (See Tech Memo #1) was developed at the beginning of the Transportation Plan Update to outline and guide these public participation activities.

Additional information regarding the elements that guided development of the Transportation Plan is discussed in **Chapter 3**.

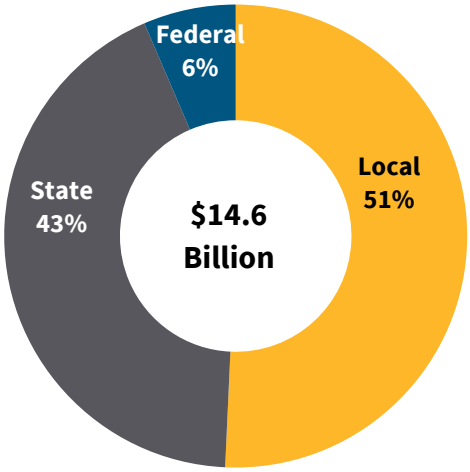
1.3 When will projects listed in the Transportation Plan be completed?

Assessing the needs of the multimodal surface transportation system in Lee County is developed cooperatively with state, regional, and local agencies. Throughout the Plan update, transportation needs are first identified. However, unlike the list of Cost Feasible projects, the identified needs are not financially constrained and frame the extent of future transportation investment that is needed to address region's travel demand.

The vision, and resulted transportation needs, identified in the Transportation Plan, cover 25 years in the future. That doesn't mean the transportation projects funded in this plan have to wait that long to begin, however. As part of the MPO's charge for having a continuous planning process, the Transportation Plan outlines a future strategy for investing in the transportation system. These future investments are evaluated by the MPO on an annual basis by adopting the Transportation Improvement Program or TIP. Estimated transportation revenues, developed locally by Lee County and the cities, and by the Florida Department of Transportation, are compared with the updated project costs to determine the projects that can be funded each year.

Project needs were reviewed against available revenues and matched up based on eligibility and jurisdictional priorities. Cumulatively, the Cost Feasible Plan includes over $14.6 billion in future year funding for transportation projects that maintain the existing transportation infrastructure, widen existing roads and add new roads, expand transit services, and provide safer bicycling and walking facilities.

2050 Transportation Revenues



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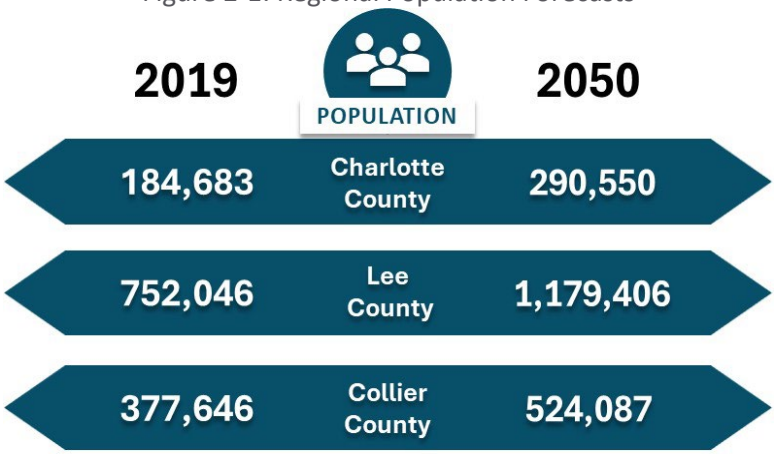
The annual TIP development process advances projects from the Transportation Plan based on budgets adopted by the Florida Legislature and local elected governing bodies. This annual review of transportation funding and project implementation also allows the MPO an opportunity to revisit the assumptions included in the Transportation Plan. While the Transportation Plan is updated every five years, the MPO also has the ability to amend the list of cost-feasible projects and the anticipated timeframe for when projects will be funded, thereby demonstrating consistency between the TIP and Transportation Plan.

Additional details covering the development of transportation needs, future revenues, project costs, and planned timeframe for projects to be completed are found in **Chapter 4** and **Chapter 5.**

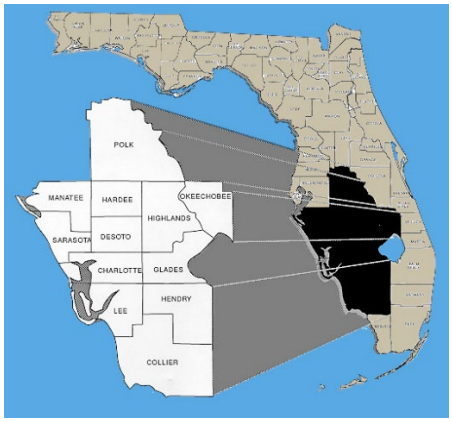
2.0 Plan Context

As Lee County grows with the rest of Southwest Florida, seamless regional travel becomes increasingly important. Boundaries between the communities are getting closer as urbanized areas expand outward and begin to coalesce (see **Figure 2-1**). These expanding boundaries reflect the reality that people cross county lines for working, shopping, entertainment, education, and healthcare. Collaboration and connection of services is needed on a regional scale rather than solely focusing on a jurisdictional scale. Recognizing this reality, the MPOs serving Charlotte, Collier, and Lee Counties work together to coordinate regional transportation planning through joint MPO Board Meetings and have collaborated to implement and prioritize projects of regional significance. The Burnt Store Road project identified in the Cost Feasible Plan is an example of collaboration between

Figure 2-1: Regional Population Forecasts



Charlotte and Lee Counties, while transit service along US 41 highlights the cooperation that connects Collier and Lee Counties. Additionally, regional collaboration between Charlotte, Lee, and Collier counties is emphasized in commercial movement of people and goods through the regional partnership established to support the administration and management of the Southwest Florida International Airport.



Counties in FDOT District 1. Image provided courtesy of FDOT

Broader regional coordination occurs across the 12-county region that makes up FDOT's District 1. Through quarterly meetings, representatives from the MPOs serving these counties meet to review regional topics and coordinate on long-range planning activities. Assessing and identifying future transportation projects is a collaborative effort between the MPOs and FDOT through testing and evaluating transportation system improvements using District 1 Regional Planning Model (D1RPM). This level of collaboration allows for the consideration of regional transportation projects that cross county lines to be considered as the MPOs seek to address regional transportation challenges.

2.1 Existing and Committed Transportation Conditions

Prior to identifying future transportation and travel needs, the existing transportation system and projects with funding commitments over the next five years were reviewed. Many projects listed in the Transportation Plan have advanced beyond the planning phase and are actively being implemented. Listed below in **Table 2-1** are projects the MPO has prioritized for funding. These projects are in various stages of implementation and the estimated timeframe for construction has been incorporated into the 2050 Transportation Plan. In addition to projects that are funded for construction in the next five years, this table illustrates the transportation projects that have been prioritized by the MPO and an anticipated timeframe for construction.

Accounting for projects that are underway ensures that projects can be completed in a timely manner and are identified for funding before new projects are added. This permits existing transportation conditions to be compared to the forecasted demand on the transportation system through 2050 to evaluate the type of future transportation improvements needed.

Table 2-1: Existing Priority Projects

Project Location	Project Description	Project Status
Big Carlos Bridge	Bridge Replacement	Under Construction
US 41 at Six Mile Cypress Parkway	Intersection Improvement	Design 2031-2035
US 41 at Bonita Beach Road	Intersection Improvement	Construction 2041-2050
Burnt Store Rd: Van Buren Pkwy to Charlotte County	Widen to 4 lanes	Construction 2036-2040
SR 78 (Pine Island Road): Burnt Store to NE 24th Ave	Widen to 6 lanes	Design 2031-2035
SR 31: SR 80 to SR 78	Widen to 6 lanes	Construction 2026-2030
Old US 41: US 41 (Collier County) to Bonita Beach Rd	Widen to 4 lanes	Construction 2041-2050
Cape Coral Bridge: E. of Del Prado to W. of McGregor	Bridge Reconstruction / Widen to 6 lanes	Construction 2026-2030
Countywide Advanced Traffic Management System	Traffic Signal Upgrades (Phase III)	Construction 2031-2035
Fowler St/Evans Avenue: S. of Hanson to MLK Blvd	3-Lane One Way Pair	Design 2031-2035
Three Oaks Extension (Phase III): Indian Pony Drive to Daniels Pkwy	New 4 lanes	Under Construction
Sunrise Extension: 75th Street W to SR 80	New 4 lanes	Construction 2036-2040
Ortiz Avenue: SR 82 to Luckett Rad	Widen to 4 lanes	Construction 2041-2050

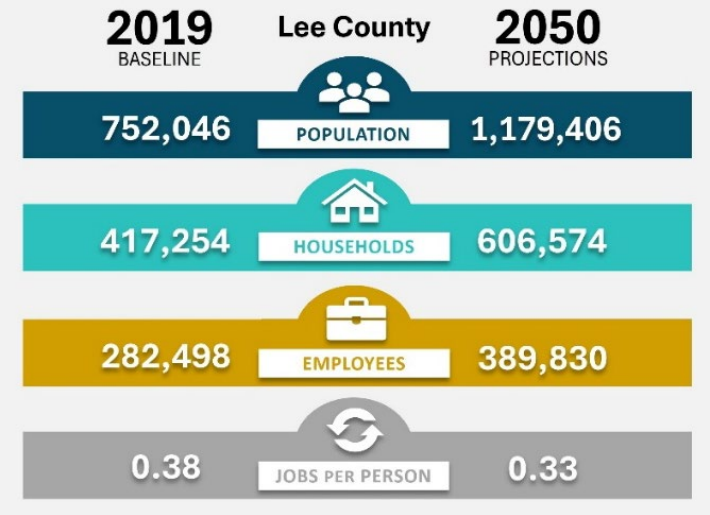
2.2 Population and Employment Projections

Population, employment, and housing data are essential for forecasting future travel demand and transportation needs for the Transportation Plan. Using the Interactive Growth Model (IGM), projections through the year 2050 have been made for these and other key socioeconomic indicators used to forecast growth in Lee County. These projections of when and where growth is most likely to occur are used to inform decisions related to the need, location, type, and priority level of future transportation investments.

To support these regional decisions, the IGM uses a series of algorithms to identify the most likely locations and timing for realistic future growth based on land use changes. It uses recent and historic data to account for demographics, development patterns, and transportation networks. The model is made up of many sub-models, such as demographic, housing, economic, commercial, socio-political, and land resources, which help communicate relationships to projected growth in each category. A more detailed explanation of the methodology used by the IGM is included in the Socioeconomic Data Forecast Memo (Tech Memo #2).

Figure 2-2 shows a comparison of the 2019 baseline data and the 2050 future projections for Lee County's population, housing, and employment totals. The IGM projects growth in 5-year increments through the horizon year of 2050, focusing on the development potential of distinct parts of the County. By using the Lee County Planning Communities, for the unincorporated areas of the County, and the incorporated (city, town, and village) areas, Lee County was divided into 22 distinct subareas for identifying and summarizing the future growth forecasts. Each Planning Community consists of multiple smaller Traffic Analysis Zones that collectively define the projected growth within its boundaries and are used by the District 1 Regional Planning Model for determining future travel patterns and demand. Population and employment projections are summarized at the Planning Community level on the following pages and at the TAZ level are included in the Tech Memo #2. Whether at the summary level or individual TAZ level, these forecasts are based on an expectation of average growth over time, although short periods of decline or high growth will continue to occur periodically.

Figure 2-2: Countywide Population & Employment Forecasts



Population

Lee County's population is projected to grow by nearly 60% over the next 25 years, increasing from roughly 750,000 in 2019 to nearly 1.2 million by 2050 and gaining almost 430,000 additional residents. Identifying locations and planning for this future growth is accomplished through the use of the Lee County Planning Communities. Adopted through County Ordinance, these sub-areas of Lee County include the incorporated cities and distinct areas of planning and zoning regulations. This growth creates a corresponding need for housing, which is expected to result in nearly 200,000 additional housing units in Lee County over the same time period.

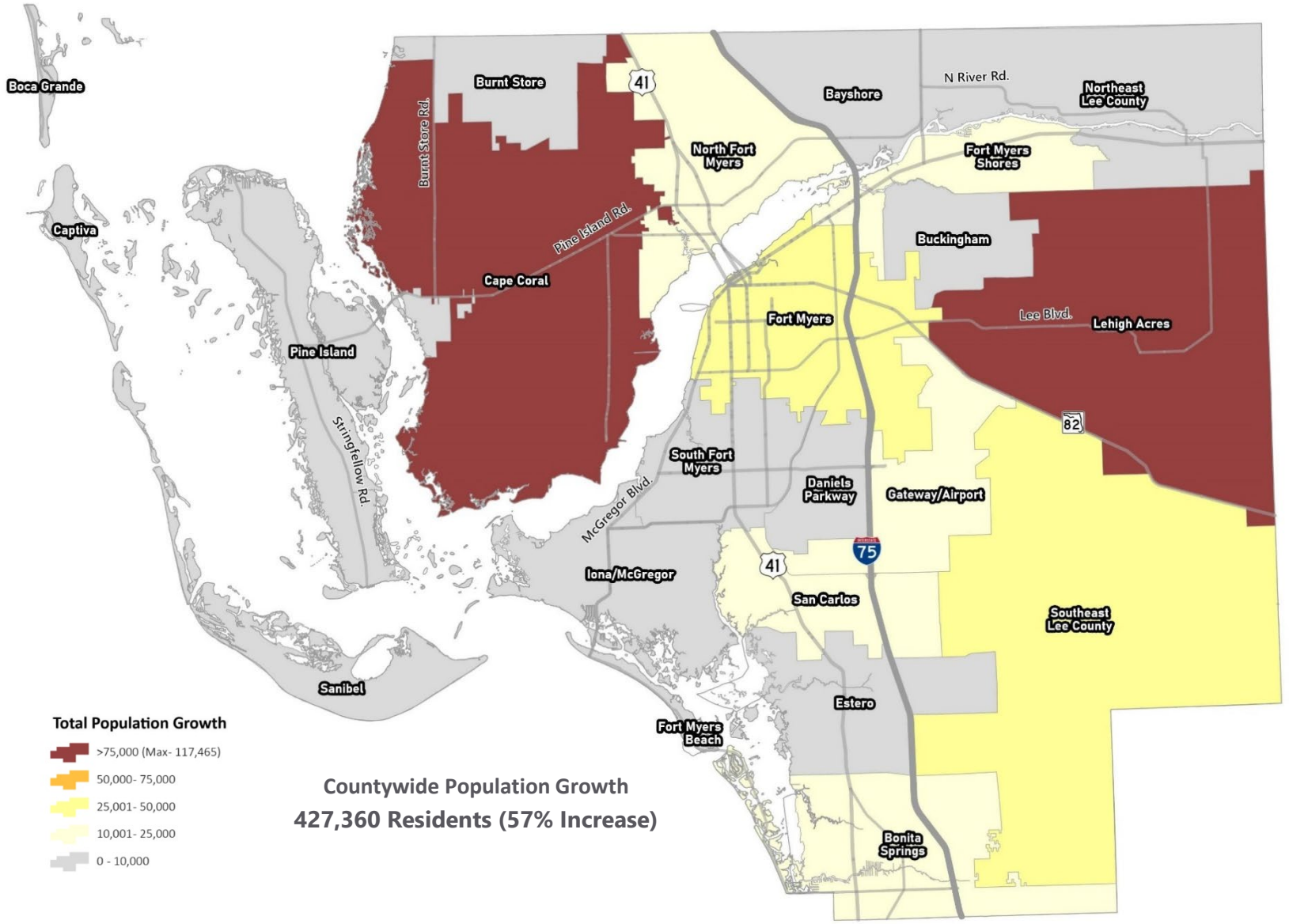
The highest growth is anticipated to occur in Planning Communities with the highest-density residential areas and existing population centers. Lehigh Acres and Cape Coral, for example, are each projected to gain nearly 120,000 additional residents by 2050. The net population increase expected in these two Planning Communities alone is more than 30% of Lee County's existing population and represents more than 50% of total projected growth through 2050. Population growth by Planning Community is shown in **Figure 2-3** and the overall change in population (2019-2050) listed in below in **Table 2-2**.

Table 2-2: Population Forecasts Summary

Planning Community	Existing Population	2050 Population	% Change (2019-2050)
Bayshore	5,252	9,872	88%
Boca Grande	990	1,166	18%
Bonita Springs	52,826	63,251	20%
Buckingham	4,434	6,073	37%
Burnt Store	1,906	2,047	7%
Cape Coral	196,021	312,075	59%
Captiva	2,252	2,666	18%
Daniels Parkway	11,620	15,712	35%
Estero	31,055	38,244	23%
Fort Myers	85,063	131,951	55%
Fort Myers Beach	5,610	5,745	2%
Fort Myers Shores	20,985	36,449	74%
Gateway / Airport	13,285	24,035	81%
Iona / McGregor	34,409	40,819	19%
Lehigh Acres	113,381	230,679	103%
North Fort Myers	51,004	63,626	25%
Northeast Lee County	3,793	9,426	149%
Pine Island	8,688	10,317	19%
San Carlos	35,176	49,175	40%
Sanibel	6,309	6,971	10%
South Fort Myers	56,103	61,638	10%
Southeast Lee County	11,884	57,469	384%
Countywide	**752,046**	**1,179,406**	**57%**

Other high-growth areas relative to existing population size include Bayshore, Fort Myers, Fort Myers Shores, Gateway/Airport, Northeast Lee County, and Southeast Lee County, most of which coincide with the less-developed eastern portions of the County that contain fewer existing residential areas and higher future growth potential.

Figure 2-3: Population Growth (2019 to 2050)



Employment

The number and type of jobs that a community can support is directly related to the availability and conditions of the local transportation network in addition to other factors such as land use and economic conditions. Areas with high job growth often experience substantial population increases, available space for development, and resources to support these changes. 2050 employment projections for Lee County show more than 100,000 additional jobs countywide over the next 25 years, an increase of nearly 40% when compared to the existing number of jobs.

The highest employment growth is expected to be concentrated in Planning Communities with existing job centers and those east of I-75 with higher development potential. Cape Coral is expected to gain the highest number of jobs by 2050, at more than 33,000 as shown in **Figure 2-4**.

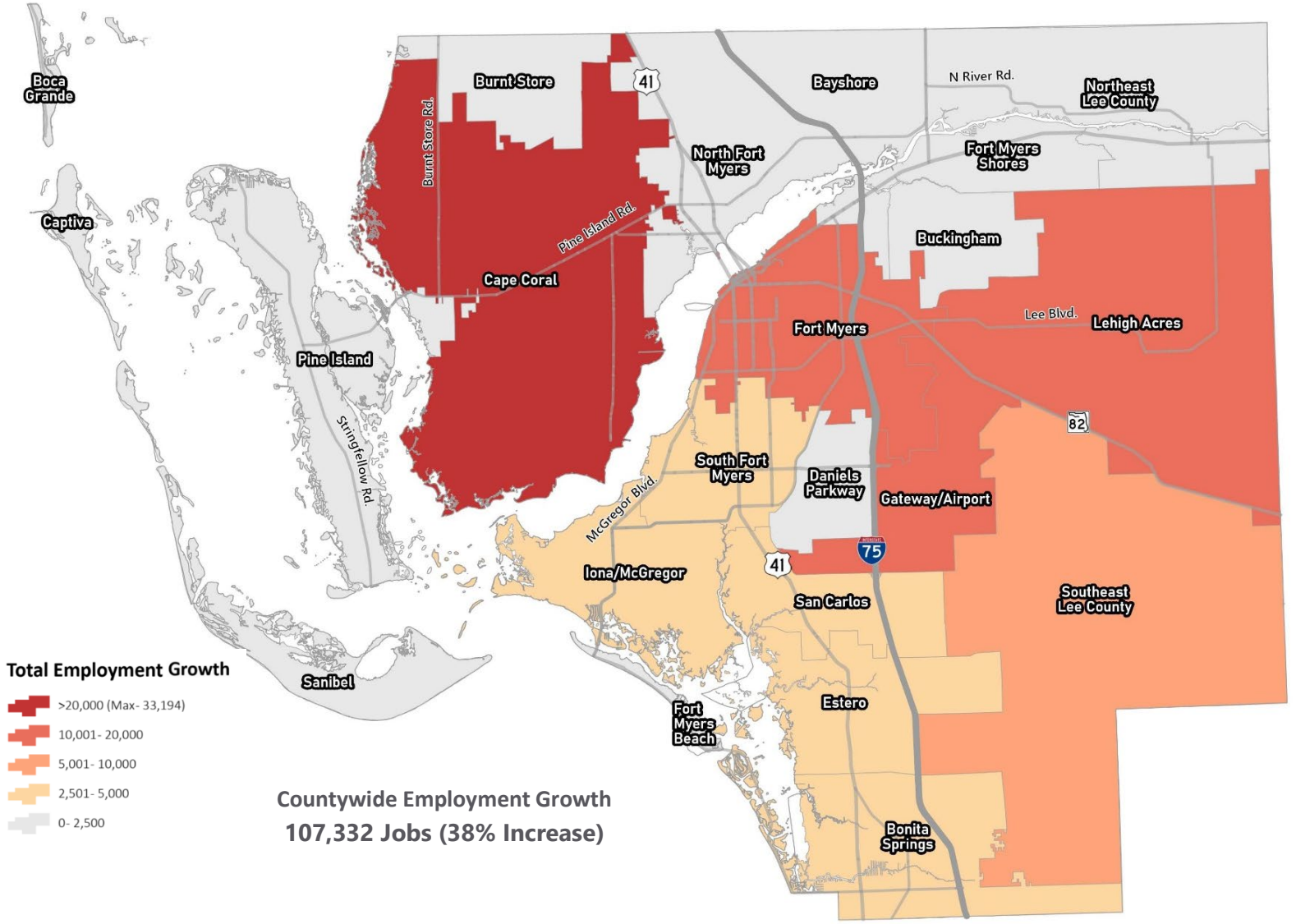
When combined with the Lehigh Acres, Fort Myers, and Airport/Gateway Planning Communities, as shown in **Table 2-3** the total anticipated growth in these four areas is anticipated to be more than 75,000 jobs, which represent roughly 71% of all employment growth countywide by 2050.

Table 2-3: Employment Forecasts Summary

Planning Community	Existing Employees 2019	Projected Employees 2050	% Change (2019-2050)
Bayshore	1,076	1,384	29%
Boca Grande	890	890	0%
Bonita Springs	22,110	25,540	16%
Buckingham	1,259	1,380	10%
Burnt Store	433	433	0%
Cape Coral	48,756	81,950	68%
Captiva	1,048	1,048	0%
Daniels Parkway	4,728	5,738	21%
Estero	13,655	16,711	22%
Fort Myers	60,078	75,051	25%
Fort Myers Beach	3,243	3,803	17%
Fort Myers Shores	5,299	7,740	46%
Gateway/Airport	10,658	28,020	163%
Iona/McGregor	14,619	17,248	18%
Lehigh Acres	14,579	25,283	73%
North Fort Myers	12,161	13,698	13%
Northeast Lee County	1,254	3,119	149%
Pine Island	2,237	3,041	36%
San Carlos	12,624	15,843	25%
Sanibel	4,845	4,845	0%
South Fort Myers	45,442	48,478	7%
Southeast Lee County	1,504	8,587	471%
Countywide	**282,498**	**389,830**	**38%**

Conversely, Boca Grande, Burnt Store, Captiva, and Sanibel are expected to experience no net employment growth during the same time period. These communities have limited land availability and land use options, which restrict job growth opportunities. Sanibel, Captiva, and Boca Grande are reliant on tourism and have constrained land availability, which affects job diversity. Burnt Store is rural and agricultural focused, resulting in slower growth and fewer employment opportunities.

Figure 2-4: Employment Growth (2019 to 2050)



2.3 Emerging Issues and Plan Considerations

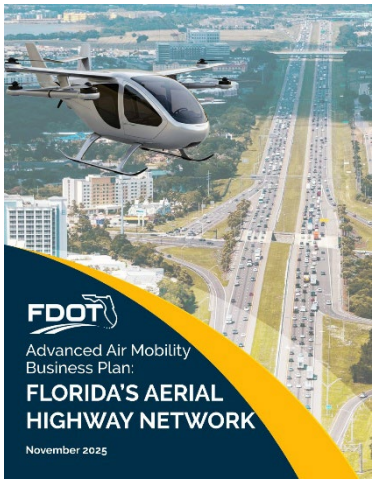
Rapid advances in transportation technology are expected to radically transform how Floridians move around the state within the next few decades. Advancement and developments in big and shared data, mobility on-demand, micro-mobility, autonomous- and connected-vehicles have come to the forefront of public interest and are changing the way people travel. In the same way, significant growth in e-commerce is already changing the way freight moves on our highways and local streets.

Additional policy and funding initiatives within the State of Florida influence decisions made for the Transportation Plan. As initiatives and emerging issues become more solidified, the Lee County MPO responds by including funding for transportation projects, changes in travel behavior, and modes of travel in future Transportation Plan updates.

Moving Florida Forward – Sate FDOT Initiative

During the 2023 Legislative Session, Governor Desantis proposed, and the Florida Legislature then passed the Moving Florida Forward Infrastructure Initiative. As part of this state transportation funding program the Florida Department of Transportation identified a selection of critical needs on state-owned roads and previously approved projects with broad community support that only lacked funding. This statewide initiative dedicated $4 billion dollars of General Revenues over the following five years (through 2028) as a portion of the $66.1 billion dollar cost for completing the initiatives priority projects. Projects advanced under this initiative were identified across the state primarily on interstate highways (I-4, I-75, I-95, and I-10), SR 70, SR 29 and other highways identified on the Florida Strategic Intermodal System Network. In Southwest Florida, I-75 from Golden Gate Boulevard to Corkscrew Road was advanced to construction, as was reconstruction of the I-75 interchange at Pine Ridge Road in Collier County.

Advanced Air Mobility



FDOT is promoting the planning and integration of Advanced Air Mobility (AAM) into the multi-modal transportation system, which starts at the local level as cities and counties consider the operations of AAM aircraft for such things such as emergency services, cargo, and passenger transport. Florida continues to be recognized as a national leader in the AAM space. Several AAM manufacturers and operators are planning for commercial operations in Florida, and a few are already negotiating with targeted cities and airports within the state. Initially, these aircraft may rely on existing airports and heliports, but as eVTOL operations increase, vertiports will likely be needed.

The links between MPOs, their state DOTs, and regional modal agency partners are critical. FDOT District One established the Congestion Management Multimodal Planning (C3MP) initiative in 2019. C3MP represents a new way of incorporating air modal considerations into existing FDOT and MPO processes. With an initial focus on public transit, and a recent expansion into other modes including aviation and freight, C3MP aims to implement a proactive, coordinated, collaborative, and innovative approach to providing mobility choices that reduce congestion.

Regional Planning

Since 2004, the Lee County MPO and Collier MPO have coordinated regionally planning activities under an interlocal agreement. Designed to promote and establish a forum for communication and coordination, and to foster joint regional cooperation and conduct regarding transportation planning in accordance with Section 339.175, *Florida Statutes*, 23 and C.F.R. 450.312, this agreement has committed both MPOs to coordinate transportation planning and policy activities in the Lee and Collier bi-county region to promote regional transportation solutions and enhance overall regional transportation system efficiency.

During the 2024 Florida legislative session, Senate Bill 1032 included a requirement for the two MPOs to conduct a feasibility study on consolidating. While this bill was not passed during the previous session, it is anticipated to gain support. In response to this bill, the MPOs have partnered with FDOT District 1 who contracted the Center for Urban Transportation at the University of South Florida to conduct a consolidation study.

Currently underway, Phase one of this study is exploring current practices and activities of the two MPOs as well as identifying potential opportunities or barriers for merging. Anticipated to be completed in 2026, results from this study will guide future regional planning activities of the MPO.

Tourism and Travel

Lee County is a major travel destination, with a high volume of domestic tourists and international visitors. The County has a thriving tourist industry, which welcomes millions of seasonal residents and visitors every year and, as a result, has a gross economic output in billions of dollars every year. Growth in economic activity and development such as hotels increases the need for connectivity to key hubs and to the airport and beaches, as visitors may want to access attractions throughout the county and may not have access to a personal vehicle. Passengers at Southwest Florida International Airport (RSW) grew from nearly 6 million in 2020 to over 10 million in 2023 to become one of the top 50 U.S. airports for passenger traffic.

In October 2021, the Lee County Port Authority began Phase 1 of the RSW Airport Terminal Expansion Program. Plans for Phase I focused on improving the airport's efficiency by consolidating and streamlining security checkpoints, adding concession space and providing passengers with more amenities and options.

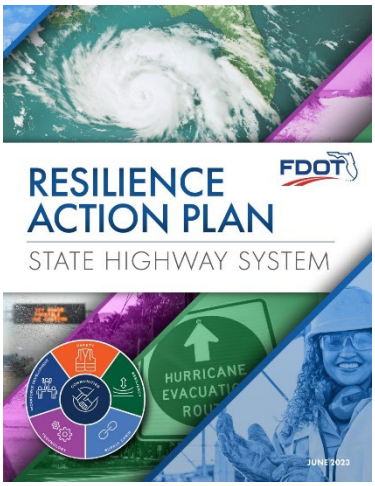


Conceptual rendering of RSW showing Phase 2 of the Airport Expansion Plan completed.

At a cost of more than $1 Billion, Phase 2 kicked in 2024 and is expected to be completed by December 2027. Plans for Phase 2 include expansion of the airport terminal on all three levels to include a new ticketing lobby and Bag Claim area; new Baggage Handling System; a new Concourse E with 14 initial gates and the infrastructure to support 19 gates in the future. Phase 2 also includes road and curbside improvements that will reconfigure and expand terminal access roadways.

Resiliency – State of Florida Initiative

The Resilient Florida Program was established in 2021 to harden coastal infrastructure and help communities prepare for the impacts of flooding and hurricanes through targeted funding and directives that enhance efforts to protect inland critical assets and infrastructure across the state, waterways, coastlines, shores, and coral reefs, all of which serve as invaluable defenses against flooding. Since its establishment in 2021, the State of Florida has invested a total of $1.8 billion to support over 320 planning grant awards for eligible entities, including projects to complete inventory assessments of community infrastructure and critical assets and another 365 projects to complete physical improvements identified in those assessments, or similar studies that pre-dated the program. A majority of the projects funded so far with Resilient Florida planning grants have contributed to putting nearly 95% of Florida's counties and municipalities on track to complete comprehensive vulnerability assessments by 2026.



The Resilience Action Plan, prepared in 2023, examines the vulnerabilities of the State Highway System to flooding, storm surge to identify areas Florida can prioritize investments.

Using information derived from these local vulnerability assessments, FDOT created the Statewide Critical Asset Database in 2023, a comprehensive inventory of critical and regionally significant assets from across the state. As required by Section 380.093(4), *Florida Statutes*, the 2024 Comprehensive Statewide Flood Vulnerability and Sea Level Rise Assessment assessed the flood risk for all inventoried assets across multiple current and future flood hazards. This effort has resulted in a high-level baseline for flood risk across the state that will further standardize local and regional resilience planning efforts and assist communities in prioritizing the fortification, adaptation, or relocation of their most vulnerable assets.

Resilient Lee

In response to the massive and widespread devastation caused by Hurricane Ian, the Lee Board of County Commissioners voted unanimously to form the Recovery Task Force based on the FEMA National Disaster Recovery Framework. The Recovery and Resilience Plan (Plan) developed by the Recovery Task Force is a recommended roadmap that may be used in whole or in part by Lee County and its municipalities to support their unique communities in building back from and continuing to thrive despite the devastating impact of Hurricane Ian.

The Plan documents a strategic vision based on shared Initiatives that may support recovery across the County and its municipalities. This Plan describes the community needs and recognizes that disaster recovery is often achieved through the efforts of a large coalition of multi-sector stakeholders. Solutions to community needs are presented via Initiatives in eight key recovery areas of Planning, Economic Recovery, Education & Workforce, Infrastructure, Housing, Natural Resources, Health & Social Services, and Cultural Resources. In total, 43 recommended recovery Initiatives across these eight key areas represent strategic actions that, if implemented, can address the identified unmet community needs and increase the resilience of Lee County to future disasters while maintaining the prized and unique elements of each of its neighborhoods.

Mobility/Transit on Demand



Mobility on Demand (MoD) is a curb-to-curb service available for people to access using a mobile app or call-in service. Some have called this service a public sector Uber or Lyft type of transit service. Unlike fixed-route transit service, because MoD is publicly funded, it is an affordable alternative to private ridesharing options such as Uber and Lyft, although MoD service is limited to a defined service zone and limited operating hours. Unlike fixed-route transit service, MoD transit is serviced by smaller vehicles that carry three to ten passengers directly from a chosen pickup location to a chosen destination within the service zone. MoD can also operate as a first and last mile service to and from transit stops that connect to destinations outside the service zone. MoD sometimes replaces an existing bus route within the MoD's service zone.

LeeTran began providing a MoD service to Bonita Springs and the unincorporated area of Lehigh Acres named ULTRA On-Demand Transit (ULTRA). The service hours are 7:00 a.m. to 6:00 p.m. Monday through Sunday. A one-way fare is $1.50. LeeTran's Transit Development Plan identifies MoD as future projects serving the City of Cape Coral (Cape Coral), North Fort Myers, Shell Point, and San Carlos to Village of Estero.

3.0 Guiding the Plan

The foundation of the Transportation Plan began with developing the vision, goals, and objectives to guide decisions and define how the MPO expects to meet the future growth and travel needs through implementation of the Transportation Plan. The 2050 Transportation Plan's goals and objectives were adopted by the MPO Board on November 22, 2024, through collaboration with the Technical Advisory Committee, Citizens Advisory Committee, and community partners. Together, the visions and goals adopted by the Lee County MPO establish a long-term framework for developing and maintaining the county's transportation system.

Vision

Lee County will be a highly desirable place to live, work, and visit—recognized for its commitment to a sustainable future characterized by a healthy economy, environment, and community. Lee County will be a community of choice—valued for its quality of life; varied natural environment; unique sense of history and place; distinct urban, suburban, and rural communities; diverse economy and workforce; and varied travel options.

3.1 Federal and State Requirements

To ensure that the 2050 Transportation Plan complies with the Federal and state requirements of the metropolitan planning process, a checklist has been included in **Appendix A.** Serving as a crosswalk between the Federal and state requirements and sections of the Transportation Plan, the crosswalk provides details on where additional information can be found.

Infrastructure Investment and Jobs Act

In November 2022, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law. Providing approximately $550 billion between fiscal years 2022 through 2026 for new federal infrastructure, the BIL/IIJA is the largest long-term investment in our infrastructure and economy in our Nation's History. Providing the basis for FHWA programs and activities through September 2026, the new five-year plan replaces the *Fixing America's Surface Transportation Act (FAST Act)* and represents 56.4 percent increase in surface transportation funding.

IIJA continues the Metropolitan Planning Program, establishing a cooperative and comprehensive framework for making transportation investment decisions in metropolitan areas. IIJA continues all funding features that applied to Metropolitan Planning under the previous FAST Act and builds on other program features found in the FAST Act.

This legislation also authorizes up to $108 billion to support federal public transportation programs, including $91 billion in guaranteed funding nationwide. The legislation will help improve public transportation in America's communities by advancing key priorities, including safety, modernization, accessibility, and a focus on new propulsion technologies.

Planning Factors

IIJA also introduced and reinforced several areas of focus that warrant careful consideration for updating the Transportation Plan, which include limiting disproportionate burdens on historically marginalized groups and communities and promoting the use of transportation technology in metropolitan planning. Introduced in previous legislative actions, the following 10 planning factors listed in 23 C.F.R 450.306 (b) were applied to the 2050 update:

1) **Support the economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2) **Increase the safety** of the transportation system for motorized and non-motorized users.
3) **Increase the security** of the transportation system for motorized and non-motorized users.
4) **Increase accessibility and mobility** of people and freight.
5) Protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.
6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7) Promote efficient **system management** and operation.
8) Emphasize the **preservation of the existing transportation system**.
9) **Improve the resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10) Enhance **travel and tourism**.

Performance Based-Planning

Also continued from the previous FAST Act and included in IIJA is the requirement that each State DOT and MPO conduct performance-based planning by tracking performance measures to develop data-driven targets for improving safety and operation of the transportation system. Performance-based planning connects the efficient investment of transportation funds and expected outcomes by increasing accountability, providing transparency, and linking investment decisions to the performance measures. The System Performance Report, found in **Appendix B**, evaluates the condition and performance of the transportation system in Lee County with respect to the federally required performance measures, and reports on progress achieved in meeting the targets. The required performance measures include:

- Highway safety measures
- Pavement and bridge condition measures
- Reliability and congestion on the National Highway System, including freight specific measures
- Transit asset management measures
- Transit safety measures

Florida Transportation Plan (FTP)

The Florida Transportation Plan is divided into four distinct elements, Vision, Policy, Performance, and Implementation. Currently being updated to develop a statewide vision and planning framework

through the year 2055, The 2045 Florida Transportation Plan was last adopted in 2020. The Policy Element includes seven goals that reflect the ongoing changes that are occurring statewide. The Policy Element calls for Florida's transportation partners to reaffirm the state's primary commitment to safety and security and pursue comprehensive approaches to achieving this goal. It broadens the state's definition of transportation infrastructure to include supporting technologies and expands the focus beyond maintaining infrastructure in good condition to future-proofing infrastructure against existing and emerging risks. The Policy Element also expands the state's emphasis from improving efficiency of the system to enhancing mobility for people and freight and ensuring transportation accessibility for all Floridians. Notably, the Policy Element encourages forward-looking planning for how transportation system investments will support a more competitive, resilient, and sustainable state. **Table 3-1** provides an overview of how Florida currently evaluates each of these goals and a forward-looking plan to support a more competitive, resilient, and sustainable state.[1]

Table 3-1: Florida Transportation Plan Goals

GOALS	WHERE WE ARE TODAY	WHERE WE ARE HEADED
Safety and Security	Focus on 4Es (engineering, education, enforcement, emergency services) of traffic safety to reduce fatalities and injuries	Use emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes
Infrastructure	Maintain existing facilities in a state of good repair; focus on physical infrastructure	Evaluate and adapt infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology
Mobility	Focus on increasing system efficiency and reducing delay	Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service
Accessibility and Equity	Expand transportation choices	Enhance access for all Floridians to jobs, education, health care, and other services, especially for those who need it most
Economy	Emphasize global competitiveness and trade	Support regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
Communities	Support quality places	Reflect community visions and values
Environment	Minimize impacts of transportation on the environment	Proactively enhance and restore natural systems for future generations

[1] Florida Department of Transportation, 2045 Florida Transportation Plan Policy Element, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/ftp-documents/policyelement2020-(1)1109c05a69264dca8a76d677d8ce5673.pdf?sfvrsn=ae2f8de3_2, page 3

3.2 2050 Transportation Plan Goals

Issued on January 20, 2025, the Executive Order titled "Unleashing American Energy" attempted to halt funding under the IIJA and Inflation Reduction Act specifically for electric vehicles, and also rescinded multiple prior executive orders related to climate change. This Executive Order did not discourage the development of electric vehicles but rather promoted freedom of choice by consumers. Therefore, references to electric vehicles need not be removed. However, in response to this order, the use of words such as "climate change," "resiliency," and "extreme weather" have been revised in developing the goals and objectives for the 2050 Transportation Plan listed below.



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



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



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



A transportation system that is sensitive to the community's **health**, the community **character** and the changing **environment**.



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



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



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



A transportation system that supports the development of **emerging technology** to update and improve safety, movement, and reliability.

The following tables are used to illustrate alignment of the 2050 Transportation Plan Goals with the national and state planning efforts emphasized through the National Planning Factors and the 2045 FTP Goals. **Table 3-2** demonstrates the consistency between the ten National Planning Factors listed in IIJA, while **Table 3-3** provides the correlation between the Goals of the FTP and the Goals of the Lee County MPO 2050 Transportation Plan.

Table 3-2: Comparison of FAST Act Planning Factors and Lee County MPO 2050 LRTP Goals

2050 Transportation Plan / IIJA Planning Factors	Goal 1 Safety & Security	Goal 2 Transportation Choices	Goal 3 Financially Feasible	Goal 4 Health, Character & Environment	Goal 5 Economic Competitiveness	Goal 6 Connectivity Between Modes	Goal 7 Coordinated	Goal 8 Emerging Technology
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		✓		✓	✓			

Table 3-3: Comparison of FTP and Lee County 2050 LRTP Goals

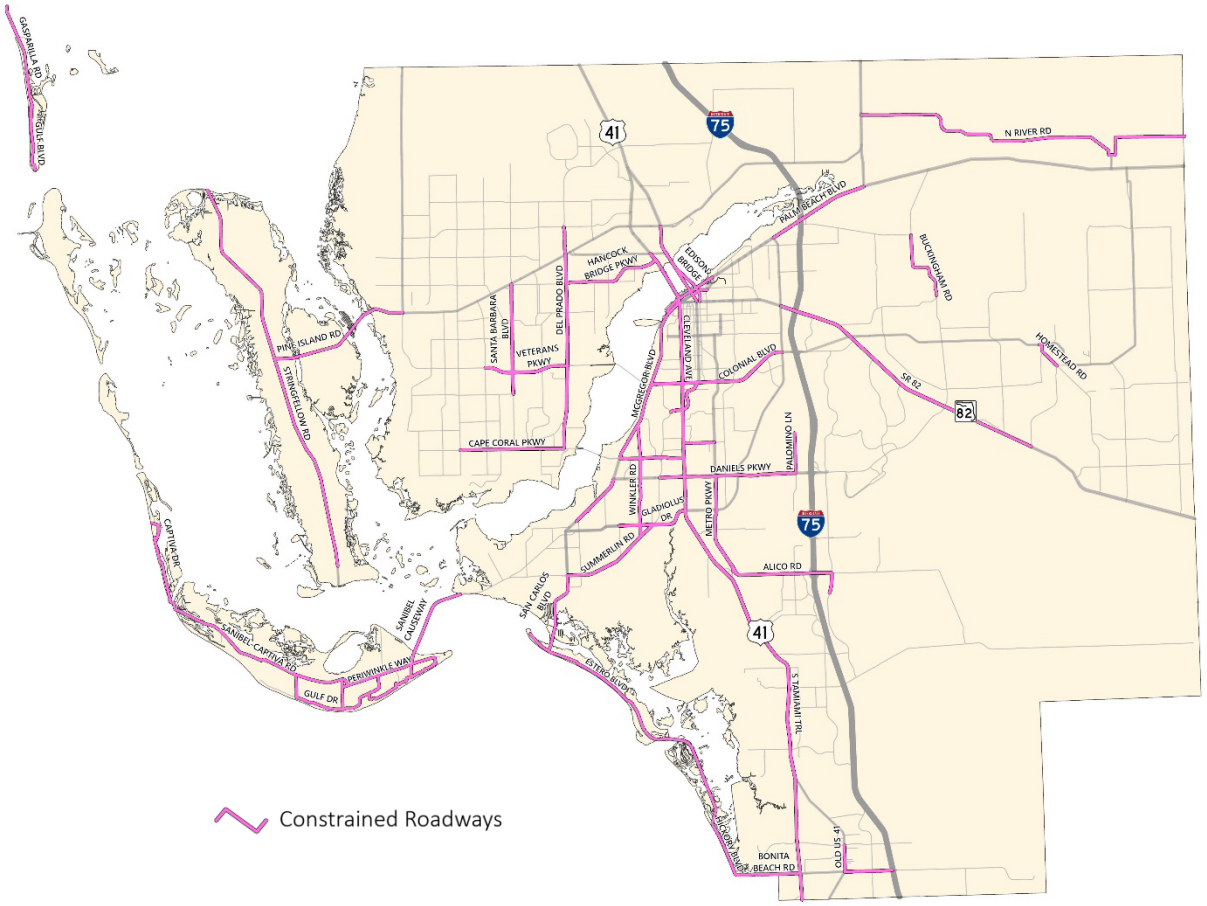
FDOT 2045 FTP Policy Element Goals	Lee County MPO 2045 LRTP Goals
1. **Safety & Security** for Residents, Visitors, and Businesses**.**	Goal 1 – Safety & Security Goal 7 – Coordinated Goal 8 – Emerging Technology
2. Agile, Resilient, and Quality **Infrastructure.**	Goal 5 – Economic Competitiveness Goal 6 – Connectivity Between Modes Goal 7 – Coordinated
3. Efficient and Reliable **Mobility** for People and Freight.	Goal 1 – Safety & Security Goal 3 – Financially Feasible Goal 6 – Connectivity Between Modes
4. Transportation Choices that Improve **Equity and Accessibility.**	Goal 2 – Transportation Choices Goal 6 – Connectivity Between Modes Goal 8 – Emerging Technology
5. Transportation Solutions that Strengthen Florida's **Economy.**	Goal 3 – Financially Feasible Goal 5 – Economic Competitiveness Goal 8 – Emerging Technology
6. Transportation Solutions that Enhance Florida's **Communities**	Goal 1 – Safety and Security Goal 2 – Transportation Choices Goal 4 – Health, Character & Environment
7. Transportation Systems that Enhance Florida's **Environment.**	Goal 2 – Transportation Choices Goal 4 – Health, Character & Environment

3.3 Statewide, Regional and Local Consistency

This update to the Transportation Plan included review of several statewide, regional, and local planning initiatives to guide the identification and funding of future transportation projects. Coordinating the 2050 Transportation Plan decisions with local comprehensive plans included a review of roadways constrained from future widening. As a policy constrained plan, the Transportation Plan does not consider roadway widening or capacity adding projects on constrained roadways. Constraints on these roadways include environmental impacts, impacts to existing neighborhoods and businesses, and limitations of the existing rights-of-way. Constrained roadways in Lee County were identified through a review of local comprehensive plans and land use policies. **Figure 3-1** shows the constrained roadways within Lee County.

Summaries of the select state, regional, and local plans are provided in the following section. Additional details regarding the plans that were reviewed and the associated key findings are presented in the Plans Review Tech Memo #3.

Figure 3-1: Lee County Constrained Roadways



State Planning Efforts

Strategic Intermodal System (SIS)

Put in place more than 20 years ago by the state of Florida, the Strategic Intermodal System (SIS) is a high priority network of transportation facilities that plays an integral role in supporting the state's economy. The SIS was established to focus funding and resources on transportation facilities of statewide and interregional importance.

As Florida continues to grow as a global hub for tourism, trade, and investment, the SIS becomes increasingly important due to the vital role it plays in movement of people and goods throughout the state and beyond.

District1 Freight Mobility & Trade Plan (FMTP)

The Freight Mobility and Trade Plan is a comprehensive plan identifying critical freight transportation facilities that are critical to the economic growth of the state, while also guiding multimodal freight investments. This plan identifies both immediate and long-range planning activities and investments.

By implementing an inclusive engagement process which utilized key players in the freight industry as well as the general public, along with multiple regional freight forums, FDOT was able to collect vital

input on the issues currently facing Florida and develop potential solutions. The goals of the FMTP were developed using key goals and objectives found in similar FDOT, and partner agency plans, as well as incorporating the feedback from the FDOT Project Advisory Committee.

Florida Wildlife Corridor

The Florida Wildlife Corridor (FWC) comprises nearly 18 million acres of contiguous wilderness and working lands crucial to the survival of many of Florida's 131 imperiled animals. About 10-million acres is currently "protected" from land use development from government owned environmental lands or conservation easement. In addition to protecting wildlife, conserving these wild spaces is critical to our overall well-being, offering recreation opportunities, strengthening resilience against intensifying storms, and protecting water quality. There are 1300 named rivers and streams crossing the Corridor that include 1700 miles of designated paddling trails. There are also 6300 miles of trails within the Corridor; including 1100 miles of the Florida National Scenic Trail.

In the past 5 years the state of Florida led by the Department of Environmental Protection has spent over a billion dollars on acquiring environmental lands, expanding and protecting the FWC or entered into long-term conservation area leases.

In SW Florida, and in particular Lee and Collier Counties, land use development is encroaching on the FWC adding to safety concerns for motorists and wildlife. Of the estimated remaining 200 Florida Panthers that roam the corridor, dozens of Panthers have been hit by motorists and killed in the past few years. This growing safety problem is especially prevalent in Collier and Lee County highways.

Regional Planning Efforts

Collier MPO Regional Transit Fare Study

The Collier Area Transit (CAT) Regional Service and Regional Fare Study was performed in conjunction with Collier MPO to evaluate the possibility of implementing a new regional transit corridor to provide transit service between Colier County and Lee County, connecting with the Lee County Transit system (LeeTran).

The study identified and developed regional goals, including the improvement and expansion of regional mobility services with a focus on commuter express routes, connecting workers to employment centers, and facilitating access to key activity centers.

Based on the results of the regional travel patterns, market analysis, and public outreach, a recommended route was chosen for a new connection along SR 82 / US 29 between Immokalee in Coller County and Lehigh Acres in Lee County. The proposed route received the highest overall ranking in the evaluation and demonstrated the most significant need for a new transit connection.

Local Planning Efforts

Bonita Estero Rails to Trails (SUN Trail) Feasibility Study

The Lee County MPO Rail-Trail Feasibility Study in partnership with the City of Bonita Springs and the Village of Estero analyzed the long-term feasibility of a public multi-use trail (SUN Trail) within the 15-mile long Seminole Gulf Railway (SGLR) corridor south of Alico Road or in the adjacent surrounding areas. The proposed trail will pass through southern Lee County and into northern Collier County

through the City of Bonita Springs and the Village of Estero. The Trust for Public Land, a coalition of local and state government, and advocates are currently identifying funding to purchase the Seminole Gulf Rail line for the project.

Caloosahatchee SUN Trail Multi-Modal Feasibility Study

The Caloosahatchee Sun Trail Multi-Modal Feasibility Study is currently being completed in order to identify the best corridor and alignment for a 12-foot paved, shared-use trail connecting Downtown Fort Myers and North Fort Myers across the Caloosahatchee River. By filling this existing gap in the SUN Trail network in Lee County, the proposed alignment will connect the existing northern terminus of the John Yarborough Linear Park with the Littleton Road Shared Use Path west of US 41. With this connection, residents and visitors will have access to safe and expanded multimodal options that will allow them to explore and support local businesses.

Cape Coral Hurricane Evacuation

The City of Cape Coral Evacuation Route Study, performed on behalf of the City of Cape Coral and the Lee County Metropolitan Planning Organization (MPO), was conducted to determine whether regional roadway improvements can maintain or reduce the out-of-city, -county, and -regional evacuation times. The study found that the proposed I-75/Del Prado Boulevard Interchange is estimated to decrease estimated evacuation times during a regional evacuation event, both for Lee County and for the City of Cape Coral, with the new interchange providing improved access to I-75.

LeeTran's Transit Planning

FDOT requires every transit department to adopt a 10-year Transit Development Plan (TDP) in order for projects to qualify for state funding. The TDP serves as a strategic blueprint for a transit agency's public transportation needs. Lee County Transit (LeeTran) adopted its current TDP on October 27, 2020 and is being updated simultaneously with the Transportation Plan.

Safe Streets for All Safety Action Plan

The Lee County Comprehensive Safety Action Plan (Safety Action Plan) was officially adopted in May, 2025 by the Lee County MPO. It was funded as part of the Safe Streets for All (SS4A) program. To qualify for SS4A grant funding, projects need to be identified in a Safety Action Plan. The Safety Action Plan was developed to address transportation safety concerns across the county with a vision of eliminating fatalities and serious injuries on Lee County's roads. The Plan aims to create safer, more accessible streets, particularly for pedestrians and cyclists, and to prioritize safety improvements in underserved communities.

A core component of the Safety Action Plan is the identification of the High Injury Network (HIN). The HIN was developed through an analysis of crash data to identify corridors and intersections with the highest concentration of severe and fatal crashes. The Safety Action Plan recommends targeted safety projects located on the HIN, such as improved crosswalks, enhanced lighting, and traffic calming measures. Within the study area, the Safety Action Plan identifies local and county safety projects along Cleveland Avenue, Edison Avenue, Dr. Martin Luther King Jr. Boulevard, and Pondella Road.

3.4 Public Involvement

The primary purpose of public outreach for the Transportation Plan was to facilitate communication with the public regarding transportation priorities and local community needs. The MPO provided public notices, press releases, and numerous outreach efforts – both virtual and in-person – to ensure community access and participation. In carrying out the Public Outreach aspects of the Transportation Plan, The MPO was guided by the requirements identified in 23 C.F.R. 450.316 and Title 23 of the United States Code at the Federal level and Section 339.175 of the Florida Statutes. Chapter 339 requires citizens, public agencies and other known interested parties be provided with a reasonable opportunity to comment and provide input on the Transportation Plan. To meet these requirements, a Public Involvement Plan (PIP) dedicated to the Transportation Plan was developed prior to the public outreach events occurring to ensure that federal requirements for public participation were met and served as a resource for the public.

Title VI

The Lee County MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states "No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." It is also the policy of the Lee County MPO to comply with all

Public Involvement Summary

Engaging the public throughout the Transportation Plan development process was vital to accurately capture the needs and collective vision for the region. The MPO employed a series of communication and outreach tools to solicit input and feedback during the Plan Update. Press releases, news articles, TV interviews, community presentations, and social media posts garnered awareness about the project schedule, public input opportunities, and other benchmarks in the development of the Plan. Traditional efforts of engaging and sharing information with the public were accomplished through MPO Advisory Committee meetings, in-person workshops, and an online survey. These were conducted at strategic points during the Plan Update to provide interactive and varied opportunities to provide feedback and input on current and future transportation needs. The MPO website was also used to ensure consistent, accessible information and updates and served as a repository for maps, documentation, and meeting agendas.

Throughout the LRTP development, comments were received through email or in-person during MPO Board or Committee meetings. A full list of the comments received during the development of the 2050 Transportation Plan LRTP are included in **Appendix C.**

Between March of 2024 and the adoption of the LRTP in December 2025, there were more than 700 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 46 public meetings and workshops held throughout Lee County during the LRTP update, including 2 public meetings, 35 Committee and Board

meetings with the LRTP update on the agenda, and 9 community presentations to Chamber of Commerce, Community Leaders, and Civic Organizations

All these outreach methods were developed to engage the public, consistent with the Public Involvement Plan and to ensure that the Transportation Plan was a community effort.

46
Events & Meetings

- Public Meetings **(2)**
- Community Presentations **(9)**
- Committee and Board Meetings **(35)**

696+
Participants

- Online Survey **(307)**
- Committee and Board Presentations
- In-Person Workshops **(59)**
- Virtual Meeting Room visits **(330)**
- Community Presentations

9
Outreach Methods

- ✓ Public Meetings
- ✓ Community Presentations
- ✓ Online Survey
- ✓ Press Releases and Newspaper Articles
- ✓ TV and Radio Interviews
- ✓ Social Media Posts
- ✓ Committee and Board Meetings
- ✓ LRTP Webpage on MPO site
- ✓ Virtual Meeting Room

Presentations and Community Meetings

In creating the 2050 Transportation Plan, input was received from stakeholders and during public workshops, presentations to civic and community organizations, and online engagement activities. Community members had opportunities to actively participate in shaping the vision and directing the LRTP.

To supplement the public meetings, the MPO presented to community organizations during the Transportation Plan update in addition to providing updates to the MPO Board and Advisory Committees. **Table 3-4** provides a list of these meetings, topics, and presentation dates.





Table 3-4: Transportation Plan Presentations and Updates

Organization/Committee	Presentation Topic	Date
Technical Advisory Committee	2050 Population and Employment Forecast	3/7/24
MPO Executive Committee	2050 Population and Employment Forecast	3/13/24
Chamber of Southwest Florida	2050 Population and Employment Forecast	4/24/24
Cape Coral Transportation Advisory Committee	Transportation Plan Process and Funding	5/15/24
Technical and Citizen Advisory Committees	Transportation Plan Schedule and Funding	6/6/24
Technical and Citizen Advisory Committees	Transportation Plan Goals and Objectives	8/1/24
North Fort Myers Rotary	Transportation Plan and Safe Streets Updates	8/8/24
Technical and Citizen Advisory Committees	Transportation Plan Revenues and Schedule Update	9/5/24
MPO Executive Committee	Transportation Plan Revenues and Roadway Needs	9/11/24
Cape Coral Transportation Advisory Committee	Transportation Plan Revenues and Roadway Needs	9/18/24
Technical and Citizen Advisory Committees	Public Involvement Plan, Project Costs, and Prioritization Criteria	10/3/24
Technical and Citizen Advisory Committees	Constrained Roadways List	11/7/24
MPO Board	Public Involvement Plan, Transportation Plan Goals and Objectives	11/22/24
Bicycle Pedestrian Coordinating Committee	Transportation Plan Bicycle and Pedestrian Element	12/3/24
Technical and Citizen Advisory Committees	Transportation Plan Needs Assessment	1/9/25
MPO Board	Constrained Roadways List and Schedule Update	1/17/25
Joint Lee and Charlotte MPO Board	Regional LRTP Coordination	2/14/25
Engage Estero	Safety Action Plan and Transportation Plan Update	2/26/25
Technical and Citizen Advisory Committees	Transportation Plan Needs Assessment	3/6/25
Technical and Citizen Advisory Committees	Public Workshop Announcement and Roadway Prioritization Update	5/1/25
Bicycle Pedestrian Coordinating Committee	Transportation Plan Roadway and Bicycle/Pedestrian Needs	5/27/25
Technical and Citizen Advisory Committees	Transportation Plan Roadway and Transit Needs	6/5/25
MPO Executive Committee	Transportation Plan Revenues and Needs Assessment Update	6/11/25
MPO Board	Transportation Plan Roadway and Transit Needs	6/20/25
Lehigh Rotary	Transportation Plan Development Update	6/26/25
Horizon Council	Transportation Plan Development Update	6/27/25
Transportation Management and Operations Committee	Transportation Plan Development Update	7/9/25
Technical and Citizen Advisory Committees	Prioritized Roadway and Transit Needs Update	8/7/25
Alva Inc.	Transportation Plan Development Update	8/12/25
Bonita Cogent Bank	Transportation Plan Development Update	8/14/25
Technical and Citizen Advisory Committees	Congestion Management Process, Freight Element	9/4/25
Technical and Citizen Advisory Committees	Draft Cost Feasible Roadway and Transit Projects, Announce Public Meeting	10/2/25

Public Workshops

The MPO held two public workshops in an open house format at strategic decisions points during the Transportation Plan update. They gave the public an opportunity to interact directly with the planning team, view project display boards, ask questions, provide feedback and guide remaining decisions.

Workshop #1: was held on May 13, 2025 at the Lakes Regional Library in Fort Myers. Coinciding with the timing of the Survey, Participants reviewed materials explaining the LRTP's goals, strategies, and planning timeline. Members of the project team were present to guide discussions and gather input on needed investments. Documents such as surveys and informational handouts were made available in both English and Spanish.



Social Media and News Coverage of Public Meetings

Workshop #2: was held on October 7, 2025 at the North Fort Myers Regional Library. Participants reviewed materials explaining future revenues, project costs, and anticipated project timelines. Newsletters and comment forms were available for the attendees.

Feedback collected during the event underscored strong community interest in expanding multimodal options, including Bus Rapid Transit and ferry services, while also highlighting concerns about infrastructure phasing and stormwater management. The comments and survey responses will help inform the development of the draft plan and prioritize key projects across the region.

Virtual Meeting Room

A Virtual Meeting Room was developed for the Transportation Plan and updated throughout the Plan Update to include analysis findings and recommendations. This provided residents with an opportunity to review information without being constrained by time or physical location. More than 330 visits to this online meeting space provided easy access to updated maps and documentation.



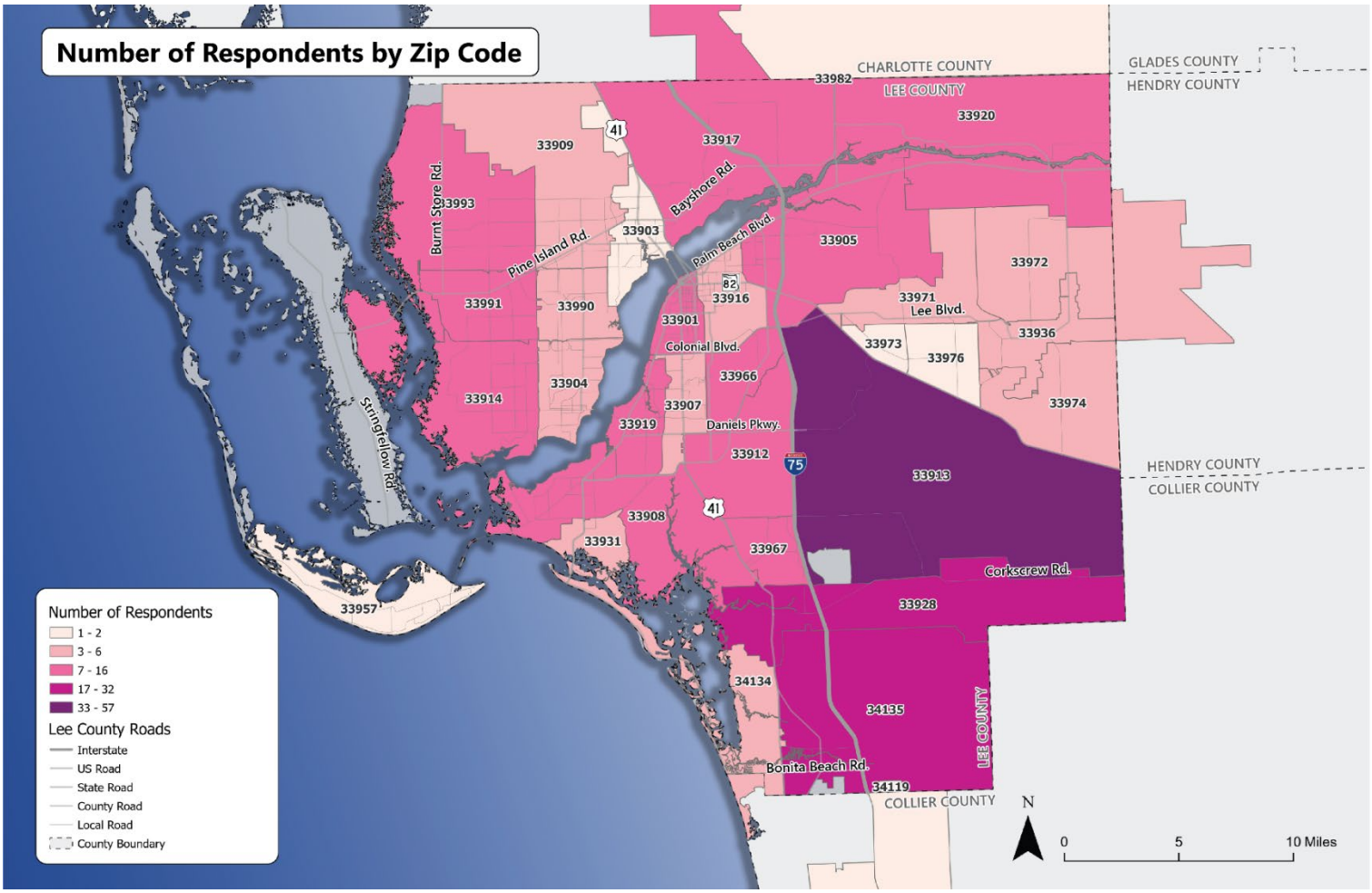
Online Survey

To assist with the development of the 2050 Long Range Transportation Plan, the Lee County Metropolitan Planning Organization (MPO) conducted a non-representative survey of Lee County residents and visitors about travel habits, options, and challenges they are experiencing. No visitors completed the survey.

The survey was conducted between May 1, 2025, and July 18, 2025. It was hosted by Survey Monkey and promoted through the MPO's website and partner agencies' website/social media channels and local news organizations.

Of the 307 respondents, 300 respondents provided their home-location zip code As displayed on Figure 3-2, 57 of the respondents live in the 33913-zip code east of I-75. Most of the development in this zip code is next to the I-75 corridor, such as Stoneybrook, The Preserve at Corkscrew, and Miromar Lakes. It's also worth noting that discussions regarding timing and funding for extension of Alico Road by the Lee County Board of County Commissioners occurred while the survey was live. While there was a high occurrence of responses from the one TAZ, responses from across Lee County as well as the neighboring Charlotte and Collier counties were received.

Figure 3-2: Map of Respondents Residential Zip Code

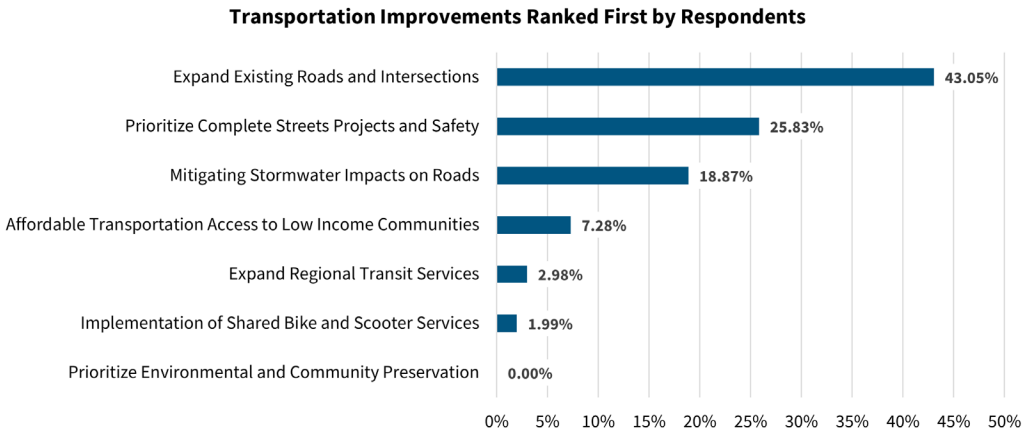


A key finding from the survey was in response to a question that allowed the public to identify and rank their desired transportation solutions. The types of transportation improvements that were presented in the survey addressed the full spectrum of transportation topics, including the following.

- Mitigating stormwater impacts on roadways
- Providing more affordable transportation access to low-income communities
- Prioritizing complete streets projects and improving safety
- Prioritizing environmental and community preservation in all transportation planning
- Implementation of shared bike and scooter services
- Expanding regional transit services
- Expanding existing roads and intersections to accommodate growth

43% of responses identified roadway expansion and improvements to intersections as the most needed transportation improvement (see **Figure 3-3**), thus indicating that reducing congestion on roads and intersections is a top concern among respondents. Still, many saw a need for improvements to address complete streets, safety, and shared bicycle/scooter services.

Figure 3-3: Desired Transportation Improvement Survey Responses



30-Day Comment Period and MPO Board Adoption

Prior to adoption of the Transportation Plan by the MPO Board on December 12, 2025, a 30-day public notice and comment period was opened, thus allowing an opportunity for public review. A Draft Transportation Plan Summary Report was placed on the MPO's website where citizens and stakeholders were encouraged to provide input through phone calls, emails, or online comment forms until the date of adoption by the MPO Board.

During the public review period, one email was received from the Conservancy of Southwest Florida requesting that the Oil Well Road Extension be removed from the Needs Plan. Due to the noted environmental concerns, this project was removed prior to the LRTP adoption and since this did not constitute a considerable change to the Transportation Plan, there wasn't a need to re-advertise for public comment.

4.0 Identifying the Transportation Need

Assessing the transportation system to identify projects needed to meet the future transportation demands for Lee County includes a comprehensive review of roadway, transit, and regional bicycle and pedestrian systems. This included a review of the projects identified in the MPO's 2045 Transportation Plan; review of the LeeTran Transit Development Plan; and incorporation of partner jurisdiction Bicycle/Pedestrian Master Plans and Comprehensive Plans. Understanding and prioritizing transportation needs is the starting point for developing the fiscally constrained, Cost Feasible, list of multimodal transportation projects anticipated to be completed by 2050.

These needs listed in the Transportation Plan act as an inventory of the multimodal surface transportation investments that are needed in Lee County and are developed in cooperation with state, regional, and local agencies. This list is constrained by adopted policy statements, right-of-way limitations, and other social, physical, or environmental constraints. However, unlike the Cost Feasible Plan, the needs are not constrained by available revenues and help indicate the full extent of transportation needs in comparison to what financial resources are expected to be available.

Determining the transportation projects and strategies to include in the list of cost feasible projects is based on evaluation of the prioritized needs and availability of transportation revenues. A major step in the Transportation Plan development process is to identify the policy constrained needs.

4.1 Assessing the Transportation Needs

The purpose of completing an assessment of needed projects is to identify the transportation infrastructure essential for meeting the future travel demand and addressing safety issues without regard to economic, local, or political considerations. A variety of resources were used to identify needs, including coordination with local and regional agencies, analysis using the District One Regional Planning Model (D1RPM), and the identification of high crash locations.

Constrained Roads

Shown in **Chapter 1**, the constrained roads represent locations where future roadway widenings are restricted. In these cases, other solutions such as improving or widening parallel facilities and intersection improvements can be considered.

Deficient Roadways

As part of the Transportation Plan update, the D1RPM 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 4-1.) to forecast traffic demand and transportation choice options through 2050 in Lee County.

Figure 4-1: Four-Step Travel Demand Modeling Process

(1) Trip Generation - How many trips will I make?

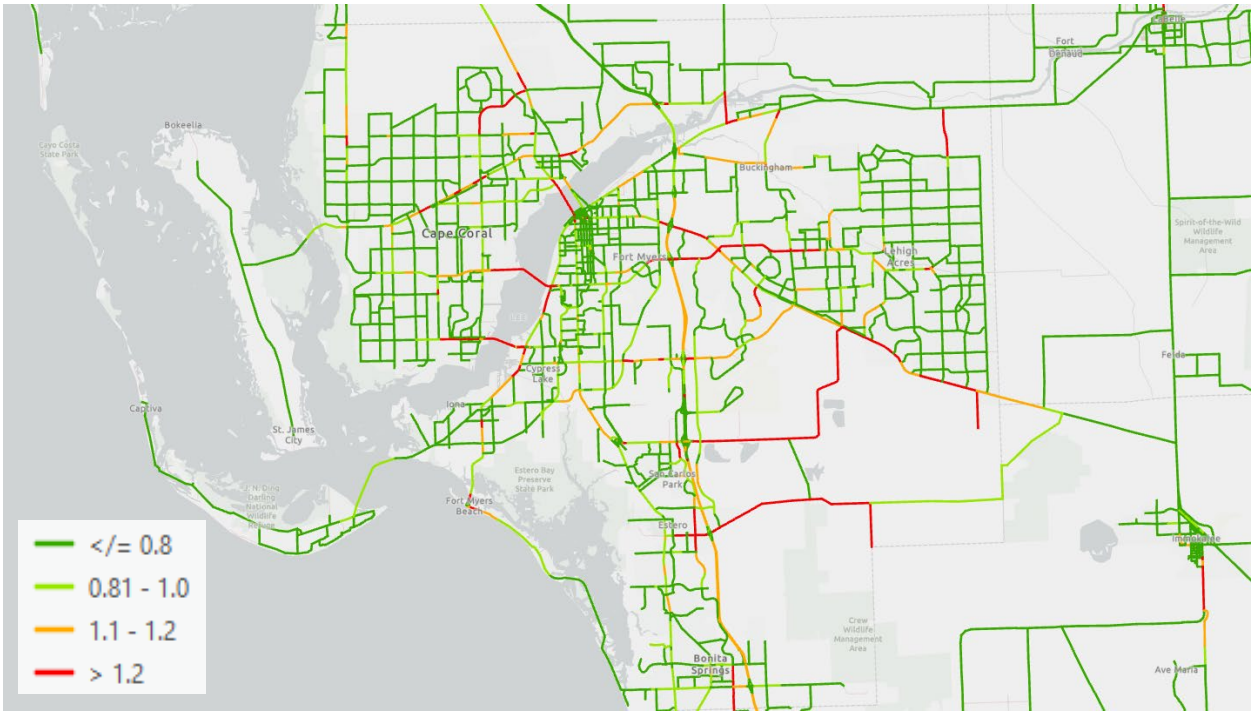
(2) Trip Distribution - where will my trip take me?

(3) Mode Choice - How will I travel?

(4) Route Choice - Which roads will I travel on?

Six transportation network alternatives were tested including an alternative that measured the effect of future travel demand without any additional future transportation investments. Prior to developing the list of projects needed to ensure mobility in the future, problem areas were identified to understand where deficiencies are likely to occur in the future. For this effort, the needs identification includes analysis of the existing transportation network plus those projects with committed funding through the year 2028. The results of this alternative, shown in **Figure 4-2** help to identify the areas of highest need. Shown as a comparison of the travel demand (volume) to the roadway capacity, values greater than 1.0 indicate a need for future transportation investments such as roadway expansion, new roadways, operational and efficiency improvements, or methods to reduce travel demand.

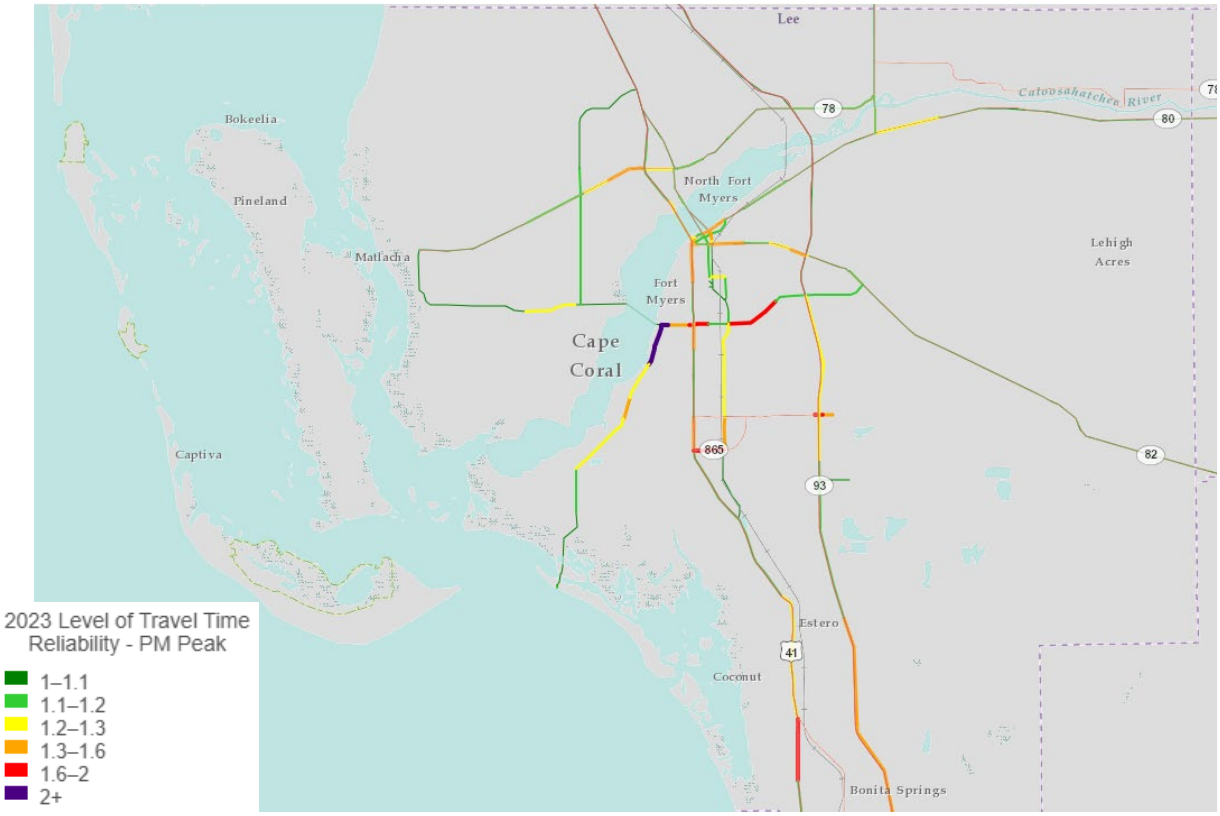
Figure 4-2: Existing Plus Committed Deficiencies



Congestion Management

In addition to identifying projects that expand the roadway system through construction of new roadways or adding additional travel lanes, the MPO is completing an update to the Congestion Management Process (CMP). The CMP is an integrated process used to identify the causes of congestion and develop strategies that can be more quickly implemented and at a lower cost than roadway expansion projects. One method for evaluating congestion is using a metric known as level of travel time reliability (TTR). TTR is a measure of travel time, or speed, measured during congested times compared with travel speeds during uncongested times. **Figure 4-3** provides the results of this comparison measured during 2023. Lower values indicate that the two speeds are closer together, and that roadway conditions are more predictable on an average day.

Figure 4-3: 2023 Level of Travel Time Reliability (PM Peak Hour)



Goods Movement

The Lee MPO is committed to the efficient movement of goods and supporting the transportation needs of freight throughout the region. 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.

Several of the main commercial and manufacturing operations that have a significant impact on freight movement in the region are Walmart, Publix, Amazon, UPS, and FedEx. Key fulfilment centers for a number of these commercial operations are located in central Florida and service southwest Florida. Recent warehouse and distribution centers built along I-75 between Alico Road and the Caloosahatchee River have increased traffic pressures on the regional system. Additional freight facilities under construction near the Southwest Florida International Airport, including the Premier Airport Park and an Amazon Distribution Center, will continue to place a high need for addressing the movement of freight on the regional network.

The MPO conducted an update of the Regional Freight Study for the MPO's planning area. The purpose of the study was to conduct a comprehensive inventory of truck parking, existing land use policies, commodity flows, and services mobility needs. Furthermore, the Study developed a framework to proactively address freight and goods movement needs and challenges and develop recommendations to be included in the 2050 Transportation Plan. Freight needs identified in this update included identification of truck parking improvements, Rail corridor and crossing improvements, as well as the handling of air cargo. Specific to needs of the regional roadways, the Freight Element includes an assessment of the identified needs relative to the Regional Freight Corridors. Additional details can be found in the Freight Element Technical Report

Safety

In response to the growing number of roadway fatalities and serious injury related crashes, the US DOT adopted the Safe System Approach in 2022 to address roadway safety. The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in the transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. This is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability to design a system with many redundancies in place to protect everyone.[1]



U.S. DOT's National Roadway Safety Strategy and the Department's ongoing safety programs are working towards a future with zero roadway fatalities and serious injuries. In support of this approach, safety programs are focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

Principles of a Safe System Approach:

1. Death and Serious Injuries are Unacceptable
2. Humans Make Mistakes
3. Humans Are Vulnerable

[1] U.S. Department of Transportation, What is a Safe System Approach? https://www.transportation.gov/safe-system-approach

4. Responsibility is Shared
5. Safety is Proactive
6. Redundancy is Crucial

Florida Strategic Highway Safety Plan

FDOT has also incorporated the Safe System Approach into the Florida Strategic Highway Safety Plan (SHSP) by emphasizing the statewide goal of seeing zero fatalities or serious injuries on the roadway network. Last updated in 2021, the SHSP is a comprehensive roadway safety plan for achieving Florida's vision of zero traffic-related fatalities. In addition to the traditional "4 Es" - engineering, enforcement, education, and emergency response - for improving transportation safety, FDOT identified "4Is" – Information Intelligence, Innovation, Insight into Communities, and Investment and Policies – as strategies in the SHSP.

For each of the 12 emphasis areas identified in the SHSP, FDOT has included focused strategies addressing the 4Es and 4Is. The 2021 SHSP also included six evolving emphasis areas as changes to the transportation system continue to occur.

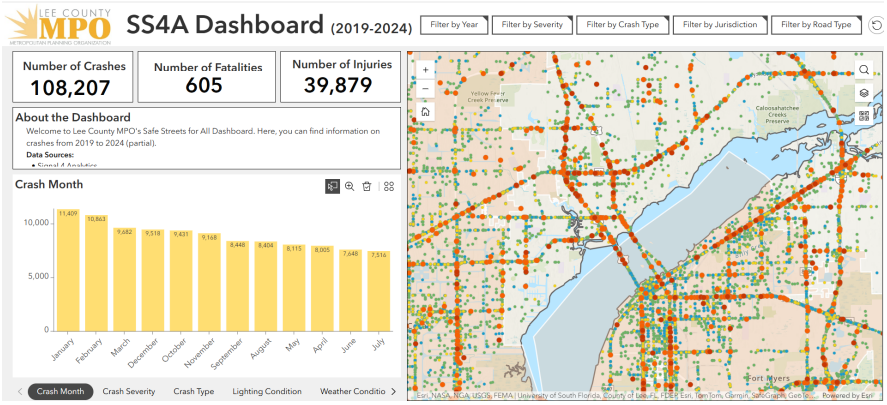
TARGET ZERO
FATALITIES & SERIOUS INJURIES

Source: FDOT 2021 Strategic Highway Safety Plan

Lee County MPO Safety Action Plan

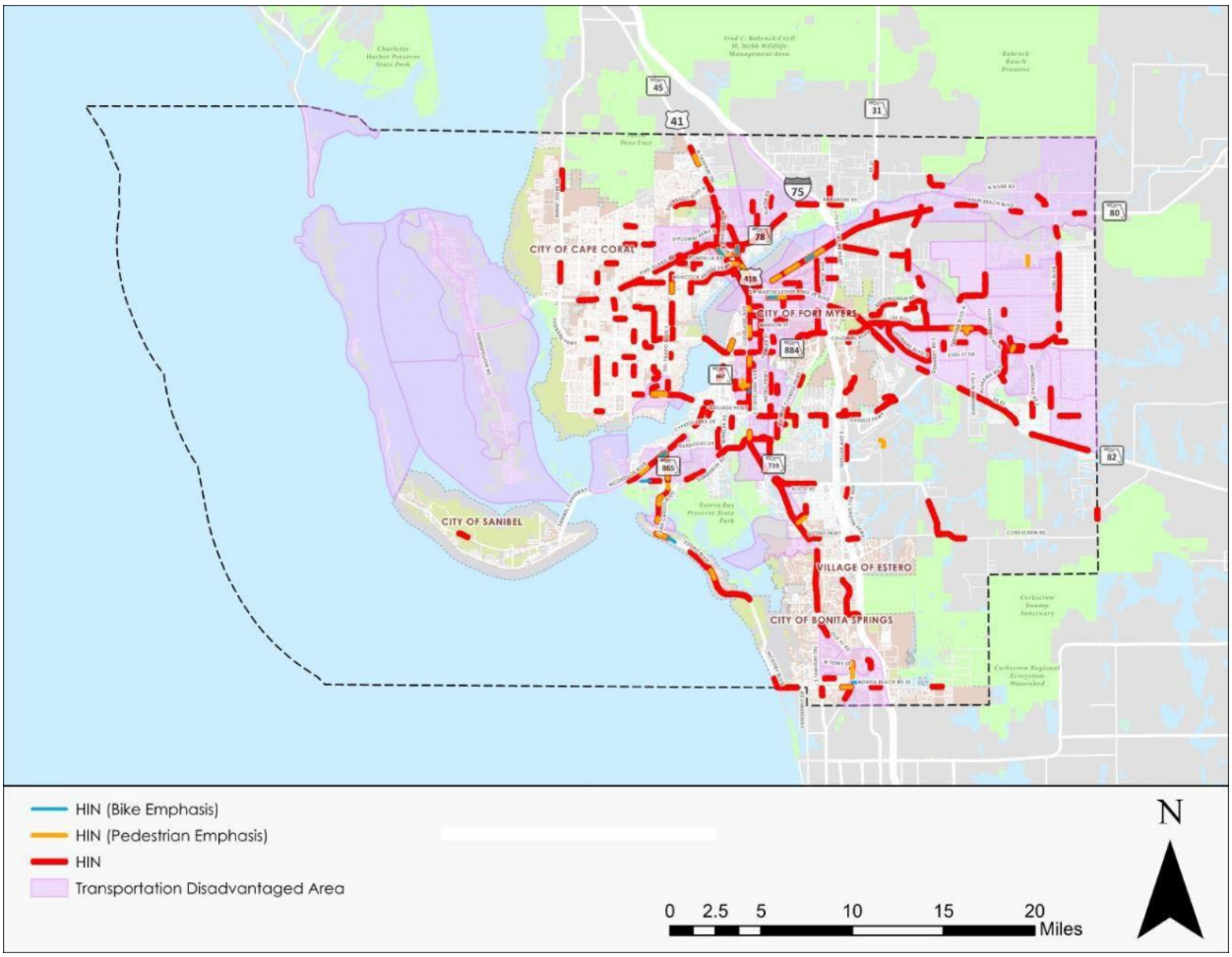
In response to the National Road Safety Strategy and the goal of zero fatalities and serious injuries, IIJA included a discretionary funding program where local government agencies could apply for federal funding to develop a Safety Action Plan. Given the pressing need for safety improvements, the MPO pursued and was awarded a grant for completing a Comprehensive Safety Action Plan to build on the previous 2013 and 2020 safety plans.

The Safety Action Plan outlines a path forward for Lee County as well as the incorporated municipalities within the county that can pursue additional funding for implementation of crash mitigating projects. A key component of this plan is the development of the High Injury Network, based on analysis of recent crash trends. Identified as roadway segments and intersections, the High Injury Network includes locations where all crashes as well as bicyclist/pedestrian crashes resulted in a serious injury of fatality from 2019-2023. **Figure 4-4** shows the locations of the High Injury Network from the Safety Action Plan along with the locations with a bike or pedestrian emphasis.



Accessible from the MPO website: https://leempo.com/, the SS4A Dashboard provides metrics and location specific information on crash trends and conditions as part of the MPO's education and outreach efforts consistent with the Safe Systems Approach.

Figure 4-4: High Injury Network Segments



Source: 2025 Safety Action Plan

Non-Motorized (Bike/Ped and Trails)

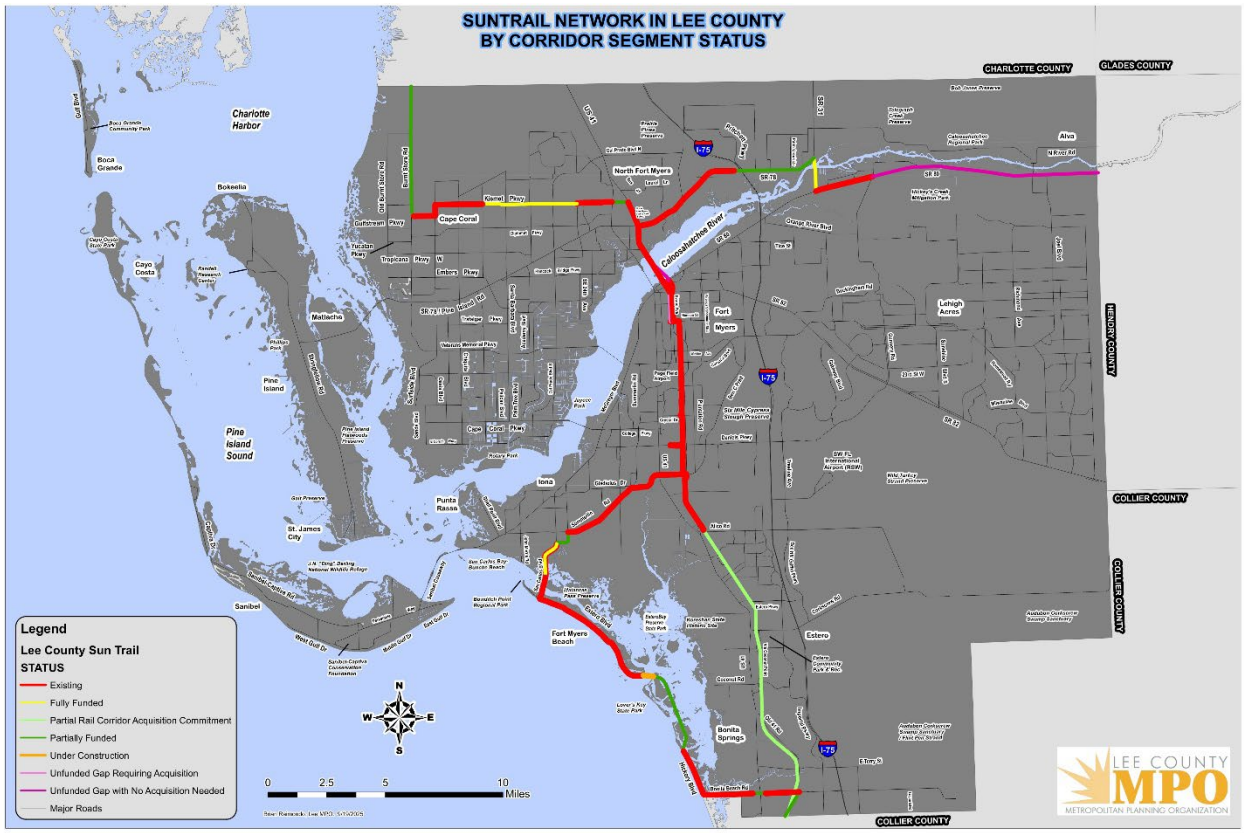
Developing an active (walking and cycling) transportation system in Lee County is built on filling in the gaps and completing the existing network of sidewalks, trails, bike lanes, and paths in a manner that recognizes the unique needs of the users and function of transportation facilities. The transportation 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 Florida's high quality air. 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.

A separate Bike/Ped and Trails Element was prepared to identify and prioritize needs of the active transportation network. Identifying needs included a review of the local jurisdiction bicycle and pedestrian master plans in order to identify gaps in the existing system. The resulting analysis

contributed to a Needs Plan consisting of 176 projects; 52 projects propose a bicycle facility improvement, 52 propose pedestrian improvements and 72 propose a shared use facility.

In addition to the bicycle and pedestrian needs that have been identified through local jurisdiction master planning efforts to identify sidewalk gaps and missing bicycle facilities, the MPO has worked with the State of Florida to establish a network of regional trail facilities. **Figure 4-5** illustrates the existing, planned and proposed segments of the SUN Trail Network.

Figure 4-5: Regional SUN Trail Network Needs



Transit Corridor Evaluation

Evaluating corridors that maximize potential transit benefits and reflect priority areas for Lee County due to future growth and demand, infrastructure needs, and transit-supportive land uses, assists the development of long-term transit needs and short-term transit investment plans.

The methodology for selecting and prioritizing corridors includes a two-phase multi-criteria analysis.

- The first phase includes quantifiable data and staff input criteria to select a pool of candidate corridors for evaluation.
- The second phase includes criteria used to score and prioritize individual corridors.

Transit Corridor Selection

The corridor selection process identifies suitable transit corridors based on criteria that consider a holistic review of the multimodal transportation system. Corridor selection determines areas of focus for improving transit as Lee County continues to grow. The criteria used to select transit corridors and roadway segment in Lee County are described below.

Existing and Future Service: An important objective of this first phase is to identify corridors with existing or potential future service. Existing and proposed services recommended in the adopted Evolve TDP were reviewed.

Existing/Emerging Traffic Congestion: Existing and projected Level of Service was reviewed to help identify corridors with significant congestion since transit may help alleviate the gridlock on heavily congested corridors.

Ridership Potential: High population and job densities have been shown to increase ridership demand and support alternative modes such as transit. Using the MPO's 2050 socioeconomic data projections, existing and future population and employment density projections were reviewed.

Planning Agency Input: Input from the MPO, as the local planning agency, is vital as it can provide local insight into the study area and a comprehensive understanding of what is forecasted for the short- and long-term growth in Lee County.

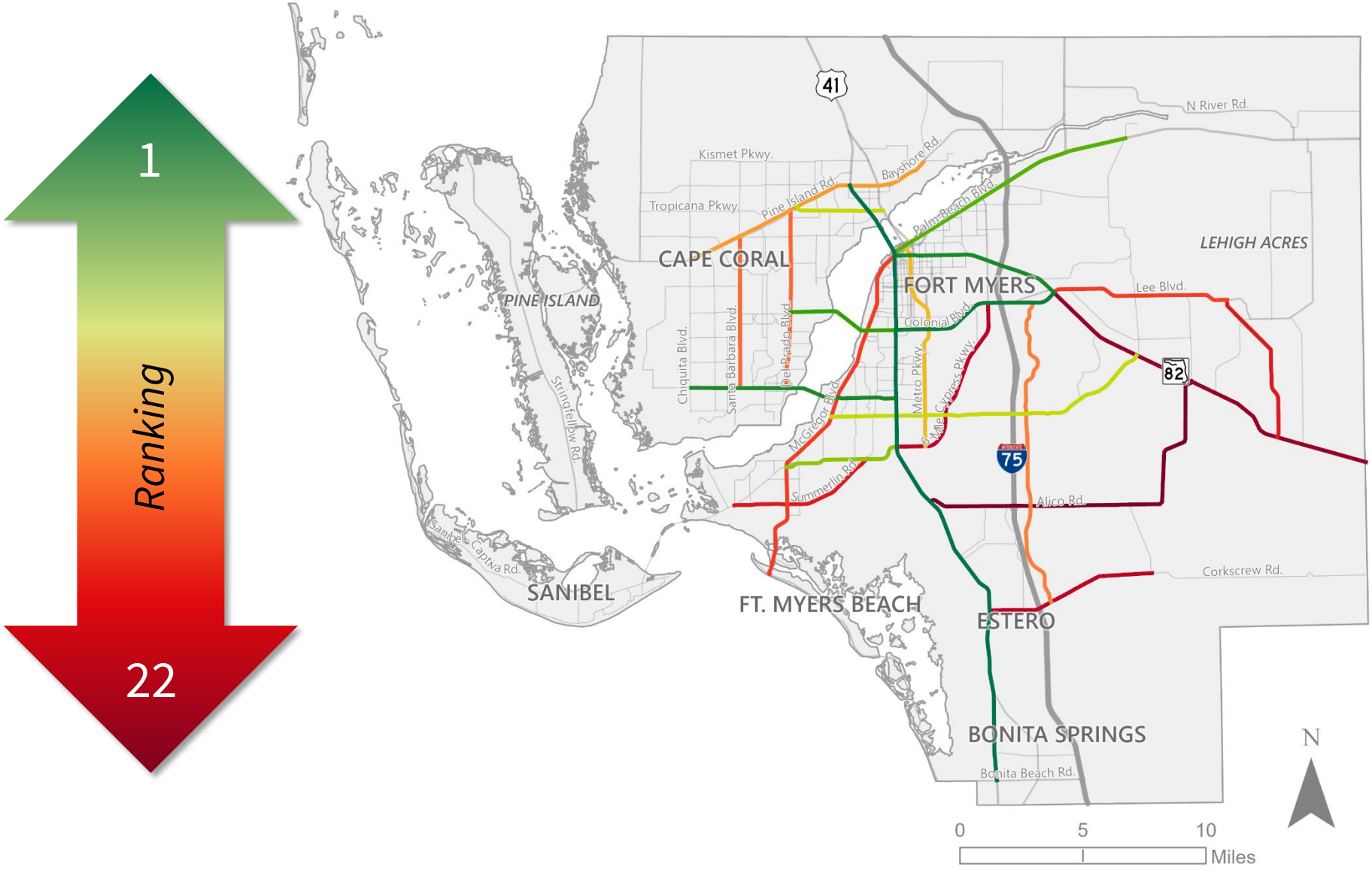
Transit Corridor Prioritization

Each of the 22 corridors identified through the corridor selection process, were prioritized using the weighting criteria listed in **Table 4-1**. Prioritization of the selected corridors will support recommendations for transit service and capital improvements through 2050. The results of this evaluation are shown in **Figure 4-6**.

Table 4-1: Transit Prioritization Criteria

Corridor Development Assessment	Measure	Weights	
Provider's Service Area	Transit Dependent Markets	5%	25%
	Discretionary Market	5%	
	Community Input	15%	
Urban Design Pattern	Floor Area Ratio	10%	45%
	Transit Supportive Land Use	10%	
	Existing/Future Transit Level of Service	10%	
	Existing Ridership Demand	15%	
Multi-Modal Environment	Sidewalk Density	10%	30%
	Bicycle Trail Density	10%	
	Safety	10%	

Figure 4-6: Prioritized Transit Corridors



4.2 Roadway Capacity Needs

As a result of the travel demand modeling, Congestion Management Process and freight analysis, the MPO has identified the need for 82 roadway projects through the year 2050. This includes reconstructing 9 existing bridges, major improvements at 11 intersections, reconfiguring and widening existing roadways. Estimated to cost approximately $9.2 billion dollars, the MPO evaluated each of these projects using a set of performance criteria associated with the Goals of the Transportation Plan. A complete list of the prioritization criteria and scoring can be found in **Appendix D.**

Most needs in the 2050 Roadway Needs Plan Network are in the central and eastern parts of the county, which are seeing much of the region's transformational growth and development. Several major corridors are shown with further widening, new roads, or bridge replacement projects include I-75, Cape Coral Bridge widening between McGregor Blvd. to Coronado Parkway, Ortiz Avenue, Burnt Store Road to the Charlotte County line, Corkscrew Road, Bonita Beach Road, Luckett Road, and Metro Parkway. The Alico Road connector is a new roadway designed to improve connectivity of the northeastern Lee County, providing additional connectivity with Lehigh Acres. Others, such as proposed I-75 interchange at Del Prado, would primarily act as connection and hurricane evacuation corridor to areas currently being newly developed. Additional new roadways identified in high growth areas of Lee County include the Luckett Road Ext., NE 24th Avenue, and the Crystal Drive Extension. Bridge replacements are projected for Harbor (Boca) Bridge, Hancock Bridge, Orange River Bridge, Bright Bridge, Cunningham Bridge, and the North River Bridge.



Previous prioritization lists have included projects like the widening of Ortiz Avenue from Colonial Blvd to MLK Boulevard scheduled for completion in 2026.

Strategic Intermodal System

In 2003, the state of Florida created the Strategic Intermodal System (SIS). The SIS consists of transportation facilities critical to the movement of goods and services as well as regional and statewide travel. SIS facilities include FDOT-owned state highways, federally owned interstates, airports, spaceports, seaports, waterways, rail lines, terminals, and locally owned roads. Nearly all rail freight and air cargo travels on the SIS. While the roads on the SIS account for only 14 percent of Florida's roadway miles, these critical facilities carried more than 40 percent of the traffic that traveled throughout the state in 2024.[2]

Produced as a set of reports, the SIS includes both a Policy Plan and a Funding Strategy, The SIS Policy Plan establishes the policy framework for planning and managing the SIS network, while the Funding

[2] https://www.fdot.gov/statistics/mileage-rpts/

Strategy illustrates projects that are programmed for funding in the first five years and those that are planned for future funding based on projected State revenues over the next 25 years. As a complement to the SIS Funding Strategy, The SIS Multimodal Unfunded Needs Plan (MMUNP) identifies transportation projects on the SIS that help meet mobility needs but are not expected to be funded during the 25-year time period of the SIS Funding Strategy.

I-75 Southwest Connect

Southwest Connect is an FDOT District 1 program developed to lead construction of transportation solutions that address the long-term needs of the interstate corridors in Southwest Florida. The Program consists of multiple studies and projects within four corridors along I-75 and I-4 in District 1. Each project is focused on improving mobility and providing transportation options to support the region's economic development. The corridor within Lee County, I-75 South Corridor, is 42 miles in length that traverses major urban areas including Naples and Fort Myers. It also crosses the navigable Caloosahatchee River in Lee County, just south of SR 78 (Bayshore Road) near the northern project terminus. The functional classification of I-75 within the project limits is Urban Principal Arterial – Interstate.

The Southwest Connect Interstate Program includes:

- Interstate improvements that optimize long-term capacity needs, long-term mobility needs, travel reliability and travel options for drivers
- Accessibility improvements that consider deficiencies and needs of existing interchanges as well as the potential for new interchanges where applicable to promote system connectivity and local traffic operations
- Inclusion of complete streets design principles on the adjacent impacted arterials of individual projects to complement local visions for enhanced livability while fostering future economic growth
- Multimodal accommodations that enhance access, efficiency and safety while promoting economic opportunities

This portion of I-75 consists of six and eight-lane divided typical sections. Two projects have been identified for widening I-75 in Lee County. The southern project extending south of Corkscrew Road into Collier County includes widening of the mainline and the addition of auxiliary lanes at interchanges to meet increasing traffic demands along with a modified interchange at Immokalee Road (in Collier). The northern segment extends from Corkscrew Road to Bayshore Road and includes widening of the mainline and construction of express lanes.

Additional information on the timing and descriptions of specific projects can be found at https://www.swflinterstates.com/i75-south-corridor/.

Roadway Needs Prioritization

Federal, state, and local transportation funding is limited to a finite pot of money, so, like all transportation plans, Lee County's regional transportation needs cost more than what is available to

spend. Transportation dollars are not randomly assigned to projects in the Transportation Plan. Projects are prioritized using evaluation criteria to score and rank them. The criteria are based on the regional transportation goals that were developed at the onset of the Transportation Plan.

Shown in **Table 4-2,** the most recent data was used in the analysis and prioritization of the roadway needs. A description of each project included in the needs along with the prioritization ranking are found in **Table 4-3**. **Figure 4-7** shows the projects and future number of lanes corresponding to the list of needed projects. Projects included in the needs list, such as the intersection of SR 80 @ SR 31 and Six Mile Cypress Parkway @ US 41, are still being developed to determine the recommended improvement. As such, costs for these projects have not been included until a project description is determined. A detailed listing of the Roadway Prioritization Criteria can be found in **Appendix D**.

Table 4-2: Prioritization Criteria and Data Sources

Prioritization Criteria	Goal	Description	Data Source
Existing volume-to-capacity ratio	Economic Competitiveness	The number of vehicles today, compared to the roadway capacity	FDOT District 1 Regional Travel Demand Model
High-Injury Network	Safety and Security	Project located on Lee County's High-Injury Network	Lee County Safety Action Plan
Project Commitment	Financially Feasible	Have a recent or continuous funding commitment	CIP* or TIP**
Bicycle, Pedestrian, or Premium Transit Improvement	Transportation Choices	Provide improvements for bicycles, pedestrians, or premium transit use	2050 Transportation Plan Needs
Transportation Infrastructure Vulnerability	Economic Competitiveness	Located in high, medium, or low vulnerability geography	FDOT's Resilience Action Plan
Maintenance of Assets	Economic Competitiveness	Need for resurfacing or repairs, based on county and/or state data	Lee County and FDOT Resurfacing Program
Intermodal Connectivity	Economic Competitiveness	Project provides connection to different modes	FDOT Strategic Intermodal System and LeeTran Transit Network
Environmental Impact	Environment	Project enters or is next to an environmentally sensitive area	Florida Natural Areas Inventory, Florida Department of Transportation, and Lee County
Regional Connection	Coordinated	Serves more than one jurisdiction	Lee County and FDOT
Fills a Multimodal Gap	Transportation Choices	Completes an existing bicycle and/or pedestrian facility	City of Cape Coral, Fort Myers, and Lee County Inventory
Freight Route	Economic Competitiveness	Freight routes with high average daily freight traffic	FDOT
Community Impacts	Community Character	Enters or abuts a Census block group with higher than 80th percentile rankings for select demographics •	U.S Census Bureau American Community Survey 5-Year Estimates 2019 to 2023
Affordable Housing and Jobs	Economic Competitiveness	Serves an affordable housing tract and/or 80th percentile employment density	2050 Socioeconomic Forecasts and ESRI*** Housing Affordability Tracts

**Capital Improvement Program*
***Transportation Improvement Program*
****Environmental Systems Research Institute, Inc.*

Table 4-3: Roadway Needs List ($ Millions, 2025 Present Day Cost)

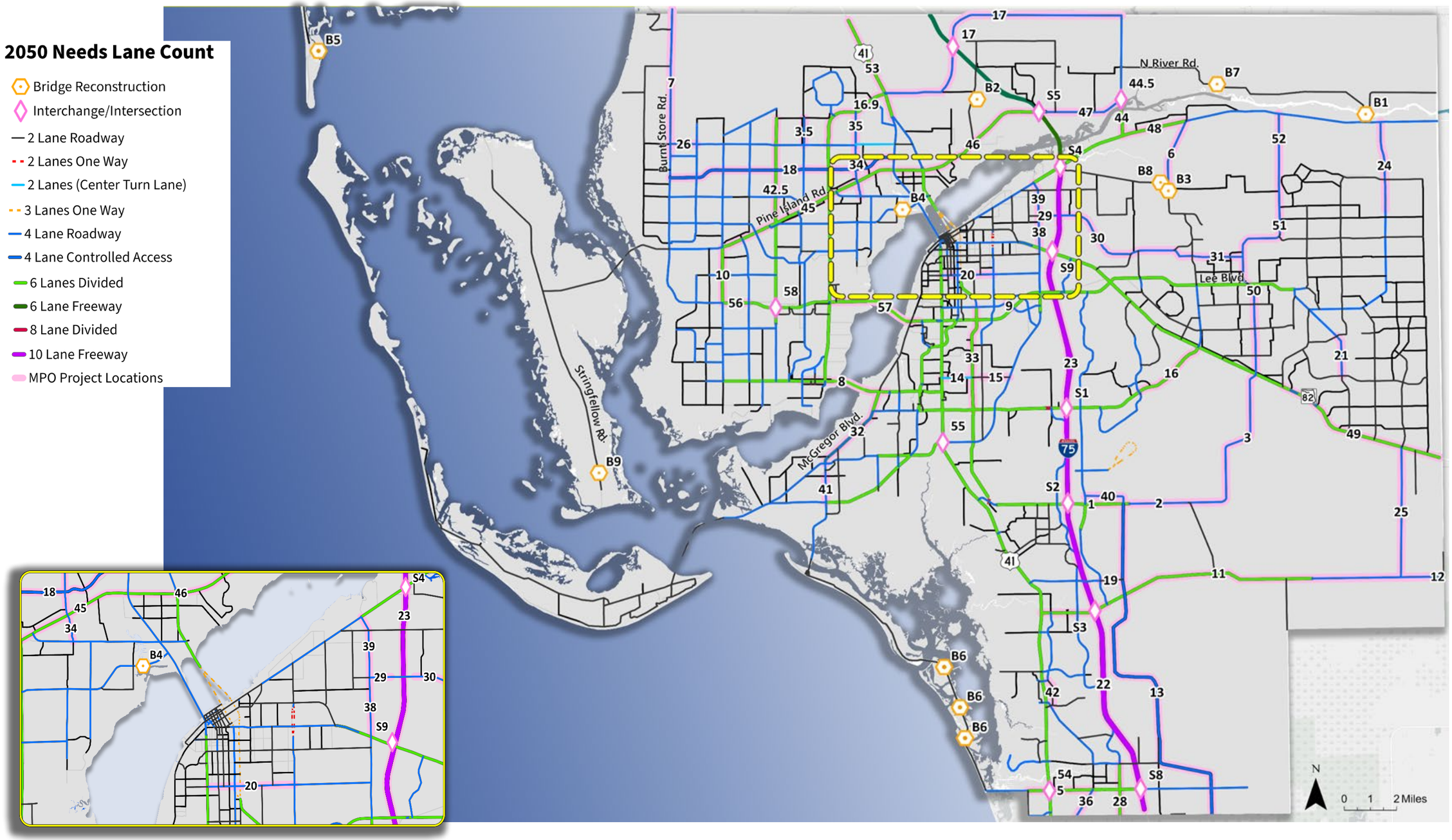
Project Identifier	Priority Rank	Facility	From	To	Jurisdiction	Improvement Type	Cost
1	63	Alico Road	Ben Hill Griffin	Airport Haul Road	Lee County	Widen 4 to 6 lanes	$23.10
2	46	Alico Road	Airport Haul Road	Alico Connector	Lee County	Widen 2 to 4 lanes	*
3	24	Alico Connector	Alico Road	23rd Street	Lee County	New 4 lane	$405.29
3.5	30	Andalusia Boulevard Extension	Kismet Parkway	Jacaranda Parkway	Cape Coral	New 4 lane	$14.30
5	12	Bonita Beach Road	Vanderbilt Drive	Old US 41	Lee County	Widen 4 to 6 lanes	$65.08
6	46	Buckingham Road	Cemetery Road	SR 80	Lee County	Widen 2 to 4 lanes	$64.81
7	3	Burnt Store Road	Van Buren	0.25 miles North of Charlotte Co/L	Lee County	Widen 2 to 4 lanes	$287.00
8	1	Cape Coral Bridge	McGregor Blvd.	Coronado Parkway	Lee County	Widen 4 to 6 lanes	$377.89
9	57	Challenger Blvd Extension	Colonial Blvd	Winkler Avenue	Fort Myers	New 4 lane	$11.70
10	21	Chiquita Blvd	Veterans Parkway	SR 78	Cape Coral	Widen 4 to 6 lanes	$49.90
11	10	Corkscrew Road	US 41	Verdana Village Entrance	Lee County	Widen 4 to 6 lanes	$273.70
12	34	Corkscrew Road	Verdana Village Ent.	Collier Co/L	Lee County	Widen 2 to 4 lanes	$97.21
13	43	CR 951 Ext.	Collier Co/L	Alico Road	Lee County	New 2 lane	$1,800.00
14	41	Crystal Drive	US 41	Metro Parkway	Lee County	Widen 2 to 3 lanes	$23.69
15	53	Crystal Drive Extension	Plantation	Six Mile Cypress Pkwy.	Lee County	New 2 lane	$11.45
16	26	Daniels Parkway	East of Gateway Blvd.	SR 82	Lee County	Widen 4 to 6 lanes	$38.00
16.9	9	Del Prado Blvd.	N. of Kismet Parkway	US 41	Cape Coral	Widen 4 to 6 lanes	$65.00
17	26	Del Prado Extension & I-75 Interchange	US 41	SR 31	Lee County	New 4 lane	$491.10
18	15	Diplomat Parkway	Burnt Store Road	US 41	Cape Coral	Future Corridor Improvements	TBD
18.5	34	Edison Avenue Extension	Arcadia Street	Ortiz Avenue	Fort Myers	New 2 lane	$15.00
19	61	Estero Parkway Extension	Ben Hill Griffin	Airport Haul Road Extension	Lee County	New 2 lane	$35.40
19.5	Local Priority	Fowler Street / Evans Avenue	S. Hanson Street	MLK	FDOT	Corridor Reconfiguration	$4.00
20	7	Hanson Street	US 41	Veronica Shoemaker	Fort Myers	Widen 2 to 4 lanes	$39.00
21	62	Homestead Road	Milwaukee	Sunrise Blvd	Lee County	Widen 2 to 4 lanes	$23.63
22	8	I-75	Collier County line	Corkscrew Road	FDOT	Widen 6 to 10 lanes	$329.30
23	25	I-75	Corkscrew Road	South of SR 80	FDOT	Widen 6 to 10 lanes	$588.40
24	67	Joel Blvd	17th Street	SR 80	Lee County	New 4 lane	$60.23
25	68	Kingston Ranch Road	Corkscrew Road	SR 82	Lee County	New 4 lane	$109.40
26	48	Kismet Parkway	Burnt Store Road	El Dorado Parkway	Lee County	New 4 lane	$28.90
27.5	Committed	Littelton	Corbett Road	US 41	Lee County	Widen 2 to 3 lanes	$23.94
28	32	Livingston/Imperial	Collier County line	Terry Street	Lee County	Widen 4 to 6 lanes	$49.00
29	12	Luckett Road	Ortiz Ave	W of I-75	Lee County	Widen 2 to 4 lanes	**
30	44	Luckett Road Ext.	E. of I-75	Gunnery Road	Lee County	New 4 lane	$394.00
31	58	Luckett Road Ext.	Gunnery Road	Sunshine Blvd	Lee County	New 4 lane	
32	28	McGregor Blvd	Gladiolus Drive	College Parkway	Lee County	Widen 4 to 6 lanes	$62.70
33	14	Metro Parkway	Daniels Parkway	Winkler Avenue	FDOT	Widen 4 to 6 lanes	$128.70
34	34	NE 24th Avenue	Pondella Road	NE 28th Street	Cape Coral	Widen 2 to 4 lanes	$53.10
35	45	NE 24th Avenue	NE 28th Street	Del Prado	Cape Coral	New 4 lane	$35.10
36	16	Old US 41	US 41 (Collier)	Bonita Beach Road	FDOT	Widen 2 to 4 lanes	$37.50
37	Committed	Ortiz Avenue	Colonial Blvd	MLK	Lee County	Widen 2 to 4 lanes	$33.06
38	6	Ortiz Avenue	SR 82	Luckett	Lee County	Widen 2 to 4 lanes	$71.10
39	1	Ortiz Avenue	Luckett	SR 80	Lee County	Widen 2 to 4 lanes	$54.47
40	58	Premiere Airport Pkwy Extension	Ben Hill Griffin Parkway	Airport Haul Road	Lee County	New 4 lane	$47.00
40.5	Local Priority	River Ranch Road	Williams Road	Corkscrew Road	Estero	Corridor Improvements	$6.80

Project Identifier	Priority Rank	Facility	From	To	Jurisdiction	Improvement Type	Cost
41	20	San Carlos Blvd	Summerlin Road	Kelly Road	Lee County	Widen 2 to 4 lanes	$21.40
42	48	Sandy Lane Ext	Strike Lane	Pelican Colony	Lee County	New 2 lane	$42.90
42.5	Local Priority	Santa Barbara	Niclolas Parkway	Jacaranda Parkway	Cape Coral	Widen 4 to 6 lanes	$61.96
44	18	SR 31	SR 80	SR 78	FDOT	Widen 2 to 6 lanes	$209.00
44.5	18	SR 31 @ SR80			FDOT	Intersection – Flyover	TBD
45	11	SR 78	Chiquita Blvd	US 41	FDOT	Widen 4 to 6 lanes	$169.90
46	5	SR 78	Old US 41	Prichett Parkway	FDOT	Widen 4 to 6 lanes	$98.60
47	21	SR 78	Prichett Parkway	SR 31	FDOT	Widen 2 to 4 lanes	$89.00
48	16	SR 80	SR 31	Buckingham Road	FDOT	Widen 4 to 6 lanes	$46.30
49	21	SR 82	East of Alabama Rd	Collier County line	FDOT	Widen 4 to 6 lanes	$86.90
50	55	Sunshine Blvd	23rd	Lee Blvd	Lee County	Widen 2 to 4 lanes	$47.81
51	55	Sunshine Blvd	Lee Blvd	75th Street	Lee County	Widen 2 to 4 lanes	$175.60
52	65	Sunshine Blvd Ext.	75th Street	SR 80	Lee County	New 4 lane	$69.07
52.5	Committed	Three Oaks / Daniels Pkwy	Pony Lane	Daniels Pkwy	Lee County	New 4 lane / Widen 6 to 8 lanes	$40.00
53	28	US 41	Business 41	Charlotte County line	FDOT	Widen 4 to 6 lanes	$81.60
54	30	US 41 and Bonita Beach Road			FDOT	Continuous Flow Intersection	$58.30
55	34	US 41 and Six Mile Cypress Intersection			FDOT	Project Development Study Underway	TBD
56	63	Veterans Parkway	Chiquita Blvd	Skyline Blvd	Cape Coral	Widen 4 to 6 lanes	$30.37
57	4	Veterans/Mid Point Bridge/Colonial	Del Prado	Summerlin Road	Lee County	Widen 4 to 6 lanes	$494.71
58	58	Veterans/Santa Barbara Overpass			Cape Coral	Overpass	$170.58
59	Committed	Williams Road	US 41	Coconut Road	Estero	Widen 2 to 4 lanes	$6.80
B1	38	Broadway (Alva) Bridge			Lee County	Bridge replacement	$24.28
B2	48	Bright Bridge			Lee County	Bridge replacement	$3.00
B3	48	Buckingham Rd Bridge			Lee County	Bridge replacement	$7.20
B4	38	Hancock Bridge			Lee County	Bridge replacement	$7.81
B5	32	Harbor (Boca) Bridge			Lee County	Bridge replacement	$1.99
B6	41	Hickory Bridges (3)			Lee County	3 - Bridge replacements	$97.12
B7	48	North River Rd Bridge			Lee County	Bridge replacement	$8.00
B8	38	Orange River Bridge			Lee County	Bridge replacement	$5.63
B9	66	Stringfellow Bridge (Monroe Canal)			Lee County	Bridge replacement	$2.66
S1	SIS	I-75	At Daniels Pkwy		FDOT	Interchange Improvement	$20.00
S2	SIS	I-75	At Alico Road/Terminal Access Road		FDOT	Interchange Improvement	$362.00
S3	SIS	I-75	At Corkscrew Road		FDOT	Interchange Improvement	$44.80
S4	SIS	I-75	At SR 80		FDOT	Interchange Improvement	$54.56
S5	SIS	I-75	At SR 78		FDOT	Interchange Improvement	$43.29
S8	SIS	I-75	At Bonita Beach Road		FDOT	Interchange Improvement	$48.85
S9	SIS	I-75	SR 82	North of Luckett Rd	FDOT	Interchange Improvement	$101.99

* Cost for project 2 included with project 3.

** Cost for project 29 included with project 38.

Figure 4-7: 2050 Roadway Needs



4.3 Transit

The 2050 transit needs consist of improvements that enhance existing LeeTran services and expand transit to new areas in and around Lee County. The improvements reflect transit needs for the next 25 years and were developed based on information gathered through the following methods:

- ***Local and Regional Plan & Policy Direction:*** Plan and policy direction from the LeeTran 2021-2030 TDP and other recent transit-related local and regional study efforts were used in the development of future transit needs. Consistence with regional plans is key to making Lee County's multimodal system a core player in regional connectivity. Analysis of these plans and studies provided input for financially unconstrained transit needs.
- ***Transit Operating Environment and Market Analysis***: Analysis of LeeTran's operating environment and evaluation of its potential towards an attractive high-frequency route network were used to help identify future needs. Analyses of discretionary and traditional transit markets also guided the development of transit needs.
- ***Community Input/Direction*:** Input from the community is an important element that must be considered when assessing transit needs. Public input received as part of the Transportation Plan and LeeTran's 2026-2035 TDP public outreach efforts ensure that the identified needs incorporate service and capital strategies aimed at transforming LeeTran's transit network into an appealing travel option for the community.
- ***Priority Transit Corridors:*** the prioritized network of corridors in Lee County, based on the corridor selection and prioritization approach.

The service needs identified using these methods for 2050 were categorized into BRT, express, local network, autonomous bus, passenger ferry, and microtransit. **Table 4-4** shows the service needs characteristics and **Figure 4-8** shows the service needs in a geographic context.

Bus Rapid Transit (BRT)

BRT delivers fast, cost-effective, and high-quality transit typically on high-ridership and high-density corridors. Utilizing rubber-tired vehicles, BRT combines the flexibility of buses with the efficiency of rail-like service, offering an enhanced travel experience. Proposed BRT routes feature dedicated bus lanes on at least half of the route length. Key elements of BRT in Lee County may include:



- Branded curbside stations that provide a distinct and easily recognizable brand.
- Off-board fare collection to speed up boarding and minimize delays.
- Level boarding platforms to enhance accessibility.

Four corridors have been identified as prime candidates for BRT implementation:

- US 41 – From Merchants Crossing to Six-Mile Cypress Parkway
- Colonial Boulevard – From the Coralwood Mall to the Forum Park-and-Ride
- MLK Boulevard – From the Rosa Parks Transfer Center to the Forum Park-and-Ride
- Palm Beach Boulevard – From the Rosa Parks Transfer Center to I-75

Figure 4-8: 2050 Transit Needs

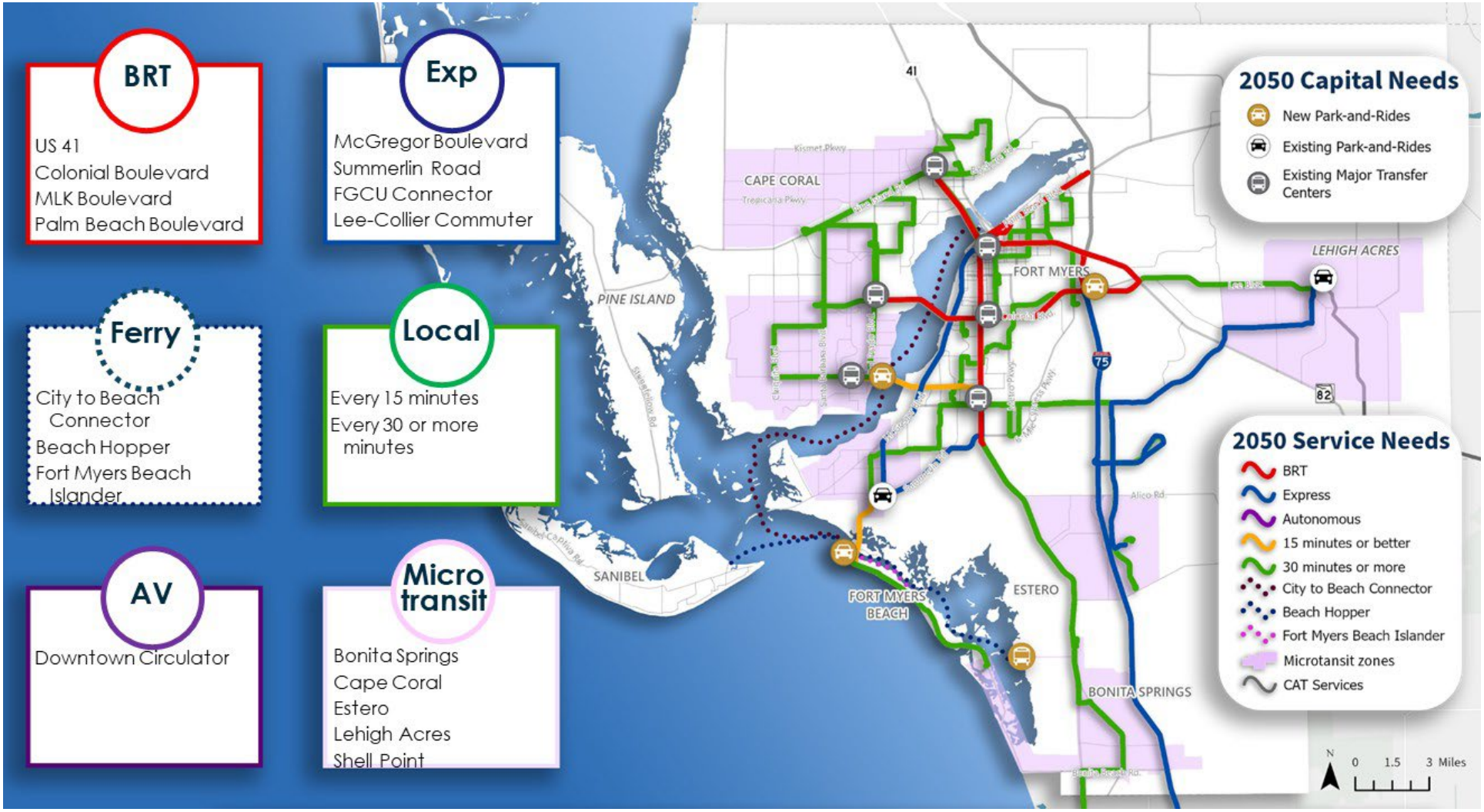


Table 4-4: 2050 Transit Needs Service Characteristics

Service	Days of Service	2050 Weekday Span	2050 Weekday Frequency (min)
BRT			
US 41 BRT	Monday - Sunday	5:00 AM-12:00 AM	10
Veterans/Colonial Blvd BRT	Monday - Sunday	5:00 AM-12:00 AM	10
MLK BRT	Monday - Sunday	5:00 AM-10:00 PM	10
Palm Beach Boulevard BRT	Monday - Sunday	5:00 AM-10:00 PM	10
Express			
Summerlin Road	Monday - Sunday	6:00 AM-10:00 PM	30
McGregor Boulevard	Monday - Sunday	6:00 AM-10:00 PM	60
Lee-Collier Commuter Express	Monday - Sunday	6:00 AM-10:00 PM	60
FGCU Connector	Monday - Sunday	6:00 AM-10:00 PM	60
Local Network			
5	Monday - Sunday	6:05 AM - 8:35 PM	80
10	Monday - Sunday	6:45 AM - 10:00 PM	30
15	Monday - Sunday	5:45 AM - 9:30 PM	60
20	Monday - Sunday	5:00 AM - 8:28 PM	30/60
30	Monday - Sunday	5:48 AM - 9:24 PM	15
40	Monday - Sunday	5:45 AM - 8:49 PM	70
50	Monday - Sunday	6:20 AM - 10:30 PM	70
70	Monday - Sunday	5:15 AM – 10:13 PM	30
80	Monday - Sunday	6:40 AM – 7:33 PM	90
110	Monday - Sunday	5:00 AM - 10:15 PM	30
120	Monday - Sunday	6:00 AM - 9:09 PM	80
130	Monday - Sunday	6:35 AM - 9:09 PM	60
240/600	Monday - Sunday	5:15 AM - 9:56 PM	30
410	Monday - Sunday	6:32 AM - 10:25 PM	30
490	Monday - Sunday	6:15 AM - 10:55 PM	15
515	Monday - Sunday	5:10 AM - 9:13 PM	45
590	Monday - Sunday	5:10 AM - 9:15 PM	60
595	Monday - Sunday	5:03 AM - 9:02 PM	60
Autonomous Bus			
Downtown Circulator	Monday - Sunday	6:00 AM – 11:00 PM	15
On-Demand Microtransit			
Bonita Springs	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
Cape Coral	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
Estero	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
Extended Lehigh Acres	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
North Cape Coral	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
Shell Point	Monday - Sunday	7:00 AM – 7:00 PM	On-Demand
Passenger Ferry			
City to Beach Connector	Thursday - Sunday	11:00 AM – 8:00 PM	120
Beach Hopper	Thursday - Sunday	11:00 AM – 8:00 PM	120
Fort Myers Beach Islander	Thursday - Sunday	11:00 AM – 8:00 PM	120

Express Bus

Providing fast and convenient connections between key local and regional destinations is essential to encouraging both existing and potential riders to choose transit. Furthermore, a large portion of riders utilize LeeTran to reach work. Enhanced connectivity can also serve as a catalyst for economic development by linking growth centers and employment hubs with residents across the region.

Passenger Ferry

Introducing passenger ferry services would provide a new travel option while showcasing Lee County's distinctive natural geography while promoting tourism and driving economic development. Increasing population, tourism, and traffic along key corridors highlight the need for travel alternatives such as waterborne transit.

Local Bus



A high priority service improvement for riders and non-riders is increasing service frequency, at least on the core network routes that typically operate on major roadways in Lee County. Increasing transit service frequency on these well-performing routes/major roadways increases the quality of service for current riders while making transit attractive to discretionary riders. The following shows the route by frequency:

- 15 minutes or better – route 30 and 490
- 30 minutes or more – routes 5, 10, 15, 20, 40, 50, 70, 80, 110, 120, 130, 240/600, 410, 490, 515, 590, and 595.

Autonomous Vehicles (AV)

As technology continues to develop and evolve, LeeTran is exploring innovative solutions to enhance transportation options. AV represents a cutting-edge transit option that can improve connectivity and provide a reliable alternative transportation option.



Microtransit

To increase coverage in areas with lower residential densities that may not have sufficient demand to justify traditional fixed-route bus services, additional microtransit zones are proposed. Similar to the existing Ultra microtransit zones, service would be provided with smaller transit vehicles so riders can quickly request a ride using an app or a phone number.

Five new microtransit zones are proposed and include the areas of Cape Coral, Estero, Bonita Springs, North Cape Coral, and Shell Point.

Transit Needs Prioritization

Following the identification of transit service and capital needs improvements, an evaluation was performed to prioritize the service improvements. This process established transit priorities and informed the development of a phased implementation schedule over the next 25 years.

A hybrid qualitative and quantitative methodology was developed and applied to evaluate and prioritize the transit needs. To effectively program these service improvements for potential implementation, it is essential to assess the relative benefits of each alternative in comparison to the others. Through this alternatives evaluation process, Lee County can more objectively prioritize projects and allocate available funding based on clearly defined service implementation criteria. This analysis produced a ranked list of projects based on their relative importance. The priorities will serve as the foundation for the 25-year Cost Feasible Transit Plan.

Table 4-5 shows the prioritization criteria, associated measures and their corresponding descriptions, and the assigned weighting for each criterion, followed by a description of each criterion. Using these criteria, each alternative was assigned a qualitative rank of Very High, High, Medium, or Low, and a score was assigned to each to determine their overall priority.

Table 4-5: Transit Prioritization Criteria

Criteria	Measure	Description	Weight
Public support	Public interest	Level of interest gauged during public outreach	35%
Demand Assessments	Traditional rider market	Overlap in “high” or “very high” areas based on TOI	20%
	Discretionary rider market	Overlap in areas that meet “minimum” employment or dwelling unit density thresholds using DTA	
Cross-Geographic Connectivity	Connections to local/regional hubs	Connections to local and/or regional hubs	20%
Financial Feasibility	Feasibility	Likelihood of securing stable operational funding	25%

4.4 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 4-6 outlines potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects.

Table 4-6: Potential Environmental Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• 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	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• 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. Preparing for specific mitigation strategies can be challenging over the course of the Transportation

Plan. Unforeseen funding circumstances such as lack of funding, natural disasters, 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 2050 Transportation Plan accounts for future mitigation and outlines environmental needs considerations in the Need Plan.

What Lee County is Doing to Preserve Natural Habitat

Statewide efforts to protect land are complemented by local initiatives, such as the Conservation 20/20 program in Lee County. Conservation 20/20 is a land acquisition and management program for environmentally sensitive land. Named 20/20 to reflect Lee County's goal of protecting 20,000 acres by the year 2020, it was created in 1996 after 54 percent of Lee County's residents approved funding for purchasing and maintaining conservation land. Funding is through ad valorum property taxes that go into Lee County's General Fund and pays for land acquisition, habitat restoration, and management of existing preserves, which are open to the public for recreation. The program has to be approved by voters every ten years; it was continued in 2016 with 84 percent of Lee County residents voting for it. Land purchased through the program is located within the Florida Wildlife Corridor, such as the Larry Kiker Preserve, which includes about 3,922 acres purchased for $42,435,000 in 2017.

The Lee County BOCC created the Conservation Land Acquisition and Stewardship Advisory Committee (CLASAC), a citizen advisory committee that meets monthly to review recommendations for land being considered for purchase, make recommendations on negotiations, and provide feedback on land stewardship plans. Land that is nominated for Conservation 20/20 meets a minimum number of criteria to be eligible, as outlined by County Resolution 01-01-35. Lee County has met its original goal of purchasing 20,000 acres by the year 2020. Since the program began, the county has purchased 173 properties and created 52 preserves totaling about 31,722 acres.



5.0 Developing a Cost-Feasible Plan

Serving as the guide for directing future transportation investment towards projects that advance the goals and vision of the region, the identification of future revenues anticipated to be available through 2050 is compared with the costs of future needed projects. Using the prioritized list of needs, the cost feasible list of projects was developed with input from the public, in coordination with local jurisdictions, and through assessment of future revenues.

Project needs were reviewed against available revenues and matched up based on eligibility and jurisdictional priorities. Cumulatively, the Cost Feasible Plan includes over $14.6 billion in future year funding for transportation projects that maintain the existing transportation infrastructure, widen existing roads and add new roads, expand transit services, and provide safer bicycling and walking facilities.

5.1 Funding the Plan

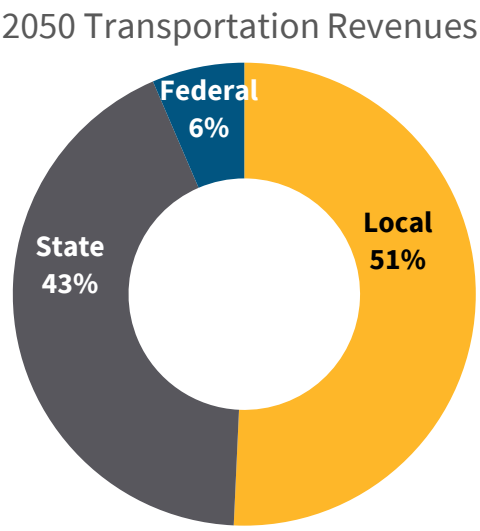
The MPO coordinated with FDOT, Lee County and other planning partners to identify available funding for the 2050 Transportation Plan. These future available revenues from local, state, and federal sources can be used to fund the prioritized transportation needs. **Table 5-1** illustrates the revenues estimated to be available by funding source through the year 2050 and have been inflated to reflect a future Year of Expenditure (YOE) amount as required under IIJA.

Table 5-1: Local, State and Federal Revenues (YOE)

Funding Source	Total
Federal	**$ 983,164,000**
Roadways	$ 334,534,000
Transit	$ 559,700,000
Bike/Ped	$ 88,930,000
State	**$ 6,261,960,000**
Strategic Intermodal System	$ 2,722,073,000
Other (Non-SIS) Roadways	$ 315,567,000
Transit	$ 165,800,000
Maintenance	$ 3,058,520,000
Local	**$ 7,418,527,000**
Roadways	$ 5,273,026,000
Transit	$ 852,970,000
Maintenance	$ 1,292,531,000
Total	***$ 14,633,651,000***

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. Growth Incentive Fund, Public Private Partnerships, Local Tolls, etc.) with Federal and state revenues, 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 in citizen priorities like context sensitive solutions, transit, and sidewalk/bike path facilities. In Lee County, $7.4 billion of the future transportation funds come from local sources (**Figure 5-1**).

Figure 5-1: Sources of Available Transportation Revenue (YOE)



Roadway Revenue Assumptions

Federal and State Revenues: Federal funding for transportation projects is derived primarily from highway-user fees placed on the sale of motor fuels. Unchanged since 1993, the rates of 18.4 cents on gasoline and 24.4 cents on diesel are collected when fuel is purchased. The revenue collected by the federal government is deposited into the Highway Trust Fund, where 2.86 cents is allocated to the Mass Transit Account with the remaining amount allocated to the Highway Account. The Federal Highway Administration and the Federal Transit Administration then distribute funds from their respective accounts to each state according to a system of formula grants and discretionary allocations. Authorization for the collection of excise taxes comes from the IIJA transportation bill. Additional information on the collection and distribution of these revenues can be found at https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm.

Projections of Federal and State revenues for use in the Transportation Plan are generated by FDOT. Through enhanced federal, state, and MPO cooperation and guidance provided by the Metropolitan Planning Organization Advisory Council (MPOAC), FDOT has provided a long-range revenue estimate

through 2050. 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. Selected sections from the 2050 Revenue Forecast Handbook related to the Lee County MPO Transportation Plan can be found in **Appendix E.**

At a statewide level, certain revenue forecasts are allocated across the seven FDOT Districts. Partnering with FDOT for the 2050 Plan Update, estimates of the district-wide revenues were allocated to the Lee County MPO and others across District 1.

It's important to note that revenues available for activities managed by FDOT – maintenance, bridge repair/rehabilitation, safety, and operations – are dedicated at the District level sufficient to meet the statewide objectives and policies associated with each program. Additionally, revenue estimates for support of aviation and seaport development are among the categories of state managed programs. Similar to the District Managed programs, revenue forecasts for these modal programs are set aside separate from the revenues available to the MPO for development of the LRTP.

Local Revenues: Historically, fuel taxes have represented a major portion of Lee County's local transportation revenues. Currently, Lee County charges 12 cents of Local Option Fuel Taxes (LOFT) in addition to the three cents of State Fuel Tax for local use and dedicates approximately 50 percent of fuel tax revenues to transportation capacity expansion.

In addition to fuel taxes, Lee County established a roadways capital funding program called Growth Increment Funding (GIF). This funding strategy was first used in the County's Capital Improvement Program in the 2016/2017 fiscal year. As a high growth county, the GIF funds allocated to transportation come from increases generated by ad valorem property taxes that result from increased taxable values resulting from growth and development. As traditional funding sources like fuel taxes, impact fees and toll revenues decline, the GIF revenues are based on property values rather than travel or traffic related factors.

Illustrative Revenues: Intended to identify funding opportunities that may become available to the MPO in future years, these revenues, are not allocated to the MPO for planning and project development purposes. These revenues often are available through a competitive process or are programmed through FDOT, LeeTran or another planning entity.

- **Transportation Regional Incentive Program (TRIP):** TRIP was created as part of major Growth Management legislation enacted during the 2005 Florida Legislative Session (SB 360) with the purpose of encouraging regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP funds are used to match local or regional funds up to 50 percent of the total project costs for regionally significant road and public transportation projects. These funds are distributed to FDOT District 1 based on a statutory formula. The MPOs in Southwest Florida coordinate on an annual basis to submit a list of prioritized projects to FDOT for programming of these state funds.
- **Non-SIS Transit (Discretionary):** Federal and state transit revenues are available to LeeTran based on a competitive process. Multiple grant sources have been used as the basis for

developing revenue estimates under this program. While only discretionary grant programs have been used for this program, additional transit formula funds are allocated to the urban area. Developing an estimated amount of the transit discretionary funds that could be available for development of the 2050 Transportation Plan.

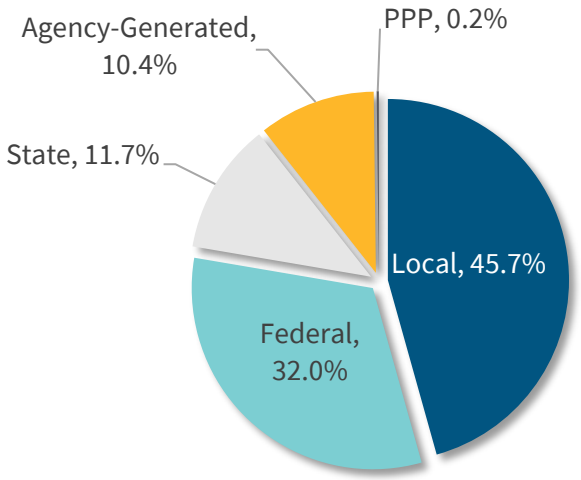
- **Districtwide – HSIP (Safety Program):** District level estimates are provided for the Federal Highway Safety Improvement Program (HSIP). The intent of the Safety Program is to provide consistent funding for safety projects that meet the objectives listed in Florida's SHSP and locally through the MPO's Safety Action Plan.

Transit Revenue Assumptions

Revenue projections prepared to fund transit projects through 2050 were developed based on information and assumptions provided by LeeTran, which included various federal, State, and local sources for operating and federal sources for capital expenditures. Each source is expected to grow 3.0% annually. Sources of transit revenues and the percentage of each are shown in **Figure 5-2**. The following is a summary of assumptions used in developing the transit capital and operating revenues:

- Based on the most recent LeeTran farebox recovery data from the National Transit Database, a farebox recovery ratio of 9% was used to determine fare revenues for fixed-route bus services. For new BRT and ferry services, a farebox recovery ratio of 15% was used.
- Existing federal revenue sources including FTA Section 5307, Section 5307 Flex Funds, Section 5310, Section 5311, and Section 5339 formula programs are assumed to be $559.7 million over 25 years.
- Existing and new State Block Grants, Service Development grants, and Urban Corridor grants are assumed to be $165.8 million for 25 years.
- Local operating revenue sources include Lee County Beach and Shoreline fund, Lee County General funds, Fort Myers/CRA and Bonita Springs contributions, are assumed to be $693.0 million for 25 years.
- New Public Private Partnerships (PPP) to support the passenger ferries are assumed to be $3.2 million for 25 years.

Figure 5-2: 2050 Cost Feasible Transit Plan | Funding Sources



2050 Transportation Revenue Summary

The MPO coordinated with FDOT, Lee County and other planning partners to identify available funding for the 2050 Transportation Plan. The projected revenues from local, state, and federal sources for transportation used to fund the prioritized transportation needs are detailed in **Table 5-2**. Consistent with the federal requirements for developing the Transportation Plan, these revenues are shown as future Year of Expenditure (YOE) revenues.

Table 5-2: 2050 Transportation Plan Revenues (X$1,000)

Funding Programs and Sources	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roadways	**$335,554**	**$1,214,891**	**$1,610,431**	**$1,712,521**	**$3,771,803**	**$8,645,200**
Strategic Intermodal System (SIS)	$49,369	$451,385	$574,259	$637,484	$1,009,576	$2,722,073
State Highway System - Non SIS	$2,040	$42,520	$29,170	$30,330	$61,730	$165,790
Other Roads Construction & ROW	$8,550	$21,228	$29,123	$30,008	$60,868	$149,777
Federal TMA	$29,037	$61,643	$60,888	$60,888	$122,078	$334,534
Local Funding	$186,558	$638,115	$721,411	$953,811	$2,517,551	$5,017,446
Developer Funded	$60,000	$0	$195,580	$0	$0	$255,580
TRIP (Discretionary)		$8,489	$9,362	$9,874	$20,353	$48,078
Transit Revenues		**$255,400**	**$298,600**	**$299,570**	**$725,100**	**$1,578,470**
Non-SIS Transit	$5,090	$21,513	$24,072	$25,003	$50,976	$126,654
Agency Generated		$18,000	$21,000	$29,200	$88,500	$156,700
Federal		$80,100	$93,400	$122,800	$263,400	$559,700
State		$23,200	$27,200	$33,000	$82,500	$165,800
Local (County, Farebox)		$134,100	$157,000	$114,200	$287,800	$693,000
Public-Private Partnership				$370	$2,900	$3,270
Bicycle and Pedestrian						
TA	$4,040	$16,701	$16,946	$17,023	$34,220	$88,930
Non-Capacity Safety Program						
Districtwide – HSIP	$45,770	$78,090	$74,690	$74,690	$149,390	$422,630
Roadway Maintenance						
Local	$75,968	$208,617	$229,441	$246,755	$531,750	$1,292,531
FDOT Estimated Lee Portion	$191,980	$598,920	$553,960	$567,170	$1,146,490	$3,058,520

Revenues are in YOE

Illustrative Revenues not used for developing the 2050 Transportation Plan

5.2 Roadway Projects

Planning-level cost estimates, developed for each roadway widening and intersection project, were converted to future year costs consistent with the requirements outlined in the Federal IIJA Transportation Legislation. Using inflation rates provided by FDOT to reflect the future Year of Expenditure (YOE) dollars, **Table 5-3** provides the applicable factors by time bands used to convert project costs to YOE dollars

Table 5-3: Inflation Factors

Time Bands for Planned Project	Project Cost in 2024/25 PDC $
2023/24 – 2024/25	1.00
2025/26-2029/30	1.10
2030/31-2034/35	1.29
2035/36-2039/40	1.56
2040/41-2049/50	1.94

Where there were not more detailed cost estimates available from the local jurisdictions or FDOT, roadway construction unit costs were derived from the standard roadway typical sections and based on a per centerline mile basis as provided in FDOT's District 1 the Costing Tool. Costs for intersection, roundabout and interchange projects were also developed for the Costing Tool when local, more detailed data was not available.

Cost estimates for the Project Development and Environmental (PD&E) and Preliminary Engineering (PE) phases were calculated based on a percentage of overall construction cost at five and 15 percent, respectively. In addition to construction, PD&E, and PE costs, right-of-way costs were also considered in the overall project cost estimates. Right-of-way costs were estimated based on choosing a range from high to low on a per acre basis for each area type (urban, suburban, and rural). The unit costs for this were also provided by FDOT District One.

Following prioritization of the roadway projects in the Needs Plan using the evaluation criteria, project costs were compared with available revenues, input from the public and local priorities for constructing projects. The result of this evaluation, includes

- Reconstruction of 11 bridges
- 12 major intersection/interchange improvements
- Construction of 10 new roadway corridors
- 27 roadway widening projects
- Reconfiguration or Modification of 4 roadway corridors.

In total, nearly $8.5 billion is planned to be invested in roadway projects through 2050. A detailed listing of the anticipated timeframe for completion of these projects and projected funding can be found in **Table 5-4** through **Table 5-12** along with a map of the 2050 Cost Feasible roadway network illustrated in **Figure 5-3.**

Table 5-4: Cost Feasible Projects: State/Federal on the State Highway System ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Funding Source	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
54	US 41 and Bonita Beach Road			0.5	Intersection Improvements	SU	PE	$0	$2,801	$0	$0	$0	$2,801	$2,550
54	US 41 and Bonita Beach Road			0.5	Intersection Improvements	SU/SHS	ROW	$0	$5,500	$6,910	$26,590	$0	$39,000	$22,400
54	US 41 and Bonita Beach Road			0.5	Intersection Improvements	SU/SHS	CST	$0	$0	$0	$0	$69,670	$69,670	$35,910
55	US 41 at Six Mile Cypress			0.5	Intersection Improvements	SU/SHS	PD&E	$1,400	$0	$0	$0	$0	$1,400	$1,400
55	US 41 at Six Mile Cypress			0.5	Intersection Improvements	SU/SHS	PE	$0	$0	$7,870	$0	$0	$7,870	$6,100
55	US 41 at Six Mile Cypress			0.5	Intersection Improvements	SU/SHS	ROW	$0	$0	$0	$0	$14,760	$14,760	$7,610
45	SR78	Burnt Store Road	US 41	9.1	Widen 4L to 6L	SU/SHS	PD&E	$4,500	$0	$0	$0	$0	$4,500	$4,500
45	SR 78	Burnt Store Road	US 41	9.1	Widen 4L to 6L	SU/SHS	PE	$0	$0	$5,780	$0	$0	$5,780	$6,480
45	SR 78	Burnt Store Road	US 41	9.1	Widen 4L to 6L	SU/SHS	ROW	$0	$0		$0	$34,760	$34,760	$17,918
47	SR 78	I-75	SR 31	3.4	Widen 2L to 4L	SU/SHS	PE	$0	$7,000	$0	$0	$0	$7,000	$6,364
47	SR 78	I-75	SR 31	3.4	Widen 2L to 4L	SU/SHS	ROW	$0	$0	$8,990	$18,100	$0	$27,090	$18,570
19.5	Fowler/Evans	S. Hanson	MLK Blvd.	1.2	Reconfigure Lns N/S	SU/SHS	PD&E/PE	$0	$0	$6,240	$0	$0	$6,240	$4,000
17	New I-75 Interchange - North Lee					SU/SHS	IJR/PD&E	$0	$0	$7,740	$0	$0	$7,740	$6,000
							Total Cost:	**$5,900**	**$15,301**	**$43,530**	**$44,690**	**$119,190**	**$228,611**	**$139,802**
							Revenues:	**$5,900**	**$57,395**	**$43,535**	**$44,695**	**$119,190**	**$270,715**	

Project Phases: PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction
Funding Sources: SU: Federal Surface Transportation Program Urban Area funds >200,00; SHS: State Highway System; DDR: State District Dedicated Revenue

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

Project Identifier	Road Name	From	To	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)
22	I-75	Immokalee Road	Corkscrew Road	Widen 6L to 10L	PE	$4,200	$5,526	$14,720	$0	$0	$24,446
22	I-75	Immokalee Road	Corkscrew Road	Widen 6L to 10L	ROW	$11,600	$0	$0	$0	$0	$11,600
22	I-75	Immokalee Road	Corkscrew Road	Widen 6L to 10L	DSB	$515	$117,955	$265,557	$0	$0	$384,027
S1	I-75	At Daniels Parkway		Interchange Improvement	PE	$0	$10,000	$0	$0	$0	$10,000
S1	I-75	At Daniels Parkway		Interchange Improvement	CST	$0	$47,445	$0	$0	$0	$47,445
S2	I-75	At Alico Road/Terminal Access Road		Interchange Improvement	PD&E	$0	$0	$4,680	$0	$0	$4,680
S2	I-75	At Alico Road/Terminal Access Road		Interchange Improvement	PE	$0	$0	$10,608	$0	$0	$10,608
S2	I-75	At Alico Road/Terminal Access Road		Interchange Improvement	ROW	$0	$0	$224,640	$0	$0	$224,640
S2	I-75	At Alico Road/Terminal Access Road		Interchange Improvement	CST	$0	$0	$0	$285,180	$0	$285,180
S3	I-75	At Corkscrew Road		Interchange Improvement	PD&E	$0	$0	$2,808	$0	$0	$2,808
S3	I-75	At Corkscrew Road		Interchange Improvement	PE	$0	$0	$0	$5,820	$0	$5,820
S4	I-75	At SR 80		Interchange Improvement	PE	$0	$0	$0	$3,492	$0	$3,492
S5	I-75	At SR 78		Interchange Improvement	PE	$0	$500	$0	$0	$0	$500
23	I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	PD&E	$0	$0	$4,680	$0	$0	$4,680
23	I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	PE	$0	$0	$19,968	$0	$0	$19,968
23	I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	ROW	$0	$0	$0	$281,300	$0	$281,300
23	I-75	North of Corkscrew	North of Colonial Blvd	Managed Lanes	CST	$0	$0	$0	$0	$529,620	$529,620
23	I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	PD&E	$0	$0	$4,212	$0	$0	$4,212
23	I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	PE	$0	$0	$6,942	$0	$0	$6,942
23	I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	ROW	$0	$0	$0	$0	$99,522	$99,522
23	I-75	North of Colonial Blvd	South of SR 80	Managed Lanes	CST	$0	$0	$0	$0	$186,822	$186,822
S8	I-75	At Bonita Beach Road		Interchange Improvement	PD&E	$0	$0	$0	$0	$3,492	$3,492
S8	I-75	At Bonita Beach Road		Interchange Improvement	PE	$0	$0	$0	$0	$5,820	$5,820
S9	I-75	SR 82	North of Luckett Rd	Interchange Improvement	PE	$0	$0	$4,680	$0	$0	$4,680
S9	I-75	SR 82	North of Luckett Rd	Interchange Improvement	ROW	$0	$0	$0	$0	$58,200	$58,200
S9	I-75	SR 82	North of Luckett Rd	Interchange Improvement	CST	$0	$0	$0	$0	$126,100	$126,100
44	SR 31	SR 80	SR 78	Widen 2L to 6L	ROW	$33,054	$0	$0	$0	$0	$33,054
44	SR 31	SR 80	SR 78	Widen 2L to 6L	DSB	$0	$269,949	$0	$0	$0	$269,949
48	SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PD&E	$0	$0	$2,964	$0	$0	$2,964
48	SR 80	SR 31	Buckingham Road	Widen 4L to 6L	PE	$0	$0	$7,800	$0	$0	$7,800
48	SR 80	SR 31	Buckingham Road	Widen 4L to 6L	ROW	$0	$0	$0	$7,275	$0	$7,275
48	SR 80	SR 31	Buckingham Road	Widen 4L to 6L	CST	$0	$0	$0	$54,417	$0	$54,417
				Total Cost:		**$49,369**	**$451,385**	**$574,259**	**$637,484**	**$1,009,576**	**$2,722,073**
				Revenues:		**$49,369**	**$451,385**	**$574,259**	**$637,484**	**$1,009,576**	**$2,722,073**

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/Federal not on the State Highway System ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Funding Source	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
	Countywide Signal System Updates, Final Phase				ITS	SU	PE	$1,200	$0	$0	$0	$0	$1,200	$1,200
	Countywide Signal System Updates, Final Phase				ITS	SU,OA	CST	$0	$0	$17,675	$0	$0	$17,675	$13,702
B10	Big Carlos Bridge Replacement Repayment			0.5	Reconstruct Bridge	SU, SA, CM	CST	$0	$25,000	$0	$0	$0	$25,000	$21,000
B6	Hickory Bridge Replacements				Reconstruct Bridges	CD24	PD&E	See Table 5-7	$4,000	$0	$0	$0	$4,000	$3,600
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	SU	PE	$0	$2,200	$0	$0	$0	$2,200	$2,000
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	SU/OA	ROW	$0	$0	$6,450	$0	$0	$6,450	$5,000
36	Old US 41	Collier County Line	Bonita Beach Road	1.2	Add Lanes & Reconstruct	OA	CST	$0	$0	$0	$0	$42,680	$42,680	$22,200
52	Sunshine Ext.	75th Street	SR 80	1.9	New 4L	SU/OA	PD&E	$0	$0	$3,870	$0	$0	$3,870	$3,000
52	Sunshine Ext.	75th Street	SR 80	1.9	New 4L		PE/ROW/CST			See Table 5-7				
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	LF, Fed Approp.	PE	$6,000	$0	$0	$0	$0	$6,000	$6,000
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	SU/OA	ROW	$0	$0	$15,490	$0	$0	$15,490	$12,000
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	SU/OA	CST	$0	$0	$0	$44,300	$0	$44,300	$28,400
	Intersection Improvements					OA		$0	$0	$0	$0	$18,160	$18,160	$9,360
							Total Cost:	**$7,200**	**$31,200**	**$43,485**	**$44,300**	**$60,840**	**$187,025**	**$127,462**
							Revenues:	**$8,550**	**$36,103**	**$43,488**	**$44,373**	**$60,868**	**$193,382**	

Project Phases: PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction
Funding Sources: CM: Federal Congestion Mitigation Air Quality funds; SU: Federal Surface Transportation Program Urban Area funds >200,00; Fed Approp: Federal Appropriations; CD24: State General Fund Earmark OA: State Other Arterial funding for off system roads

Table 5-7: Cost Feasible Projects: Lee County Funded Road Projects ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
B10	Big Carlos Bridge Replacement	N/A	N/A	0.51	Bridge	CST	$0	See Table 5-6	$0	$0	$0	$0	$0
52.5	Three Oaks Pkwy Ext.	Pony Lane	Daniels Pkwy	1.3	New 4L/6L-8L	CST	$40,000	$0	$0	$0	$0	$40,000	$40,000
37	Ortiz Avenue	Colonial Blvd	MLK	1.7	2L to 4L	CST	$33,061	$0	$0	$0	$0	$33,061	$33,061
27.5	Littleton Road	Corbett Road	US 41	1.2	2L to 3L	CST	$23,936	$0	$0	$0	$0	$23,936	$23,936
11	Corkscrew Road	Bella Terra	Alico Road	1.6	2L to 4L	CST	$28,000	$0	$0	$0	$0	$28,000	$28,000
B6	Hickory Bridge Replacements	N/A	N/A		Bridge	PD&E	$6,000	See Table 5-6	$0	$0	$0	$6,000	$6,000
B6	Hickory Bridge Replacements	N/A	N/A		Bridge	CST	$0	$0	$0	$151,510	$0	$151,510	$97,120
8	Cape Coral Bridge Replacement	N/A	N/A	2.1	Bridge	CST	$0	$484,400	$0	$0	$0	$484,400	$452,700
57	Mid Point Bridge Corridor	Summerlin	Del Prado	3.9	Intersections	PE	$0	$0	$11,610	$0	$0	$11,610	$9,000
57	Mid Point Bridge Corridor	Summerlin	Del Prado	3.9	Intersections	ROW/CST	$0	$0	$0	$120,000	$407,280	$527,280	$286,860
B8	Orange River Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$7,263	$0	$0	$7,263	$5,630
B1	Alva Drawbridge Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$37,879	$0	$37,879	$24,280
B3	Buckingham Road Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$13,968	$13,968	$7,200
B5	Harbor Drive Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$2,567	$2,567	$1,990
B9	Stringfellow Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$4,951	$4,951	$2,660
B4	Hancock Creek Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$15,554	$15,554	$7,810
B2	Bright Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$3,880	$3,880	$2,000
B7	North River Road Bridge Replacement	N/A	N/A		Bridge	PE/CST	$0	$0	$0	$0	$5,820	$5,820	$3,000
52	Sunshine Blvd Ext.	75th St	SR 80	1.9	New 4L	PD&E	$0	$0	See Table 5-6	$0	$0	$0	$0
52	Sunshine Blvd Ext.	75th St	SR 80	1.9	New 4L	PE	$0	$0	$6,450	$0	$0	$6,450	$5,000
52	Sunshine Blvd Ext.	75th St	SR 80	1.9	New 4L	ROW	$0	$0	$0	$45,240	$0	$45,240	$29,000
52	Sunshine Blvd Ext.	75th St	SR 80	1.9	New 4L	CST	$0	$0	$0	$62,400	$0	$62,400	$40,000
2 & 3	Alico Road Connector	Alico Haul Road	SR 82/23rd Street	9.1	New 4L/2L to 4L	CST	$0	$0	$449,866	$0	$0	$449,866	$405,285
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	ROW	$0	$0	$7,000	$0	$0	$7,000	$5,425
7	Burnt Store Road	Van Buren	Charlotte Co/L	5.1	2L to 4L	CST	$0	$0	$0	$189,700	$0	$189,700	$97,780

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

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
11	Corkscrew Road	Alico Road	Verdana Village Ent.	3.3	2L to 4L	PE	$0	$0	$9,700	$0	$0	$9,700	$7,520
11	Corkscrew Road	Alico Road	Verdana Village Ent.	3.3	2L to 4L	ROW	$0	$0	$0	$35,100	$0	$35,100	$22,500
11	Corkscrew Road	Alico Road	Verdana Village Ent.	3.3	2L to 4L	CST	$0	$0	$0	$0	$97,230	$97,230	$50,120
29 & 38	Ortiz/Luckett	MLK	I-75	1.8	2L to 4L	PE	$0	$0	$7,225	$0	$0	$7,225	$5,600
29 & 38	Ortiz/Luckett	MLK	I-75	1.8	2L to 4L	ROW	$0	$0	$0	$0	$50,710	$50,710	$26,140
29 & 38	Ortiz/Luckett	MLK	I-75	1.8	2L to 4L	CST	$0	$0	$0	$0	$76,360	$76,360	$39,360
6	Buckingham Road	Cemetery Rd	SR 80	2.8	2L to 4L	PE	$0	$0	$0	$9,980	$0	$9,980	$6,400
6	Buckingham Road	Cemetery Rd	SR 80	2.8	2L to 4L	ROW	$0	$0	$0	$0	$30,850	$30,850	$15,900
6	Buckingham Road	Cemetery Rd	SR 80	2.8	2L to 4L	CST	$0	$0	$0	$0	$82,510	$82,510	$42,530
51	Sunshine Blvd.	Lee Blvd.	75th St W	6.0	2L to 4L	PE	$0	$0	$0	$0	$29,500	$29,500	$15,190
51	Sunshine Blvd.	Lee Blvd.	75th St W	6.0	2L to 4L	ROW	$0	$0	$0	$0	$115,350	$115,350	$59,460
51	Sunshine Blvd.	Lee Blvd.	75th St W	6.0	2L to 4L	CST	$0	$0	$0	$0	$196,430	$196,430	$101,250
24	Joel Blvd	17th Street	SR 80	3.3	2L to 4L	PE	$0	$0	$0	$0	$6,440	$6,440	$3,320
24	Joel Blvd	17th Street	SR 80	3.3	2L to 4L	ROW	$0	$0	$0	$0	$25,300	$25,300	$13,040
24	Joel Blvd	17th Street	SR 80	3.3	2L to 4L	CST	$0	$0	$0	$0	$85,120	$85,120	$43,900
50	Sunshine Blvd	23rd St SW	Lee Blvd.	1.8	2L to 4L	PE	$0	$0	$0	$0	$7,950	$7,950	$4,100
50	Sunshine Blvd	23rd St SW	Lee Blvd.	1.8	2L to 4L	ROW	$0	$0	$0	$0	$31,700	$31,700	$16,340
50	Sunshine Blvd	23rd St SW	Lee Blvd.	1.8	2L to 4L	CST	$0	$0	$0	$0	$53,040	$53,040	$27,340
58	Veterans/Santa Barbara			1.0	Overpass	PE	$0	$0	$0	$0	$34,920	$34,920	$18,000
58	Veterans/Santa Barbara			1.0	Overpass	ROW	$0	$0	$0	$0	$38,800	$38,800	$20,000
58	Veterans/Santa Barbara			1.0	Overpass	CST	$0	$0	$0	$0	$256,080	$256,080	$132,000
12	Corkscrew Road	Verdana Village	County Line	6.4	2L to 4L	PE	$0	$0	$0	$0	$11,640	$11,640	$6,000
12	Corkscrew Road	Verdana Village	County Line	6.4	2L to 4L	ROW	$0	$0	$0	$0	$80,000	$80,000	$41,240
						Total Cost:	**$130,997**	**$484,400**	**$498,514**	**$651,809**	**$1,763,950**	**$3,529,670**	**$2,330,987**
						Revenues:	**$134,429**	**$488,620**	**$498,575**	**$665,437**	**$1,764,296**	**$3,551,357**	

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

Table 5-8: Cost Feasible Projects: City of Bonita Springs Road Projects ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
54	US 41 at Bonita Beach Road			1.0	Intersection	PE	$0	$770	$0	$0	$0	$770	$700
54	US 41 at Bonita Beach Road			1.0	Intersection	ROW	$0	See Table 5-4			$0	$0	$0
54	US 41 at Bonita Beach Road			1.0	Intersection	CST	$0	$0	$0	$0	See Table 5-4	$0	$0
5	Bonita Beach Road	Old US 41	US 41		Reconstruction	CST	$0	$0	$0	$0	$53,740	$53,740	$27,700
42	Sandy Lane Extension	Strike Lane	Pelican Colony		New 2L	PE	$0	$0	$4,130	$0	$0	$4,130	$3,200
42	Sandy Lane Extension	Strike Lane	Pelican Colony		New 2L	ROW	$0	$0	$27,470	$0	$0	$27,470	$21,300
42	Sandy Lane Extension	Strike Lane	Pelican Colony		New 2L	CST	$0	$0	$0	$29,200	$0	$29,200	$18,720
						Total Cost:	**$0**	**$770**	**$31,600**	**$29,200**	**$53,740**	**$115,310**	**$71,620**
						Revenues:	**$7,058**	**$21,003**	**$31,663**	**$44,405**	**$137,482**	**$241,611**	

Table 5-9: Cost Feasible Projects: City of Cape Coral Road Projects ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
42.5	Santa Barbara Blvd	Nicolas Pkwy	Jacaranda Pkwy	4.0	4L to 6L	PE	$0	$0	$0	$9,360	$0	$9,360	$6,000
42.5	Santa Barbara Blvd.	Nicolas Pkwy	Jacaranda Pkwy	4.0	4L to 6L	ROW	$0	$0	$0	$0	$38,720	$38,720	$19,960
42.5	Santa Barbara Blvd.	Nicolas Pkwy	Jacaranda Pkwy	4.0	4L to 6L	CST	$0	$0	$0	$0	$68,400	$68,400	$36,000
3.5	Andalusia Extension	Kismet Pkwy	Jacaranda Pkwy	0.8	New 4L	PE	$1,500	$0	$0	$0	$0	$1,500	$1,500
3.5	Andalusia Extension	Kismet Pkwy	Jacaranda Pkwy	0.8	New 4L	CST	$0	$14,080	$0	$0	$0	$14,080	$12,800
10	Chiquita Boulevard	SW 58th lane	Pine Island Road	6.6	Access Man/Int.	PE	$0	$0	$11,610	$0	$0	$11,610	$9,000
10	Chiquita Boulevard	SW 58th Lane	Pine Island Road	6.6	Access Man/Int.	ROW	$0	$0	$0	$56,350	$0	$56,350	$34,200
10	Chiquita Boulevard	SW 58th Lane	Pine Island Road	6.6	Access Man/Int.	CST	$0	$0	$0	$0	$104,760	$104,760	$54,000
34	NE 24th Avenue	NE 15th Terrace	NE 28th Street	1.9	2L to 4L	PE	$0	$0	$3,350	$0	$0	$3,350	$2,600
34	NE 24th Avenue	NE 15th Terrace	NE 28th Street	1.9	2L to 4L	ROW	$0	$0	$11,870	$0	$0	$11,870	$9,200
34	NE 24th Avenue	NE 15th Terrace	NE 28th Street	1.9	2L to 4L	CST	$0	$0	$0	$27,140	$0	$27,140	$17,400
35	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	0.8	New 4L	PE	$0	$0	$2,190	$0	$0	$2,190	$1,700
35	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	0.8	New 4L	ROW	$0	$0	$15,200	$0	$0	$15,200	$11,800
35	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	0.8	New 4L	CST	$0	$0	$0	$17,780	$0	$17,780	$11,400
16.9	Del Prado Blvd	N. Kismet Pkwy	US 41	3.4	4L to 6L	PE	$0	$0	$0	$6,240	$0	$6,240	$4,000
16.9	Del Prado Blvd	N. Kismet Pkwy	US 41	3.4	4L to 6L	ROW	$0	$0	$0	$0	$29,100	$29,100	$15,000
16.9	Del Prado Blvd.	N. Kismet Pkwy	US 41	3.4	4L to 6L	CST	$0	$0	$0	$0	$81,480	$81,480	$42,000
45	SR 78	Burnt Store Road	US 41	9.1	4L to 6L	PD&E	$4,000	$0	$0	$0	$0	$4,000	$4,000
	Intersection Capacity Improvements	Various locations from mobility plan				PE/ROW/ CST	$0	$0	$11,000	$12,900	$21,920	$45,820	$31,300
						Total Cost:	**$5,500**	**$14,080**	**$55,220**	**$129,770**	**$344,380**	**$548,950**	**$323,860**
						Revenues:	**$33,115**	**$87,600**	**$141,839**	**$183,147**	**$462,238**	**$907,939**	

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

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

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
59	Williams Road	US 41	Via Coconut Road	0.3	Widen 2L to 4L	CST	$0	$7,480	$0	$0	$0	$7,480	$6,800
40.5	River Ranch Road	Williams Rd	Corkscrew Road	0.75	Roadway Improvements	CST	$0	$0	$8,770	$0	$0	$8,770	$6,800
						Total Cost:	**$0**	**$7,480**	**$8,770**	**$0**	**$0**	**$16,250**	**$13,600**
						Revenues:	**$3,680**	**$10,190**	**$12,260**	**$15,080**	**$38,010**	**$79,220**	

Table 5-11: Cost Feasible Projects: City of Fort Myers Road Projects ($1,000)

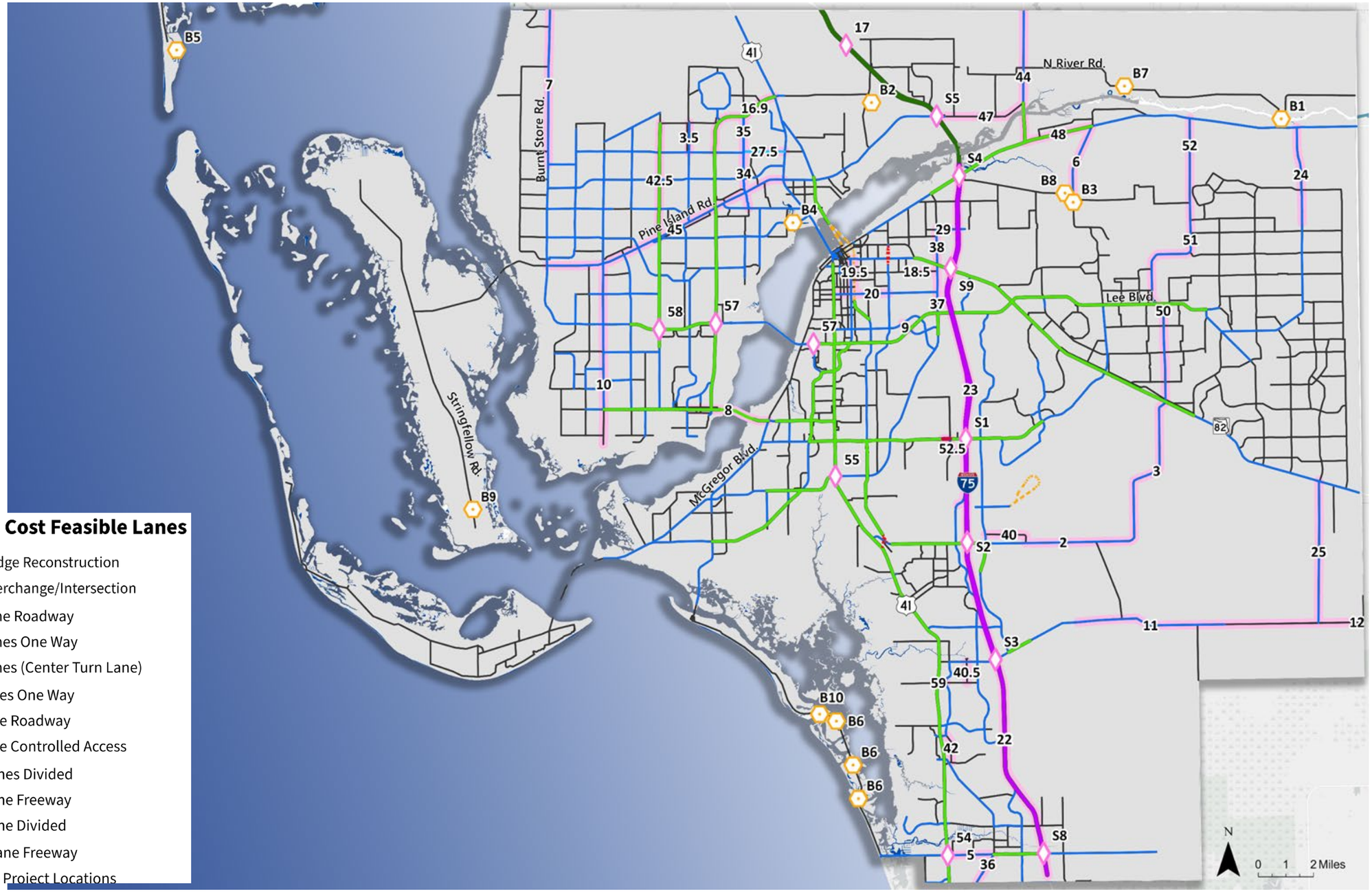
Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
18.5	Edison Ave Ext.	Arcadia	Ortiz Avenue	0.9	New 2L	PE	$1,000	$0	$0	$0	$0	$1,000	$1,000
18.5	Edison Ave Ext.	Arcadia	Ortiz Avenue	0.9	New 2L	CST	$0	$15,400	$0	$0	$0	$15,400	$14,000
9	Challenger Road Extension	Colonial Blvd	Winkler Ave	0.4	New 4L	PE	$0	$2,200	$0	$0	$0	$2,200	$2,000
9	Challenger Road Extension	Colonial Blvd	Winkler Ave	0.4	New 4L	CST	$0	$10,670	$0	$0	$0	$10,670	$9,700
20	Hanson Street	US 41	Veronica Shoemaker	2.0	2L to 4L	PE	$0	$0	$0	$5,400	$0	$5,400	$3,460
20	Hanson Street	US 41	Veronica Shoemaker	2.0	2L to 4L	ROW	$0	$0	$0	$0	$24,093	$24,093	$12,420
20	Hanson Street	US 41	Veronica Shoemaker	2.0	2L to 4L	CST	$0	$0	$0	$0	$44,850	$44,850	$23,120
	Intersection/Safety Imp.					PE/ROW/ CST	$0	$0	$19,600	$27,760	$34,520	$81,880	$53,400
						Total Cost:	**$1,000**	**$28,270**	**$19,600**	**$33,160**	**$103,463**	**$185,493**	**$119,100**
						Revenues:	**$8,276**	**$30,702**	**$37,074**	**$45,742**	**$115,525**	**$237,319**	

Table 5-12: Cost Feasible Projects - Private Funding ($1,000)

Project Identifier	Road Name	From	To	Length	Improvement	Phase	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total Cost (YOE)	Total Cost (PDC)
44	SR 31	SR 78	Charlotte County Line	5.3	Widen 2L to 4L	PE/CST	$60,000	$0	$0	$0	$0	$60,000	$60,000
25	Kingston Blvd	Corkscrew Road	SR 82	5.4	New 4L	PE/CST	$0	$0	$134,950	$0	$0	$134,950	$104,610
40	East West	Ben Hill Griffin Pkwy	Alico Road	2.6	New 2L	PE/CST	$0	$0	$60,630	$0	$0	$60,630	$47,000
						Total Cost:	**$60,000**	**$0**	**$195,580**	**$0**	**$0**	**$255,580**	**$211,610**
						Revenues:	**$60,000**	**$0**	**$195,580**	**$0**	**$0**	**$255,580**	

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

Figure 5-3: 2050 Cost Feasible Roadway Projects



2050 Cost Feasible Lanes

- Bridge Reconstruction
- Interchange/Intersection
- 2 Lane Roadway
- 2 Lanes One Way
- 2 Lanes (Center Turn Lane)
- 3 Lanes One Way
- 4 Lane Roadway
- 4 Lane Controlled Access
- 6 Lanes Divided
- 6 Lane Freeway
- 8 Lane Divided
- 10 Lane Freeway
- MPO Project Locations

5.3 Transit Service

This section presents the 2050 Cost Feasible Transit Plan, developed through a comprehensive prioritization evaluation in conjunction with the revenue forecasts reasonably anticipated over the next 25 years.

The prioritization evaluation process guides the cost-feasible plan, informing the implementation plan. Projected operating and capital costs and revenues were estimated to formulate the cost feasible transit plan for the 25-year planning horizon, as summarized below.

Service Recommendations

After reviewing the priority rankings and the projected federal, state, and local funding availability over the next 25 years, the service improvements listed below have been incorporated into the 2050 Cost Feasible Transit Plan and are illustrated in **Figure 5-4**.

Bus Rapid Transit

- US 41 BRT – Mixed-traffic BRT service with 10-minute peak weekday frequency from Merchants Crossing to Six-Mile Cypress Parkway.
- Palm Beach Boulevard BRT – Mixed-traffic BRT service operating every 15 minutes during weekday peak periods, running from Rosa Parks Transfer Center in downtown Fort Myers to I-75 via Palm Beach Boulevard.

Express

- Lee-Collier Commuter Express – Regional link for commuters from Fort Myers to Collier County via I-75 managed lanes every 60 minutes on weekdays.

Local Bus Improvements

- 15-minute service or better – Routes 100 and Route 140
- 30-minute service - Routes 10 and 40
- Implement two-way service on Route 590

Microtransit

The existing on-demand services will continue to serve residents and visitors in Lehigh Acres and Bonita Springs. The implementation of an extended Lehigh Acres zone along with new Cape Coral, Estero, North Cape Coral, and Shell Point zones are recommended.

Passenger Ferry

- City to Beach Connector – A passenger ferry connecting downtown Fort Myers to Fort Myers Beach.
- Fort Myers Beach Islander – A passenger ferry connecting different points of interest along Fort Myers Beach.

Table 5-13 shows the timing and project costs associated with implementing these service improvements through 2050. The total future year costs for the 2050 Cost Feasible Transit projects are presented in **Table 5-14**.

Figure 5-4: 2050 Transit Cost Feasible Projects

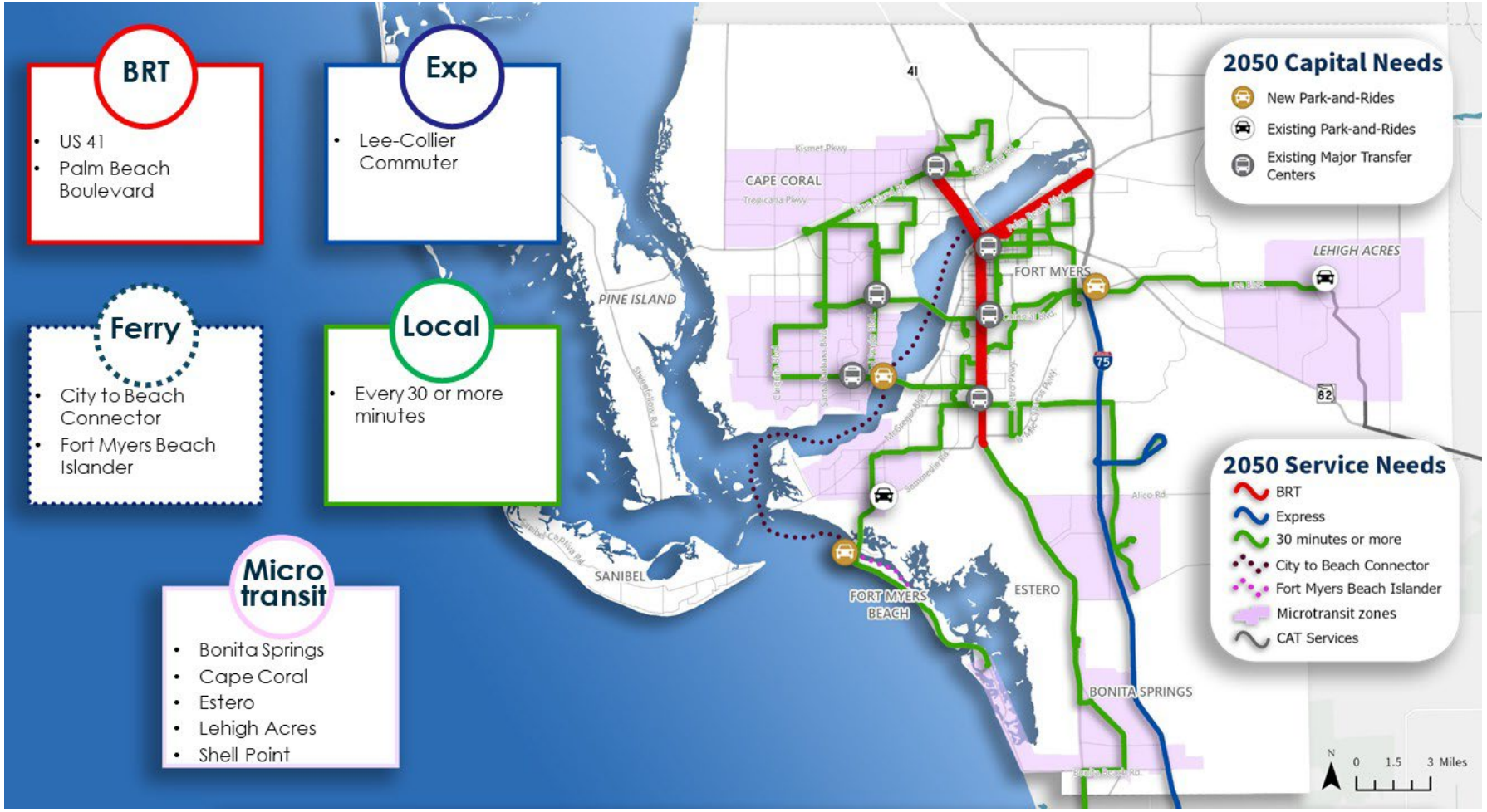


Table 5-13: 2050 Cost Feasible Transit Plan

Transit Improvement	Implementation Year	Annual Operating Cost (2025$)	Total Capital Cost (2025$)
Expanded Lehigh Acres Microtransit Zone	2036	$450,689	$300,000
US41 BRT	2038	$6,743,313*	$15,400,000
City to Beach Connector Ferry	2038	$163,123	$425,000
Estero Microtransit Zone	2040	$302,400	$300,000
Palm Beach Boulevard BRT	2040	$2,247,771*	$6,800,000
Fort Myers Beach Islander Ferry	2042	$163,123	$425,000
Route 10 – 30-minute frequency	2042	$902,066*	$1,400,000
Route 590 – Two-Way Service	2043	$587,986*	$1,400,000
Cape Coral Microtransit Zone	2045	$302,400	$150,000
North Cape Coral Microtransit Zone	2045	$302,400	$150,000
Lee-Collier Commuter Express	2046	$946,430	$1,400,000
Route 40 – 30-minute frequency	2046	$902,066*	$1,400,000
Shell Point Microtransit Zone	2048	$302,400	$150,000

**Incremental operating cost.*

Table 5-14: 2050 Cost Feasible Transit Plan | Cost Summary (X$1,000)

Cost Category	2026-2030	2031-2035	2036-2040	2041-2050	Total
Operating Costs	$170,100	$212,300	$256,700	$767,600	$1,406,900
Capital Costs	$23,900	$31,000	$51,400	$40,400	$146,700
Total Costs	$194,000	$243,400	$308,100	$808,000	$1,553,500

Capital/Infrastructure Recommendations

The capital and infrastructure improvements will support the 2050 Cost Feasible Transit Plan network. The following improvements are proposed:

- Expand transit marketing/education campaign
- Continue to maintain and expand access to software to support microtransit zones
- Improved and new bus stop infrastructure
- New Rail study to explore passenger rail on I-75.
- Deploy TSP at up to up to ten intersections on US 41 BRT and Palm Beach BRT corridors
- Construct BRT branded stations on the US 41 and Palm Beach BRT corridors.

Transit Cost Assumptions

Several assumptions were made to forecast transit costs for the 2050 Cost Feasible Transit Plan. These assumptions were based on a variety of factors, including input and direction from LeeTran, Lee County MPO staff, other recently completed Florida studies, and industry knowledge. Unless otherwise noted, these assumptions summarized were based on and consistent with LeeTran's 2026-2035 TDP

- Existing LeeTran network costs, including fixed-route, microtransit, and paratransit services, listed in the TDP were inflated throughout the 25-year period.
- Operating cost per revenue hour for future operating fixed-route enhancements was assumed at $102.76.
- When calculating the costs for new MOD services, an operating cost per revenue hour was assumed at $78.44.
- The cost of operating the passenger ferry is estimated at $177.00 per hour, based on data from recently implemented and similar ferry service in southwest Florida.
- The annual operating cost inflation rate (3.0%) was based on the 2026-2035 LeeTran TDP.
- Establishing and maintaining a vanpool program is $200,000 annually.

Capital and Policy Costs

- The 3.0% annual inflation rate established for operating costs is also used for all capital cost projections, unless otherwise noted.
- New and improved bus stop infrastructure costs are estimated at $650,000 annually from 2026 to 2035, and $25,000 annually from 2036 to 2050.
- The cost of expanding the transit marketing/education program is $25,000 from 2036 to 2050.
- Maintaining and adding new microtransit software to support existing and new microtransit zones are expected to be $25,000 annually.
- The cost of conducting a Rail Feasibility Study to be $250,000.
- Conceptual capital costs for implementing BRT on the US 41 and Palm Beach Boulevard BRT corridors included
    - $220,00 for Transit Signal Prioritization at 10 intersections.
    - $250,000 (2025$) per station for branded stations at up to 44 locations.

Vehicle Cost Assumptions

- Costs for maintaining the existing fleet and purchasing replacement vehicles are based on data from LeeTran. Based on information from other southeast studies, fixed-route bus vehicle and paratransit bus vehicle were assumed to be $680,000 and $168,000 respectively.
- In addition to maintaining the existing fixed-route and paratransit fleet within the next 25 years, 37 new buses will be needed to implement enhancements to existing services and new improvements.

5.4 Non-Motorized (Bike/Ped/Trails) Projects

Cost Feasible Bicycle and Pedestrian projects were selected from among the highest ranked projects resulting from the GAP analysis on the state highways, the adopted 2025 MPO bicycle/pedestrian priorities, and the high priority projects from each of the local jurisdiction bicycle pedestrian plans (or project lists). The Bicycle and Pedestrian Cost Feasible Project list is shown in **Table 5-15**. It is anticipated that the City of Fort Myers Bicycle Pedestrian Master Plan will be updated in 2027 and **Table 5-15** may be amended to reflect priority projects identified in that Master Plan. Furthermore, the project list does not include all the MPO SUN Trail priorities as state grant applications and state funding will be pursed primarily to fund these gaps or upgrades to existing facilities. The revenue allocated for the Cost Feasible Plan bicycle and pedestrian projects includes the annual federal SU and TALU funds earmarked over 20 years from FY 2031 to FY 2050.

A prioritization methodology was worked out with Lee County MPO to the conducted Gap Analysis. This methodology works to prioritize bicycle and pedestrian improvements identified in a way that supports the MPO's goals. The following criteria were selected to be reviewed:

- Bicycle/Pedestrian crashes per mile
- The presence of transit stops
- Within 2 miles of a K-12 school
- Presence of zero vehicle households in >50% of the corridor

The prioritization criterion listed above were used to prioritize pedestrian and bicycle recommendations separately. A prioritization score was applied to each segment within the existing conditions GIS layer by summarizing the score of each factor listed above. Next, smaller segments were grouped with other segments adjacent to those with similar prioritization scores in order to mimic more realistic project limits (i.e., avoid building sidewalks to nowhere). A final prioritization score was then calculated with the newly defined limits.

It is worth noting that prioritization scores considered both recommendations to fill bicycle facility gaps as well as updating existing bicycle facilities.

The final prioritization scores were grouped into the following five categories

- High Priority
- Medium to High Priority
- Medium Priority
- Low to Medium Priority
- Low Priority

Maps illustrating the bicycle and pedestrian facility gap priorities can be found in the Bike/Ped/Trails Technical Memo.

After facility prioritization was performed, statewide cost averages for construction were used to develop planning level estimates for each project type, then adjust for maintenance of traffic (15%), mobilization (10%), and a 20% contingency to achieve a final cost of construction in today's dollars.

These estimates were created to provide a cost per mile for each facility type. These were then adjusted by the following percentages to account for other project costs:

- PD&E – 5%
- Design – 15%
- Right of Way - 30%
- Construction Engineering Inspection - 5%

It should be noted that if more precise cost estimates were available, such as for FDOT costs, the more precise estimate was used. Once developed, these costs were applied to the facility gaps identified in the previous efforts.

The non-motorized Cost Feasible Plan compared priority projects and available budgets to determine the projects that can realistically be completed given projected funding as shown in **Figure 5-5**.

The table of projects (See **Table 5-15**) is flexible to address evolving needs which may result in addition of new projects not currently identified in the MPO and local government bike ped master plans. For the same reason projects currently identified in this list may be substituted to reflect changing MPO and local government priorities. To keep it simple and with an eye on evolving needs, and a recognition of changing priorities, projects that are not included in this Cost Feasible Plan but included in the Needs Plan or included in local government bicycle pedestrian plans (current and updated), or identified as MPO SUN Trail priorities, will be eligible for consideration in the annual list of MPO bicycle pedestrian priorities for federal and state funds.



Recent safety improvements on US 41 between Winkler Avenue and MLK Boulevard (SR 82) include hybrid pedestrian signals and a median-divided roadway.

Figure 5-5: 2050 Bicycle and Pedestrian Cost Feasible Projects

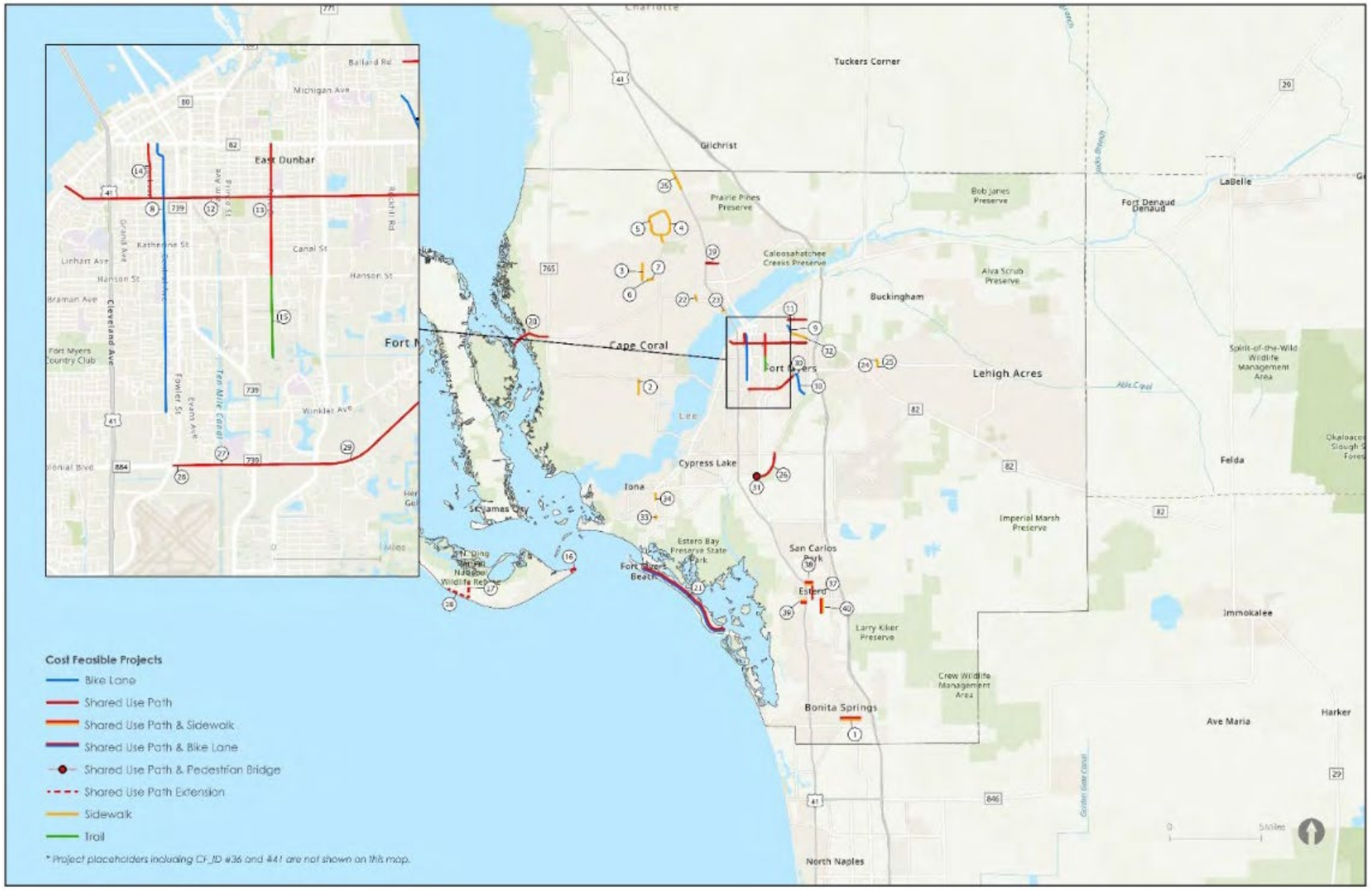


Table 5-15: 2050 Cost Feasible Bicycle Pedestrian Plan

ID	Jurisdiction	Roadway	From	To	Length	Facility	Phase	Cost
LRTPBPE2050_623	City of Bonita Springs	Dean St	Oak Creek (Old 41 Rd)	Imperial River (Quinn St)	1.22	Shared Use Path & Sidewalk	PE + CST	$1,572,388
LRTPBPE2050_1001	City of Cape Coral	Academy Blvd	SE 26th St	SE 32nd St	2.56	Sidewalk	PE + CST	$2,816,000
LRTPBPE2050_012	City of Cape Coral	Andalusia	Diplomat Pkwy	Kismet Pkwy	0.83	Sidewalk	CST	$1,442,859
LRTPBPE2050_008	City of Cape Coral	Gator Circle & Averill Blvd	Del Prado Blvd	Ramsey Blvd	2.24	Sidewalk	CST	$1,634,119
LRTPBPE2050_009	City of Cape Coral	Gator Circle & Averill Blvd	Ramsey Blvd	Del Prado Blvd	2.53	Sidewalk	CST	$1,821,899
LRTPBPE2050_808	City of Cape Coral	NE 10th Pl	NE 16th Ter	Diplomat Pkwy	0.07	Sidewalk	PE + CST	$149,343
LRTPBPE2050_942	City of Cape Coral	NE 16th Ter	NE 10th Ppl	NE 13th Ave	0.30	Sidewalk	PE + CST	$328,534
LRTPBPE2050_346	City of Ft. Myers	Central Ave	Edison Ave	Winkler Ave	2.00	Bike Lane	PE + CST	$1,330,000
LRTPBPE2050_1004	City of Ft. Myers	Michigan Ave Link	Marsh Ave	MLK Jr. Blvd	0.50	Bike Lane	PE + CST	$236,250
LRTPBPE2050_351	City of Ft. Myers	Winkler Ave	Colonial Blvd	Six Mile Cypress Pkwy	1.26	Bike Lane	PE + CST	$673,586
LRTPBPE2050_348	City of Ft. Myers	Ballard Rd	Marsh Ave	Ortiz Ave	1.00	Shared Use Path	PE + CST	$684,950
LRTPBPE2050_337	City of Ft. Myers	Edison Ave	McGregor Blvd	Ortiz Ave	4.23	Shared Use Path	PE + CST	$1,962,150
LRTPBPE2050_1002	City of Ft. Myers	Ford Street	MLK Jr. Blvd	Hanson St	1.23	Shared Use Path	PE + CST	$842,555
LRTPBPE2050_345	City of Ft. Myers	Jackson Ave	Dr. Martin Luther King Jr.	Edison Ave	0.51	Shared Use Path	PE + CST	$536,716
LRTPBPE2050_1003	City of Ft. Myers	Ford Street Trail	Hanson Street	North Colonial Trail	0.75	Trail	PE + CST	$828,750
LRTPBPE2050_329	City of Sanibel	Periwinkle Way	Lighthouse Beach Park (Entrance to Fishing Pier Parking Lot)		0.34	Shared Use Path	PE + CST	$357,494
LRTPBPE2050_318	City of Sanibel	Rabbit Rd Extension	W Gulf Dr	Sanibel Captiva Rd	0.85	Shared Use Path	PE + CST	$854,504
LRTPBPE2050_317	City of Sanibel	W Gulf Dr Extension	Rabbit Rd	Dingman Dr	1.07	Shared Use Path	PE + CST	$1,088,476
LRTPBPE2050_691	Lee County	Littleton Rd	U.S. 41	Bus 41	0.66	Shared Use Path	PE + CST	$2,380,234
LRTPBPE2050_693	Lee County	SW Pine Island Rd	Matlacha Eastern Limits	Veterans Memorial Pkwy	2.05	Shared Use Path	CST	$2,166,348
LRTPBPE2050_1003	Lee County	Estero Blvd	Little Hickory Bridge	Big Carlos Bridge	3.23	Shared Use Path & Bike Lane	CST	$2,760,000
LRTPBPE2050_479	Lee County	Barrett Rd	Pondella Rd	Riverfield Rd	0.64	Sidewalk	CST	$303,611
LRTPBPE2050_480	Lee County	North Key Dr	Beau Dr	U.S. 41	0.15	Sidewalk	CST	$70,545
LRTPBPE2050_482	Lee County	Westgate Blvd E	Lee St	4th St W	0.38	Sidewalk	CST	$173,828
LRTPBPE2050_483	Lee County	Westgate Blvd W	4th St W	8th St W	0.37	Sidewalk	CST	$173,742
LRTPBPE2050_1010	MPO	Six Mile Cypress Pkwy	SR 865 (Metro Pkwy)	W of RR Tracks	0.09	Shared Use Path (S)	PE + CST	$95,114
LRTPBPE2050_1011	MPO	Six Mile Cypress Pkwy	W of RR Tracks	Existing Shared Use Path West of Ten Mile Canal	0.05	Shared Use Path (S) and ped bridge over Ten Mile Canal	PE + CST	$1,296,517
LRTPBPE2050_1006	MPO	Colonial Blvd	Auto Nation Ent	Metro Pkwy	0.59	Upgrade to Shared Use Path (N)	PE + CST	$680,682
LRTPBPE2050_1007	MPO	Colonial Blvd	E Side of Fowler St	Auto Nation Ent	0.14	Upgrade to Shared Use Path (N)	PE + CST	$161,518
LRTPBPE2050_1008	MPO	Colonial Blvd	Metro Pkwy	Family Thrift Ctr	1.83	Upgrade to Shared Use Path (N)	PE + CST	$2,111,267
LRTPBPE2050_1009	MPO	Colonial Blvd	Family Thrift Ctr	Colonial Ctr (El Gaucho Inca)	0.14	Upgrade to Shared Use Path (N)	PE + CST	$161,518
LRTPBPE2050_1005	MPO	S.R. 865 (San Carlos Blvd)	Summerlin Rd	Linda Loma Blvd	0.14	Sidewalk (E)	PE	$245,685
LRTPBPE2050_684	MPO	S.R. 865 (San Carlos Blvd)	Kelly Road	Gulf Point St	0.48	Sidewalk (E)	CST	$700,000
LRTPBPE2050_685	MPO	S.R. 82	Michigan Ave Link	Ortiz Ave	0.86	Sidewalk (N)	CST	$4,434,040
LRTPBPE2050_687	MPO	U.S. 41	French Creek Lane	Charlotte County	1.14	Sidewalk (W)	PE	$1,800,000
	Town of Ft Myers Beach					Project Placeholder		$2,500,000
	City of Bonita Springs					Project Placeholder		$3,427,612
LRTPBPE2050_602	Village of Estero	Sandy Lane	Corkscrew Road (C.R. 850)	Broadway E	0.73	Shared Use Path	PE + CST	$773,427
LRTPBPE2050_601	Village of Estero	Broadway E	Sandy Lane	U.S. 41 (Tamiami Trail)	0.37	Shared Use Path & Sidewalk	PE + CST	$2,238,370
LRTPBPE2050_604	Village of Estero	Corkscrew Road (C.R. 850)	Koreshan State Park	U.S. 41 (Tamiami Trail)	0.25	Shared Use Path & Sidewalk	PE + CST	$397,273
LRTPBPE2050_597	Village of Estero	River Ranch Road	Williams Rd	Corkscrew Road (C.R. 850)	0.75	Shared Use Path & Sidewalk	PE + CST	$1,202,531
							Total Cost	**$49,414,435**

5.5 Plan Summary

Demonstration of Financial Feasibility

Revenue projections and cost estimates previously discussed form the basis for demonstrating fiscal constraint of the 2050 Transportation Plan. Estimated federal, state, and local revenues that are reasonably expected to be available through 2050 have been estimated for the 5 and 10-year time bands. Planning-level cost estimates were developed for projects and programs included in the plan. A comparison of revenues available for roadway capacity and transit service improvement with project costs shown in **Table 5-16**. An estimated $210 million available through 2050 to address unexpected project costs increases, higher than anticipated inflation or the addition of projects to the Transportation Plan through an amendment within the limits of the revenue assumptions. The resulting positive balance demonstrates that the 2050 Transportation Plan is fiscally constrained and consistent with federal requirements, ensuring that the identified investments identified can be implemented with revenues that are reasonably expected to be available.

Table 5-16: Cost Feasible Plan Revenues and Costs (X $1,000)

Funding Program (Source)	2024 & 2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Roadway Revenues	$335,554	$1,214,891	$1,610,431	$1,712,521	$3,771,803	$8,645,200
Roadway Project Costs						
State Highway System (State & Federal)	$5,900	$15,301	$43,530	$44,690	$119,190	$228,611
Strategic Intermodal System	$49,369	$451,385	$574,259	$637,484	$1,009,576	$2,722,073
Non-State Highways (State & Federal)	$7,200	$31,200	$43,485	$44,300	$60,840	$187,025
Lee County	$130,997	$484,400	$498,514	$651,809	$1,763,950	$3,529,670
City of Bonita Springs	$0	$770	$31,600	$29,200	$53,740	$115,310
City of Cape Coral	$5,500	$14,080	$55,220	$129,770	$344,380	$548,950
Village of Estero	$0	$7,480	$8,770	$0	$0	$16,250
City of Fort Myers	$1,000	$28,270	$19,600	$33,160	$103,463	$185,493
Private	$60,000	$0	$195,580	$0	$0	$255,580
Total Roadway Project Costs	$310,377	$1,182,998	$1,578,273	$1,680,363	$3,707,185	$8,459,196
Roadway Revenue Balance	$25,177	$31,893	$32,158	$32,158	$64,618	$186,004
Transit Revenues		$255,400	$298,600	$299,570	$725,100	$1,578,470
Transit Operating Costs		$170,100	$212,300	$256,700	$767,600	$1,406,900
Transit Capital Costs		$23,900	$31,000	$51,400	$40,400	$146,700
Total Transit Costs		$194,000	$243,400	$308,100	$808,000	$1,553,500
Transit Revenue Balance		$61,400	$55,200	($8,530)	($82,900)	$24,970
Total Plan Revenue Balance	**$25,177**	**$93,293**	**$87,358**	**$23,628**	**($18,282)**	**$210,974**

Summary of Plan Performance

On May 27, 2016, FHWA and FTA issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule, which modified 23 CFR Part 450 and 49 CFR Part 613.

Through revisions to the CFR, this rule detailed how state DOTs and MPOs must implement a suite of related transportation planning and performance management provisions in carrying out the requirement of the Metropolitan Planning Process.

This performance-based program includes establishing national performance goals for Federal-aid highway programs and incorporating performance goals, measures, and targets into the process of identifying needed improvements and project selection at the MPO level. Performance measures are being implemented to improve the investment efficiency of Federal transportation funds, refocus investments on national transportation goals, increase the accountability and transparency of the Federal-aid highway program, and improve decision-making through performance-based planning and programming.

Federally Required Performance Measures

The MPO is required to coordinate with state and public transportation providers to establish targets and performance-based measures to assess their multimodal transportation system. The Lee County MPO has documented these federally required performance measures in the MPO's System Performance Report which is attached as **Appendix B**.

Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

FDOT has identified funds in the 2050 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity (System Preservation) programs on the state highway system in each district and metropolitan area. For the 2050 Revenue forecast, FDOT provided an estimate by District for the Resurfacing, Bridge and Operations & Maintenance Programs (See Tabe 17 in Appendix E). For District 1, this totals $12.2 billion between FYs 2024-2050.

2045 Travel Demand Model Performance Measures

Using the D1RPM Travel Demand Model, six alternative transportation networks were evaluated in developing the Cost Feasible list of roadway projects. This analysis included testing various combinations of projects listed in the Needs Plan through collaboration with the MPOs in District 1.

Select measures that compare existing system conditions with the resulting 2050 Cost Feasible network based on the investment made in the Transportation Plan for expanding the transportation infrastructure were compiled. The lane miles of roadways are expected to increase by nearly 6.5% from 3,455 miles to 3,680 miles. However, consistent with the expectations of population growth discussed in Chapter 2, the vehicle miles of travel are expected to grow by more than 37% from 18.4 million to 25.2 million. The result of this increase in travel demand comes with the expectation that congestion is also expected to increase as travel is projected to grow faster than expansion of the transportation system. Other strategies included in the 2050 Cost Feasible Plan for alternative modes

of travel, congestion management, and safety are expected to help in hot spot locations to address existing and future travel needs.

6.0 Plan Implementation

The 2050 Transportation Plan continues to advance the efforts and initiatives that the MPO has been championing to address the transportation needs of the region by setting the countywide vision for transportation policy and investment. Over the next five years, the MPO and its planning partners will work together to implement and advance the transportation policy and projects identified in the Transportation Plan. An essential component of this is integrating priority projects into the MPO's Five-Year Transportation Improvement Program (TIP) to allocate funding for implementation and construction of these projects.

Successful implementation will rely on the support and continued partnership of Lee County, Bonita Springs, Cape Coral, Fort Myers, Sanibel, Fort Myers Beach, Estero, LeeTran, Lee County Port Authority, FDOT District 1, neighboring MPOs, and the public. Key partnership opportunities for implementing the 2050 transportation vision include the following activities and projects:

- **Local Partnerships** – Work closely with the County and local government's comprehensive planners to consider the impacts of proposed and new developments and providing supportive transportation infrastructure.
- **Alico Road Extension** – Continue to coordinate with Lee County as this roadway connection to Lehigh Acres advances to construction.
- **I-75 Southwest Connect (South Corridor)** – Coordinate with FDOT on developing a managed Lanes Study to address operational deficiencies of the interstate within both Collier and Lee Counties and accommodate future travel demand.
- **Bicycle and Pedestrian Master Plans** – Work with local jurisdictions to incorporate priority projects consistent with the Bicycle, Pedestrian and Trails Element through coordination with FDOT and programming of projects in the TIP.
- **Mobility on Demand and New Transit Technology** – Coordinate with LeeTran during implementation of transit projects prioritized by the public including premium transit along US 41, mobility on demand zones, and microtransit.
- **Rail Trail Feasibility Study** – Continue partnerships with FDOT, SUN Trail Program, local jurisdictions, and the Trust for Public Land to advance conversion of the Seminole Gulf Railway (SGL) into the Bonita Estero Rail Trail (BERT).
- **Regional Coordination –** Following completion of the MPO Consolidation Study led by FDOT District 1, continue to develop strong relationships with the Charlotte County-Punta Gorda MPO and the Collier MPO for addressing travel throughout the region on corridors like Burnt Store Road, SR 31, US 41, CR 951, and Imperial Parkway.
- **I-75/Del Prado Interchange** – Following the recent emphasis to improve hurricane evacuation and the recommendation from the Cape Coral Hurricane Evacuation Study, the MPO is in a unique position to lead the effort of completing a preliminary feasibility study to determine the best alternatives for moving the project forward.
- **Technology**: As transportation technology continues to advance, the MPO should continue to be informed on the potential benefits of Connected and Autonomous Vehicles. Understanding the types of technology improvements will aid the MPO in directing funding for priority projects. Electric vehicles and ridesharing options are all important new ways to not only

encourage transportation safety, but environmental protection as well. Lee County can look on these emerging technologies as implementable tools for the transportation network and should monitor new case studies to gauge feasible implementation into the County.

6.1 Federal Transportation Reauthorization

With IIJA set to expire in September 2026, Legislators have already begun to present options and funding packages for consideration by members of the US Congress. Current proposals include strengthening the role of the MPO through the balancing and allocating of federal transportation revenues. As the MPO monitors proposed legislation for this reauthorization, projects listed in the Transportation Plan should be evaluated to identify the highest priority candidates that align with the legislation's requirements. This provides an opportunity for the MPO to quickly respond to changing requirements and align projects for competitive funding.

6.2 Project Readiness

In January 2026, FDOT released a Project Development Policy. This policy outlined FDOT's timeline for advancing projects from the Project Development and Environment (PD&E) phase to construction. While this policy outlines the requirement to have construction programmed within eight years from the start of the PD&E phase. Much of the work for completing a PD&E study currently includes analysis of alignment alternatives and potential impacts to the natural and built environment.

Partnering with implementing agencies to develop corridor concepts, collect initial data, and conduct preliminary analysis through corridor studies and feasibility analysis, the MPO can take steps to expedite the PD&E phase in support of this FDOT Policy.

6.3 LRTP Amendment Process

In addition to the five-year update cycle for revising the assumptions and cost feasibility of the LRTP, the MPO has the ability to process amendments to the 2045 LRTP. Consistent with the Federal Regulations (23 CFR 450.104), guidance provided by FDOT and the MPO's Public Involvement Plan (PIP), there are two ways in which the LRTP can be updated.

- An **administrative modification** is a minor revision to the LRTP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, or a re-demonstration of fiscal constraint.
- An **amendment** means a revision to the LRTP that involves a major change to a project including:
    - the addition or deletion of a project,
    - a major change in project cost, project phase initiation dates,
    - a major change in design concept or design scope.

Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint.

6.4 The Future of Lee County

With the adoption of the 2050 Long Range Transportation Plan, Lee County has developed a vision for the community by prioritizing safety, security, and opportunity through transportation, land use, and other infrastructure for all users of transportation infrastructure in Lee County. The Transportation Plan provides thoughtful and balanced investment within the community to address resources, prioritize needs, adjust project sizes, and create a comprehensive multimodal transportation network.

The Plan serves as an important guide to the MPO, County, and nearby communities and municipalities as a reference for the continued planning and programming of transportation activities. It serves as a flexible document, capable of adjusting to the ever-changing environment of the County and Southwest Florida region but maintains itself as an enforceable guide to County leaders. This document is an important tool for improving Lee County's transportation system and for providing mobility options for citizens and visitors to Lee County and the region.

It is critical that local governments, the MPO, and other partners maintain and build capital investment through planning and programming in the Capital Improvement Program (CIP). Financing the CIP and other transportation needs projects was a major point of discussion in the development of the Transportation Plan. Primarily, current revenue and funding do not meet the transportation needs of the fast-growing Lee County. Thus, new revenues may be considered to advance or expand the list of cost feasible projects that can be completed.

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Appendix A - FDOT Transportation System Performance Report



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1.0 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.

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 (MPOAC). The Consensus Planning 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).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

2.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[1] an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. 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.

The Lee County Metropolitan Planning Organization's 2050 Long-Range Transportation Plan was adopted on December 12, 2025. 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.

3.0 Highway Safety Measures (PM1)

3.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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 VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

MPOs must establish safety targets within 180 days of when FDOT establishes targets. 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.

3.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 4-1 presents statewide performance for each PM1 measure in recent years and the 2024 targets established by FDOT.

Table 3-1 Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average					Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	3,110.6	3,191.6	3,306.4	3,387.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	1.429	1.467	1.517	1.541	1.543	0
Number of Serious Injuries	20,181.0	18,993.8	18,030.0	17,146.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	9.297	8.716	8.251	7.790	7,344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,290.2	3,193.8	3,190.4	3,153.8	3,148.2	0

Table 4-2 presents performance in the MPO planning area for each safety measure in recent years.

Table 3-2 Lee County MPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average					Lee MPO CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	101.0	103.6	105.6	110.4	116.4	0
Rate of Fatalities per 100 Million VMT	1.31	1.34	1.36	1.39	1.43	0
Number of Serious Injuries	562.4	594.6	615.6	634.2	640.0	0
Rate of Serious Injuries per 100 Million VMT	7.29	7.68	7.89	7.99	7.89	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	99	100.4	105.8	112.2	116.6	0

The Lee County MPO uses crash data for tracking fatalities and serious injuries in Lee County to analyze past trends and identify safety issues across the metropolitan area. Tracking these measures will help to estimate the effectiveness of future MPO transportation investments.

Table 3-3 below compares the performance measures by individual years from 2016 through 2024. For the year 2024, only the number of fatalities and serious injuries, and number of non-motorized fatalities and serious injuries are available for comparison. While the 5-year rolling average for Serious Injuries is continuing to increase, due to the high rate of change following the COVID-19 Pandemic, recent yearly trends reflect a decline.

Table 3-3 Lee County MPO Highway Safety (PM1) Conditions and Performance

Performance Measure	2016	2017	2018	2019	2020	2021	2022	2023	2024**
Fatalities	105	113	95	98	107	115	137	125	133
Serious Injuries	589	582	592	612	597	694	676	622	510
Fatality Rate	1.37	1.47	1.22	1.22	1.42	1.45	1.64	1.42	N/A
Serious Injury Rate	7.71	7.58	7.58	7.64	7.92	8.75	8.1	7.06	N/A
Non-motorized fatalities and serious injuries	93	104	89	115	106	120	134	111	111

** 2024 Numbers are from Signal Four Analytics Dashboard Source: FDOT

The MPO's long-term strategy to achieve zero fatalities and serious injuries is documented in the Safety Action Plan that was adopted on May 16, 2025. As a result, the High Injury Network was used for prioritizing transportation investments. The MPO also updated the Bicycle/Pedestrian and Trail Master Plan to identify gaps in the transportation system and developed a funding strategy for improving the walking an biking network.

The Lee County MPO agreed to support FDOT's highway safety targets on December 12, 2025. 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 establish 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's 2050 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).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. 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. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.
- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.
- 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.

The Lee County MPO's 2050 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 MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing these links are critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 Transportation Plan directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- Interagency Partnering – For many years, the MPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Team and offering membership spots to Florida Highway Patrol, Lee County Sheriff's Office and Local Police Departments on the Bicycle Pedestrian Coordinating Committee.
- Congestion Management Process – In recent years, the MPO has coordinated with FDOT District 1 on the Transportation Systems Management & Operations (TSM&O) plan updates to identify highly congested locations and identify operational and safety strategies. Currently, the MPO is working with the Collier MPO to develop a Regional Congestion Management Process to identify congested and unreliable segments of the network as the MPO's jointly plan for the Bonita Springs Urbanized Area.
- Comprehensive Safety Action Plan – On May 16, 2025, the Safety Action Plan evaluated all modes travel on Off System roadways. The Plan was completed using a Safe Streets for All (SS4A) Planning Grant of $275,000 with $68.750 in local match. FDOT's Vision Zero Plan for On System roadways in Lee County makes the MPO Plan whole. Countermeasures, strategies, policy recommendations and local government projects targeting high injury and fatality locations are identified in both documents.
- Regional Trail Planning – For over a decade, the MPO has been sought funding for planning and construction of regional trail facilities that improve the safe walking and biking environment. THE MPO was successful in securing a TIGER grant in 2014 for construction of projects under the Lee County Complete Streets Initiative. Planning for the Bonita Estero Rail Trail Study created a partnership with the Trust for Public Lands has led to funding commitments for advancing the project. The MPO is also currently funding the feasibility of filling a gap in the SUN Trail network in Fort Myers with a crossing of the Caloosahatchee River.
- Bicycle Pedestrian Safety Action Master Plan (BPSAP) – Updated in 2020, the BPSAP implemented 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.

4.0 Pavement and Bridge Condition Measures (PM2)

4.1 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for 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;

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. 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.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. 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 two-year and four-year statewide targets for the PM2 measures. 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 2023 and 2025, respectively.

4.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 4.1 and Table 4.2 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 4-1 Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	53.7%	68.5%	68.8%	70.5%	73.4%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.6%	0.2%	0.6%	0.3%	0.2%	0.2%	0.2%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	40.1%	41.0%	n/a	47.5%	48.8%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.4%	0.2%	n/a	0.6%	0.6%	0.6%	0.5%	≤5%	≤5%

Table 4-2 Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	66.8%	65.5%	63.7%	61.5%	58.2%	55.3%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.5%	0.7%	0.9%	0.6%	0.6%	≤10%	≤5%

Table 4.3 and Table 4.4 present recent performance in the MPO planning area for the pavement and bridge measures.

Table 4-3 Lee County MPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023
Percent of Interstate pavements in good condition	86.4%	98.6%	93.5%	95.5%	93.4%	89.1%
Percent of Interstate pavements in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Percent of non-Interstate NHS pavements in good condition	41.9%	48.2%	n/a	51.7%	51.8%	52.7%
Percent of non-Interstate NHS pavements in poor condition	0.1%	0.0%	n/a	0.0%	0.0%	0.0%

Table 4-4 Lee County MPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023
Percent of NHS bridges (by deck area) in good condition	78.5%	88.7%	84.2%	83.7%	79.3%	67.0%
Percent of NHS bridges (by deck area) in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

FDOT established the statewide PM2 targets on December 16, 2022. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022 and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

The 2023 performance condition for NHS bridges (by deck area) in good condition was 67% (vs. 79.3% in 2022) and Interstate NHS pavements in good condition was 89% (vs. 93.4 % in 2022). The 2023 performance condition for Non-Interstate NHS pavements in good condition was slightly better than 2022 at 52.7% (vs. 51.8% in 2022). Bridge and pavement condition across all roadways in Lee County are well above the targets established by FDOT and help contribute to the Statewide condition.

On January 20, 2023, the Lee MPO adopted a resolution supporting 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. With FDOT adjusting its 2025 target for percent of NHS bridges (by deck area) in poor condition, the Lee MPO adopted a second resolution to support the revised target on November 22, 2024. By adopting FDOT's targets, the Lee County MPO agrees to plan and program projects that help FDOT achieve these targets.

The 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 2050 Transportation Plan 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 MPO's 2050 Transportation Plan seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements which includes Goal 8: Emphasize the preservation of the existing transportation system.

With more than 150 bridges in Lee County on the National Bridge Inventory, the MPO, Lee County and local jurisdictions recognizes the need to maintain the existing infrastructure. Of the nearly $8.5 billion of funding identified in the Transportation Plan for roadway projects, 9% or $763 million is allocated for the reconstruction or rehabilitation of 11 bridges. Additionally, $4.35 billion is estimated for roadway maintenance activities through 2050.

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

5.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

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 (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

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 the PM3 measures. MPOs must establish four-year targets for the 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 reliability for calendar years 2023 and 2025, respectively.

5.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 5.1 presents recent statewide performance for each PM3 measure, and the 2023 and 2025 targets established by FDOT.

Table 5.2 presents recent performance in the MPO planning area for the PM3 measures.

Table 5-1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.3%	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥70%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.2%	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.43	1.45	1.34	1.38	1.46	1.50	1.75	2.00

Table 5-2 Lee County MPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	2023
Percent of person miles traveled on the Interstate that are reliable	99.0%	99.3%	100.0%	94.1%	93.1%	94.0%
Percent of person miles traveled on the non-Interstate NHS that are reliable	90.1%	89.8%	92.9%	94.8%	90.8%	87.2%
Truck Travel Time Reliability (Interstate only)	1.36	1.40	1.25	1.41	1.59	1.62

FDOT established the statewide PM3 targets on December 16, 2022. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability increased from 2018 to 2022 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined between 2018 and the pandemic years of 2020 and 2021 and then increased in 2022. Actual performance in 2021 was better than the 2021 targets. Based on the data available and due to the uncertainty of future travel behavior, FDOT believes the previous 2021 targets are still appropriate for 2023 and 2025.

Within Lee County, reliability is trending in opposite directions for interstate and non-interstate facilities. Since the 2020 spike in reliability, resulting from reduced traffic volumes, reliability on interstates and non-intestates has declined. While performance in both conditions has remained above the expected targets, 2023 conditions reflect the lowest point over the 6-year period. Truck Travel Time Reliability also reflects this as this measure has steadily increased from 2018 to 2023.

Interchange reconstruction of I-75 and Colonial Blvd was recently completed as have interchange modifications to extend ramps at other locations along I-75 in recent years. Funding locally for parallel relief routes to the interstate include the extension of Three Oaks Parkway north of Daniels

Parkway as well as the widening of Ortiz Avenue. Currently under construction as part of the I-75 Southwest Connect project, reconstruction of the Daniels Parkway Interchange is anticipated to be completed in the Summer of 2028. Future widening and the addition of managed lanes on I-75 are included in the Transportation Plan.

On January 20, 2023, the Lee MPO adopted a resolution supporting FDOT's statewide system 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. With FDOT adjusting its 2025 target for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable, the Lee MPO adopted a second resolution to support the revised targets on November 22, 2024.

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 2050 Transportation Plan 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), Florida's Strategic Intermodal System (SIS), 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 FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- 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. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

6.0 Transit Asset Management Measures

6.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures. Table 6.1 below identifies the TAM performance measures.

Table 6-1 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 FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

As a Tier 2 transit agency, LeeTran has opted to develop their own Transit Asset Management Plan and targets rather than participating in the FDOT Group Targets.

6.2 Transit Agency Targets

LeeTran established the transit asset targets identified in Table 6.3 on March 18, 2022:

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 6-2 FTA TAM Targets for LeeTran

Asset Category Performance Measure	Asset Class	CY 2024 Asset Condition	CY 2027 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	0%	0%
	Cutaway	0%	0%
	Other	0%	0%
	Van	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	100%	100%
	Trucks & Tire Vehicle	40%	31%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	0%
	Admin Facilities (HQ)	20%	20%
	Maintenance Facilities	20%	20%

6.3 MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area

On March 18, 2022, the Lee County MPO adopted a resolution supporting LeeTran's updated TAM targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the LeeTran targets.

6.4 Transit Asset Management Performance

The MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Cape Coral Multi-Modal Transportation Plan, the Lee County Complete Streets Initiative and LeeTran's Transit Development Plan which was updated concurrent with the 2050 Transportation Plan.

In addition to maintaining the existing fixed-route and paratransit fleet through 2050, the Transportation Plan's Long Range Transit Element includes the addition of 37 new buses needed to implement enhancements to existing services and new improvements.

7.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation 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 PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

7.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.[2]

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Lee County MPO must reflect those targets in LRTP and TIP updates.

[2] **FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at** ptasp-14-90-guidance-document_09112019.docx (live.com)

7.2 Transit Agency Safety Targets

Leetran is the only transit provider operating in the Lee MPO planning area and is responsible for developing a PTASP and establishing transit safety performance targets annually

The transit safety targets adopted by LeeTran on March 18, 2025 are listed in Table .7-1

Table 7-1 Transit Safety Performance Targets for LeeTran

Transit Mode	Fatalities (total)	Fatalities (rate / 100,000 miles)	Injuries (total)	Injuries (rate / 100,000 miles)	Safety Events (total)	Safety Events (rate / 100,000 miles)	System Reliability
Motorbus	0	0	10.67	<=0.39	10.67	<=0.39	>=62,084
Demand Response	0	0	2	<=0.11	3.66	<=0.20	>=55,317

On May 16, 2025, the Lee MPO Board adopted a resolution supporting LeeTran's CY 2025 transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

7.3 Transit Safety Performance

The Lee County MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Lee County Transit Public Transportation Safety Plan, the LeeTran Safety Management System for calendar year 2025, and Rule 14-90.009 Florida Administrative Code, and the current 2050 Transportation Plan. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

Using 2024 calendar year NTD reported data, LeeTran met its safety performance targets for Total Fatalities and Fatality Rates for both Demand Responsive and Fixed Route Bus Services. While Fixed Route mode met its targets for Total Injuries and Injury Rate, Demand Responsive Mode did not. Neither mode met System Reliability Mean Distance as shown. Finally, while the Fixed Route mode met its targets for Total Safety Events and Safety Event Rate, Demand Response mode did not meet theirs

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan Appendix B – LRTP Checklist



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF POLICY PLANNING

LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

MPO: ***Lee County MPO***		*LRTP Submittal Date:*
Review #:	*Date of Review:*	*Reviewed By:*

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

23 CFR Part 450 – Planning Assistance and Standards

A-1 (23 CFR 450.324(a))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 1-1,
  Chapter 1 and Chapter 2describe the 20-year planning horizon and purpose of the long range plan and includes population and growth forecast numbers for 2050. Chapter 5 Cost Feasible Plan projects have a planning horizon of 2025-2050

A-2 (23 CFR 450.324(a))

- Does the LRTP address the planning factors described in 23 CFR 450.306(b)23? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 3-2
  Click here to enter comments

- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?
  Yes | If yes, page number: Page 3-4; Goal 6
  Chapter 2 includes additional description of the statewide and local efforts to improve resiliency directly related to weather event and hurricane recover efforts.

- Travel and Tourism: Does the LRTP enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 3-4; Goal 5
  Chapter 2 includes additional information on the role tourism plays within the region, specifically noting the improvements underway at RSW and the effect that will have on travelers to Southwest Florida.

A-3 (23 CFR 450.324(b))

- Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: multiple pages through Chapter 5
  Page 5-17 includes technology improvements to improve and better integrate transit service.
  Page 5-22 includes a listing of cost feasible bicycle and pedestrian projects identified as part of the bicycle, pedestrian and trail element.

A-4 (23 CFR 450.324(c))

- Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: 3-15
  The 2045 Plan was previously adopted on December 18, 2020. The 2050 Plan was adopted on December 12, 2025

A-5 (23 CFR 450.324(d))

- Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See 2012 FHWA LRTP Expectations Letter for guidance.
  Not Applicable | If yes, page number: xx
  Lee County MPO is in an Air Quality Attainment Area and is not required to develop transportation control measures in a State Implemented Plan.

A-6 (23 CFR 450.324(e))

- Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: multiple locations through the plan
  Chapter 1, Chapter 3, Chapter 4 demonstrated how the adopted goals, objectives, prioritization criteria, and performance measures address the planning factors and guide the direction of the 2050LRTP. System performance is addressed in Chapter 5 and in the FDOT System Performance Report (Appendix B). Environmental mitigation, risk and resiliency are addressed in Chapter 4 (Section 4.3) and Chapter 3 (Section 3.2). Recognition of the newly designation Florida Wildlife Corridor is included in Chapter 3 (Section 3.3). Tourism considerations are described in Section 2.3 and Freight movement is address in Chapter 4 and the 2050 LRTP Goods Movement Tech Memo. Opportunities to implement and explore future technologies are integrated throughout the LRTP and congestion management section described in Section 4.1. Multimodal, transit, and capacity project phasing, funding, and timeframe are addressed in Chapter 5

A-7 (23 CFR 450.324(f)(1))

- Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Starting on Page 2-3
  Projections of population and employment were developed using the Lee County Interactive Growth Model. Forecasting of future travel demand was coordinated with other MPO's in FDOT District 1 through the testing of transportation alternatives and use of the District One Regional Planning Model.

A-8 (23 CFR 450.324(f)(2))

- Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?
  Yes | If yes, page number: Starting on Page 2-2
  Chapter 2 shows existing and committed transportation conditions and existing priority projects with an anticipated time frame for construction. Chapter 4 describes transportation demand, including analysis of the roadways, transit, and multimodal systems. Chapter 5 shows tables and maps of proposed transportation facilities including major roadway, transit, multimodal/non-motorized facilities and projects. In addition, the project prioritization process is described in Chapter 4 emphasized regional facilities such as the Strategic Intermodal System that serve important regional and nation functions

A-9 (23 CFR 450.324(f)(3))

- Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 3-2,Page 5-24 and Appendix B
  Appendix A all describe performance measures, performance targets, the evaluation criteria, individual project performance, as well as system-wide performance

A-10 (23 CFR 450.324(f)(4)(i))

- Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 5-24 and Appendix B
  Appendix A includes updates, project and system-performance, and progress achieved by the MPO in meeting the performance targets and comparison to previous reports and baseline data

A-11 (23 CFR 450.306(d)(4))

- Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including:
    - (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326;
    - (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148;
    - (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49;
    - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
    - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable;
    - (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
    - (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
    - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

  Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: Page 3-6, Page 4-5, Page 5-24

  The MPO integrated federal, state, and local transportation goals, objectives, performance measures, and targets. See Chapter 3 (Section 3.3), Chapter 4 (Section 4.1), Chapter 5 (Section 5.5) and Appendix B

A-12 (23 CFR 450.324(f)(5))

- Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: Page 4-2 and Pages 5-7 to 5-13

  Existing and future intersection/operational projects are listed in the Cost Feasible Plan. The MPO is currently updated the Congestion Management Process in collaboration with the Collier MPO

A-13 (23 CFR 450.324(f)(6))

- Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

  Yes | If yes, page number: Pages 5-7 to 5-13

  Updates to the FDOT District 1 TSM&O Master Plan as well as the MPO's CMP are currently underway. Funding in the LRTP is reserved for future intersection and operational strategies once they are revised. Additionally, improvements at 11 intersection are included in the Cost Feasible Plan.

A-14 (23 CFR 450.324(f)(7))

- Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?
  Yes | If yes, page number: multiple locations throughout
  Chapter 3 describes regional priorities and goals, including system preservation and other strategies to preserve existing infrastructure and investment in congestion management projects, resiliency/environmentally sensitive areas, evacuation routes, transit and bicycle and pedestrian projects. The transportation needs outlined in Chapter 4 and project prioritization criteria emphasize preserving the existing system (see Appendix D). Chapter 5 addresses the existing infrastructure and allocation of future revenues for maintenance (Table 5-2).

A-15 (23 CFR 450.324(f)(8))

- Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49?
  Yes | If yes, page number: Chapter 4 and Chapter 5
  Chapter 4 and Chapter 5 identify the future transit improvements and enhancements via project lists and maps. Furthermore, opportunities for implementation of technology solutions (Traffic Signal Prioritization) and Mobility-on-Demand are identified. The Public Engagement Summary Appendix documents the type of transit and transportation enhancements that are important to the public and stakeholders.

A-16 (23 CFR 450.324(f)(9))

- Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Starting on Page 5-6
  Roadway and capacity project costs were developed using the FDOT District 1 Costing Tool. Multimodal project costs for transit, bike and pedestrian were based on the LeeTran TDP and the jurisdictional bicycle/pedestrian master plans. See Chapter 5 for project costs, assumptions of reasonably available revenues and demonstration of fiscal constraint.

A-17 (23 CFR 450.324(f)(10))

- Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: 4-21
  Environmental mitigation activities and coordination, identification of sensitive and protected areas, as well as potential areas to carry out these activities are addressed in Chapter 4. Additional criteria were added to address the

Florida Wildlife Corridor as a means of recognizing the conflicts between roadway capacity and environmental preservation. See Appendix D for details.

A-18 (23 CFR 450.324(f)(11))

- Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Pages 5-7 to 5-13
  In addition to the detailed listing of projects by time band, Page 5-23 includes a summary of the revenues and costs to demonstrate fiscal constraint of the LRTP.

A-19 (23 CFR 450.324(f)(11)(i))

- Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?
  Yes | If yes, page number: Page 5-5
  Additional information on the development of revenues for maintaining the Federal and State Highways is included in Appendix E.

A-20 (23 CFR 450.324(f)(11)(ii))

- Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Page 5-2
  Additional information on the development of revenues is included in Appendix E. The standalone Long Range Transit Element includes additional detail on development of transit revenues and consistency with the Transit Development Plan.

A-21 (23 CFR 450.324(f)(11)(iii))

- Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?
  No | If yes, page number: xx
  The LRTP is based on future projections of existing federal, state, and local revenue sources. Based on the number of high priority projects that are not included in the Cost Feasible Plan, the MPO Board has requested information regarding the potential to consider new local revenue sources to address the growing need to fund transportation infrastructure.

A-22 (23 CFR 450.324(f)(11)(iv))

- Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?
  Yes | If yes, page number: Page 5-6

Inflation factors included in the Statewide Revenue Forecast Handbook were used to develop the 2050 LRTP. Additional information is included in Appendix E.

A-23 (23 CFR 450.324(f)(11)(vi))

- Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?
  Not Applicable | If yes, page number: xx
  The Lee MPO Planning area has not been designated as non-conforming for Air Quality Standards and is not subject to the State Implementation Plan.

A-24 (23 CFR 450.324(f)(12))

- Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)?
  Yes | If yes, page number: Page 5-19
  During the LRTP, an update to the bicycle and pedestrian master plan was completed.

A-25 (23 CFR 450.324(h))

- Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: multiple locations through out
  The safety measures are reflected in the adopted Goals and Objectives, performance measures and prioritization criteria. Additionally, Section 4.1 discusses the SHSP and safety strategies selected for the 2050 LRTP. Appendix B includes the Transportation System Performance Report and MPO adopted targets.

A-26 (23 CFR 450.324(g)(1))

- Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?
  Yes | If yes, page number: starting on page 2-3
  Projections of population and employment were developed using the Lee County Interactive Growth Model. Forecasting of future travel demand was coordinated with other MPO's in FDOT District 1 through the testing of transportation alternatives and use of the District One Regional Planning Model. The standalone Goods Movement Technical Memo includes additional details on the movement and needs of freight shippers.

A-27 (23 CFR 450.324(j))

- Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)?

Yes | If yes, page number: starting on Page 3-10
For additional information on the public outreach efforts and results, see Appendix C.

A-28 (23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv))

- Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: starting on page 3-10
  The MPO developed a virtual meeting room for the LRTP update. This online format allowed members of the public to view LRTP related updates throughout the plan development cycle. Additional information relative to the freight element, SS4A Safety Action Plan, CMP Update and Transit Element were all made available to provide a comprehensive view of the efforts being undertaken by the MPO.

A-29 (23 CFR 450.316(a)(1)(j))

- Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Starting on page 3-10
  Public outreach meetings were held during the needs identification phase as well as during development of the draft cost feasible plan. A 30-day public comment period was opened prior to adoption of the LRTP by the MPO Board.

A-30 (23 CFR 450.316(a)(1)(vii))

- In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Starting on page 3-10
  In addition to conducting outreach at open house events, the MPO provided presentations to community organizations and local agency meetings to broaden the communication message. Coordination with media outlets allowed for coverage of public meetings to be covered by radio, tv, and print media outlets. New stories also included messages regarding the public survey and virtual meeting room.

A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2))

- Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Appendix C
  Comments received at the public meetings and comments received during the 30-day comment period were captured and included in the public involvement summary. One comment received during the 30day comment

period requested the removal of a future roadway from the Needs Plan. This was removed but not determined to be a significant change to the LRTP.

A-32 (23 CFR 450.316(a)(1)(viii))

- Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Not Applicable | If yes, page number: xx
  The final LRTP was not significantly different from the version made available during the 30-day comment period.

A-33 (23 CFR 450.316(b))

- Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: xx
  The MPO consulted with agencies and officials responsible for other planning activities within the MPO planning areas in Section 3.4 and Appendix C. Table 3-4 includes a listing of meetings and presentations where the LRTP was discussed.

A-34 (23 CFR 450.316(c))

- If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?
  Not Applicable | If yes, page number: xx
  Click here to enter comments

A-35 (23 CFR 450.316(d))

- If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?
  Not Applicable | If yes, page number: xx
  Click here to enter comments

A-36 (23 CFR 450.316(e))

- In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?
  Yes | If yes, page number: Page 2-1

The MPO has joint planning responsibilities with the Charlotte County Punta Gorda MPO, and the Collier MPO. Joint meetings of the MPO Boards are held annually for coordination of transportation Planning and funding. Collier MPO and the Lee County MPO are currently participating with FDOT on an MPO consolidation study.

A-37

- Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?
  No | If yes, page number: xx
  The MPO has not begun to address the optional housing coordination process identified under IIJA

Section B – State Requirements

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1 (s.339.175(1), (5), and (7), FS)

- Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?
  Yes | If yes, page number: multiple pages through out
  The principles are reflected in the adopted Goals and Objectives and emerging issues as described in Chapter 2 & 3 including improving travel choices, mobility, enhancing economic competitiveness, and preservation of the existing transportation infrastructure. Chapter 5 emphasizes preserving the existing system through funding operations and maintenance.

B-2 (s.339.175(1) and (7)(a), FS)

- Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?
  Yes | If yes, page number: page 4-10, 5-5, and 5-8
  There is major emphasis placed on Strategic Intermodal System facilities, such as I-75, US 41, SR31 and other state roadways. See Section 4.2 and Chapter 5 for SIS funding and SIS cost feasible projects.

B-3 (s.339.175(5) and (7), FS)

- Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?
  Yes | If yes, page number: Page 3-6
  Chapter 3 describes relevance and consistency with elements of local government comprehensive plans. Additionally, each member jurisdiction was consulted in the development and prioritization of the Cost Feasible project list. Additional details on local planning documents can be found in Tech Memo #3

B-4 (s.339.175(1) and (7) FS)

- Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?
  Yes | If yes, page number: xx
  The MPO considered consistency with local government land use planning policy as noted in Chapter 3 and Chapter 2 to identify constrained roadways and areas of expected growth to facilitate sustainable land use and transportation development. Congestion Management and technology-based projects included in the FDOT TSM&O Master Plan seek to reduce congestion and reduce greenhouse gas emissions. Increased transit service frequencies and expansion will provide transportation options and reduce reliance on single-occupant vehicles.

B-5 (s.339.175(7)(a), FS)

- Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?
  Yes | If yes, page number: Page 3-2
  The FTP principles are reflected in the adopted Goals and Objectives, as well as the performance measures and prioritization criteria. See Table 3-3.

B-6 (s.339.175(7)(c), FS)

- Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?
  Yes | If yes, page number: xx
  Chapter 4 and Chapter 5 assess capital investment, operation and maintenance, and other congestion management strategies to preserve existing transportation and make the most efficient use of existing transportation facilities. The Freight Element outlines ways to maximize the mobility of goods.

B-7 (s.339.175(7)(d), FS)

- Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?
  Yes | If yes, page number: xx
  Chapter 4 and Chapter 5 provide for transit, environmental (protected areas and pollution), and bicycle and pedestrian facility enhancements. Road capacity projects include, where possible bicycle and pedestrian facilities, and landscaping and other aesthetic treatments with each project. This is also described in the Bicycle, Pedestrian and Trails Element.

B-8 (s.339.175(13) FS)

- Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?
  Yes | If yes, page number: xx

Click here to enter comments

Section C – Proactive Recommendations

C-1 (23 CFR 450.306(b)(9))

- Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?
  Yes | If yes, page number: Appendix D
  Prioritization of capacity projects incorporated the recently updated FDOT Vulnerability Assessment included in the Resiliency Action Plan. Locally, Lee County has adopted the Conservation 20/20 Plan designed to acquire and protect environmentally sensitive lands.

C-2

- Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?
  No | If yes, page number: xx
  Click here to enter comments

C-3

- Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?
  Yes | If yes, page number: xx
  The MPO prioritizes regional connections in selecting projects for the cost feasible plan. As part of the ongoing CMP update, the MPO has conducted an origin-destination study to evaluate trips traveling between the two urban areas within Lee County and has partnered with the Collier MPO to develop a regional CMP. Additional efforts to plan for regional connectivity has included the study of regional transit service between Lehigh Acres and Immokalee.

C-4

- Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?
  Yes | If yes, page number: xx
  The population and employment forecasts through 2050 included a review of the County's Future Land Use Map and the attractiveness for growth and development using the Interactive Growth Model. Tech Memo #2 includes a description of the growth model assumptions, including recent trends for development of mixed residential-retail sites.

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan Appendix C – Public Involvement Summary



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1.0 Introduction

Engaging the public throughout the Transportation Plan development process is vital to accurately capture the needs and collective vision for the region. The MPO employed a series of communication and outreach tools to solicit input and feedback during the LRTP process. Press releases, news articles, TV interviews, community presentations, and social media posts garnered awareness about the project schedule, public input opportunities, and other benchmarks in the development of the Plan. Committee meetings, in-person workshops, a virtual meeting room, and an online survey were held to provide interactive and varied opportunities to provide feedback and input on current and future transportation needs. The MPO website was also used for consistent, accessible information and updates and served as a repository for maps, documentation, and agendas. All these outreach methods were developed to engage the public consistent with the Public Involvement Plan and to ensure that the Transportation Plan was a community effort.

The primary purpose of public outreach for the Transportation Plan was to facilitate communication with the public regarding transportation priorities and local community needs. The MPO provided public notice, press releases, and numerous outreach efforts – both virtual and in-person – to ensure community access and participation.

Between March of 2024 and the adoption of the LRTP in December 2025, there were more than 700 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 46 public meetings and workshops held throughout Lee County during the LRTP update, including 2 public meetings, 35 Committee and Board meetings with the LRTP update on the agenda, and 9 community presentations to Chamber of Commerce, Community Leaders, and Civic Organizations.



46
Events & Meetings

- Public Meetings **(2)**
- Community Presentations **(9)**
- Committee and Board Meetings **(35)**



696+
Participants

- Online Survey **(307)**
- Committee and Board Presentations
- In-Person Workshops **(59)**
- Virtual Meeting Room visits **(330)**
- Community Presentations



9
Outreach Methods

- ✓ Public Meetings
- ✓ Community Presentations
- ✓ Online Survey
- ✓ Press Releases and Newspaper Articles
- ✓ TV and Radio Interviews
- ✓ Social Media Posts
- ✓ Committee and Board Meetings
- ✓ Project Website
- ✓ Virtual Meeting Room

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, public meetings, a virtual workshop, and community organization presentations. The MPO made a considerable effort to engage residents during the Transportation Plan's Update. A Virtual Meeting Room, shown below, was updated throughout the Plan Update to include analysis findings and recommendations. This provided residents with an opportunity to review information without being constrained by time or physical location. More than 330 visits to this online meeting space provided easy access to updated maps and documentation.



Throughout the LRTP development, comments were received through email or in-person during MPO Board or Committee meetings. A full list of the comments received during the development of the 2050 Transportation Plan LRTP are included in **Appendix 1.**



2.0 MPO Board, Committee & Community Presentations

Meetings were held throughout the LRTP planning process to update the MPO Board and advisory committees about the Transportation Plan update, and to seek input about future transportation needs and solutions in the MPO's region. Additionally, each member jurisdiction was consulted individually during the project development and prioritization process for the Needs and Cost Feasible Plan to ensure that the 2050 Transportation Plan reflected community transportation needs and goals.

Meetings were held with the following Committees:

- MPO Board
- MPO Executive Committee

- Technical Advisory Committee
- Citizens Advisory Committee
- Bicycle Pedestrian Coordinating Committee
- Traffic Management & Operations Committee

To supplement the public meetings, the MPO presented to community organizations during the Transportation Plan update in addition to providing updates to the MPO Board and Advisory Committees. **Table 2-1** provides a list of these meetings, topics, and presentation dates.

Table 2-1: Transportation Plan Presentations and Updates

Organization/Committee	Presentation Topic	Date
Technical Advisory Committee	2050 Population and Employment Forecast	3/7/24
MPO Executive Committee	2050 Population and Employment Forecast	3/13/24
Chamber of Southwest Florida	2050 Population and Employment Forecast	4/24/24
Cape Coral Transportation Advisory Committee	Transportation Plan Process and Funding	5/15/24
Technical and Citizen Advisory Committees	Transportation Plan Schedule and Funding	6/6/24
Technical and Citizen Advisory Committees	Transportation Plan Goals and Objectives	8/1/24
North Fort Myers Rotary	Transportation Plan and Safe Streets Updates	8/8/24
Technical and Citizen Advisory Committees	Transportation Plan Revenues and Schedule Update	9/5/24
MPO Executive Committee	Transportation Plan Revenues and Roadway Needs	9/11/24
Cape Coral Transportation Advisory Committee	Transportation Plan Revenues and Roadway Needs	9/18/24
Technical and Citizen Advisory Committees	Public Involvement Plan, Project Costs, and Prioritization Criteria	10/3/24
Technical and Citizen Advisory Committees	Constrained Roadways List	11/7/24
MPO Board	Public Involvement Plan, Transportation Plan Goals and Objectives	11/22/24
Bicycle Pedestrian Coordinating Committee	Transportation Plan Bicycle and Pedestrian Element	12/3/24
Technical and Citizen Advisory Committees	Transportation Plan Needs Assessment	1/9/25
MPO Board	Constrained Roadways List and Schedule Update	1/17/25
Joint Lee and Charlotte MPO Board	Regional LRTP Coordination	2/14/25
Engage Estero	Safety Action Plan and Transportation Plan Update	2/26/25
Technical and Citizen Advisory Committees	Transportation Plan Needs Assessment	3/6/25
Technical and Citizen Advisory Committees	Public Workshop Announcement and Roadway Prioritization Update	5/1/25
Bicycle Pedestrian Coordinating Committee	Transportation Plan Roadway and Bicycle/Pedestrian Needs	5/27/25
Technical and Citizen Advisory Committees	Transportation Plan Roadway and Transit Needs	6/5/25
MPO Executive Committee	Transportation Plan Revenues and Needs Assessment Update	6/11/25
MPO Board	Transportation Plan Roadway and Transit Needs	6/20/25
Lehigh Rotary	Transportation Plan Development Update	6/26/25
Horizon Council	Transportation Plan Development Update	6/27/25
Transportation Management and Operations Committee	Transportation Plan Development Update	7/9/25
Technical and Citizen Advisory Committees	Prioritized Roadway and Transit Needs Update	8/7/25
Alva Inc.	Transportation Plan Development Update	8/12/25
Bonita Cogent Bank	Transportation Plan Development Update	8/14/25
Technical and Citizen Advisory Committees	Congestion Management Process, Freight Element	9/4/25
Technical and Citizen Advisory Committees	Draft Cost Feasible Roadway and Transit Projects, Announce Public Meeting	10/2/25

3.0 Public Workshops

3.1 Lee MPO: 2045 Long Range Transportation Plan Workshop #1: Needs

Date/Time: Tuesday May 13, 2025 5:00 – 7:00 PM
Location: Lakes Regional Library (15290 Bass Road, Fort Myers)

The workshop was held in an open house format, giving attendees the opportunity to interact directly with the planning team, view project display boards, ask questions, and provide feedback on transportation needs and priorities. Members of the project team were present to guide discussions and gather input on needed investments. Participants reviewed materials explaining the LRTP's goals, strategies, and planning timeline. Documents such as surveys and informational handouts were made available in both English and Spanish.



Feedback collected during the event underscored strong community interest in expanding multimodal options, including Bus Rapid Transit and ferry services, while also highlighting concerns about infrastructure phasing and stormwater management. The comments and survey responses will help inform the development of the draft plan and prioritize key projects across the region. Reporters from the Gulf Shore Business and News Press provided media coverage for the meeting. Articles that were published following the meeting included additional information regarding the survey that was conducted concurrently during the same phase as the LRTP development.

3.2 Lee MPO: 2045 Long Range Transportation Plan Workshop #2: Cost-Feasible Plan

Date/Time: Tuesday October 7, 2025 5:00 – 7:00 PM
Location: North Fort Myers Public Library (2001 N. Tamiami Trail, North Fort Myers)



The workshop was held in an open house format, giving attendees the opportunity to interact directly with the planning team, view project display boards, ask questions, and provide feedback on transportation needs and priorities. Members of the project team were also present to guide discussions and gather input on proposed improvements. Participants reviewed materials explaining future revenues, project costs, and anticipated project timelines. Newsletters and comment forms were available for the attendees.

Feedback collected during the event underscored strong community interest in expanding multimodal options, including Bus Rapid Transit and ferry services, while also highlighting concerns about infrastructure phasing and stormwater management. The comments and survey responses will help inform the development of the draft plan and prioritize key projects across the region. A reporter from WGCU News was in attendance at the meeting and interviewed several attendees for an article that published the following day.

A total of 38 individuals attended the meeting. Four comment forms were completed at the meeting and are included in **Appendix 1**.

4.0 Web-Based Survey

To assist with the development of the 2050 Long Range Transportation Plan, the Lee County Metropolitan Planning Organization (MPO) conducted a non-representative survey of Lee County residents and visitors about travel habits, options, and challenges they are experiencing. No visitors completed the survey.

The survey was conducted between May 1, 2025, and July 18, 2025. It was hosted by Survey Monkey and promoted through the MPO's and partner agencies' social media channels and local news organizations. To support public awareness of the survey, the Social Media Plan included as **Appendix 2** was developed to guide the timing and content of social media content.

Social media channels used to promote the survey included the following:

- *Facebook*
    - *City of Bonita Springs*
    - *Cape Coral Resident's Group*
    - *San Carlos Park Group*
    - *What's Happening in Lehigh Acres*

Local media that reported on the survey included:

- *Fort Myers News Press*
- *Gulf Coast News (NBC2)*
- *Gulf Shore Business*

The survey received 307 responses; 306 responses were English, and one response was Spanish.

The survey found that Lee County residents:

- Rely on vehicles for travel.
- Travel long distances to destinations.
- Feel that the overall quality of the transportation system has worsened.
- Do not have access to adequate public transportation.
- Are concerned about:
    - Distracted/aggressive drivers.
    - The lack of access to bicycle and pedestrian facilities.
- Have a desire for safe walking and biking facilities.

4.1 Online Public Survey Summary and Results

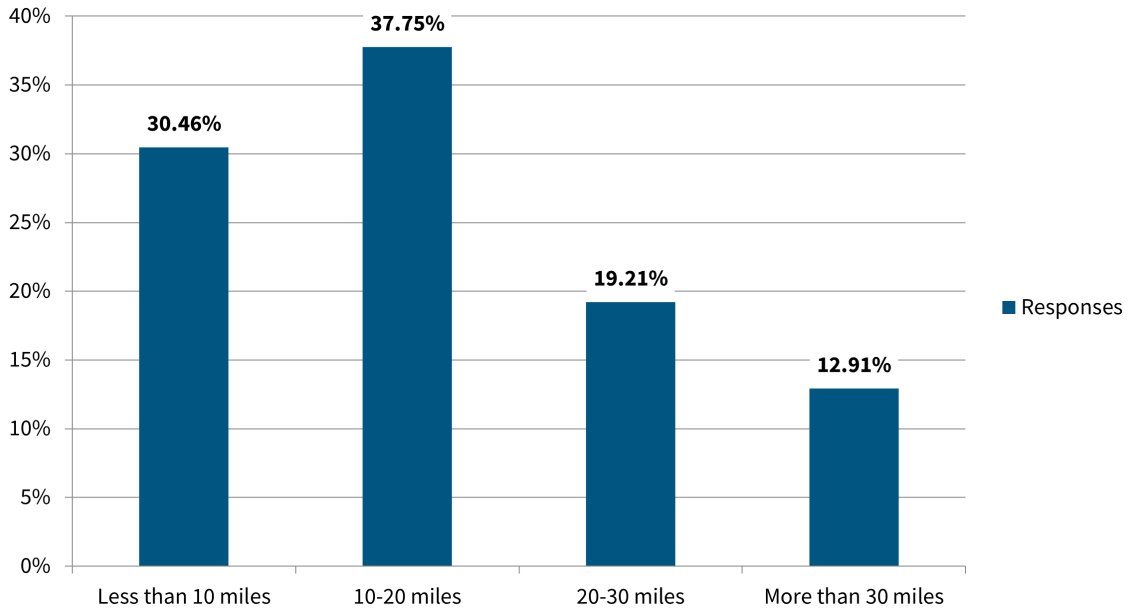
Question 1: How many miles do you travel on a typical weekday? Choose one.

Of the 307 respondents, 303 answered the question and 4 skipped it. Responses to this question indicate that travel in Lee County is car-dependent, destinations are spread out, and most trips cover distances too long for typical walking or biking in Lee County; 70 percent of the 303 respondents travel 10 or more miles on a typical day.

When asked how many miles they travel on a typical weekday:

- 30 percent of the 303 respondents travel “less than 10 miles.”
- 38 percent travel “10-20 miles.”
- 19 percent travel “20 to 30 miles.”
- 13 percent travel “more than 30 miles.”

Figure 4-1: Miles Traveled on a Typical Weekday



Question 2: How frequently do you use the following travel options? Options are often, sometimes, rarely, and never.

Of the 307 respondents, 297 answered the question and 10 skipped it. Most of the 297 respondents are reliant on car travel.

- 77 percent drive alone.
- 86 percent do not use a personal electric mobility device.

A personal electric mobility device could include an electric scooter, bicycle, board, or wheelchair. Personal electric mobility devices are associated with the term micromobility. They are used for short-distance trips that are too far to comfortably walk. One-way distances are typically up to one-and-a-half

miles or take 11 to 12 minutes to complete. Micromobility is a growing form of transportation across the United States as many local municipalities form public-private partnerships with providers to implement electric scooter and bicycle sharing programs.

Other key findings that support a car-centric culture include:

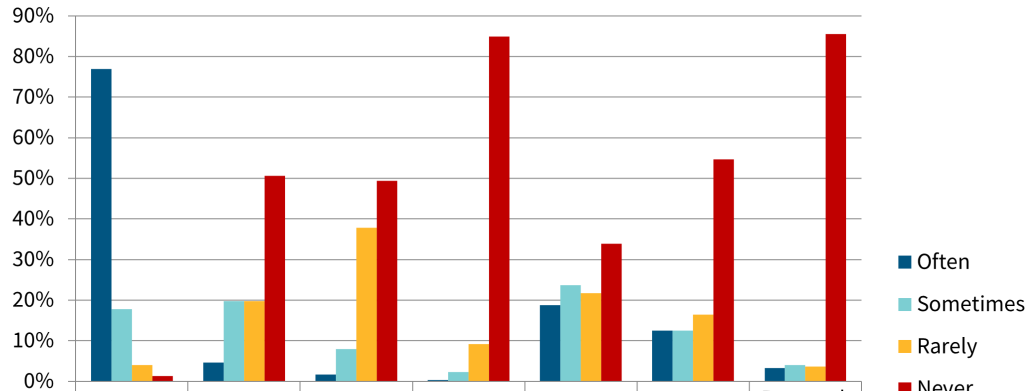
- 10 percent of respondents “often” or “sometimes” use a rideshare service, such as Uber or Lyft.
- 24 percent of respondents “often” or “sometimes” carpool.
- 85 percent of respondents “never” use transit.

For context, 3.5 percent of American workers use public transportation to commute to work, and 8.5 percent carpool. Those percentages are based on the 2023 American Community Survey Five-Year Estimates.

On the other hand, the survey results show that people are biking and walking in Lee County.

- 42 percent of respondents “often” or “sometimes” walk to a destination.
- 25 percent of respondents “often” or "sometimes" bike to a destination.

Figure 4-2: Transportation Use Frequency



	Driving Alone	Carpool	Rideshare Services	Transit	Walking	Bicycling	Personal Electric Mobility Device
Often	76.97%	4.61%	1.64%	0.33%	18.75%	12.50%	3.29%
Sometimes	17.76%	19.74%	7.89%	2.30%	23.68%	12.50%	3.95%
Rarely	3.95%	19.74%	37.83%	9.21%	21.71%	16.45%	3.62%
Never	1.32%	50.66%	49.34%	84.87%	33.88%	54.61%	85.53%

Question 3: How would you describe how the transportation system has changed in Lee County over the last 5 years? Choose one.

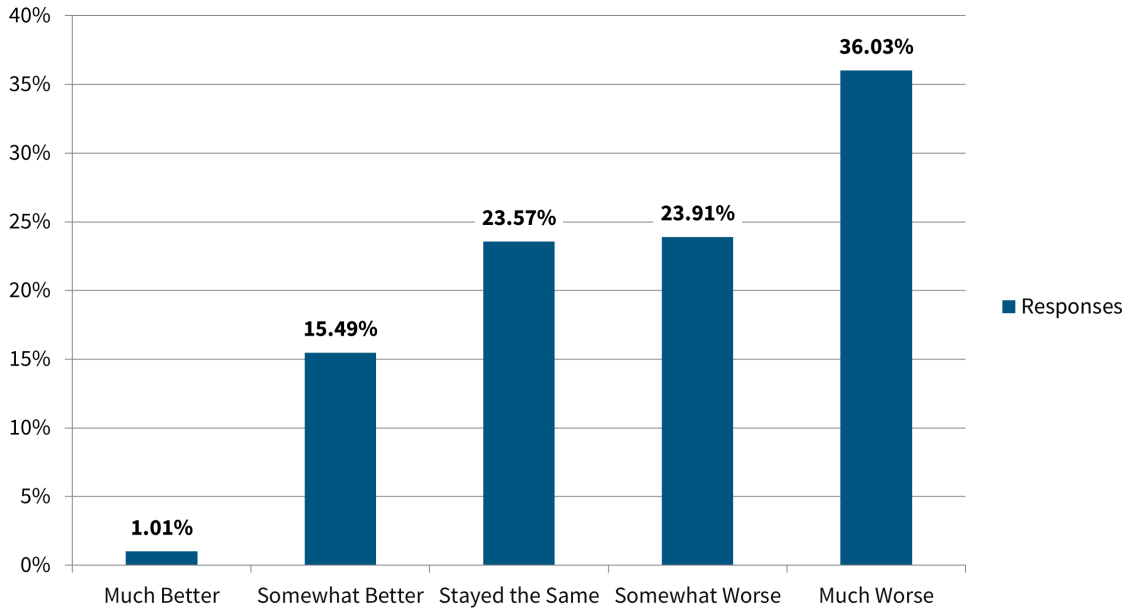
Of the 307 respondents, 297 answered the question and 10 skipped it. Most of the respondents believe the transportation system has gotten worse in the last five years:

- 60 percent of the 297 respondents selected “somewhat worse” or “much worse.”
- About a quarter of respondents believe it has “stayed the same.”

- 15 percent believe it has gotten “somewhat better.”
- Only one percent of respondents believe it has gotten “much better.”

These results suggest that transportation investments to improve the system have not kept pace with growing transportation needs. The transportation system includes facilities that support all types of users. This includes personal automobiles, freight trucks, bicyclists and pedestrians, transit, and emerging trends such as micromobility, a term that was defined in the previous question’s summary.

Figure 4-3: Transportation System Changes in the Past 5 Years



Question 4: In your opinion what describes the primary transportation challenges within Lee County? Choose your top 3.

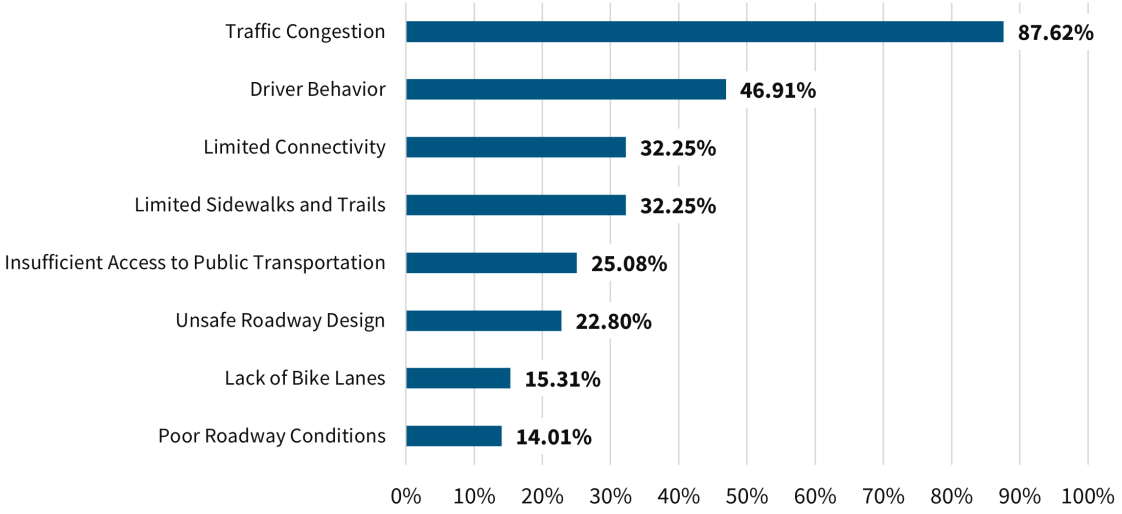
Of the 307 respondents, all answered the question. “Traffic Congestion” was the biggest concern, followed by “Driver Behavior”, “Limited Connectivity”, and “Limited Sidewalks and Trails.”

- 88 percent of the 307 respondents selected “Traffic Congestion.”
- 47 percent selected “Driver Behavior.”
- 32 percent selected “Limited Connectivity” and “Limited Sidewalks and Trails.”

In the chart below:

- Limited connectivity refers to connectivity between neighborhoods, cities, and counties.
- Poor roadway conditions refer to severe potholes, flooding, and pavement rutting/bumps.
- Unsafe roadway design refers to abrupt merge lanes, blind corners, and poor lighting.

Figure 4-4: Primary Transportation Challenges



Question 5: Are there roads or areas in Southwest Florida that you avoid during peak travel times due to reduce congestion or delays? If yes, please indicate the road name(s) and general area(s).

Of the 307 respondents, 255 answered the question and 51 skipped the open-ended question. Microsoft Copilot® was used to count the number of times road names were mentioned. Microsoft Copilot® is an artificial intelligence (AI) companion integrated into Microsoft products that can be used to provide answers to questions, offer insights, and automate tasks.

AI is not a replacement to professional judgment. Instead, Microsoft Copilot® was used to identify and count the most-frequently mentioned roads from 255 open-ended answers. Microsoft Copilot® was asked to:

- Name the five roads mentioned the most?
- How many times is a road mentioned by row?
- Distribution of responses containing a road name.
- Show the distribution of responses mentioning a road name by row.
- Can you show the distribution of responses for a road?

Once the roads were identified, Microsoft Copilot® created a table based on the distribution of responses by row, or by respondent. Sometimes a road was mentioned more than once by the same respondent. The road mention was counted only once per respondent.

The five most mentioned roads from most to least are Colonial Boulevard, I-75, Daniels Parkway, US 41, and Bonita Beach Road. The following is a breakdown of how many times the roads were mentioned:

- Colonial Boulevard was mentioned by 92 respondents as Colonial or Colonial Blvd.
- I-75 was mentioned by 84 respondents as I-75, I75, Rte 75, or Route 75.
- Daniels Parkway was mentioned by 83 respondents as different variations, such as Daniels, Daniels Parkway, or Daniels Pkwy.

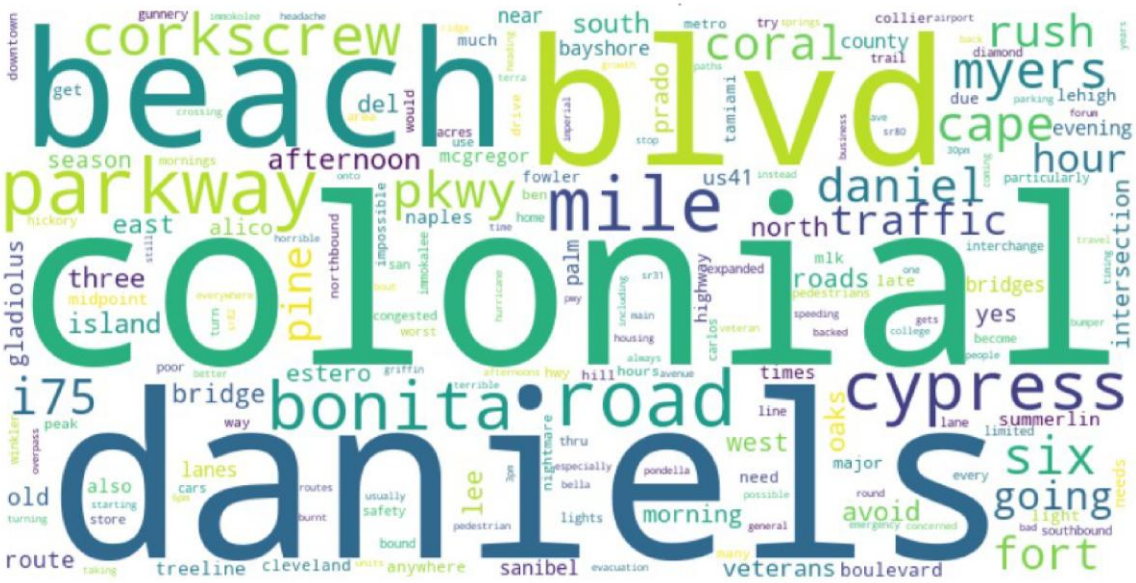
- US 41 was mentioned by 73 respondents as US 41 or Route 41.
- Bonita Beach Road was mentioned by 22 respondents as Bonita Beach Rd or Bonita Beach.

Comments were generally around traffic congestion. Some comments included:

- "Anywhere by the highway is terrible around the afternoon rush hour, especially Daniels Parkway."
- "I avoid Daniels and Colonial in the morning and after 3:00 if possible. Otherwise it takes too long to get home."
- "Most roads are insanely congested between 7-9 a.m. and 3-7 p.m., but are busy at all times of the day. Infrastructure growth has not kept up with resident growth and it is very frustrating."
- "Daniels in general during rush hour is tough. On more than one occasion it has taken an hour to get from 41 to 75 on Daniels during the evening rush hour."

The following graphic was created by Microsoft Copilot® to visualize the most frequently mentioned roads.

Figure 4-5: Most Common Words Mentioned in Response to Question 5



Question 6: **Have you experienced any safety concerns while traveling in Lee County within the last 6 months? Choose all that apply.**

Of the 307 respondents, all answered the question. The results suggest that driver behavior is a major safety issue. Respondents are also concerned about the lack of bicycle and pedestrian facilities.

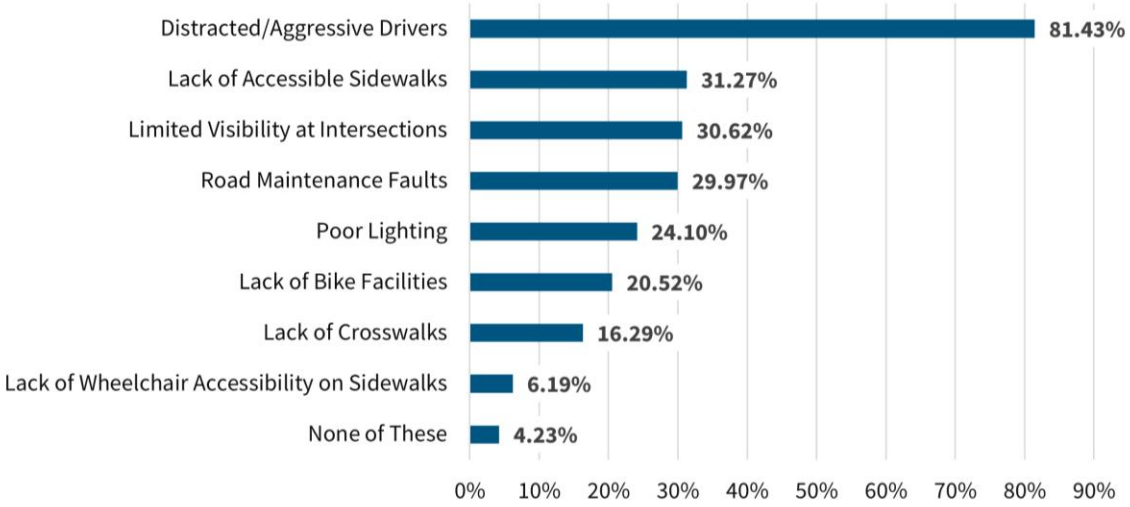
As displayed in the chart, the following percentages highlight distinct areas of concern:

- 81 percent of the respondents are concerned about distracted drivers.
- 31 percent are concerned about the lack of accessible sidewalks and limited visibility at intersections.

- 30 percent are concerned about road maintenance faults.
- 24 percent are concerned about poor lighting.
- 21 percent are concerned about a lack of bike facilities.

Maintenance faults include deep potholes, rutting that could damage a vehicle, or hydroplaning from poor drainage. These responses suggest the need for improved connectivity to bicycle and pedestrian facilities, targeted improvements at intersections, better road maintenance, and improved lighting on roads.

Figure 4-6: Safety Concerns in Lee County Over the Previous Six Months



Question 7: Which travel options would you like to use more often in the future? Choose two.

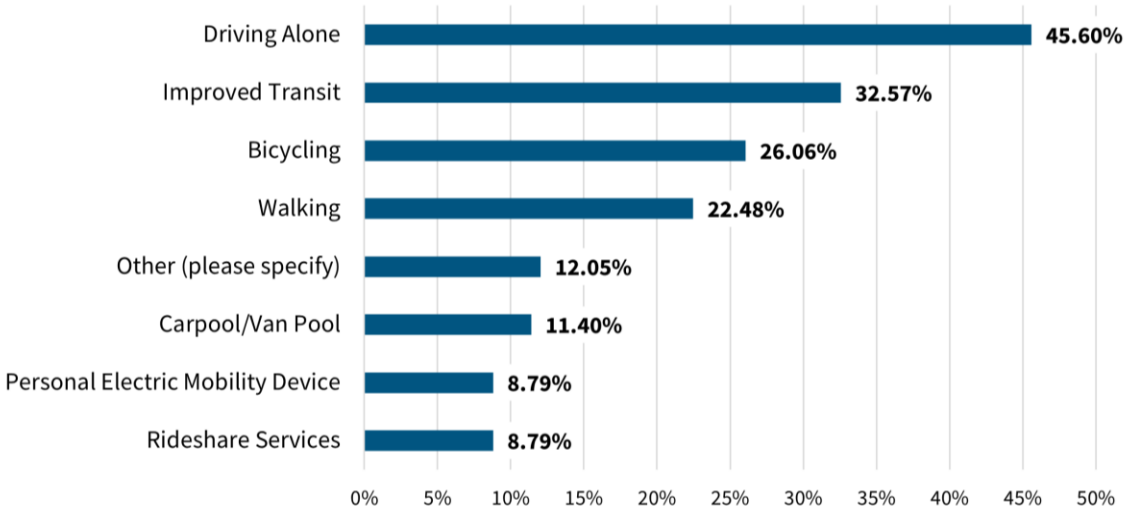
Of the 307 respondents, all answered the question. While "driving alone" was the most popular response, the desire for quality transit service is evident in the responses. Respondents were also interested in biking and walking.

- 46 percent of respondents chose "driving alone."
- 33 percent chose "Improved Transit."
- 26 percent chose "bicycling."
- 22 percent chose "walking."

"Rideshare Services" (e.g., Uber and Lyft) and "Personal Electric Mobility Device" (e.g., electric scooters, bikes, boards, or wheelchair) received the fewest responses. "Other" responses included:

- Light Rail Transit
- Golf Carts
- Passenger Rail
- Beach Shuttle
- Express Lanes
- Expanded Roads
- High Speed Rail

Figure 4-7: Preferred Travel Options in the Future

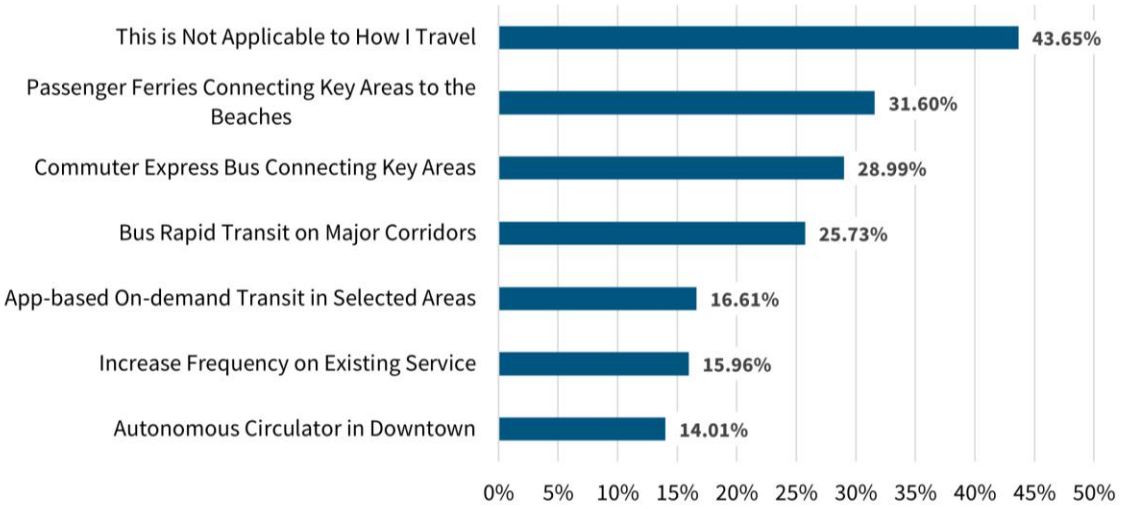


Question 8: If you use transit now or decide to use it in the future, what improvements would you like to see? Choose up to 3.

Of the 307 respondents, all answered the question. The responses indicate that many of the respondents do not see a direct benefit to improving regional transit service. Still, most respondents identified improvements they would like to see. When asked what improvements to transit they would like to see, “Passenger Ferries Connecting Key Areas to the Beaches” and "Commuter Express Bus Connecting Key Areas” were of almost equal importance, followed by "Bus Rapid Transit on major corridors."

- 44 percent of respondents chose “This is Not Applicable to How I Travel.”
- 32 percent chose “Passenger Ferries Connecting Key Areas to the Beaches.”
- 29 percent chose “Commuter Express Bus Connecting Key Areas.”
- 26 percent chose “Bus Rapid Transit on Major Corridors.”

Figure 4-8: Desired Transit Improvements in the Future



Question 9: Which travel option should the Lee MPO prioritize to improve travel between regions (including Tampa Bay, Central Florida, and Miami-Dade)? Choose two.

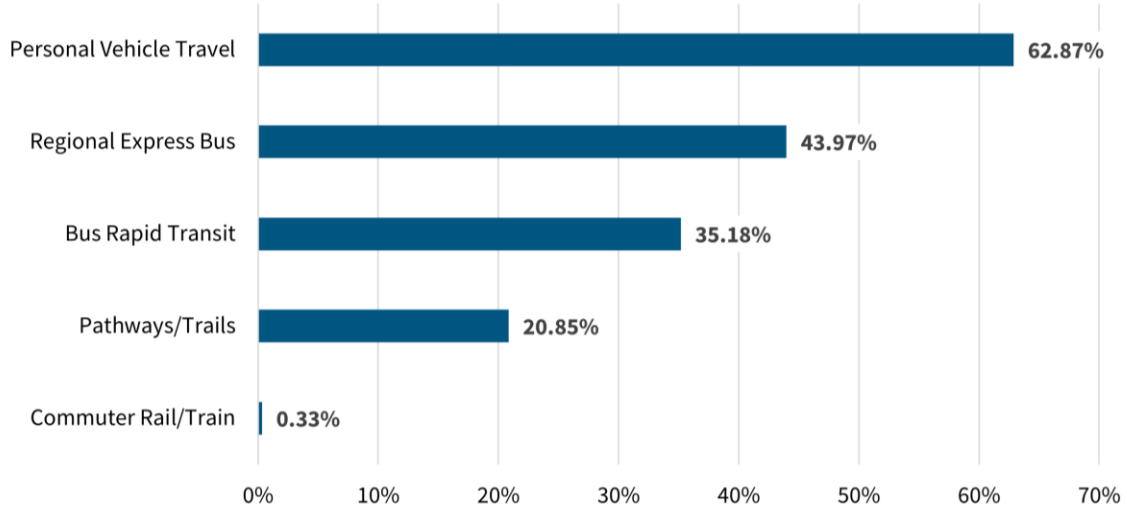
Of the 307 respondents, all answered the question. The responses continue to support the idea that car travel is the dominant form of transportation, although premium bus transit service is considered important:

- 63 percent of respondents chose “Personal Vehicle Travel.”
- 44 percent chose “Regional Express Bus.”
- 35 percent chose “Bus Rapid Transit.”
- 21 percent chose “Pathways/Trails.
- 0.33 percent chose “Commuter Rail/Train.”

Rail transit is not considered a necessary improvement, with less than one percent of respondents selecting this option. A little less than a quarter of respondents support the idea of a regional trail system. The number of responses paired with responses to previous questions indicate a strong desire for adequate walking and biking facilities. For example, 26 percent of respondents chose biking and 22 percent chose walking.

Walking and biking are best suited for short trips, which can be as short as a quarter mile to three miles. Bicycle and pedestrian infrastructure are correlated with healthier communities, and the percentage of respondents who support Pathways/Trails bolsters Florida Department of Transportation effort toward developing the Shared-Use Non-motorized (SUN) Trail Program.

Figure 4-9: Travel Priorities for Connecting Regions

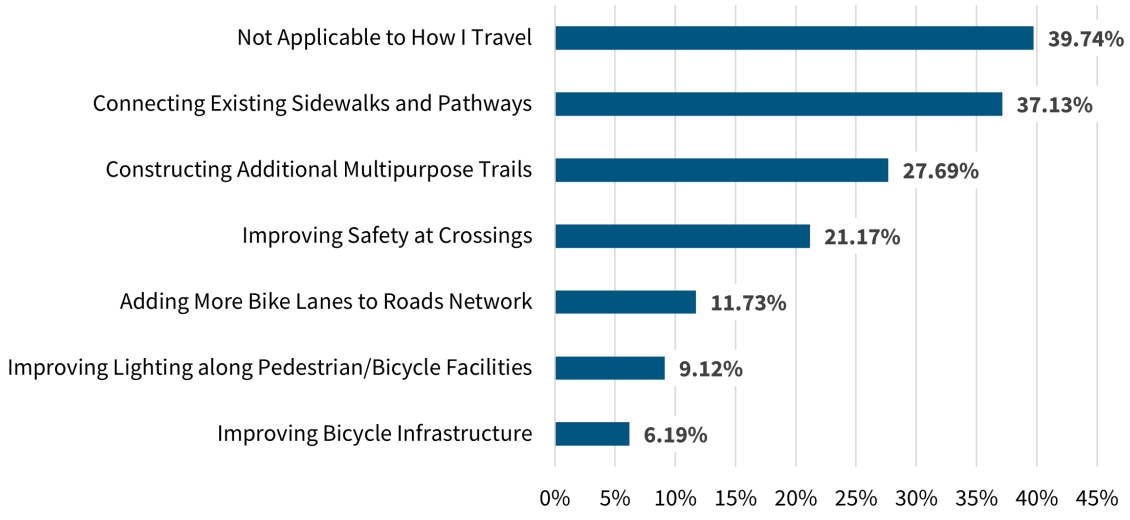


Question 10: If you travel by foot, bike, or personal electric mobility device which of the following would improve your trip? Choose two.

Of the 307 respondents, all answered the question. While 40 percent of respondents do not believe that biking and walking facilities are relevant to their travel, the remaining responses indicate a strong desire for better facilities. For example:

- 37 percent of respondents chose "Connecting Existing Sidewalks and Pathways."
- 28 percent chose "Constructing Additional Multipurpose Trails."
- 21 percent chose "Improving Safety at Crossings."

Figure 4-10: Desired Improvements to Bicycle and Pedestrian Facilities



Question 11: What transportation improvements are important to you? Rank from most important to least important.

Of the 307 respondents, 303 answered the question and four skipped it. The types of transportation improvements that were presented in the survey were shortened in the graphics due to space constraints. Transportation improvements included the following:

- Mitigating stormwater impacts on roadways (flooding)
- Providing more affordable transportation access to low income communities
- Prioritizing complete streets projects and improving safety (including sidewalks, bike lanes, pathways, safe transit stops, and safe roadway crossings)
- Prioritizing environmental and community preservation in all transportation planning
- Implementation of shared bike and scooter services
- Expanding regional transit services (between counties)
- Expanding existing roads and intersections to accommodate growth

As displayed in **Table 1** and visualized in the following graphics, reducing congestion on roads and intersections is a top concern among respondents. Still, many see a need for improvements that address complete streets, safety, and shared bicycle/scooter services. The graphics that follow **Table 1** show the percentage of respondents who chose that response for each rank.

Table 4-1: Transportation Improvement Ranked by Highest Percentage of Respondents Who Selected It

Rank	Transportation Improvement	Percentage*
1	Expanding existing roads and intersections to accommodate growth	43%
2	Prioritizing complete streets projects and improving safety (including sidewalks, bike lanes, pathways, safe transit stops, and safe roadway crossings)	30%
3	Prioritizing complete streets projects and improving safety (including sidewalks, bike lanes, pathways, safe transit stops, and safe roadway crossings)	27%
4	Providing more affordable transportation access to low income communities	29%
5	Implementation of shared bike and scooter services	30%
6	Implementation of shared bike and scooter services	34%
**Total percentages do not add up to 100%*		

Figure 4-11: Transportation Improvements Ranked First by Respondents

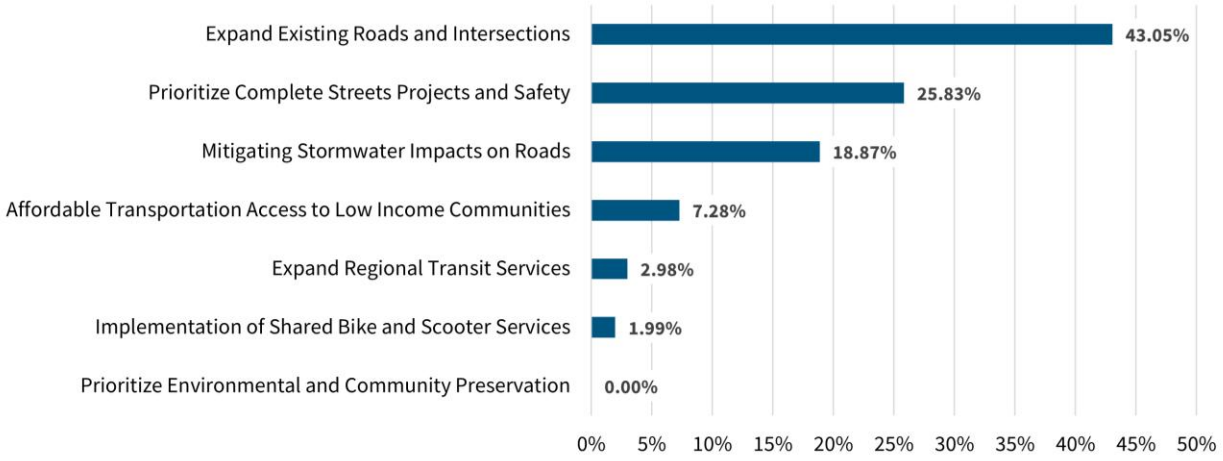


Figure 4-12: Transportation Improvements Ranked Second by Respondents

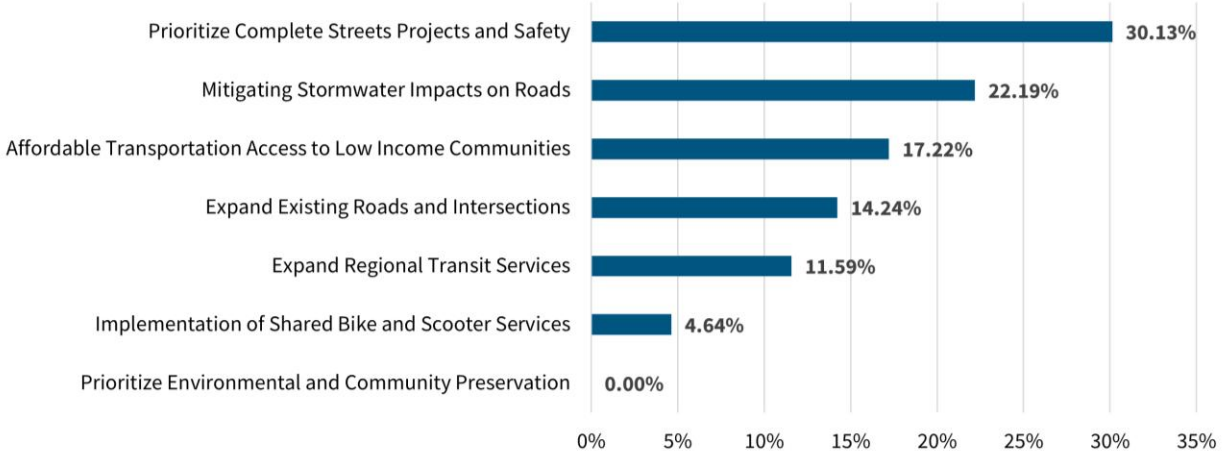


Figure 4-13: Transportation Improvements Ranked Third by Respondents

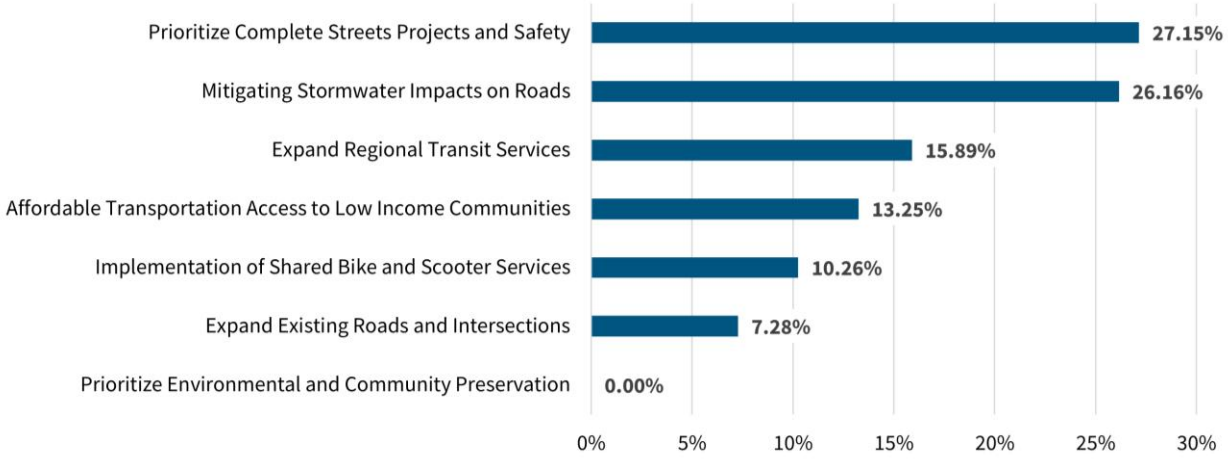


Figure 4-14: Transportation Improvements Ranked Fourth by Respondents

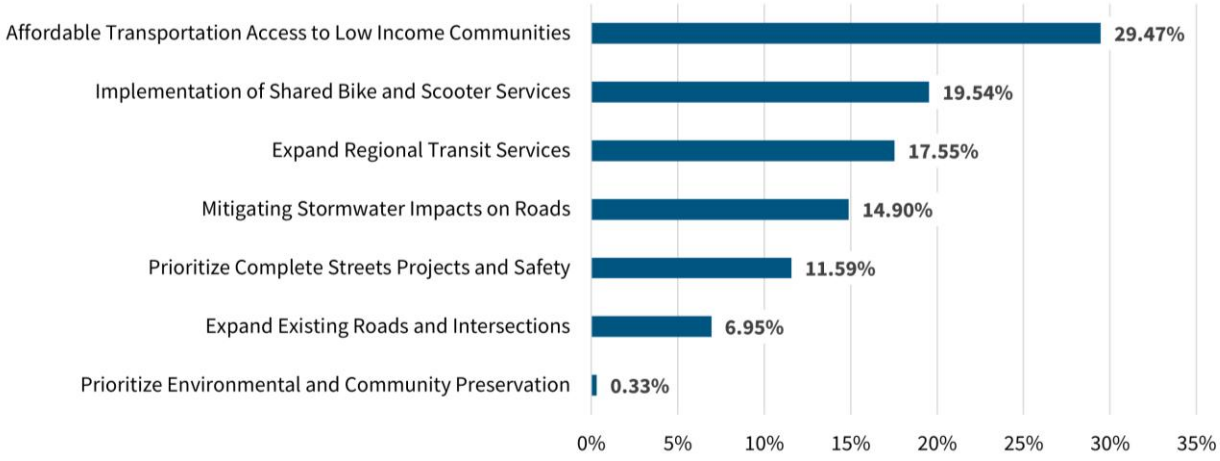


Figure 4-15: Transportation Improvements Ranked Fifth by Respondents

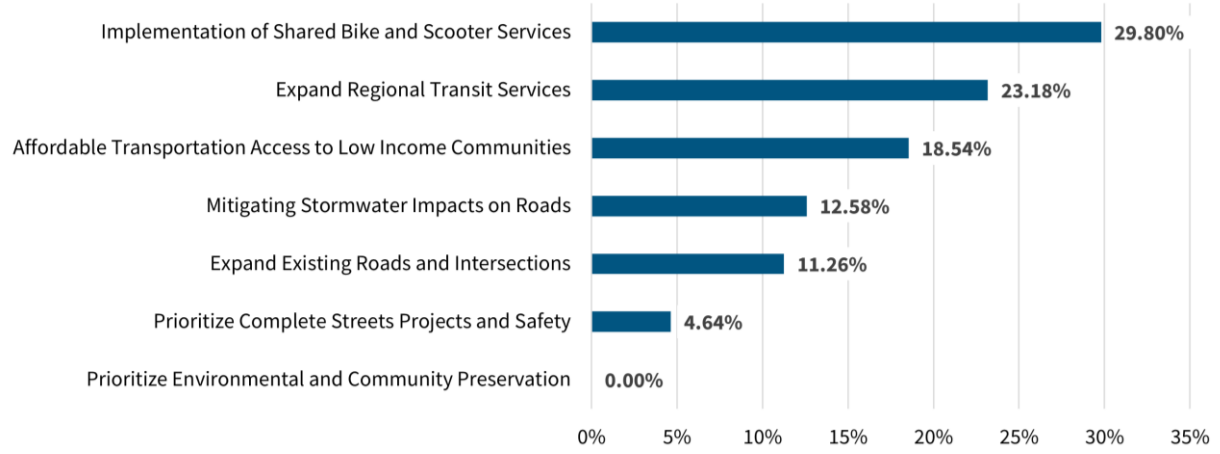
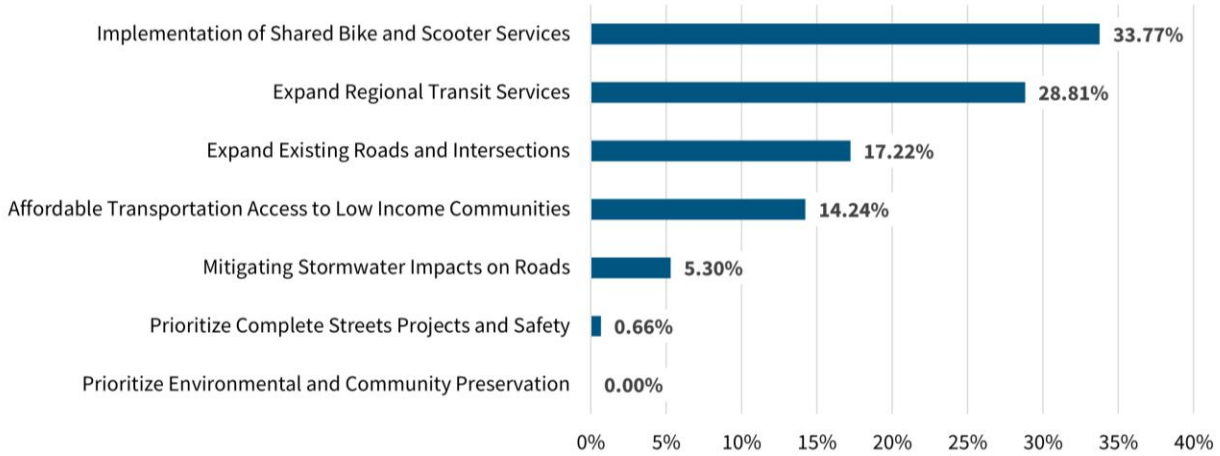


Figure 4-16: Transportation Improvements Ranked Sixth by Respondents



Question 12: What is your residential zip code?

Of the 307 respondents, 300 answered the question and seven skipped it. **Table 2** lists the residential zip codes and number of respondents by zip code. One zip code response was all zeros, which does not exist. The remaining zip codes were not verified. As displayed on the map and listed in Table 2, 57 of the respondents live in the 33913-zip code east of I-75. Most of the development is next to the I-75 corridor, such as Stoneybrook, The Preserve at Corkscrew, and Miromar Lakes. This zip code also includes a portion of the Crew Wildlife and Environmental Area. Additional zip codes located outside Lee County include the following:

- 33982-zip code in Charlotte County
- 33917-zip code in Lee County and Charlotte County
- 34109 and 34119-zip codes in Collier County
- 34145-zip code in Collier County
- 33982-zip code in Manatee County and Sarasota County

Figure 4-17: Map of Respondents Residential Zip Code

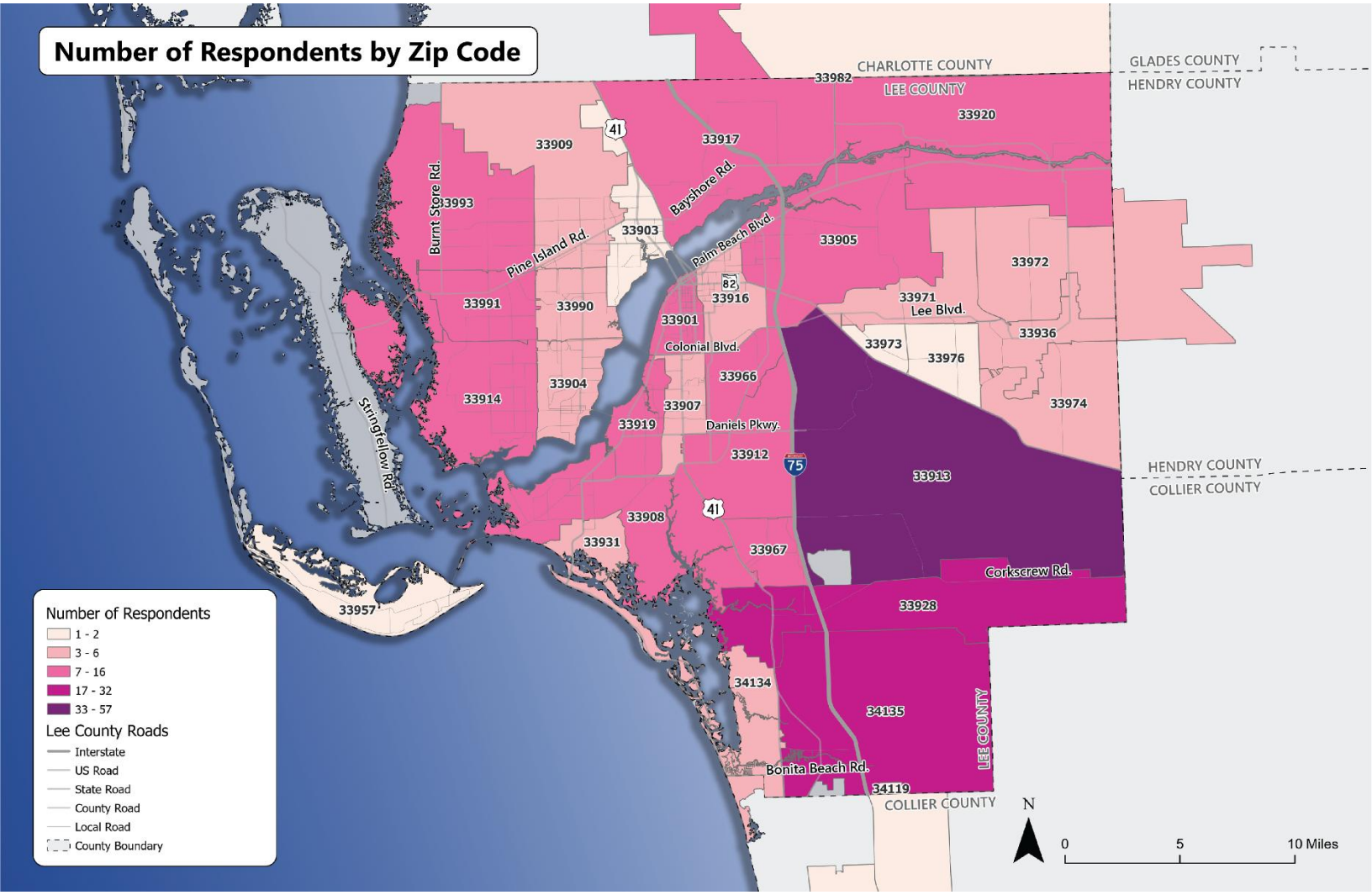


Table 4-2: Residential Zip Codes

Residential Zip Code	Number of Respondents	Residential Zip Code	Number of Respondents
000000	1	33936	4
32258	1	33957	2
33012	1	33966	14
33901	11	33967	7
33903	2	33970	1
33904	3	33971	5
33905	8	33972	4
33907	4	33973	1
33908	9	33974	3
33909	3	33976	2
33912	10	33980	1
33913	54	33982	1
33913-6623	1	33990	4
33913-6685	1	33991	9
33913-7085	1	33993	8
33914	9	34109	1
33916	3	34119	1
33917	9	34134	6
33918	1	34135	32
33919	11	34145	1
33920	16	34243	1
33928	28	37179	1
33931	4		
		Total	300

Question 13: What is your work or school zip code?

Of the 307 respondents, 169 answered the question and 138 skipped it. Table 3 lists the work or school zip codes and number of respondents by zip code. One zip code response was all zeros, which does not exist, 12 zip codes were N/A, and one zip code was “Retired, no set travel schedule.” The latter two responses were removed, bringing the response total to 156. The remaining zip codes were not verified.

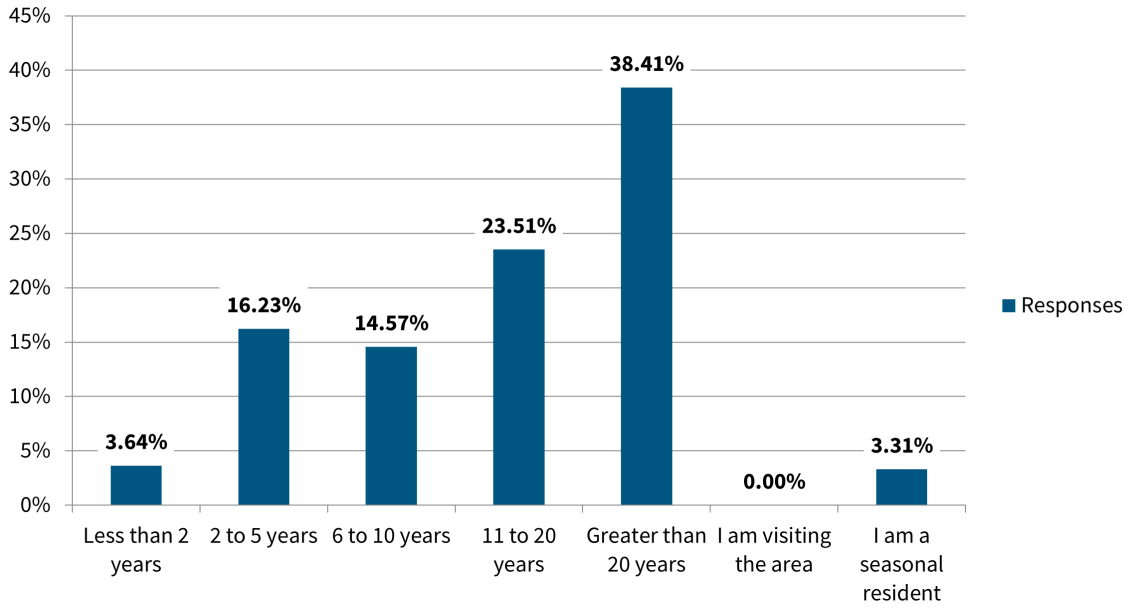
Table 4-3:Work or School Zip Codes

Work or School Zip Code	Number of Respondents	Work or School Zip Code	Number of Respondents
000000	1	33936	1
32224	1	33952	1
33813	1	33957	1
33901	29	33965	3
33904	3	33966	7
33905	5	33967-6215	1
33906	1	33982	1
33907	5	33990	2
33908	5	33991	2
33909	1	33993	1
33912	6	34101	1
33913	20	34102	3
33913-7085	1	34104	2
33914	3	34108	2
33915	1	34110	2
33916	1	34112	1
33917	1	34120	1
33919	1	34134	4
33920	2	34135	12
33922	1	34236	1
33928	15	37069	1
33935	1	44135	1
		Total	**156**

Question 14: How long have you lived in Southwest Florida (Choose one)

Of the 307 respondents, 302 answered the question and five skipped it. Almost 77 percent of the survey's respondents have lived in Southwest Florida for longer than five years. This indicates that many of the survey respondents have lived in the region long enough to experience growth and get a good understanding of its transportation challenges. Long-time residents are more likely to have witnessed changes in traffic patterns, building growth, and the aftermath of the hurricanes that have impacted Lee County. Only three percent of respondents were a seasonal resident, and no visitors completed the survey.

Figure 4-18: Time Lived in Southwest Florida



Question 15: What is your age?

Of the 307 respondents, 301 answered this question and six skipped it.

- 46 percent of respondents were over 65 years old.
- The median age of respondents is 49.5.

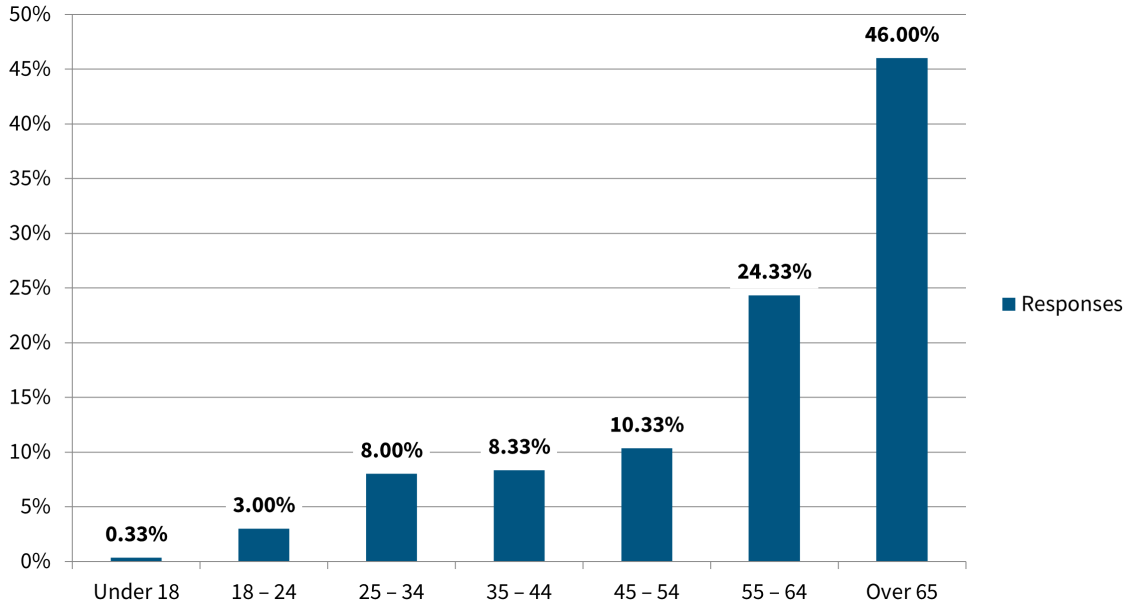
Median age was calculated using a method that uses the middle value of the age range that falls within the median value that is calculated for the number of respondents who answered the question.

The older age range could correlate with any number of reasons, including how the survey was distributed and time constraints. Older respondents are likely retired and have fewer family responsibilities, allowing for more time to participate in civic engagement activities. Older Americans tend to read newspapers in print and using digital devices and receive information from traditional news sources; the survey was covered by the *News Press*.

While data tracking newspaper readership by age for print and digital versions is dated (the News Media Alliance last reported on median age in 2017.), recent research indicates that the trend has stayed the same. Newspaper readers and news consumers tend to be older. According to the Pew Research Center:

- 43 percent of Americans who are 65 and older readers consume news from print publications.
- 86 percent consume news from television.
- 17 percent prefer to consume it from news apps or websites.
- Only 18 percent of Americans aged 18-29 read a print publication.
- 43 percent prefer to get their news from social media.

Figure 4-19: Age Distribution of Respondents



Question 16: Would you like to subscribe to updates on the 2050 Long Range Transportation Plan or other Lee MPO projects? If yes, please provide your email address below.

Of the 307 respondents, 145 answered the question and 162 skipped it. Of the 145 who answered the question, 12 respondents answered yes, but did not provide an email address in their response.

4.2 Survey Questionnaire

Personal Travel Patterns

Question 1: How many miles do you travel on a typical weekday? **Choose one.**

a. Less than 10 miles
b. 10-20 miles
c. 20-30 miles
d. More than 30 miles

Question 2: How frequently do you use the following travel options? **Options are Often, Sometimes, Rarely, Never.**

a. Driving alone
b. Carpool
c. Rideshare Services (Uber, Lyft)
d. Lee County Transit Services (LeeTran)
e. Walking
f. Bicycling
g. Personal electric mobility device (electric scooters, bikes, boards, or wheelchair)

Transportation System and Challenges

Question 3: How would you describe how the transportation system has changed in Lee County over the last 5 years?? **Choose one.**

a. It has become much better
b. It has become somewhat better
c. It has stayed the same
d. It has become somewhat worse
e. It has become much worse

Question 4: In your opinion what describes the primary transportation challenges within Lee County? **Choose your top three.**

a. Traffic/congestion
b. Limited sidewalks and trails
c. Lack of bike lanes
d. Insufficient access to public transportation
e. Poor roadway conditions (severe potholes, flooding, pavement rutting/bumps)
f. Unsafe roadway design (abrupt merge lanes, blind corners, poor lighting)
g. Limited connectivity between neighborhoods, cities, and counties
h. Behavior of other drivers/users of the transportation system

Question 5: Are there roads or areas in Southwest Florida that you avoid during peak travel times due to congestion or delays? If yes, please indicate the road name(s) and general area(s).

Question 6: Have you experienced any safety concerns while traveling in Lee County within the last 6 months? Choose all that apply.

a. Limited visibility at intersections
b. Poor lighting
c. Lack of accessible sidewalks
d. Lack of crosswalks
e. Lack of bike facilities
f. Lack of wheelchair accessibility on sidewalks

g. Road maintenance faults (deep potholes, rutting that could damage a vehicle, or hydroplaning from poor drainage)
h. Distracted/aggressive drivers
i. None of these

Travel Options and Transportation Solutions

Question 7: Which travel options would you like to use more often in the future? **Choose two.**

a. Driving alone
b. Carpool/Van Pool
c. Rideshare Services (Uber, Lyft)
d. Improved Transit
e. Walking
f. Bicycling
g. Personal electric mobility device (electric scooters, bikes, boards, or wheelchair)
h. Other

Question 8: If you use transit now or decide to use it in the future, what improvements would you like to see? **Choose up to 3.**

a. Bus Rapid Transit on major corridors
b. Commuter express bus connecting key areas
c. Increase frequency on existing service
d. App-based on-demand transit in selected areas
e. Passenger ferries connecting key areas to the beaches
f. Autonomous circulator in downtown
g. Not applicable to how I travel

Question 9: Which travel option should the Lee MPO prioritize to improve travel between regions (including Tampa Bay, Central Florida, and Miami-Dade)? **Choose two.**

a. Personal vehicle travel
b. Pathways/trails
c. Bus Rapid Transit
d. Regional express bus
e. Commuter Rail/Train

Question 10: If you travel by foot, bike, or personal electric mobility device which of the following would improve your trip? Choose **two.**

a. Connecting existing sidewalks and pathways
b. Adding more bike lanes to roads network
c. Constructing additional multipurpose trails
d. Improving bicycle infrastructure (bike racks, lockers, bikeshare, bike boxes)
e. Improving lighting along pedestrian/bicycle facilities
f. Improving safety at crossings
g. Not applicable to how I travel

Question 11: What transportation improvements are important to you? Rank from most important to least important.

a. Mitigating stormwater impacts on roadways (flooding)
b. Providing more affordable transportation access to low income communities

c. Prioritizing complete streets projects and improving safety (including sidewalks, bike lanes, pathways, safe transit stops, and safe roadway crossings)
d. Implementation of shared bike and scooter services
e. Expanding regional transit services (between counties)
f. Expanding existing roads and intersections to accommodate growth

Personal Characteristics

Question 12: What is your residential zip code?

Question 13: What is your work/school zip code? If applicable.

Question 14: How long have you lived in Southwest Florida (Choose one)?

a. Less than 2 years
b. 2 to 5 years
c. 6 to 10 years
d. 11 to 20 years
e. Greater than 20 years
f. I am visiting the area
g. I am a seasonal resident

Question 15: What is your age?

a. Under 18 years old
b. 18 – 24 years old
c. 25 – 34 years old
d. 35 – 44 years old
e. 45 – 54 years old
f. 55 – 64 years old
g. Over 65 years old

Question 16: Would you like to subscribe to updates on the 2050 Long Range Transportation Plan or other Lee MPO projects? If yes, please provide your email address below. **(Fill in the blank)**

Appendix 1: Public Comments Received

Table of Contents

- Emails from David Sokolsky for roundabout considerations on Cape Coral Parkway
- Comment Form submitted at First Public Meeting (May 13, 2025)
- Comment Forms submitted at Second Public Meeting (October 7, 2025)
- Letter from Conservancy of Southwest Florida for removal of Big Cypress Parkway Extension from the Needs Plan
- Script and supporting material for comments provided at LRTP Adoption (December 12, 2025)

Blain, Wally

Subject: FW: FDOT provides details about 17th Avenue interchange Pensacola
Attachments: WebPage.pdf

From: DAVID SOKOLSKY <dsokolsky@me.com>
Sent: Tuesday, May 13, 2025 8:12 AM
To: Don Scott <dscott@Leempo.com>
Subject: FDOT provides details about 17th Avenue interchange Pensacola

This interchange in Pensacola possibly could work for the intersection of Cape Coral Parkway and Del Prado Boulevardrd in Cape Coral.

https://www.pnj.com/picture-gallery/news/2019/06/12/fdot-provides-details-17th-avenue-interchange/1427390001/ [pnj.com]

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.

FDOT provides details about the Gregory St/Bayfront Pkwy at 17th Avenue interchange



Glenn Peterson, Eisman & Russo CEI senior project engineer, left, discusses bridge design as the FDOT provides details about the Gregory Street and Bayfront Parkway at 17th Avenue interchange during a public information open house at the Studer Community Institute building in downtown Pensacola on Tuesday, June 11, 2019.

Gregg Pachkowski/gregg@pnj.com

Blain, Wally

Subject: FW: Del Prado Circle at Cape Coral Parkway
Attachments: Del Prado Circle at Cape Coral Parkway.pdf; Cape Coral FL Del Prado Circle.pdf

From: DAVID SOKOLSKY <dsokolsky@me.com>
Sent: Monday, May 12, 2025 11:31 PM
To: Don Scott <dscott@Leempo.com>
Subject: Del Prado Circle at Cape Coral Parkway



This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.

Del Prado Circle at Cape Coral Parkway



Cape Coral, Florida
Del Prado Circle



Subject: FW: Del Prado Intersection with Cape Coral Parkway
Attachments: Redevelop intersection of Cape Coral Parkway and Del Prado Blvd to be like St Armand Circle.pdf

From: DAVID SOKOLSKY <dsokolsky@me.com>
Sent: Monday, May 12, 2025 6:07 PM
To: Don Scott <dscott@Leempo.com>
Subject: Del Prado Intersection with Cape Coral Parkway

Redevelop the intersection in Cape Coral Parkway and Del Prado Boulevard into a traffic circle with three travel lanes and one or two entrance and turn off lanes.
Please see the attached PDF.

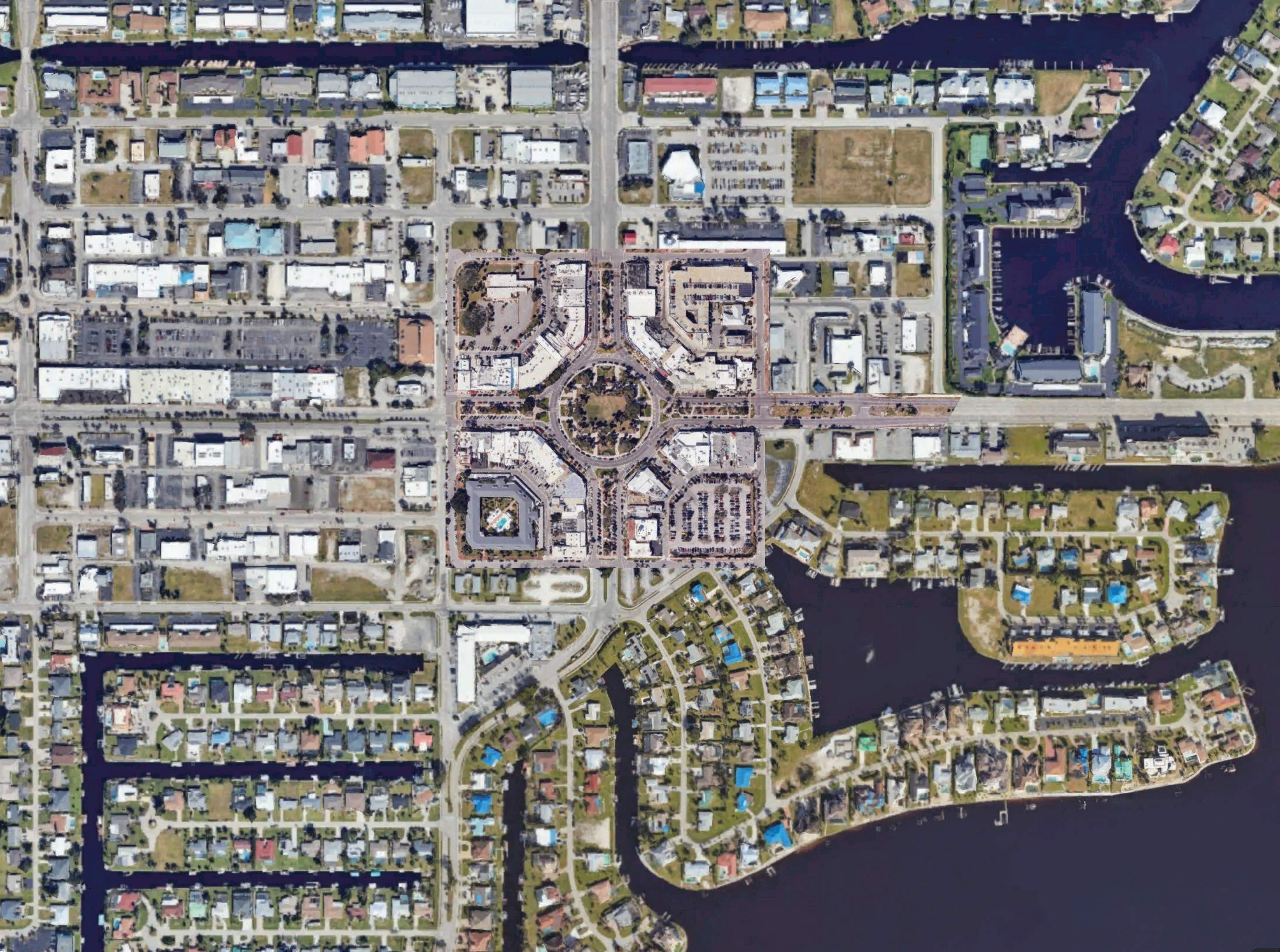
A long range plan could be to redevelop the Del Prado intersection with Cape Coral Parkway into something called the Del Prado Circle.
For reference please see the St. Armand circle in Sarasota, FL below.



Thank you,

David Sokolsky

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links or responding to this email.



LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan

Public Workshop: Tuesday, May 13, 2025

COMMENTS

Someone needs to check out the new medians on San Carlos Blvd
Very dangerous – poorly marked
poor lighting

(If more space is needed, please continue on back.)

Name Nancy McDole

Zip Code 33908

Email nancymcdole@aol.com

Phone 239 565 3519

☐ Check box to be included on future project communications

PLEASE RETURN COMMENTS TO:

Mail:
Calandra Barraco
Lee County MPO
P.O. Box 150045, Cape Coral, FL 33915

Email: cbarraco@leempo.com

Visit our website at: https://leempo.com/plans/long-range-transportation-plan/

Note: This form is public record. In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial status, or income. The MPO strives to give all citizens of Lee County the opportunity to participate in the transportation planning process, including low-income individuals, the elderly, persons with disabilities, and persons with limited English-proficiency.

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan

Public Workshop: Tuesday, October 7, 2025

Comment Form

Comments may be provided in one of three ways: complete the form and place in the 'comments' box, mail comments to *Calandra Barraco P.O. Box 150045, Cape Coral, FL 33915,* or visit our website at: *https://leempo.com/plans/long-range-transportation-plan/*

1) Yes - to BRT with a focus on the City of FM Downtown

2) Yes - to enhancements to serve MIDTOWN - City of FM

3) Yes - to Pedestrian Safety on PBB

4) Yes - to a WS in the CITY of FM - 2026?

5) Yes - to free Bus fares in the Urban Core - City

6) Yes - SUNTrail

7) Yes - More Attention to MLK corridor

Name (print): Tony PALERMO, AICP

Address: City of Fort Myers

Email: apalermo@fortmyers.gov

☒ Check box to be included on future project communications

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I Represent Five Communities (The Brooks) in Estero.

We would Appreciate MPO's support in our efforts to have FDOT install a continuous 22 ft sound mitigation wall on I-75 in front of our communities (mm 120 - mm 122) on the west side of I-75.

We would also appreciate the support in getting sound mitigating pavement

We Represent ≈ 3700 homes & 7,000 Residents in the 5 communities. I would welcome the opportunity to meet with the Board to present our case, Thank you.

Name (print): Leonard Reid (Len), President, Copperleaf Golf & Community Assoc

Address: 24701 Copperleaf Blvd, Estero

Email: lfreid51@icloud.com

☒ Check box to be included on future project communications

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There are 60 houses in our neighborhood. It is very difficult to enter Burnt Store Road from South West 3rd St. The traffic coming down Burnt Store Road is always at a speed exceeding 50 miles per hour. Residents have to stand over 15 to twenty minutes to make entry on the road which is very busy.

Kindly review entry to the Boat Ramp on 3rd Ave South West from Burnt Store Road also.

Name (print): ALBERT GRIFFITH

Address: 3425 SW 3RD ST, CAPE CORAL FL 33991

Email: GRIFFITHALBERT331 at outlook.com

☑ Check box to be included on future project communications

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LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2050 Transportation Plan

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Where are we planning to put in a rail-transloading site?
↳ When would this happen?

~~#6 - Del~~

#17 - the New interchange to 75 is in desperate need to move up on the timeline - the people need it before 2050. This is incredibly important.

Name (print): Bianca Dunkle

Address: ~~bdunkle@~~

Email: bdunkle@floridarail.com

☒ Check box to be included on future project communications

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CONSERVANCY of Southwest Florida
OUR WATER, LAND, WILDLIFE, FUTURE.

Protecting Southwest Florida's unique natural environment and quality of life ... now and forever.

October 27, 2025 *sent via email*

Don Scott - dscott@leempo.com
Lee County Metropolitan Planning Organization
815 Nicholas Parkway E. P.O. Box 150045
Cape Coral, Florida 33915-0045
RE: Big Cypress Extension, Long Range Transportation Plan 2050

Dear Mr. Scott,

The Conservancy of Southwest Florida on behalf of our 4,500 supporting families and members is writing to oppose including Segment 4, Big Cypress Parkway Extension, in the Lee County 2050 Long Range Transportation Plan (LRTP) Needs Plan. While the exact alignment has obviously not been specifically mapped, this proposed road would extend south from Corkscrew Road, traversing not only lands that are owned by the South Florida Water Management District as part of the Corkscrew Regional Ecosystem Watershed (CREW), but also lands owned by the National Audubon Society as part of their Corkscrew Swamp Sanctuary. Any road alignment impacting CREW or Audubon is completely inappropriate and should not move forward for consideration.

From a LRTP planning standpoint, perhaps the most important consideration for the Lee County MPO is the fact that there is nothing in the Collier 2050 LRTP Needs Plan to connect up to this alignment, truly making it a road to nowhere. This fact, in and of itself, should be sufficient to support removal of Segment 4 from the Lee Needs Plan.

The Conservancy appreciates the MPO looking at opportunities to enhance north-south connectivity. However, the viability of a Big Cypress Parkway Extension that would impact CREW and Audubon lands before dead ending into Collier County should be a non-starter. Moreover, once such an ill-conceived road hits the county line, it would have to carve through even more CREW wetlands before connecting up with Immokalee Road. The impacts to natural resources, along with the cost of bridging the road, which would certainly be necessitated, makes such an alignment both environmentally infeasible and financially cost-prohibitive. Therefore, the Conservancy requests this segment be removed from the Lee 2050 LRTP Needs Plan.

Thank you for considering our comments.
Sincerely,

Julianne Thomas,Senior Environmental Planning Specialist
juliannet@conservancy.org (239) 262-0304 x 252

★★★★ CHARITY NAVIGATOR Four Star Charity

Conservancy of Southwest Florida has been awarded Charity Navigator's prestigious 4-Star top rating for good governance, sound fiscal management and commitment to accountability and transparency. Charity Navigator is America's largest and most respected independent evaluator of charities.

The Year Was 1993

In 1993, the Government took our land and many others along (78) Bayshore road for eminent domain. They said the reason was for a road improvement to widen Bayshore Road (78) From I-75 to SR 31. Since then, the project has laid dormant or been in P D & E Studies for the past 32 years. It is still not funded. It is still not projected anytime soon.

How long do we need to STUDY this project?

How long do we need to analyze the need for a better road?

We have the largest building (Lee Civic Center) in Northeast Lee County on a 2-lane country road for 40+ years. We have known about this CDD SPECIAL DISTRICT called Babcock Ranch for 15 years.

How long does it take to know we need a better road exiting I-75?

On a night in March, the AgExpo (AKA the FAIR) may have 20,000 to 30,000 extra people on the grounds of the Lee Civic Center. Most of them will be driving cars. We want our 4-H and FFA Kids to get buyers to the show and the traffic is a deterrent. The I-75 exit east is the best and fastest travel zone to the Lee Civic Center.

We have been talking about this for over 30 years. We have had over 3 decades to study this project. Ordinary citizens like me should not need to take off work and speak at these meetings. NO ONE WANTS TO DO THIS; however, the LOCAL government will not listen to the residents in the NORTHEAST LEE COUNTY COMMUNITY. WE WANT DEVELOPMENT THAT IS LOW DENSITY & FITS OUR COMMUNITY. HOWEVER, THE LOCAL LEADERS HAVE APPROVED THOUSANDS AND THOUSANDS OF NEW CLUSTER CLONE HOUSING UNITS IN OUR AREA, and yet, we do not have the roads and bridges to handle this. It should not take 2 hours to travel to Fort Myers from Babcock Ranch Road. We have not received a visit from a county commissioner since early 2022 at our civic meetings.

On every New Zoning Application for HIGH density Cluster development, we tell the county the bridges and roads are a huge problem, however they vote YES to the project anyway. The County says it is the FDOT's problem, yet the FDOT says they get the priorities from the Local government on roads and bridges. We keep telling them for years the bridge is going to be shut down.

Now we have a broken bridge that will be shut down during the high season for repairs while waiting for a solution of a new bridge that, according to FDOT, is about 10 years away. This hurts the Marina Business and Boat House Restaurant.

You have a Road Project from Hwy 80 to SR 78 Including the bridge that is not funded and not supposed to be finished according to FDOT until 2034-2035 at Best.

The fly over is not funded and costs too much. Now the project has been changed and will become a grade level intersection at 31 & 80

How can we get answers? How can we get our leaders to understand what a serious situation this is?

When the SR 31 bridge is shut down, the residents experience over 2-hour commutes from Babcock ranch to Fort Myers. Fort Denaud Bridge, originally built in 1940 and REBUILT in 1960, is compromised and limited use. The 1960's-built Alva Bridge does not allow Loaded Trucks, and the 1960's-built SR 31 Wilson Pigott Bridge is compromised and will not allow loaded trucks. From Labelle to I-75, this is a 30-mile stretch of compromised and failing bridges.

In the 1960's, it was clear the bridges were a priority. For the Past 65 years, it is clear to everyone here that we are not a priority. In the Year 2025, 65 years later, the leaders have FAILED our community.

Thank you for your time.

9521 Bayshore

IN THE CIRCUIT COURT OF THE TWENTIETH JUDICIAL CIRCUIT
IN AND FOR LEE COUNTY, FLORIDA

STATE OF FLORIDA,
DEPARTMENT OF TRANSPORTATION,

Petitioner,

vs.

JIMMIE J. COCHRAN, et al,

Defendants.

3484546

FILED

NOV 5 - 1993

CHARLIE GREEN, CLERK
CIRCUIT/COUNTY COURTS
BY [signature] D.C.

CASE NO. 93-4739-CA
PARCEL 104

1993

DOCKETED & FILED

NOV 8 - 1993

Charlie Green, Clerk
By [signature] D.C.

ORDER OF TAKING

THIS CAUSE coming on to be heard by the Court, it appearing that proper notice was first given to all the defendants, and to all persons having or claiming any equity, lien, title, or other interest in or to the real property described in the Petition, and the Court being fully advised in the premises, upon consideration, it is, therefore,

ADJUDGED:

1. That the Court has jurisdiction of the subject matter and of the parties to this cause.

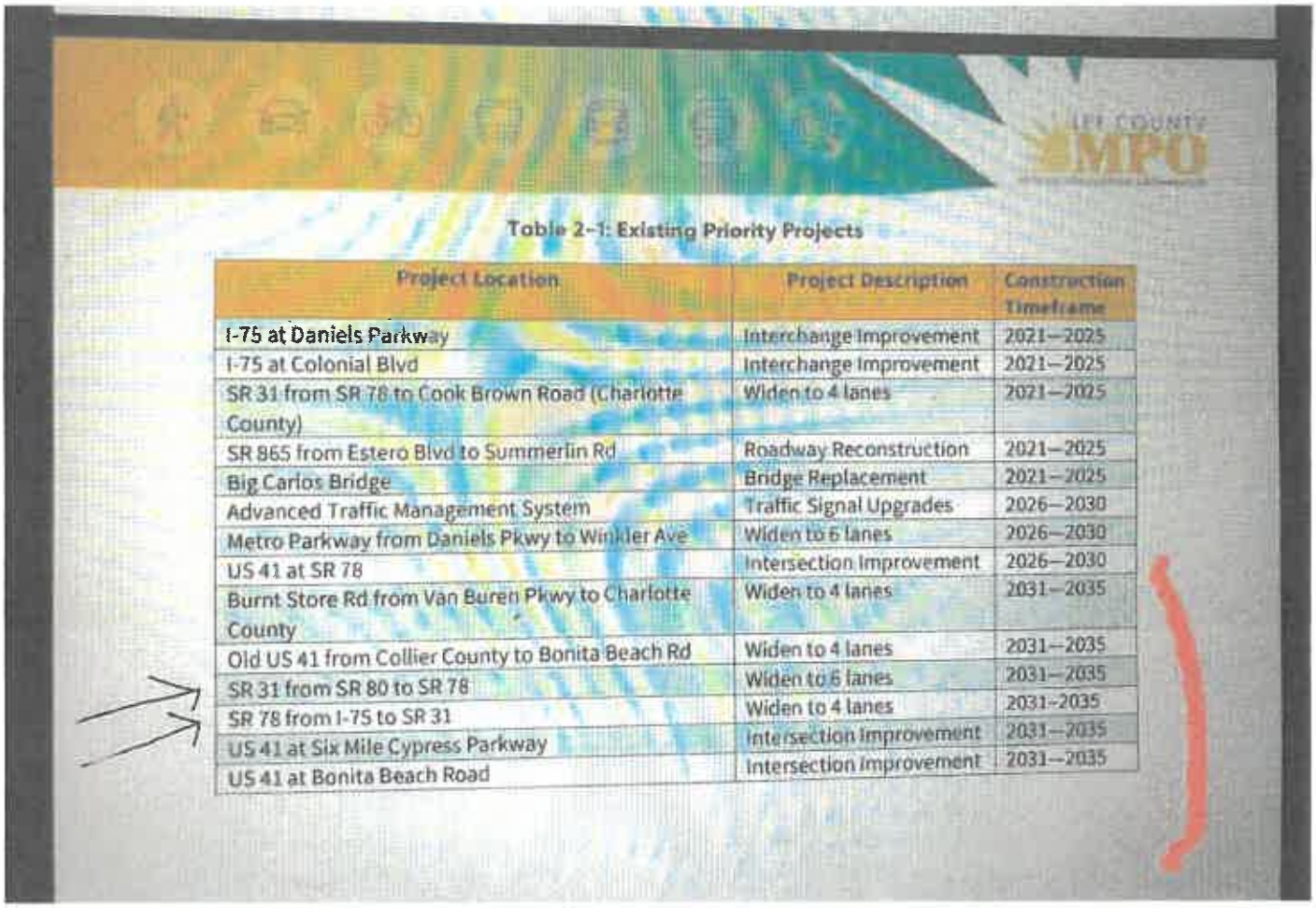
2. That the pleadings in this cause are sufficient.

3. That the Petitioner is properly exercising its delegated authority.

4. That the Estimate of Value filed in this cause by the Petitioner was made in good faith, and based upon a valid appraisal.

5. That upon the payment of the deposit hereinafter specified into the Registry of this Court, the right, title or interest specified in the Petition as described herein shall vest in the Petitioner.

OR2414 PG0040



LEE COUNTY MPO

Table 2-1: 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

Handed out at NFM Library Oct 7th

2031 - 2035


MPO
2050 Transportation Plan
SAVE THE DATE
The Lee County Metropolitan Planning Organization (MPO) invites you to a Public Workshop for the 2050 Long Range Transportation Plan (LRTP).
DATE: Tuesday, October 7, 2025
TIME: 5 - 7 p.m.
IN-PERSON WORKSHOP: North Fort Myers Public Library - Meeting Room A 2001 N Tamiami Trail, North Fort Myers, FL 33903

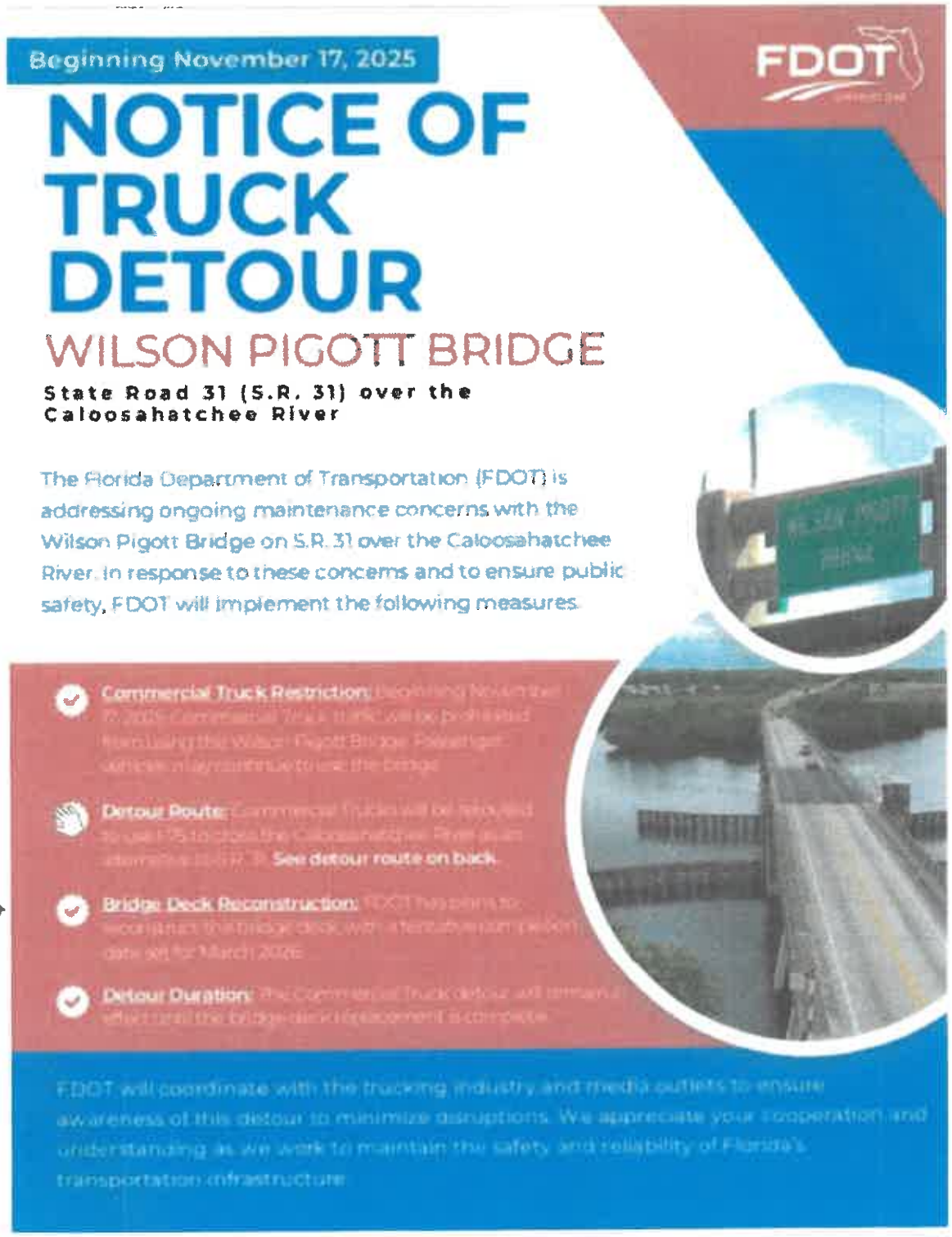
LEE COUNTY MPO

2050 Transportation Plan

ID	Project Location	Project Description	Construction Time Frame
42.5	Santa Barbara Blvd. from Nicolas Pkwy to Jacaranda Pkwy	4L to 6L	2041-2050
44	SR 31 from SR 78 to Charlotte County Line	Widen 2L to 4L	2024-2025
45	SR 78 from Burnt Store Rd to US 41	Widen 4L to 6L	Beyond 2050
47	SR 78 from I-75 to SR 31	Widen 2L to 4L	Beyond 2050
48	SR 80 from SR 31 to Buckingham Rd	Widen 4L to 6L	2036-2040
50	Sunshine Blvd from 23rd St SW to Lee Blvd	2L to 4L	2041-2050
51	Sunshine Blvd from Lee Blvd to 75th St W	2L to 4L	2041-2050
52	Sunshine Blvd Ext. from 75th St to SR 80	New 4L	2036-2040
52.5	Three Oaks Pkwy Ext from Pony Ln to Daniels Pkwy	New 4L/6L-8L	2024-2025
54	US 41 and Bonita Beach Rd	Intersection Improvements	2041-2050
55	US 41 at Six Mile Cypress Pkwy	Intersection Improvements	Beyond 2050
57	Midpoint Bridge from Summerlin Rd to Del Prado Blvd	Intersections	2036-2040
58	Veterans Pkwy/Santa Barbara Blvd	Overpass	2041-2050
59	Williams Rd from US 41 to Via Coconut Rd	Widen 2L to 4L	2026-2030
B1	Alva Drawbridge Bridge Replacement	Bridge	2036-2040
B2	Bright Bridge Replacement	Bridge	2041-2050
B3	Buckingham Rd Bridge Replacement	Bridge	2041-2050
B4	Hancock Creek Bridge Replacement	Bridge	2041-2050
B5	Harbor Drive Bridge Replacement	Bridge	2041-2050
B6	Hickory Bridge Replacements	Bridge	2036-2040
B7	North River Road Bridge Replacement	Bridge	2041-2050
B8	Orange River Bridge Replacement	Bridge	2031-2035
B9	Stringfellow Bridge Replacement	Bridge	2041-2050
B10	Big Carlos Bridge Replacement Repayment	Reconstruct Bridge	2026-2030
S1	I-75 At Daniels Pkwy	Interchange Improvement	2026-2030
S2	I-75 At Alico Rd/Terminal Access Rd	Interchange Improvement	2036-2040
S3	I-75 At Corkscrew Rd	Interchange Improvement	Beyond 2050
S4	I-75 At SR 80	Interchange Improvement	Beyond 2050
S5	I-75 At SR 78	Interchange Improvement	Beyond 2050
S8	I-75 At Bonita Beach Rd	Interchange Improvement	Beyond 2050
S9	I-75 from SR 82 to North of Luckett Rd	Interchange Improvement	2041-2050

On Sep 15, 2025, at 4:06 PM, Bateman, Patrick <Patrick.Bateman@dot.state.fl.us> wrote:
>>
>>
>>
>> The SR 78 project is not funded for construction at this time.
>>
>>
>> Patrick Bateman, PE
>> Project Manager
>> Environmental Management Office
>> FDOT District 1
>> (863) 519-2792

--



New Bridge Steel Grid Deck by March 01 2026

Beginning November 17, 2025

NOTICE OF TRUCK DETOUR

WILSON PIGOTT BRIDGE

State Road 31 (S.R. 31) over the Caloosahatchee River

FDOT

DETOUR ROUTE



For additional information, please contact: Paul A. Simmons

Phone:

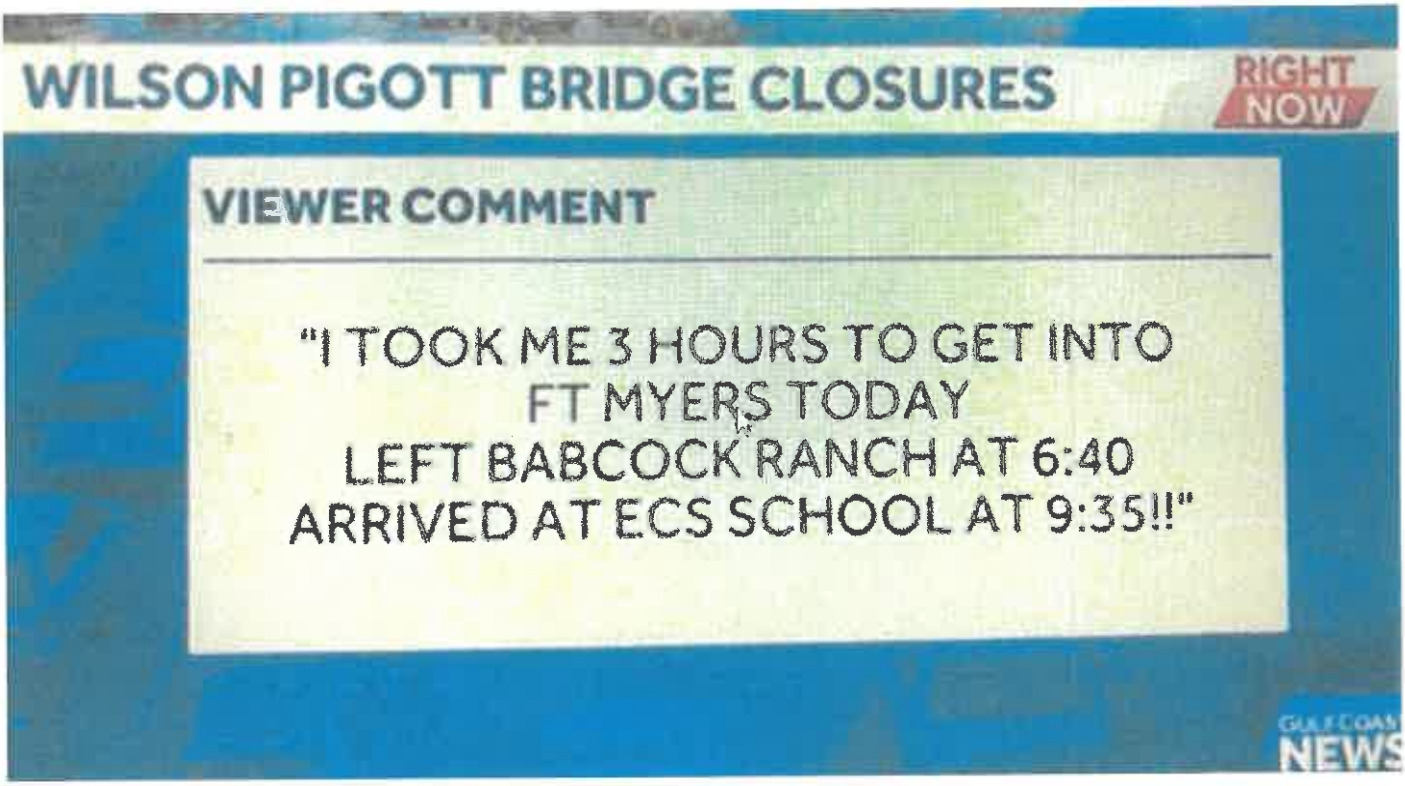
Email:

Table 3-1: Population Forecasts Summary

Planning Community	Existing Population 2019	Projected Population 2050	% Change (2019-2050)
Bayshore	5,252	9,872	88%
Boca Grande	990	1,166	18%
Bonita Springs	52,826	63,251	20%
Buckingham	4,434	6,073	37%
Burnt Store	1,906	2,047	7%
Cape Coral	196,021	312,075	59%
Captiva	2,252	2,666	18%
Daniels Parkway	11,620	15,712	35%
Estero	31,055	38,244	23%
Fort Myers	85,063	131,951	55%
Fort Myers Beach	5,610	5,745	2%
Fort Myers Shores	20,985	36,449	74%
Gateway/Airport	13,285	24,035	81%
Iona/McGregor	34,409	40,819	19%
Lehigh Acres	113,381	230,679	103%
North Fort Myers	51,004	63,626	25%
Northeast Lee County	3,793	9,426	149%
Pine Island	8,688	10,317	19%
San Carlos	35,176	49,175	40%
Sanibel	6,309	6,971	10%
South Fort Myers	56,103	61,638	10%
Southeast Lee County	11,884	57,469	384%
Countywide	**752,046**	**1,179,406**	**57%**

The number and type of jobs that a community can support is directly related to the availability and conditions of the local transportation network in addition to other factors such as land use and economic conditions. Areas with high job growth often experience substantial population increases, available space for development, and resources to support these changes. 2050 employment projections for Lee County show more than 100,000 additional jobs countywide over the next 25 years, an increase of nearly 40% when compared to the existing number of jobs.

The highest employment growth is expected to be concentrated in Planning Communities with existing job centers and those east of I-75 with higher development potential. Cape Coral is expected to gain the highest number of jobs by 2050, at more than 33,000 as shown in **Figure 3-3**.


WILSON PIGOTT BRIDGE CLOSURES
RIGHT NOW
VIEWER COMMENT
"I TOOK ME 3 HOURS TO GET INTO FT MYERS TODAY
LEFT BABCOCK RANCH AT 6:40
ARRIVED AT ECS SCHOOL AT 9:35!!"
GULF COAST NEWS

the Transportation Plan to reflect the current list of projects and the anticipated timeframe for when projects will be funded, thereby demonstrating consistency between the TIP and Transportation Plan.

Existing and Committed Transportation Conditions

Many projects listed in the Transportation Plan have advanced beyond the planning phase and are actively being implemented. Listed below in **Table 1-2** are projects previously identified by the MPO and prioritized for funding. These projects are in various stages of implementation and the estimated timeframe for construction has been incorporated into the 2050 Transportation Plan.

Table 1-2: Existing Priority Projects

Project Location	Project Description	Project Status
Big Carlos Bridge	Bridge Replacement	Under Construction
US 41 at Six Mile Cypress Parkway	Intersection Improvement	Design 2031-2035
US 41 at Bonita Beach Road	Intersection Improvement	Construction 2041-2050
Burnt Store Rd: Van Buren Pkwy to Charlotte County	Widen to 4 lanes	Construction 2036-2040
SR 78 (Pine Island Road): Burnt Store to NE 24th Ave	Widen to 6 lanes	Design 2031-2035
SR 31: SR 80 to SR 78	Widen to 6 lanes	Construction 2026-2030
Old US 41: US 41 (Collier County) to Bonita Beach Rd	Widen to 4 lanes	Construction 2041-2050
Cape Coral Bridge: E. of Del Prado to W. of McGregor	Bridge Reconstruction / Widen to 6 lanes	Construction 2026-2030
Countywide Advanced Traffic Management System	Traffic Signal Upgrades (Phase III)	Construction 2031-2035
Fowler St/Evans Avenue: S. of Hanson to MLK Blvd	3-Lane One Way Pair	Design 2031-2035
Three Oaks Extension (Phase III): Indian Pony Drive to Daniels Pkwy	New 4 lanes	Under Construction
Sunrise Extension: 75th Street W to SR 80	New 4 lanes	Construction 2036-2040
Ortiz Avenue: SR 82 to Luckett Rad	Widen to 4 lanes	Construction 2041-2050

SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)BRIDGE#120064

Design:

This project is currently in design, and I am the project manager. There have been significant changes to the project over the past 8 months mostly due to funding. We were scheduled to submit the project plans for the Phase II (60% Complete) Review in May. We realized that the project did not have sufficient funding to include the left turn fly over ramps at the SR 80 Intersection. We reassessed the project and will now be building an interim improvement at the intersection. This will be an at grade intersection with triple left turn lanes from EB SR 80 to NB SR 31 and triple left turn lanes from SB SR 31 to EB SR 80. The next set of plans will be the Phase II (60%) Review Set. This should occur early next year.

Funding:

The project is funded for construction in the fall of 2028 (Fiscal Year 2029).

Right of Way:

The right of way phase is underway. Currently the project is in the appraisal process. Once that is complete the department will begin working on acquisitions and the right of way staff will reach out to the individual property owners. If you need information this process, please reach out to Jesse Moss jesse.moss@dot.state.fl.us in our right of way department.

Construction Schedule:

Currently the project is set for construction to begin in the fall of 2028. It is still early in the process to have a full construction schedule, but it could take up to 5 years.

Let me know if you have any additional questions.

2033 ?

Jeffrey M. Jones P.E.

Jeffrey M. Jones, P.E.
FDOT District 1
Project Management Engineer II
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FDOT
SWAO (Southwest Area Office)
10041 Daniels Parkway
Fort Myers, Florida 339

Lee County MPO 2050 Long Range Transportation Plan

Survey and Public Workshop
Social Media Plan

Submitted 04/25/25

Overview

The primary goal of this social media plan is to maximize the reach of the 2050 Long Range Transportation Plan Survey by leveraging various digital social media platforms. By sharing the survey link consistently on the county's official Facebook, X, and Instagram pages, we aim to stimulate engagement and participation among a wider audience.

To complement these efforts, we will also seek collaboration with stakeholders and the Adviser Network, encouraging them to promote the survey on their respective social media platforms, e-newsletters, and internal distribution to their associates and constituents. This strategic partnership will help extend the visibility of the survey and foster a sense of community involvement.

Consistency in posting and maintaining an active online presence will be crucial to sustaining momentum and attracting sustained interest in the survey. Analyzing engagement metrics and audience feedback will also guide adjustments to our social media strategy, ensuring its effectiveness throughout the campaign's duration.

Outreach for the Public Workshop on May 13, 2025 as well and the Virtual Meeting Room are included in this plan. Leading up to the Public Workshop, social media posts will include both Survey outreach as well as the invite to the Public Workshop and online Virtual Meeting Room. This information will be posted more often leading up to the Public Workshop, once the in-person workshop is over, the social media content will be heavily focused on survey outreach and engagement.

Details

On Page 2 there is a comprehensive calendar overview for the proposed posting schedule for each graphic. Each graphic is designated as a color for the calendar. Page 3 of this document is the content for posting. Each graphic includes content and the dates of when to post. When posting this information to social media pages, please make sure to include the link provided. This link is a critical part of the outreach efforts.

Content Calendar Schedule

Posting Schedule Key

GRAPHIC 1:



GRAPHIC 2:



GRAPHIC 3:



May 2025

2050 Transportation Plan

★ May 13, 2025 - Public Workshop

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			April 30	1	2	3
4	5	6	7	8	9	10
11	12	13 ★	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

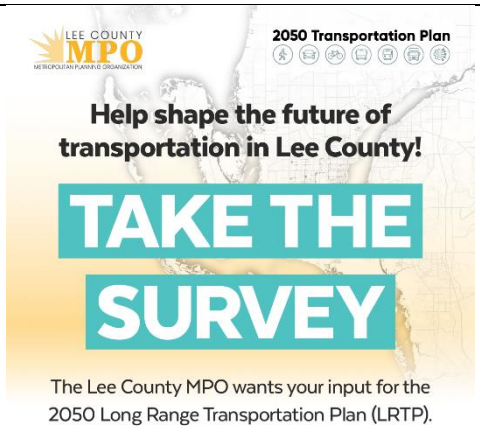
June 2025

2050 Transportation Plan

End of Survey - June 14, 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14 Proposed End of Survey	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Content and Posting Schedule

Social Media Graphic	Caption	When to Post
	Attention Lee County residents! This is your chance to shape the future of transportation in our community. The Lee County MPO wants your feedback for the 2050 LRTP. Click the link to take the online survey! Link: https://leempo.com/plans/long-range-transportation-plan/	**GRAPHIC 1:** - Thursday, May 1 - Saturday, May 3 - Saturday, May 10 - Monday, May 12
	Transportation planning is a crucial part of Lee County and the Lee County MPO wants to hear from you! Join us for a Public Workshop at the Lake Regional Library as we discuss the 2050 Long Range Transportation Plan. Be the difference you want to see in our community! Click the link to give your feedback on our online survey! Link: https://leempo.com/plans/long-range-transportation-plan/	**GRAPHIC 2:** - Monday, May 5 - Wednesday, May 7 - Friday, May 9 - Sunday, May 11 - Tuesday, May 13
	Lee County, we want to hear from you! The Lee County MPO wants your input on what the future of transportation in Lee County should look like! Join us on May 13 for a Public Workshop. Click the link below if you can't attend in person, we still want to hear from you! Link: https://leempo.com/plans/long-range-transportation-plan/	**GRAPHIC 3:** - Wednesday, May 30 - Thursday, May 15 - Monday, May 19 - Wednesday, May 21 - Saturday, May 24 - Tuesday, May 27 - Friday, May 30 - Monday, June 3 - Wednesday, June 5 - Friday, June 7 - Sunday, June 9 - Tuesday, June 11 - Thursday, June 13

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Appendix D
2050 Roadway Prioritization Criteria



Roadway Prioritization Criteria

1. Existing volume-to-capacity ratio (Mobility)

The number of vehicles (volume) that travels the road today, compared to the number of cars the road can efficiently move or process (capacity).

Description	Score
Volume-to-capacity < 0.80	0
Volume-to-capacity 0.80 to 1.00	3
Volume-to-capacity 1.00 to 1.20	6
Volume-to-capacity > 1.20	10

2. High-Injury Network (Safety)

Is the road or intersection project located on Lee County's High-Injury Network, developed as part of Lee County MPO's Safety Action Plan.

Description	Score
Pedestrian Network	3
Bike Network	3
Road Network	3
Intersection	1

3. Project Commitment

Scores given to projects that have a recent or continuous funding commitment.

Description	Score
Not programmed	0
Engineering/PD&E (up to 30 percent design) or route study programmed in CIP or TIP	5
Right-of-way acquisition or design programmed in CIP or TIP or previously completed	10

4. Provides Bicycle, Pedestrian, or Premium Transit Improvement (Multimodal)

Scores given to projects that provide improvements for bicycles, pedestrians, or premium transit use.

Description	Score
No multimodal improvements	0
Roadway project provides includes one multimodal element	5
Roadway project provides includes two multimodal elements	7
Roadway provides includes all three multimodal elements	10

5. Transportation Infrastructure Vulnerability (Resiliency)

Scores are based on FDOT's Vulnerability Assessment in the Resilience Action Plan

Description	Score
Facility is not located in a high, medium, or low vulnerability geography	0
Facility is located in a low vulnerability geography	4
Facility is located in medium vulnerability geography	7
Facility is located in a high vulnerability geography	10

6. Maintenance of Assets

Scores given to projects in greater need of resurfacing or repairs, based on county and/or state data.

Description	Score
Rehabilitation is not needed in the next 25 years, or resurfacing is not needed in the next 15 years	0
Rehabilitation is needed in the next 15 years, or resurfacing is needed in the next 10 years	5
Rehabilitation is needed in the next 10 years, or resurfacing is needed in the next 5 years	10

7. Intermodal Connectivity

Scores given on ability to connect between modes (e.g., freight, port, or airport).

Description	Score
No connectivity	0
Project is located along an intermodal access route	5
Project is located along a transit route	7
Project is located along an intermodal access route and transit corridor	10

8. Environmental Impact

The project has an impact on an environmentally sensitive area.

Description	Score
Improvement enters environmentally sensitive area	-5
Improvement abuts an environmentally sensitive area	0
Improvement is an alternative to entering an environmentally sensitive area	5

9. Project makes a regional connection

The project makes a regional connection.

Description	Score
No direct connection	0
Direct connection within the county (e.g., connects cities, city to county)	7
Connects to another county	10

10. Fills a multimodal gap

The project fills a bicycle or pedestrian gap (multi-use trail fills two gaps; assumption is that a road capacity project that doesn't have a bicycle or pedestrian project will have one, unless the road already has a bicycle and pedestrian facility.)

Description	Score
No	0
Fills bike or pedestrian gap	5
Fills bicycle and pedestrian gap	10

11. Freight Route

Scores given to projects that reduce congestion on a freight route with high average truck traffic.

Description	Score
Not a freight route or < 5% truck traffic	0
Between 5% and 10% truck traffic	5
Between 10% and 15% truck traffic	7
> 15% truck traffic	10

12. Community Impacts

Multimodal project impacts a block group higher than the 80th percentile countywide rankings for the following demographics:

- Median Age Skews Higher
- Civilian with a disability
- No vehicle households
- Minority/Ethnicity
- Limited English Proficiency

Description	Score
For each demographic impacted	2

13. Connectivity to Jobs and Affordable Housing

Project serves an affordable housing complex and/or 80th percentile 2050 employment density

Description	Score
No	0
Project serves an affordable housing complex	5
Serves a jobs center	5
Serves affordable housing complex and a jobs center	10

LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Appendix E -
2050 LRTP Revenue Forecast



FDOT | Strategic development

2050 REVENUE FORECAST HANDBOOK



June 2023

OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs[5];
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

[5] The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $)

MAJOR REVENUE SOURCES (MILLIONS OF $)	TIME PERIOD (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
FEDERAL						
Amount	$6,819	$14,503	$14,584	$14,584	$29,168	$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	$11,806	$29,288	$31,300	$32,720	$66,747	$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	$18,624	$43,791	$45,884	$47,304	$95,915	$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)								
PROGRAMS	2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	$4,262.35	$8,247.65	$3,185.73	$4,637.51	$7,876.45	$7,970.23	$7,963.98	$28,448.16	$44,143.88

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Aviation Federal/State	$259.72	$702.40	$782.88	$818.26	$1,669.10	$4,232.36
Rail Federal/State	$282.69	$398.15	$415.91	$432.51	$880.30	$2,409.56
Intermodal Access Federal/State	$41.85	$144.66	$167.43	$172.27	$348.99	$875.18
Seaport Development Federal/State	$54.87	$213.67	$235.04	$245.71	$501.22	$1,250.51
SUN Trail State	$50.00	$125.00	$125.00	$125.00	$250.00	$675.00
Statewide Total	$689.13	$1,583.87	$1,726.26	$1,793.75	$3,649.61	$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of $25 million a year[8]. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

[8] On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to $50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative." Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Florida New Starts Program State	$173.50	$267.68	$287.56	$300.60	$613.21	$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state's perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

- **Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- **Product Support** includes preliminary engineering[9], construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

[9] Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Safety Federal/State	$412.34	$997.74	$1,017.10	$1,017.78	$2,036.18	$5,481.13
Resurfacing* Federal/State	$3,034.12	$7,998.73	$8,034.39	$8,184.54	$16,507.27	$43,759.05
Bridge* Federal/State	$522.15	$2,357.27	$1,954.68	$1,999.65	$4,040.69	$10,874.45
Product Support Federal/State	$3,352.75	$6,280.84	$6,346.05	$6,536.36	$13,247.86	$35,763.87
Operations and Maintenance* Federal/State	$2,465.76	$6,893.87	$7,525.73	$7,851.74	$16,003.51	$40,740.62
Administration and Other Federal/State	$396.17	$919.48	$994.11	$1,039.02	$2,119.36	$5,468.14
Statewide Total	$10,183.28	$25,447.94	$25,872.07	$26,629.10	$53,954.88	$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For “any area”, may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	$61.80	$303.23	$318.67	$318.67	$637.35	$1,639.73
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	$73.38	$145.68	$148.69	$148.69	$297.39	$813.83
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	$61.19	$145.70	$158.62	$158.62	$317.24	$841.37
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	$71.01	$147.41	$119.11	$119.11	$238.22	$694.85
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	$117.83	$342.36	$393.71	$393.71	$787.41	$2,035.02
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	$29.99	$126.98	$153.25	$153.25	$306.50	$769.97
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	$89.30	$229.58	$210.03	$210.03	$420.07	$1,159.01
Statewide Total	$504.49	$1,440.95	$1,502.09	$1,502.09	$3,004.17	$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- For “any area” and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
TALT (Any Area)	$8.49	$24.65	$25.07	$25.07	$50.13	$133.41
TALN (Population less than 5,000)	$1.41	$3.66	$3.72	$3.72	$7.43	$19.93
TALM (Population 5,000 to 49,999)	$0.92	$2.35	$2.37	$2.37	$4.74	$12.75
TALL (Population 50,000 to 200,000)	$1.17	$2.97	$3.00	$3.00	$6.00	$16.14
Total District 1	$11.99	$33.63	$34.15	$34.15	$68.30	$182.22
District 2						
TALT (Any Area)	$6.06	$19.18	$19.37	$19.37	$38.75	$102.74
TALN (Population less than 5,000)	$2.38	$6.07	$6.14	$6.14	$12.28	$33.00
TALM (Population 5,000 to 49,999)	$-	$1.90	$1.92	$1.92	$3.84	$9.58
TALL (Population 50,000 to 200,000)	$1.29	$3.30	$3.34	$3.34	$6.68	$17.95
Total District 2	$9.73	$30.45	$30.77	$30.77	$61.54	$163.26
District 3						
TALT (Any Area)	$6.13	$12.50	$12.59	$12.59	$25.19	$69.00
TALN (Population less than 5,000)	$2.53	$4.70	$4.74	$4.74	$9.47	$26.17
TALM (Population 5,000 to 49,999)	$0.79	$1.02	$1.02	$1.02	$2.05	$5.90
TALL (Population 50,000 to 200,000)	$2.37	$4.32	$4.36	$4.36	$8.71	$24.11
Total District 3	$11.81	$22.53	$22.71	$22.71	$45.41	$125.18
District 4						
TALT (Any Area)	$11.70	$30.49	$30.75	$30.75	$61.50	$165.19
TALN (Population less than 5,000)	$0.21	$0.53	$0.53	$0.53	$1.07	$2.87
TALM (Population 5,000 to 49,999)	$0.28	$0.71	$0.71	$0.71	$1.42	$3.83
TALL (Population 50,000 to 200,000)	$0.76	$1.93	$1.94	$1.94	$3.88	$10.45
Total District 4	$12.94	$33.65	$33.94	$33.94	$67.88	$182.35
District 5						
TALT (Any Area)	$14.04	$34.89	$36.79	$36.79	$73.58	$196.10
TALN (Population less than 5,000)	$1.74	$4.41	$4.44	$4.44	$8.89	$23.93
TALM (Population 5,000 to 49,999)	$0.32	$0.82	$0.82	$0.82	$1.65	$4.43
TALL (Population 50,000 to 200,000)	$3.24	$7.28	$8.29	$8.29	$16.58	$43.68
Total District 5	$19.34	$47.40	$50.35	$50.35	$100.69	$268.13
District 6						
TALT (Any Area)	$12.50	$19.97	$20.15	$20.15	$40.29	$113.06
TALN (Population less than 5,000)	$0.13	$0.20	$0.21	$0.21	$0.41	$1.16
TALM (Population 5,000 to 49,999)	$0.60	$0.86	$0.87	$0.87	$1.73	$4.92
TALL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$13.23	$21.03	$21.22	$21.22	$42.44	$119.14
District 7						
TALT (Any Area)	$11.14	$24.80	$25.00	$25.00	$49.99	$135.94
TALN (Population less than 5,000)	$2.27	$3.06	$3.08	$3.08	$6.16	$17.64
TALM (Population 5,000 to 49,999)	$0.09	$0.11	$0.11	$0.11	$0.23	$0.66
TALL (Population 50,000 to 200,000)	$2.16	$3.82	$3.84	$3.84	$7.69	$21.35
Total District 7	$15.65	$31.79	$32.04	$32.04	$64.07	$175.59
Statewide Total	$94.70	$220.49	$225.17	$225.17	$450.34	$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.25	$3.06	$3.09	$3.09	$6.17	$16.65
CARM (Population 5,000 to 49,999)	$0.77	$1.95	$1.96	$1.96	$3.93	$10.57
CARL (Population 50,000 to 200,000)	$2.49	$4.02	$4.92	$4.92	$9.84	$26.20
Total District 1	$4.51	$9.03	$9.97	$9.97	$19.94	$53.42
District 2						
CARB (Any Area)	$3.67	$-	$-	$-	$-	$3.67
CARN (Population less than 5,000)	$1.99	$5.05	$5.09	$5.09	$10.18	$27.41
CARM (Population 5,000 to 49,999)	$0.32	$1.58	$1.59	$1.59	$3.18	$8.26
CARL (Population 50,000 to 200,000)	$1.45	$2.96	$2.96	$2.96	$5.92	$16.25
Total District 2	$7.43	$9.59	$9.64	$9.64	$19.28	$55.58
District 3						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.77	$3.90	$3.93	$3.93	$7.85	$21.37
CARM (Population 5,000 to 49,999)	$0.66	$0.84	$0.85	$0.85	$1.70	$4.90
CARL (Population 50,000 to 200,000)	$1.32	$3.86	$3.86	$3.86	$7.72	$20.62
Total District 3	$3.75	$8.60	$8.64	$8.64	$17.27	$46.89
District 4						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.17	$0.44	$0.44	$0.44	$0.89	$2.38
CARM (Population 5,000 to 49,999)	$0.23	$0.59	$0.59	$0.59	$1.18	$3.18
CARL (Population 50,000 to 200,000)	$1.31	$1.72	$1.72	$1.72	$3.44	$9.92
Total District 4	$1.72	$2.75	$2.75	$2.75	$5.51	$15.48
District 5						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.93	$3.66	$3.68	$3.68	$7.37	$20.33
CARM (Population 5,000 to 49,999)	$0.49	$0.68	$0.68	$0.68	$1.37	$3.90
CARL (Population 50,000 to 200,000)	$3.75	$7.35	$7.35	$7.35	$14.69	$40.48
Total District 5	$6.17	$11.68	$11.71	$11.71	$23.43	$64.71
District 6						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.03	$0.17	$0.17	$0.17	$0.34	$0.89
CARM (Population 5,000 to 49,999)	$0.51	$0.71	$0.72	$0.72	$1.44	$4.10
CARL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$0.54	$0.88	$0.89	$0.89	$1.78	$4.99
District 7						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.29	$2.53	$2.55	$2.55	$5.11	$14.04
CARM (Population 5,000 to 49,999)	$0.07	$0.09	$0.09	$0.09	$0.19	$0.55
CARL (Population 50,000 to 200,000)	$2.59	$3.24	$3.41	$3.41	$6.81	$19.46
Total District 7	$3.95	$5.87	$6.06	$6.06	$12.11	$34.04
Statewide Total	$28.07	$48.40	$49.66	$49.66	$99.33	$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	$17.72	$114.60	$100.17	$104.33	$212.50	$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$-	$-	$-	$-	$-	$-
District 2	$61.65	$71.88	$101.65	$106.26	$216.76	$558.19
District 3	$36.63	$43.40	$60.92	$63.69	$129.91	$334.55
District 4	$-	$-	$-	$-	$-	$-
District 5	$-	$-	$-	$-	$-	$-
District 6	$4.24	$8.34	$8.94	$9.35	$19.07	$49.94
District 7	$-	$-	$-	$-	$-	$-
Statewide Total	$102.51	$123.62	$171.51	$179.29	$365.74	$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	$383.26	$803.73	$872.02	$889.80	$1,795.97	$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$16.66	$34.52	$37.60	$39.30	$80.17	$208.26
District 2	$9.59	$26.66	$29.04	$30.35	$61.92	$157.56
District 3	$7.80	$17.33	$18.87	$19.73	$40.25	$103.98
District 4	$23.49	$42.35	$46.12	$48.22	$98.36	$258.55
District 5	$10.78	$41.12	$55.14	$57.64	$117.58	$282.27
District 6	$20.89	$27.76	$30.23	$31.60	$64.47	$174.95
District 7	$4.26	$31.52	$32.39	$33.86	$69.07	$171.10
Statewide Total	$93.48	$221.27	$249.39	$260.70	$531.82	$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically $1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$45.77	$78.09	$74.69	$74.69	$149.39	$422.63
District 2	$43.87	$60.83	$58.99	$58.99	$117.98	$340.66
District 3	$32.20	$39.97	$38.46	$38.46	$76.91	$226.00
District 4	$53.85	$94.90	$91.03	$91.03	$182.05	$512.86
District 5	$57.55	$113.26	$107.84	$107.84	$215.68	$602.18
District 6	$34.02	$63.86	$61.58	$61.58	$123.16	$344.19
District 7	$38.73	$78.79	$75.49	$75.49	$150.99	$419.50
Statewide Total	$305.98	$529.70	$508.08	$508.08	$1,016.16	$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$767.92	$2,395.68	$2,215.85	$2,268.67	$4,585.95	$12,234.06
District 2	$938.41	$2,721.01	$2,581.38	$2,671.67	$5,426.42	$14,338.89
District 3	$923.87	$1,774.58	$1,789.57	$1,837.48	$3,719.07	$10,044.57
District 4	$640.42	$1,645.68	$1,483.40	$1,537.82	$3,125.74	$8,433.06
District 5	$871.49	$2,278.07	$2,322.50	$2,390.11	$4,842.43	$12,704.59
District 6	$445.20	$1,447.62	$1,559.62	$1,611.17	$3,269.79	$8,333.41
District 7	$540.24	$1,304.58	$1,265.67	$1,309.33	$2,658.83	$7,078.65
Central Office Districts	$245.60	$1,846.81	$2,304.19	$2,329.83	$4,683.27	$11,409.70
O&M Operating	$648.87	$1,835.85	$1,992.64	$2,079.85	$4,239.96	$10,797.17
Statewide Total	$6,022.03	$17,249.87	$17,514.80	$18,035.94	$36,551.47	$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- STBG – TMA MPOs,
- TA – TMA MPOs,
- CRP – TMA MPOs,
- State Highway System (non-SIS) – TMA MPOs,
- Other Roads (non-SIS, non-SHS), and
- Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
TA (TALU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the "flexible" funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is $10 million, the MPO can assume that an additional $2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

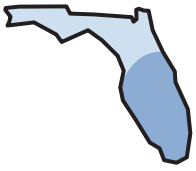
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- Capital Region TPA
- Gainesville MTPO
- North Florida TPO
- Ocala/Marion County TPO
- Hernando/Citrus MPO
- Lake-Sumter MP
- River to Sea TPO
- MetroPlan Orlando
- Space Coast TPO
- Pasco County MPO
- Forward Pinellas
- Hillsborough MPO
- Polk TPO
- Indian River County MPO
- Sarasota/Manatee MPO
- Heartland Regional TPO
- St. Lucie TPO
- Martin MPO
- Charlotte County-Punta Gorda MPO
- Lee County MPO
- Collier MPO
- Palm Beach TPA
- Broward MPO
- Miami-Dade TPO

2050 REVENUE FORECAST
LEE COUNTY MPO

The purpose of this revenue forecast is to provide the **Lee County MPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

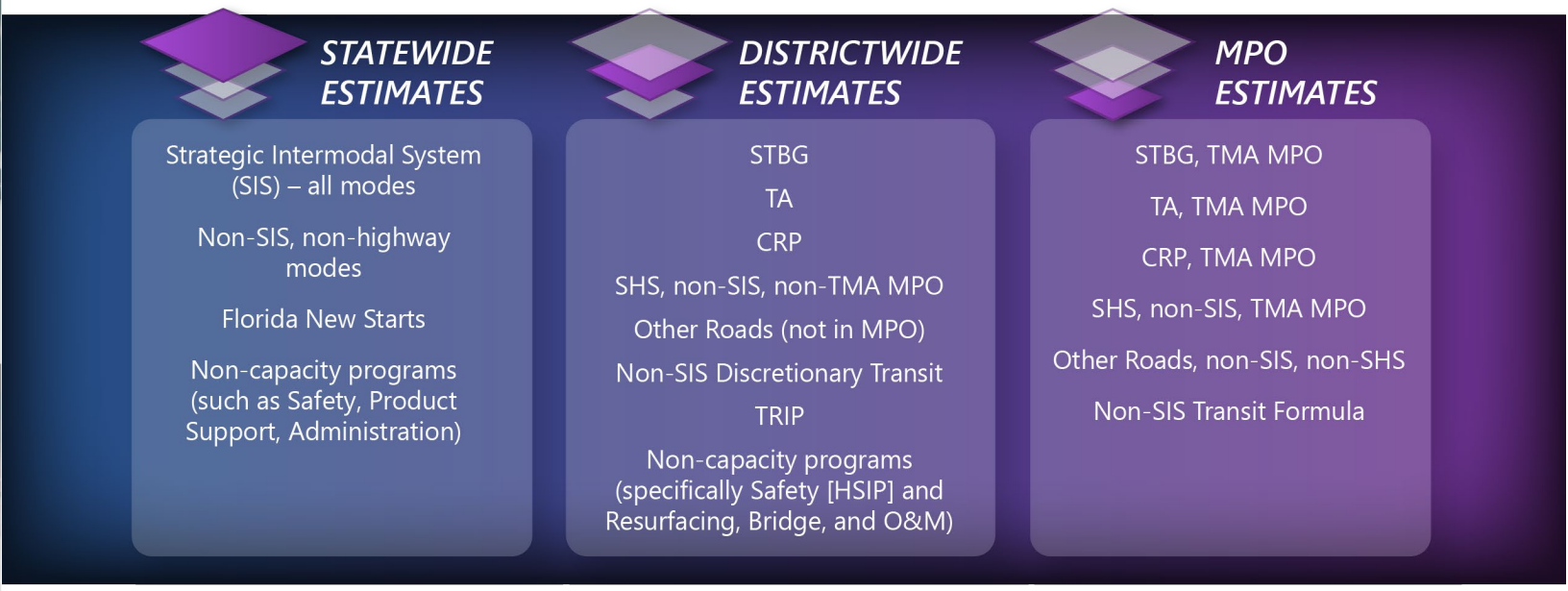
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 131** provides the estimate for the **Lee County MPO**.

Table 131. Lee County MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	$20.11	$47.27	$46.23	$46.23	$92.46	$252.29

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 132** provides the estimate for the **Lee County MPO**.

Table 132. Lee County MPO – TMA MPO Level Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	$4.04	$8.43	$8.44	$8.44	$16.89	$46.25

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Table 133** provides the estimate for the **Lee County MPO**.

Table 133. Lee County MPO – TMA MPO Level Estimate for CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	$2.76	$7.01	$7.01	$7.01	$14.03	$37.83

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 134** provides the estimate for the **Lee County MPO**.

Table 134. Lee County MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	$2.04	$42.52	$29.17	$30.33	$61.73	$165.80

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 135** provides the estimate for the **Lee County MPO**.

Table 135. Lee County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$8.55	$12.30	$14.75	$15.35	$31.25	$82.19

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 136** provides the estimate for the **Lee County MPO**.

Table 136. Lee County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$5.09	$13.99	$15.12	$15.81	$32.25	$82.26

FDOT | Strategic development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office
www.fdot.gov/planning/fto

Office Of Policy Planning
www.fdot.gov/planning/policy

FDOT District 1 proposed allocation of Districtwide Revenue Estimates

	Percentage Growth 2025 - 2050					
	2025	2030	2035	2040	2045	2050
Collier MPO	11.82%	11.73%	11.67%	11.61%	11.56%	11.52%
Lee MPO	24.59%	24.90%	25.13%	25.27%	25.39%	25.50%
Charlotte	5.96%	5.93%	5.90%	5.87%	5.86%	5.85%
S/M MPO	26.55%	26.51%	26.46%	26.43%	26.40%	26.38%
Polk TPO	23.59%	23.85%	24.03%	24.21%	24.34%	24.45%
HRTPO	7.48%	7.09%	6.81%	6.60%	6.44%	6.30%

Derived from using BEBR Medium Populaiton estimates
Total District population estimated from BEBR Medium Growth

	Percentage Growth 2025 - 2050 (adj 2040-2050)			
	2025	2030	2035	2040 - 2050
Collier MPO	11.82%	11.73%	11.67%	11.56%
Lee MPO	24.59%	24.90%	25.13%	25.39%
Charlotte	5.96%	5.93%	5.90%	5.86%
S/M MPO	26.55%	26.51%	26.46%	26.40%
Polk TPO	23.59%	23.85%	24.03%	24.34%
HRTPO	7.48%	7.09%	6.81%	6.45%

Adjusted to match 2050 Revenue Forecast Document Tables time frames

Table 9		Percentage Growth 2025 - 2050			
STBG	2025	2030	2035	2040-2050	
Collier MPO	$4,291,533	$6,768,807	$6,809,569	$13,490,009	$31,359,918
Lee MPO	$8,927,603	$14,372,677	$14,657,986	$29,617,545	$67,575,811
Charlotte	$2,163,569	$3,422,361	$3,439,610	$6,833,628	$15,859,168
S/M MPO	$9,638,669	$15,299,146	$15,437,493	$30,803,096	$71,178,404
Polk TPO	$8,564,215	$13,763,809	$14,020,747	$28,391,337	$64,740,109
HRTPO	$2,714,410	$4,093,199	$3,974,595	$7,524,385	$18,306,589
Totals	$36,300,000	$57,720,000	$58,340,000	$116,660,000	

Table 9				
STGB Funds	2025	2030	2035	2040-2050
SN >5,000	$4,070,000	$22,420,000	$22,080,000	$44,150,000
SM 5k - 49,999	$15,020,000	$15,020,000	$15,980,000	$31,960,000
SL 50k-200k	$17,210,000	$20,280,000	$20,280,000	$40,550,000
Total	$36,300,000	$57,720,000	$58,340,000	$116,660,000

Table 10		Percentage Growth 2025 - 2050			
TA	2025	2030	2035	2040-2050	
Collier MPO	$3,975,875	$4,005,933	$3,987,228	$7,893,494	$19,862,530
Lee MPO	$8,270,945	$8,506,075	$8,582,736	$17,330,301	$42,690,056
Charlotte	$2,004,431	$2,025,431	$2,014,006	$3,998,604	$10,042,470
S/M MPO	$8,929,709	$9,054,381	$9,039,163	$18,024,009	$45,047,262
Polk TPO	$7,934,286	$8,145,733	$8,209,611	$16,612,802	$40,902,432
HRTPO	$2,514,755	$2,422,448	$2,327,257	$4,402,791	$11,667,251
Totals	$33,630,000	$34,160,000	$34,160,000	$68,262,000	

Table 10				
TA Funds	2025	2030	2035	2040-2050
TALT	$24,650,000	$25,070,000	$25,070,000	$50,130,000
TALN	$3,660,000	$3,720,000	$3,720,000	$7,430,000
TALM	$2,350,000	$2,370,000	$2,370,000	$4,702,000
TALL	$2,970,000	$3,000,000	$3,000,000	$6,000,000
Total	$33,630,000	$34,160,000	$34,160,000	$68,262,000

FDOT District 1 proposed allocation of Districtwide Revenue Estimates

Table 11		Percentage Growth 2025 - 2050			
CARB	2025	2030	2035	2040-2050	
Collier MPO	$853,578	$1,165,661	$1,163,720	$2,305,767	$5,488,725
Lee MPO	$1,775,683	$2,475,128	$2,504,973	$5,062,351	$11,818,135
Charlotte	$430,330	$589,367	$587,811	$1,168,031	$2,775,540
S/M MPO	$1,917,113	$2,634,676	$2,638,187	$5,264,990	$12,454,966
Polk TPO	$1,703,406	$2,370,275	$2,396,072	$4,852,762	$11,322,515
HRTPO	$539,891	$704,893	$679,237	$1,286,098	$3,210,119
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 11				
CARB Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Non-TMA	Percentage Growth 2025 - 2050					
Population	2025	2030	2035	2040	2045	2050
Collier MPO						
Lee MPO						
Charlotte	44.35%	45.54%	46.39%	47.06%	47.62%	48.12%
S/M MPO						
Polk TPO						
HRTPO	55.65%	54.46%	53.61%	52.94%	52.38%	51.88%

Non-TMA MPOs populations percentages tabulated using Charlotte and HRTPO

Table 12		Percentage Growth 2025 - 2050			
Non-TMA	2025	2030	2035	2040-2050	
Collier MPO					
Lee MPO					
Charlotte	$3,202,344	$4,526,378	$4,625,299	$9,383,988	$21,738,009
S/M MPO					
Polk TPO					
HRTPO	$4,017,656	$5,413,622	$5,344,701	$10,556,012	$25,331,991
Totals	$7,220,000	$9,940,000	$9,970,000	$19,940,000	

Table 12				
Non-TMA Funds	2025	2030	2035	2040-2050
CARN >5,000	$1,250,000	$3,060,000	$3,090,000	$6,170,000
CARM 5k - 49,999	$1,950,000	$1,960,000	$1,960,000	$3,930,000
CARL 50k-200k	$4,020,000	$4,920,000	$4,920,000	$9,840,000
Total	$7,220,000	$9,940,000	$9,970,000	$19,940,000

Table 14		Percentage Growth 2025 - 2050			
Transit	2025	2030	2035	2040-2050	
Collier MPO	$3,616,473	$4,215,846	$4,270,863	$8,529,257	$20,632,439
Lee MPO	$7,523,289	$8,951,797	$9,193,276	$18,726,129	$44,394,490
Charlotte	$1,823,239	$2,131,564	$2,157,274	$4,320,661	$10,432,738
S/M MPO	$8,122,504	$9,528,834	$9,682,171	$19,475,710	$46,809,220
Polk TPO	$7,217,062	$8,572,574	$8,793,609	$17,950,840	$42,534,084
HRTPO	$2,287,433	$2,549,385	$2,492,808	$4,757,403	$12,087,029
Totals	$30,590,000	$35,950,000	$36,590,000	$73,760,000	

Table 14				
Transit Funds	2025	2030	2035	2040-2050
D1	$30,590,000	$35,950,000	$36,590,000	$73,760,000
Total	$30,590,000	$35,950,000	$36,590,000	$73,760,000

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Table 15		Percentage Growth 2025 - 2050				Table 15				
TRIP	2025	2030	2035	2040-2050		TRIP Funds	2025	2030	2035	2040-2050
Collier MPO	$4,081,094	$4,409,341	$4,587,180	$9,270,479	$22,348,093	D1	$34,520,000	$37,600,000	$39,300,000	$80,170,000
Lee MPO	$8,489,831	$9,362,658	$9,874,166	$20,353,494	$48,080,149					
Charlotte	$2,057,477	$2,229,397	$2,317,050	$4,696,142	$11,300,065					
S/M MPO	$9,166,029	$9,966,180	$10,399,271	$21,168,217	$50,699,697					
Polk TPO	$8,144,262	$8,966,030	$9,444,898	$19,510,831	$46,066,020	Total	$34,520,000	$37,600,000	$39,300,000	$80,170,000
HRTPO	$2,581,307	$2,666,395	$2,677,435	$5,170,838	$13,095,975					
Totals	$34,520,000	$37,600,000	$39,300,000	$80,170,000						