CITIZEN ADVISORY COMMITTEE

Lee County Metropolitan Planning Organization Thursday, November 3, 2022 City of Cape Coral Public Works Building 815 Nicholas Parkway East, Cape Coral, FL 33990 **3:00 p.m.**



AGENDA

Call to Order

Roll Call

- 1. Public Comments on Items on the Agenda
- 2. LeeTran Report
- 3. FDOT Report

New Business

- 4. *Review and Approve the September 1, 2022 CAC Meeting Summary (Calandra Barraco)
- 5. *Recommend MPO Adoption of the 2022 Highway Safety Targets (Don Scott)
- 6. *Review and Approve the TIGER Project Data Collection Scope of Services (Don Scott)
- 7. Burnt Store Road Project Development & Environment Study Presentation (FDOT)
- 8. LeeTran Bus Stop and Facilities ADA Assessment Plan (Benesch)
- 9. Review and Comment on the Proposed Draft 2045 LRTP Amendments (Don Scott)
- 10. 2021 Lee County NHS Pavement and Bridge Condition Performance Data (Ron Gogoi)

Other Business

- 11. Public Comments on Items not on the Agenda
- 12. Announcements
- 13. Topics for next meeting
- 14. Information and Distribution Items

Adjournment *Action Items *May Require Action

Public participation is solicited without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Calandra Barraco with the Lee County MPO at 239-330-2243 or by email at cbarraco@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, national origin, sex, age, disability, religion, or familial status may file a complaint with the Lee County MPO Title VI Coordinator, Calandra Barraco, at 239-330-2243, or in writing at P.O. Box 150045, Cape Coral, Florida 33915-0045.

CITIZEN ADVISORY COMMITTEE

Lee County Metropolitan Planning Organization Thursday, September 1, 2022 City of Cape Coral Public Works Building 815 Nicholas Parkway East, Cape Coral, FL 33990 **3:00 p.m.**



Meeting Minutes

The meeting was called to order at 3:00 p.m. by Chair Rick Anglickis. The Pledge of Allegiance was recited.

Roll Call

Those in attendance introduced themselves. The roll was recorded by MPO staff. There was a quorum. Members in attendance included Rick Anglickis, Bev Larson, Karen Miller, Ted Tryka, Kevin Berry, Marion Briggs, Elaine Sarlo, Steve Henry, Bruce Bohlander, and Randy Krise. Others in attendance included Victoria Peters with FDOT (3:17 p.m.); Cape Coral resident Donald Apking; Cape Coral Police Department Officer; Derek Felder, resident of District Five; and Lee County MPO staff Don Scott and Ron Gogoi.

Agenda Item #1 - Public Comments on Items on the Agenda

There were no public comments on items on the agenda.

Agenda Item #2 – LeeTran Report

Mr. Don Scott provided the LeeTran report given by Ms. Dawn Huff with LeeTran at the earlier Technical Advisory Committee (TAC) meeting. He referenced <u>the handout</u> that Ms. Huff provided to the TAC that included updates on the mobility-on-demand (MOD) program and ridership as well as planned MOD projects for other areas of Lee County. The committee discussed collection of fares, use of app, acceptance/use of LeeTran passes, ride/route times, and pick-up/drop-off. The FDOT report/Agenda Item #3 was moved to a later point in the meeting to allow Ms. Peters with FDOT additional time to arrive.

New Business

Agenda Item #4 - *Review and Approval of the August 4, 2022 Meeting Summary

Mr. Steve Henry made the motion to approve the August 4, 2022 Meeting Summary. Ms. Marion Briggs seconded the motion. There were no objections, and the motion passed unanimously.

Agenda Item #5 - *Endorsement of the Aviation Priorities

Mr. Ron Gogoi presented this agenda item to recommend that the MPO endorse the Lee County Port Authority's (LCPA) priorities for aviation projects at the Southwest Florida International Airport (RSW) and the Page Field Airport. He provided a Power Point presentation that included slides with information on the 2022 Aviation Priorities for RSW and the 2022 Aviation Priorities for Page Field. His presentation can be viewed here: <u>Aviation Priorities</u> The individual priority lists for RSW and Page Field were emailed to the TAC and CAC on Monday, August 29th and can also be viewed at the following links: <u>RSW Aviation Priorities</u> and <u>Page Field Aviation Priorities</u> The committee discussed the designation of project status in the priority list, explanation of project progress, and terminal expansion start date for construction.

Mr. Randy Krise made the motion to recommend MPO Board endorsement of the Aviation Priorities. Ms. Bev Larson seconded the motion.

The committee then discussed the FLYLCPA website and an upcoming presentation from LCPA.

There were no objections, and the motion passed unanimously.

Agenda Item #6 - *Revise the Federal and State Priority List to Include the Cape Coral Bridge

Mr. Don Scott presented this agenda it for the review and approval of the revised Federal and State priority list to include the Cape Coral Bridge project. The list was attached to the agenda packet, <u>posted to the MPO website</u>, and shown as slides at the meeting. Mr. Scott provided a brief history of the revision and project, funding requirements, and current status of design underway.

Ms. Marion Briggs made the motion to approve the revised Federal and State Priority List to include the Cape Coral Bridge. Ms. Elaine Sarlo seconded the motion. There were no objections, and the motion passed unanimously.

Agenda Item #7 - *Review and Approve the Carbon Reduction Program Fund Priorities

Mr. Gogoi presented this agenda item for the review and approval of the recommended Carbon Reduction Program fund priorities that were attached to the agenda packet, <u>posted to the MPO</u> <u>website</u>, and shown as slides at the meeting. He provided a Power Point presentation that included slides with information on the Carbon Reduction Program and funding, eligible projects, requirements, consistency with the Long Range Transportation Plan, and review of the recommended priorities. His presentation can be viewed here: <u>Carbon Reduction Priorities</u> The committee discussed recommendation to the MPO Board, adding other types of projects, other grant programs to address different types of projects, Sanibel ordinances on micromobility, dealing with increased micromobility, high speeds attained by certain micromobility, laws allowing micromobility on roadways, and providing shared use pathways to support micromobility.

Ms. Bev Larson made the motion to approve the Carbon Reduction Fund Priorities. Mr. Bruce Bohlander seconded the motion. There were no objections, and the motion passed unanimously.

Agenda Item #8 - *Review and Approve the Revised Resolution for a EV/Hybrid Registration Fee

Mr. Scott presented this agenda item for the review and approval of the revised resolution recommending the implementation of an increased registration fee for electric and hybrid vehicles. He noted at the August meeting, the CAC approved moving forward on making a recommendation to the MPO Board to legislatively work on implementing an increased registration fee for electric and hybrid vehicles. He added the input at the last meeting included removing specific amounts for the registration fee and tying it back to the average paid by gasoline vehicles. He referred to the revised resolution for the committee's consideration that was attached to the agenda packet, <u>posted to the MPO website</u>, and shown as a slide at the meeting. He noted the item would be presented to the MPO Board at their October meeting. Chair Anglickis asked if there was a motion.

Mr. Ted Tryka made the motion to approve the Electric Vehicle Resolution. Mr. Steve Henry seconded the motion.

The committee then discussed the author of the resolution and where the collected EV fees would be placed.

There were no objections, and the motion passed unanimously.

Agenda Item #9 - Update on the Federal Discretionary and Formula Grant Programs

Mr. Scott presented this agenda item as an update on the Federal Discretionary and Formula Grant Programs. He provided a Power Point presentation that included slides with information on Five Year Work Program amounts, next steps, National EV Infrastructure Formula Program, EV Program, Alternative Fuel Corridors, interested parties, Florida EV Deployment Plan, EV Planning Resources, Carbon Reduction Program, FY 22 Allocations for Urbanized Areas, Carbon Reduction Strategy (CRS), CRS requirements, additional background, Federal Discretionary Grants, New Federal Opportunities, our approach, FDOT Grant Applications, recent partner successes, grant information sessions, in-person schedule, letters of consistency, MPO support of Federal grant, and grant coordinators for Florida. His presentation can be viewed here: <u>Grant Programs</u> There was no discussion on this item.

Agenda Item #3 – FDOT Report

Ms. Victoria Peters with FDOT provided the FDOT report that included information on the use of micromobility devices on sidewalks, development cycle of the new draft tentative Work Program, timeline for programming and submission of new projects, public workshop for US 41 median changes, grant writing and collaboration workshop, and mobility week. Mr. Gogoi mentioned the Burnt Store public meeting. Mr. Scott mentioned the SR 739/Edison Bridge and the SR 78 public meetings.

Agenda Item #10 - Information on Project Cost Increases

Mr. Scott presented this agenda item on project cost increases. He provided a Power Point presentation that included slides with information on increases for new construction, increases for resurfacing, Florida Cost Trend for Asphalt Pavement, Asphalt Binder Trends, Florida Cost Trends for Structural Concrete, Base Florida Cost Trends, US Steel Price Trends, Florida Cost Trends for Guardrail, Florida Cost Trends for Overhead Signage, Florida Cost Trends for Single Mast Arms, and Florida Producer Input Prices versus FDOT Bid Prices. His presentation can be viewed here: <u>Project Increases</u> He asked if there were any comments or questions. The committee discussed historical trends, local examples, proximity to plants, and Collier project increases.

Other Business

Agenda Item #11 - Public Comments on Items not on the Agenda

Mr. Scott handed out and reviewed a public comment emailed from Mr. John Majka prior to the CAC meeting. Mr. Majka's public comment materials can be viewed here: <u>John Majka Public Comment</u>

Agenda Item #12 – Announcements

There were no announcements.

Agenda Item #13 - Topics for next meeting

There were no topics suggested for next meeting.

Agenda Item #14 - Information and Distribution Items

The information and distribution items included public meeting notices for the Burnt Store Road PD&E, SR 739 project, and SR 78 corridor vision.

The meeting was adjourned at 3:50 p.m.

An audio recording of the meeting can be accessed here: CAC September 1, 2022

*Action Items *May Require Action

Public participation is solicited without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Calandra Barraco with the Lee County MPO at 239-330-2243 or by email at cbarraco@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, national origin, sex, age, disability, religion, or familial status may file a complaint with the Lee County MPO Title VI Coordinator, Calandra Barraco, at 239-330-2243, or in writing at P.O. Box 150045, Cape Coral, Florida 33915-0045.

Agenda Item 5 TAC/CAC 11/3/2022

RECOMMEND MPO ADOPTION OF THE 2023 HIGHWAY SAFETY TARGETS

RECOMMENDED ACTION:

Review and recommend the MPO Board adopt 2023 Highway Safety Performance Measure Targets.

Every year the MPO is required to adopt the Highway Safety Performance Targets. The FDOT has been maintaining 'zero' for the target for the five (5) Highway Safety Performance Measures since the statewide targets were first established in 2018. The Lee MPO continues to support the Florida statewide targets and **attached** are the safety performance measures reporting by MPO area. Listed below are safety targets that staff is recommending for 2023 to be consistent with the safety targets that FDOT set on August 31st:

PERFOMANCE MEASURES	STATEWIDE TARGET (2023)	MPO TARGET (2023)
Number of Fatalities	0	0
Number of Serious Injuries	0	0
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	0	0
Serious Injuries per 100 Million Vehicle Miles Travelled (VMT)	0	0
Total Number of Non-motorized Fatalities and Serious Injuries	0	0

Statewide and MPO Safety Performance Targets

MPO/TPO		Averag	ge Annual Fatalities ¹			Average Annu	al Serious Injuries ²		Average Annual Fatality	y Rates ³	Average Annual Serious Injury Rates ⁴	Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries ⁵
		2009-13 2010-14 2011-15 201 Average Average %∆ Average %∆ Average	2012-16 2013-17 2014-18	2015-19 2016-20 20	09-13 2010-1	14 2011-15 2012-16	2013-17 2014-18 2015-1 Average %A Average %A Average	9 2016-20 2009-13 2010-14	4 2011-15 2012-16 2013-17 %A Average %A Average %A Average %A	2014-18 2015-19 2016-20 Average %A Average %A	2009-13 2010-14 2011-15 2012-16 2013-17 2014-18 2015-19 2016-20 Average %A Aver	0 2009-13 2010-14 2011-15 2012-16 2013-17 2014-18 2015-19 2016-20 %∆ Average %∆ %∆
Space Coast TPO	Single Count		Auge Auge <th< th=""><th>87.0 4.3% 86.8 -0.2%</th><th>688.8 607.4</th><th>-11.8% 601.4 -1.0% 630.8 4.9%</th><th>Attribute Attribute Attribute Attribute 616.2 -2.3% 601.2 -2.4% 548.4</th><th>-8.8% 518.2 -13.8% 1.223 1.100 -1</th><th>10.1% 1.159 5.4% 1.218 5.1% 1.297 6.5%</th><th>1.282 -1.2% 1.297 1.2% 1.276 -0.55</th><th>Noticing Noticing Noticing</th><th>18.2% 81.2 82.8 2.0% 87.2 5.3% 90.8 4.1% 91.4 0.7% 89.2 -2.4% 85.4 -4.3% 83.2 -6.7%</th></th<>	87.0 4.3% 86.8 -0.2%	688.8 607.4	-11.8% 601.4 -1.0% 630.8 4.9%	Attribute Attribute Attribute Attribute 616.2 -2.3% 601.2 -2.4% 548.4	-8.8% 518.2 -13.8% 1.223 1.100 -1	10.1% 1.159 5.4% 1.218 5.1% 1.297 6.5%	1.282 -1.2% 1.297 1.2% 1.276 -0.55	Noticing Noticing	18.2% 81.2 82.8 2.0% 87.2 5.3% 90.8 4.1% 91.4 0.7% 89.2 -2.4% 85.4 -4.3% 83.2 -6.7%
Charlotte County-Punta Gorda MPO	Single Count	y 27.0 21.0 -22.2% 21.4 1.9% 22.4	22.4 4.7% 24.2 8.0% 25.2 4.1%	25.8 2.4% 26.4 2.3%	176.8 149.2	-15.6% 134.6 -9.8% 126.8 -5.8%	113.0 -10.9% 109.8 -2.8% 110.0	0.2% 102.8 -6.4% 1.175 0.964 -1	18.0% 0.969 0.5% 0.990 2.2% 1.041 5.2%	1.057 1.5% 1.063 0.6% 1.086 2.75	% 7.716 6.864 -11.0% 6.128 -10.7% 5.668 -7.5% 4.898 -13.6% 4.625 -5.6% 4.542 -1.8% 4.225 -	-8.6% 24.4 23.2 -4.9% 21.6 -6.9% 20.6 -4.6% 21.0 1.9% 20.0 -4.8% 19.2 -4.0% 20.0 0.0%
Broward MPO	Single Count	y 221.6 175.0 -21.0% 183.0 4.6% 199.	99.0 8.7% 206.2 3.6% 217.2 5.3%	225.6 3.9% 235.4 4.3%	,357.6 2,003.6	-15.0% 1,888.6 -5.7% 1,777.0 -5.9%	1,635.8 -7.9% 1,485.4 -9.2% 1,366.6	-8.0% 1,285.0 -13.5% 1.346 1.074 -2	20.2% 1.109 3.3% 1.201 8.3% 1.226 2.1%	1.27 3.6% 1.277 0.6% 1.369 7.89	% 14.344 12.276 -14.4% 11.446 -6.8% 10.803 -5.6% 9.793 -9.3% 8.728 -10.9% 7.762 -11.1% 7.406 -1	15.1% 368.6 352.0 -4.5% 343.2 -2.5% 354.0 3.1% 334.8 -5.4% 321.6 -3.9% 312.4 -2.9% 293.8 -8.6%
Okaloosa-Walton TPO	Multiple Counties, not countywid	e See	See individual counties below			See individ	ual counties below		See individual counties below	N I I I I I	See individual counties below	See individual counties below
Gainesville MTPO	Single County, not countywid	e See	See individual county below			See individ	dual county below		See individual county below	,	See individual county below	See individual county below
Hernando/Citrus MPO	Multiple Countie	s 60.8 47.0 -22.7% 49.2 4.7% 49.1	49.8 1.2% 54.2 8.8% 58.6 8.1%	58.6 0.0% 62.2 6.1%	591.6 428.8	-27.5% 445.0 3.8% 461.2 3.6%	482.4 4.6% 505.4 4.8% 525.8	4.0% 523.0 3.5% 1.790 1.416 -2	20.9% 1.471 3.9% 1.464 -0.5% 1.547 5.7%	1.618 4.6% 1.583 -2.2% 1.67 3.2%	% 17.409 12.925 -25.8% 13.329 3.1% 13.560 1.7% 13.794 1.7% 13.981 1.4% 14.155 1.2% 13.979	0.0% 33.2 36.8 10.8% 41.6 13.0% 43.8 5.3% 43.6 -0.5% 45.2 3.7% 46.0 1.8% 45.8 1.3%
Hillsborough County MPO	Single Count	y 169.0 161.0 -4.7% 168.4 4.6% 183.	33.6 9.0% 187.4 2.1% 188.6 0.6%	200.6 6.4% 205.0 2.2%	,573.2 1,921.6	-25.3% 1,752.0 -8.8% 1,618.0 -7.6%	1,535.6 -5.1% 1,413.8 -7.9% 1,316.4	-6.9% 1,253.0 -11.4% 1.307 1.266 -	-3.1% 1.309 3.4% 1.398 6.8% 1.392 -0.4%	1.369 -1.7% 1.414 3.3% 1.45 5.99	% 19.905 15.106 -24.1% 13.650 -9.6% 12.430 -8.9% 11.509 -7.4% 10.316 -10.4% 9.312 -9.7% 8.854 -1	14.2% 270.2 253.2 -6.3% 249.6 -1.4% 245.2 -1.8% 237.6 -3.1% 230.2 -3.1% 228.8 -0.6% 229.2 -0.4%
Indian River County MPO	Single County, not countywid	e See	See individual county below			See individ	dual county below		See individual county below	/	See individual county below	See individual county below
North Florida MPO	Multiple Countie	s 199.2 172.8 -13.3% 183.4 6.1% 201.4	01.4 9.8% 212.6 5.6% 218.8 2.9%	226.4 3.5% 235.8 4.2%	,353.0 1,299.4	-4.0% 1,341.4 3.2% 1,371.4 2.2%	1,328.6 -3.1% 1,204.0 -9.4% 1,103.0	-8.4% 991.2 -17.7% 1.266 1.136 -1	10.3% 1.188 4.6% 1.272 7.1% 1.305 2.6%	1.31 0.4% 1.322 0.9% 1.376 5.09	% 8.601 8.549 -0.6% 8.717 2.0% 8.730 0.1% 8.225 -5.8% 7.256 -11.8% 6.473 -10.8% 5.776 -2	20.4% 163.0 183.2 12.4% 194.2 6.0% 199.0 2.5% 194.0 -2.5% 186.6 -3.8% 180.6 -3.2% 177.0 -5.1%
Polk TPO	Single Count	y 115.2 94.2 -18.2% 99.8 5.9% 108.4	08.4 8.6% 113.8 5.0% 119.8 5.3%	122.2 2.0% 126.4 3.4%	801.4 539.0	-32.7% 499.6 -7.3% 480.6 -3.8%	484.2 0.7% 498.2 2.9% 476.6	-4.3% 461.6 -7.3% 1.901 1.541 -1	18.9% 1.579 2.5% 1.645 4.2% 1.651 0.4%	1.65 -0.1% 1.626 -1.5% 1.673 1.45	% 13.214 8.840 -33.1% 7.959 -10.0% 7.389 -7.2% 7.085 -4.1% 6.878 -2.9% 6.347 -7.7% 6.097 -1	11.4% 76.2 65.4 -14.2% 64.0 -2.1% 67.8 5.9% 71.2 5.0% 78.8 10.7% 78.0 -1.0% 83.6 6.1%
Lee County MPO	Single Count	y 90.0 75.6 -16.0% 81.0 7.1% 87.0	37.0 7.4% 97.0 11.5% 97.6 0.6%	101.0 3.5% 103.6 2.6%	528.4 458.0	-13.3% 460.4 0.5% 498.8 8.3%	516.0 3.4% 529.4 2.6% 562.4	6.2% 594.4 12.3% 1.381 1.140 -1	17.5% 1.187 4.1% 1.229 3.5% 1.329 8.1%	1.291 -2.9% 1.313 1.7% 1.341 3.99	% 8.119 6.921 -14.8% 6.786 -2.0% 7.098 4.6% 7.078 -0.3% 6.994 -1.2% 7.289 4.2% 7.683	9.9% 85.4 81.0 -5.2% 85.8 5.9% 92.6 7.9% 96.8 4.5% 96.2 -0.6% 100.4 4.4% 101.4 5.4%
Martin MPO	Single Count	y 29.6 23.6 -20.3% 24.2 2.5% 25.4	25.4 5.0% 25.0 -1.6% 26.6 6.4%	28.0 5.3% 26.6 -5.0%	158.8 116.4	-26.7% 107.2 -7.9% 102.8 -4.1%	103.0 0.2% 109.4 6.2% 112.0	2.4% 111.2 1.6% 1.405 1.162 -1	17.3% 1.186 2.1% 1.246 5.1% 1.2 -3.7%	1.239 3.3% 1.224 -1.2% 1.148 -7.35	% 7.530 5.739 -23.8% 5.279 -8.0% 5.108 -3.2% 5.014 -1.8% 5.118 2.1% 4.850 -5.2% 4.764 -	-6.9% 22.0 17.6 -20.0% 16.4 -6.8% 14.2 -13.4% 15.0 5.6% 17.2 14.7% 17.8 3.5% 19.2 11.6%
Miami-Dade Urbanized Area MPO	Single Count	y 287.4 246.6 -14.2% 265.0 7.5% 273.	73.8 3.3% 285.0 4.1% 298.8 4.8%	302.4 1.2% 297.4 -1.7% 2	,204.2 1,992.0	-9.6% 1,992.4 0.0% 1,895.4 -4.9%	1,807.4 -4.6% 1,747.6 -3.3% 1,664.6	-4.7% 1,518.4 -13.1% 1.432 1.284 -1	10.3% 1.378 7.3% 1.417 2.8% 1.453 2.5%	1.502 3.4% 1.482 -1.3% 1.478 -1.69	% 10.973 10.383 -5.4% 10.387 0.0% 9.859 -5.1% 9.252 -6.2% 8.793 -5.0% 8.170 -7.1% 7.497 -1	14.7% 407.4 430.4 5.6% 452.2 5.1% 441.8 -2.3% 431.6 -2.3% 435.6 0.9% 426.8 -2.0% 398.2 -8.6%
Collier County MPO	Single Count	y 45.2 37.2 -17.7% 38.8 4.3% 38.4	38.0 -2.1% 36.2 -4.7% 38.6 6.6%	41.2 6.7% 39.6 -3.9%	235.6 174.0	-26.1% 175.2 0.7% 177.2 1.1%	186.2 5.1% 215.4 15.7% 233.2	8.3% 225.8 4.8% 1.347 1.160 -1	13.9% 1.184 2.1% 1.125 -5.0% 1.038 -7.7%	1.07 3.1% 1.105 3.3% 1.061 -0.89	% 7.036 5.445 -22.6% 5.388 -1.0% 5.252 -2.5% 5.263 0.2% 5.901 12.1% 6.234 5.6% 6.027	2.1% 45.8 38.6 -15.7% 38.0 -1.6% 40.4 6.3% 39.6 -2.0% 42.6 7.6% 45.8 7.5% 44.0 3.3%
Ocala/Marion County TPO	Single Count	y 70.2 60.6 -13.7% 60.0 -1.0% 61.0	51.6 2.7% 66.4 7.8% 73.8 11.1%	80.8 9.5% 87.8 8.7%	550.8 359.4	-34.7% 327.2 -9.0% 328.2 0.3%	322.2 -1.8% 375.0 16.4% 413.4	10.2% 411.4 9.7% 1.675 1.507 -1	10.0% 1.475 -2.1% 1.478 0.2% 1.544 4.5%	1.674 8.4% 1.791 7.0% 1.929 15.29	% 13.108 8.952 -31.7% 8.078 -9.8% 7.903 -2.2% 7.530 -4.7% 8.469 12.5% 9.145 8.0% 9.021	6.5% 48.0 39.6 -17.5% 38.6 -2.5% 41.6 7.8% 42.8 2.9% 46.2 7.9% 52.6 13.9% 55.8 20.8%
METROPLAN Orlando	Multiple Countie	s 251.0 210.6 -16.1% 218.4 3.7% 226.	26.0 3.5% 245.2 8.5% 259.0 5.6%	273.0 5.4% 279.8 2.5%	,624.8 1,893.0	16.5% 2,318.6 22.5% 2,639.2 13.8%	2,827.8 7.1% 2,823.2 -0.2% 2,575.4	-8.8% 2,208.0 -21.8% 1.261 1.049 -1	16.8% 1.073 2.3% 1.089 1.5% 1.136 4.3%	1.156 1.8% 1.156 0.0% 1.173 1.59	% 8.164 9.401 15.2% 11.309 20.3% 12.624 11.6% 13.176 4.4% 12.784 -3.0% 11.156 -12.7% 9.333 -2	27.0% 264.2 302.0 14.3% 345.4 14.4% 380.0 10.0% 398.4 4.8% 404.8 1.6% 386.8 -4.4% 352.8 -12.8%
Bay County TPO	Single Count	Y 29.8 24.4 -18.1% 27.2 11.5% 30.4	30.0 10.3% 29.4 -2.0% 31.2 6.1%	31.6 1.3% 32.2 1.9%	263.2 250.4	-4.9% 255.2 1.9% 234.6 -8.1%	229.4 -2.2% 217.0 -5.4% 208.2	-4.1% 184.8 -14.8% 1.585 1.340 -1	15.5% 1.476 10.1% 1.596 8.1% 1.53 -4.1%	1.601 4.6% 1.584 -1.1% 1.627 1.65	% 14.071 13.761 -2.2% 13.897 1.0% 12.559 -9.6% 12.019 -4.3% 11.141 -7.3% 10.449 -6.2% 9.278 -1	16.7% 36.4 29.4 -19.2% 34.6 17.7% 37.8 9.2% 36.8 -2.6% 37.6 2.2% 38.4 2.1% 34.8 -7.4%
Pasco County MPO	Single Count	Y 87.6 67.8 -22.6% 66.8 -1.5% 71.4	71.4 6.9% 78.0 9.2% 86.8 11.3%	92.4 6.5% 99.8 8.0%	,043.6 871.0	-16.5% 933.0 7.1% 1,032.6 10.7%	1,145.6 10.9% 1,133.2 -1.1% 1,119.4	-1.2% 1,058.6 -6.6% 2.205 1.660 -2	24.7% 1.592 -4.1% 1.661 4.3% 1.738 4.6%	1.856 6.8% 1.887 1.7% 2.002 7.99	% 26.311 21.279 -19.1% 22.076 3.7% 23.905 8.3% 25.776 7.8% 24.560 -4.7% 23.201 -5.5% 21.337 -1	13.1% 118.2 111.0 -6.1% 111.0 0.0% 117.6 5.9% 123.6 5.1% 121.8 -1.5% 122.8 0.8% 125.2 2.8%
Florida-Alabama TPO	Multiple Counties, not countywid	e See	See individual counties below			See individ	ual counties below		See individual counties below	N	See individual counties below	See individual counties below
Pinellas County MPO	Single Count	y 110.6 101.4 -8.3% 102.8 1.4% 105.4	05.6 2.7% 109.2 3.4% 118.4 8.4%	116.8 -1.4% 117.8 0.9% 2	,382.2 1,217.8	-11.9% 1,194.6 -1.9% 1,175.0 -1.6%	1,120.4 -4.6% 1,078.2 -3.8% 1,018.0	-5.6% 935.8 -13.2% 1.291 1.272 -	-1.5% 1.296 1.9% 1.308 0.9% 1.328 1.5%	1.417 6.7% 1.377 -2.8% 1.406 -0.89	% 16.139 15.258 -5.5% 15.068 -1.2% 14.591 -3.2% 13.670 -6.3% 12.940 -5.3% 12.040 -7.0% 11.163 -1	13.7% 215.0 214.8 -0.1% 218.8 1.9% 222.4 1.6% 216.4 -2.7% 221.2 2.2% 215.4 -2.6% 207.2 -6.3%
Sarasota/Manatee MPO	Multiple Countie	¹⁵ 97.8 81.6 -16.6% 87.4 7.1% 99.4	99.8 14.2% 101.4 1.6% 112.4 10.8%	119.2 6.0% 121.6 2.0%	883.8 777.6	-12.0% 906.8 16.6% 1,130.8 24.7%	1,279.0 13.1% 1,425.8 11.5% 1,503.6	5.5% 1,418.8 -0.5% 1.292 1.104 -1	14.6% 1.160 5.1% 1.289 11.1% 1.279 -0.8%	1.389 8.6% 1.448 4.2% 1.472 6.09	% 11.699 10.495 -10.3% 11.983 14.2% 14.499 21.0% 16.059 10.8% 17.604 9.6% 18.270 3.8% 17.151 .	-2.6% 129.2 135.4 4.8% 144.4 6.6% 163.0 12.9% 169.8 4.2% 182.0 7.2% 187.2 2.9% 183.0 0.5%
St Lucie TPO	Single Count	y 39.8 29.8 -25.1% 31.0 4.0% 33.	33.6 8.4% 36.2 7.7% 38.0 5.0%	38.2 0.5% 40.8 6.8%	269.0 174.0	-35.3% 166.6 -4.3% 165.0 -1.0%	164.2 -0.5% 162.2 -1.2% 146.2	-9.9% 145.2 -10.5% 1.269 0.956 -2	24.7% 0.985 3.0% 1.064 8.0% 1.122 5.5%	1.14 1.6% 1.085 -4.8% 1.152 1.15	% 8.561 5.562 -35.0% 5.276 -5.1% 5.236 -0.8% 5.101 -2.6% 4.912 -3.7% 4.196 -14.6% 4.122 -1	16.1% 29.2 28.4 -2.7% 27.2 -4.2% 24.4 -10.3% 26.8 9.8% 29.2 9.0% 26.2 -10.3% 27.8 -4.8%
Capital Region TPA	Multiple Countie	s 59.2 53.0 -10.5% 51.4 -3.0% 55.4	55.6 8.2% 54.2 -2.5% 58.2 7.4%	60.8 4.5% 62.4 2.6%	498.8 313.6	-37.1% 278.4 -11.2% 266.2 -4.4%	258.4 -2.9% 256.4 -0.8% 251.8	-1.8% 241.2 -5.9% 1.323 1.249 -	-5.6% 1.208 -3.3% 1.279 5.9% 1.216 -4.9%	1.286 5.8% 1.329 3.3% 1.38 7.39	% 11.123 7.360 -33.8% 6.535 -11.2% 6.147 -5.9% 5.842 -5.0% 5.692 -2.6% 5.508 -3.2% 5.323 -	-6.5% 43.8 41.4 -5.5% 42.4 2.4% 44.0 3.8% 43.8 -0.5% 42.2 -3.7% 43.0 1.9% 40.2 -4.7%
River to Sea TPO	Multiple Counties, not countywid	e See	see individual counties below			See individ	ual counties below		See individual counties below	N	See individual counties below	See individual counties below
Palm Beach MPO	Single Count	y 178.4 127.0 -28.8% 139.6 9.9% 153.0	53.0 9.6% 158.0 3.3% 167.2 5.8%	176.0 5.3% 175.6 -0.2% 2	,166.6 1,040.2	-10.8% 1,027.0 -1.3% 1,054.8 2.7%	1,080.2 2.4% 1,099.0 1.7% 1,093.0	-0.5% 1,076.2 -2.1% 1.432 1.022 -2	28.6% 1.099 7.5% 1.183 7.6% 1.189 0.5%	1.224 2.9% 1.243 1.6% 1.241 1.4%	% 9.383 8.369 -10.8% 8.111 -3.1% 8.200 1.1% 8.160 -0.5% 8.051 -1.3% 7.713 -4.2% 7.591	-5.7% 192.2 194.6 1.2% 202.4 4.0% 204.8 1.2% 205.4 0.3% 205.6 0.1% 207.8 1.1% 206.8 0.6%
Lake-Sumter MPO	Multiple Countie	¹⁵ 74.0 61.2 -17.3% 64.4 5.2% 66.4	56.4 3.1% 70.0 5.4% 74.0 5.7%	79.2 7.0% 79.0 -0.3%	494.0 348.8	-29.4% 340.6 -2.4% 364.6 7.0%	430.6 18.1% 485.0 12.6% 521.4	7.5% 541.4 11.6% 1.720 1.385 -1	19.5% 1.410 1.8% 1.423 0.9% 1.433 0.7%	1.436 0.2% 1.449 0.9% 1.422 -1.09	% 11.496 7.879 -31.5% 7.429 -5.7% 7.742 4.2% 8.658 11.8% 9.363 8.1% 9.515 1.6% 9.768	4.3% 40.4 0.0% 39.8 -1.5% 41.8 5.0% 44.0 5.3% 47.4 7.7% 50.2 5.9% 52.6 11.0%
Heartland Regional TPO	Multiple Countie	s 73.6 55.8 -24.2% 57.4 2.9% 60.4	50.6 5.6% 66.8 10.2% 71.6 7.2%	77.4 8.1% 80.4 3.9%	397.8 310.6	-21.9% 300.0 -3.4% 342.2 14.1%	391.0 14.3% 429.4 9.8% 468.6	9.1% 465.2 8.3% 2.481 1.996 -1	19.5% 2.025 1.5% 2.099 3.7% 2.235 6.5%	2.321 3.8% 2.442 5.2% 2.543 9.65	% 13.408 11.096 -17.2% 10.584 -4.6% 11.757 11.1% 12.931 10.0% 13.846 7.1% 14.794 6.8% 14.685	6.1% 32.6 35.2 8.0% 33.4 -5.1% 32.8 -1.8% 34.0 3.7% 35.6 4.7% 35.6 0.0% 37.8 6.2%
						· _ · _ · _ · _ ·		· · · · ·				

FDOT County	County Name	MPO/TPO			Average Ar	nnual Fat	talities ¹						Average /	Annual	l Serious II	njuries ²						Average	Annual	Fatality R	Rates ³					Average	Annual S	Serious II	njury Rat	es⁴		Ave	rage Ann	ual Pede	estrian an	d Bicycli	ist Fatalit	ies and	l Serious	Injuries⁵
Number	•		2009-13 2010-14	2011-15	2012-16	2013-17	2014-18	2015-19	2016-20	2009-13	2010-14	2011-1	.5 201	12-16	2013-17	2014-18	2015-1	19 20	016-20 20	009-13 2010-	-14 201	1-15 2	012-16	2013-17	2014-18	2015-19	2016-20	2009-13 201	10-14	2011-15	2012-16	2013-17	2014-18	2015-19	2016-	20 2009-13	3 2010-14	2011-15	2012-1	6 201	13-17 20	014-18	2015-19	2016-20
			Average Average %∆	Average %	%Δ Average %Δ	Average %	δΔ Average %Δ	Average %	ώΔ Average %	Average	Average	%Δ Average	%∆ Average	e %A .	Average %	Average %	Average	%∆ Avera	ge %∆ Av	verage Average	%∆ Average	%∆ Avera	age %∆ Ave	rage %∆ Ave	rage %∆ Av	verage %∆ Av	verage %	Average Average	e %∆ Av	verage %∆ Av	erage %∆	Average %∆	Average %∆	Average %	Average	%∆ Average	Average %	Average '	%∆ Average	%∆ Average	e %∆ Avera	ge %∆ Av	verage %∆	Average %
²⁶ Alachu	а	Gainesville MTPO	39.6 30.6 -22.7%	6 32.8	7.2% 36.6 11.6	5% 40.4 10.	.4% 44.2 9.4	4% 52.4 18	3.6% 54.6 23	5% 309.0	276.0 -:	10.7% 265.8	-3.7% 264.2	2 -0.6%	263.8 -0.2%	274.2 3.9	9% 293.2	6.9% 28	0.4 2.3%	1.339 1.073	-19.9% 1.137	6.0% 1.2	.41 9.1% 1	335 7.6% 1	.425 6.7%	1.658 16.4%	1.739 22.0%	10.540 9.683	8 -8.1%	9.224 -4.7%	3.966 -2.8%	8.746 -2.5%	8.864 1.39	% 9.320 5.	1% 8.932	0.8% 42.8	3 38.6 -9	3% 37.4 -	3.1% 38.4	2.7% 38.0	0 -1.0% 40	.8 7.4%	42.8 4.9%	42.4 3.9%
⁴⁸ Escam	pia	Florida-Alabama TPO	47.8 41.6 -13.0%	6 44.2	6.3% 44.4 0.5	5% 46.8 5.	5.4% 50.6 8.3	1% 54.8 8	3.3% 56.4 11	5% 785.4	377.8 -5	51.9% 321.4	-14.9% 281.6	6 -12.4%	284.8 1.1%	284.6 -0.1	1% 277.6	-2.5% 25	9.6 -8.8%	1.365 1.227	-10.1% 1.298	5.8% 1.2	.89 -0.7% 1	344 4.3% 1	.432 6.5%	1.525 6.5%	1.567 9.4%	22.446 11.152	2 -50.3%	9.450 -15.3%	3.182 -13.4%	8.172 -0.1%	8.071 -1.29	% 7.762 -3.	8% 7.226	-10.5% 77.6	õ 60.8 -21	5% 56.6 -	6.9% 55.4	-2.1% 55.8	3 0.7% 60	.8 9.0%	62.6 3.0%	60.6 -0.3%
58 Santa	Rosa	Florida-Alabama TPO	22.2 22.2 0.0%	6 21.8 -	-1.8% 20.0 -8.3	3% 20.0 0.	0.0% 18.8 -6.0	0% 19.4 3	3.2% 19.8 5	3% 310.2	233.0 -2	24.9% 218.0	-6.4% 189.6	6 -13.0%	166.4 -12.2%	151.8 -8.8	8% 132.2	-12.9% 10	2.0 -32.8%	1.096 1.105	0.8% 1.081	-2.2% 0.9	977 -9.6% 0	963 -1.4% 0	.879 -8.7%	0.884 0.6%	0.890 1.3%	15.360 11.602	2 -24.5% 1	.0.821 -6.7%	9.245 -14.6%	8.014 -13.3%	5 7.171 -10.5	% 6.109 -14.	8% 4.620	-35.6% 17.6	δ 15.2 -13	5% 15.0 -	1.3% 15.8	5.3% 13.6	5 -13.9% 12	.2 -10.3%	12.2 0.0%	11.0 -9.8%
57 Okaloo	sa	Okaloosa-Walton TPO	23.2 24.0 3.4%	6 27.0 1	12.5% 27.0 0.0	0% 28.6 5.	.9% 29.6 3.9	5% 31.2 5	5.4% 33.2 12	2% 236.0	212.4 -:	10.0% 202.4	-4.7% 184.2	2 -9.0%	163.6 -11.2%	152.0 -7.1	1% 146.2	-3.8% 14	3.8 -5.4%	1.083 1.153	6.5% 1.283	11.3% 1.2	.64 -1.5% 1	309 3.6% 1	.334 1.9%	1.373 2.9%	1.460 9.4%	11.053 10.227	-7.5%	9.681 -5.3%	3.684 -10.3%	7.516 -13.5%	6.850 -8.99	% 6.437 -6.	0% 6.310	-7.9% 24.2	2 29.4 21	ة 31.2	6.1% 29.0	-7.1% 29.8	3 2.8% 28	.6 -4.0%	29.2 2.1%	28.2 -1.4%
60 Waltor	1	Okaloosa-Walton TPO	22.0 18.2 -17.3%	6 14.2 -2	22.0% 14.2 0.0	0% 15.4 8.	3.5% 16.8 9.2	1% 18.2 8	3.3% 22.2 32	1% 123.8	138.2	11.6% 137.8	-0.3% 121.0	0 -12.2%	106.4 -12.1%	91.2 -14.3	3% 83.2	-8.8% 6	7.6 -25.9%	1.884 1.560	-17.2% 1.198	-23.2% 1.1	.60 -3.2% 1	236 6.6% 1	.291 4.4%	1.351 4.6%	1.630 26.3%	10.596 11.849	9 11.8% 1	.1.609 -2.0%	9.954 -14.3%	8.616 -13.4%	5 7.037 -18.39	% 6.252 -11.	2% 4.998	-29.0% 5.4	4 9.2 70	4% 9.6	4.3% 8.8	-8.3% 9.0	0 2.3% 7	.6 -15.6%	8.4 10.5%	10.2 34.2%
73 Flagler		River to Sea TPO	22.8 20.0 -12.3%	6 17.8 -1	11.0% 18.4 3.4	22.2 20.	0.7% 22.0 -0.9	9% 19.4 -11	1.8% 22.4 1	8% 201.0	159.8 -2	20.5% 137.6	-13.9% 119.0	0 -13.5%	97.6 -18.0%	84.6 -13.3	3% 79.4	-6.1% 7	2.8 -13.9%	2.032 1.798	-11.5% 1.542	-14.2% 1.5	.04 -2.5% 1	707 13.5% 1	.614 -5.4%	1.395 -13.6%	1.600 -0.9%	17.860 14.738	3 -17.5% 1	.2.220 -17.1%	0.240 -16.2%	7.849 -23.3%	6.223 -20.7	% 5.711 -8.	2% 5.171	-16.9% 10.8	3 14.2 31	5% 15.8 1	1.3% 15.6	-1.3% 12.6	5 -19.2% 12	.2 -3.2%	11.4 -6.6%	9.2 -24.6%
⁷⁹ Volusia	l	River to Sea TPO	107.8 93.0 -13.7%	6 89.2 -	-4.1% 96.4 8.1	102.8 6.	5.6% 106.0 3.2	1% 114.0 7	7.5% 124.0 17	0% 756.0	658.2 -:	12.9% 630.2	-4.3% 638.6	6 1.3%	653.6 2.3%	696.2 6.5	5% 730.0	4.9% 72	7.4 4.5%	1.880 1.697	-9.7% 1.625	-4.2% 1.7	/15 5.5% 1	.787 4.2% 1	.806 1.1%	1.906 5.5%	2.064 14.3%	13.186 12.019	.8.9% 1	.1.485 -4.4%		11.386 0.0%	5 11.862 4.29	% 12.217 3.	0% 12.097	2.0% 94.2	2 93.4 -0	3% 89.6 -	4.1% 89.2	-0.4% 96.4	4 8.1% 100	.8 4.6%	104.8 4.0%	111.6 10.7%
⁸⁸ Indian	River	Indian River County MPO	24.4 19.8 -18.9%	6 19.4 -	-2.0% 20.6 6.2	2% 24.4 18.	26.6 9.0	0% 27.2 2	2.3% 26.8 0	8% 144.8	119.0 -:	17.8% 115.8	-2.7% 127.2	2 9.8%	129.0 1.4%	130.6 1.2	2% 122.6	-6.1% 12	3.4 -5.5%	1.592 1.312	-17.6% 1.263	-3.7% 1.3	4.7% 1	538 16.3% 1	.611 4.7%	1.593 -1.1%	1.561 -3.1%	9.366 7.885	5 -15.8%	7.568 -4.0%	8.194 8.3%	8.150 -0.5%	5 7.962 -2.3	% 7.202 -9.	5% 7.221	-9.3% 15.8	3 15.2 -3	3% 17.0 1	1.8% 18.4	8.2% 20.8	3 13.0% 19	.8 -4.8%	20.0 1.0%	17.6 -11.1%
	Statewid	de	2,915.0 2,433.0 -16.5%	6 2,531.4	4.0% 2,683.8 6.0	0% 2825.0 5.	.3% 2972.0 5.2	2% 3110.2 4	1.7% 3188.8 7	3% 24,549.8	20,519.4 -:	16.4% 20,505.0	-0.1% 20,832.8	8 1.6%	20,917.2 0.4%	20,728.8 -0.9	9% 20,180.2	-2.6% 18,99	2.4 -8.4%	1.455 1.243	-14.6% 1.277	2.7% 1.3	4.1% 1	361 2.4% 1	.395 2.5%	1.416 1.5%	1.453 4.2%	12.260 10.481	-14.5% 1	.0.357 -1.2% 2	0.349 -0.1%	10.126 -2.2%	9.766 -3.6	% 9.222 -5.	6% 8.641	-11.5% 3,097.8	8 3,109.6 0	4% 3,207.6	3.2% 3,289.4	2.6% 3,286.4	4 -0.1% 3,309	.4 0.7% #	###### -0.6%	3,192.4 -3.5%

Single-county MPO/TPOs that encompass the entire limits of the county are calculated using the total county fatalities, serious injuries and traffic volumes are calculated using the total county fatalities, serious injuries and traffic volumes are calculated based on combined totals and rates calculated using the total counties are not calculated at the MPO/TPO level but the county calculations for each included county are presented in the lower table.

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office's Crash Analysis Reporting (CAR) data are preliminary at this time and may change with future updates; traffic volumes as published by the FDOT office of Transportation Data and Analytics at http://www.fdot.gov/planning/statistics/mileage-rpts/

1. The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code "5" – fatal (within 30 days). 2. The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code "4" – incapacitating. 3. The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total traffic volume is expressed in 100 Million Vehicle-Miles and is the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of a start of the segments associated with the traffic volume for the year by the total traffic volume for the year by the total traffic volume for the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of days in the traffic volume for the year by the total traffic volume is expressed in 100 Million Vehicle-Miles and is the length of the segments associated with the traffic volume for the year by the total traffic volume for term of total traffic volume for term of ter Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatalities over the cumulative five-year traffic volume. 4. The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total traffic volume for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is used here in the same way. 5. The average number of combined fatalities and serious injuries for bicyclists and pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" – fatal (within 30 days) or injury code "4" – incapacitating.

NOTE: Crash reports that reveal the personal information concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the provisions of Section 119.07(1), F.S. for a period of 60 days after the date the report is filed. (Section 316.066 (2)(a), F.S.) The information conterning the parties involved in the crash and that are held by any agency that regularly receives or prepares information conterning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties involved in the crash and that are held by any agency that regularly receives or prepares information from or concerning the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confidential and exempt from the parties to motor vehicle crashes are confident from the parties to motor vehicle crashes are confident from used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 409, the information provided to you is not subject to discovery and is not admissible into evidence.

REVIEW AND APPROVE THE TIGER PROJECT DATA COLLECTION SCOPE OF SERVICES

RECOMMENDED ACTION:

Review and approve the **attached** TIGER performance data collection scope of services.

The MPO is required to collect performance measure data for the next two years as part of the performance data collection and reporting requirements that came with the TIGER grant requirements back when it was awarded in 2013. The baseline data was collected in 2015, just prior to construction starting. The first year of performance data, after construction completion, was collected last in 2019 in mid-December based on the date of project completion. The collection of bicycle pedestrian counts, crash data analysis and transit ridership are required to be collected each year whereas the survey data collection is required to be collected in 2021 and 2023 (this was also collected for the baseline prior to construction).

The draft scope for this year's data collection is attached for review and approval. The locations identified to collect the counts are illustrated on the exhibits and are consistent with the data locations done in the past.

Scope of Work Lee County Metropolitan Planning Organization

Tiger Grant Performance Measure Data Collection

The Lee County Metropolitan Planning Organization will use one of its General Planning Consultant's to conduct this project. The Consultant will collect pedestrian and bicycle count data consistent with the baseline data collection that was done in 2015 and as part of the follow up data collection that was done in 2019-2021. The performance data is required to be collected as part of the grant agreement for up to five years after the project is completed.

The following scope of professional services ("scope") describes the specific tasks, deliverables, milestones, project schedule, and project budget required to perform this work. The MPO has identified Don Scott as the Project Manager and main point-of-contact for this project.

TASK 1: KICKOFF PHONE CALL

The CONSULTANT will schedule and conduct a project kick-off phone call with MPO upon the issuance of a Notice to Proceed by the MPO. The CONSULTANT may also present and discuss a list of data/resources that may need to be provided by MPO. The staff from the MPO and the CONSULTANT will decide on how the data/resources will be collected and set an appropriate timeline for completing the effort. The format for the deliverables will be consistent with the previous submitted reports.

TASK 2 – BICYCLE AND PEDESTRIAN DATA COLLECTION

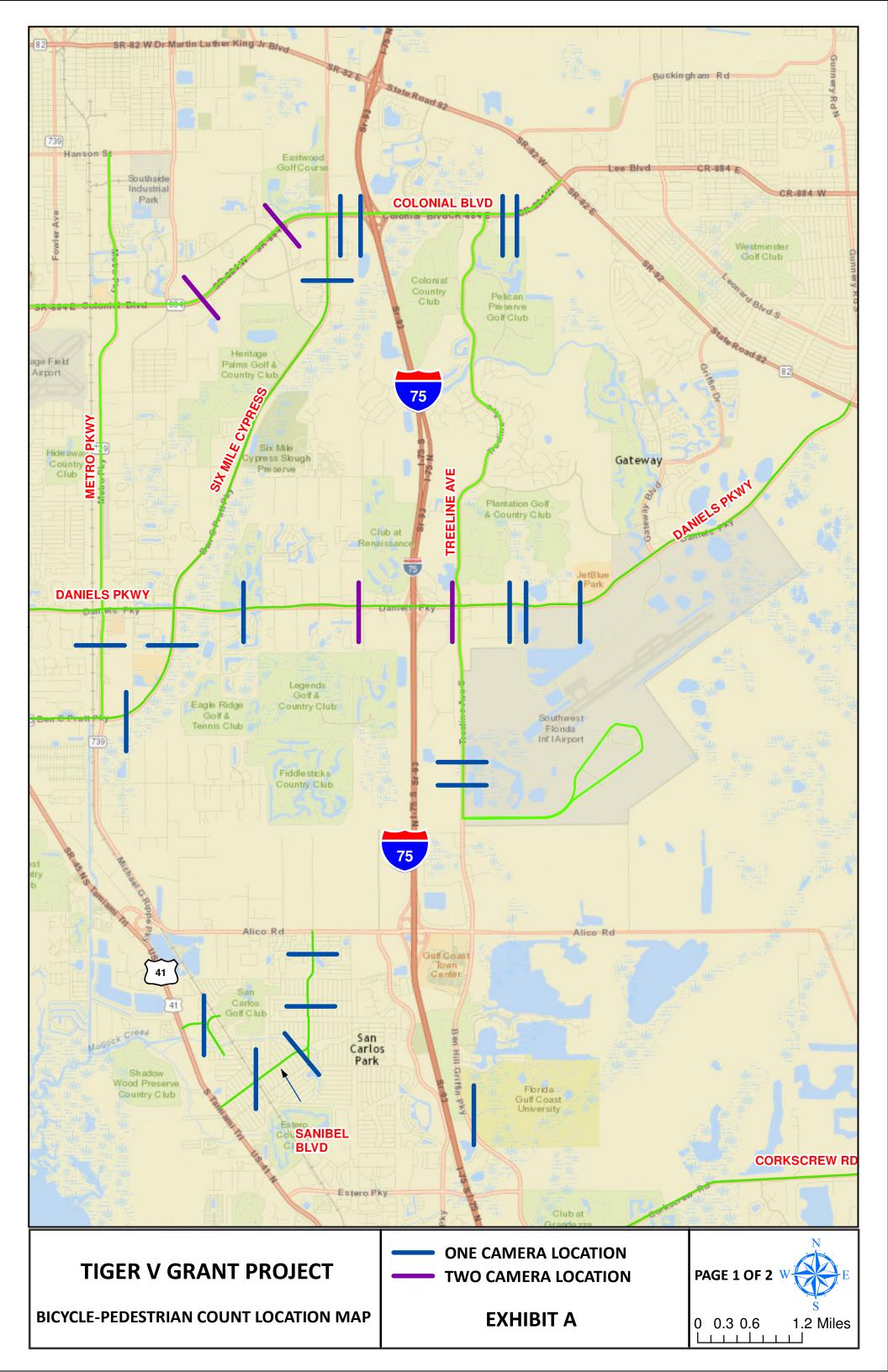
The CONSULTANT will collect pedestrian and bicycle counts at 27 locations shown in Exhibit A. The counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) from 8 AM to 7 PM. In addition, the data will also be collected on a weekend day (Saturday) from 9 AM to 8 PM. The counters will be put out for more than one day on the weekday so that the more optimal, from a weather standpoint, eleven hour time frame can be picked for analysis.

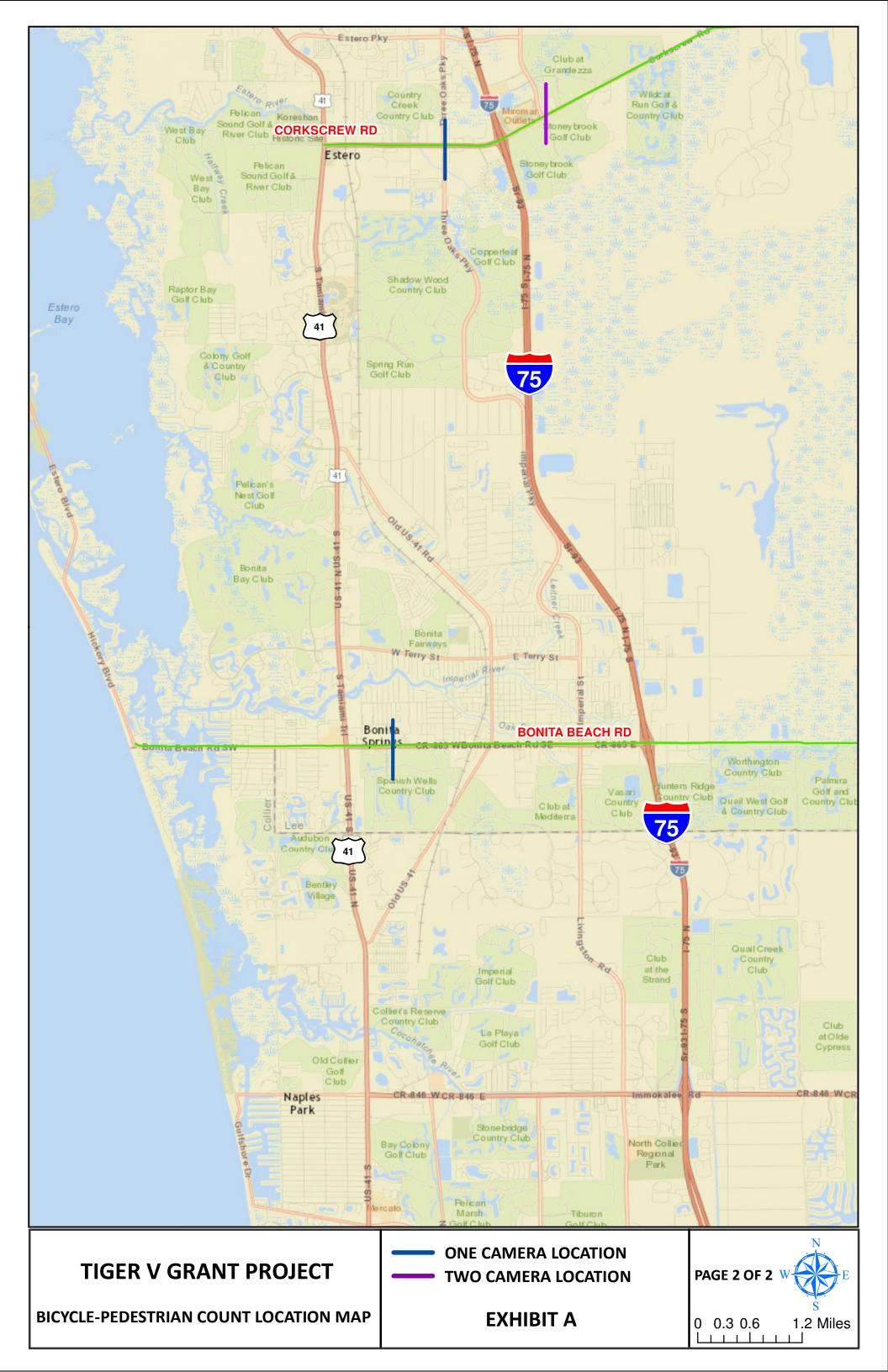
TASK 3 – DELIVERABLES

The CONSULTANT will compile the results of each of the technical work tasks into a concise report that includes narratives, graphs, tables and drawings. The draft report will be submitted electronically in Word for staff review, comment and the addition of the other required performance measures (transit ridership and bus shelters and crash data analysis).

SCHEDULE AND BUDGET

The CONSULTANT will perform all of the tasks identified upon receipt of Notice to Proceed. The fee for this project is TBD.





BURNT STORE ROAD PD&E STUDY PRESENTATION

DISCUSSION ITEM:

FDOT is currently conducting a Project Development & Environmental (PD&E) Study for Burnt Store Road from Van Buren Parkway to just north of the Charlotte County line. The study is evaluating alternatives for improvement to Burnt Store Road that include widening from the current two lane undivided roadway to a four lane divided roadway. The study also includes evaluation of bridge options over the Gator Slough Canal. The current estimated completion date is late summer 2023. **Attached** is a copy of FDOT's presentation and the link below is to the project website that provides further information on the project:

http://www.swflroads.com/burntstorerd/vanburentocharlottectyline/.



BURNT STORE ROAD PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

> From Van Buren Parkway to Charlotte County Line

> > Lee County, Florida

Financial Project ID No: 436928-1-22-01

November 2022



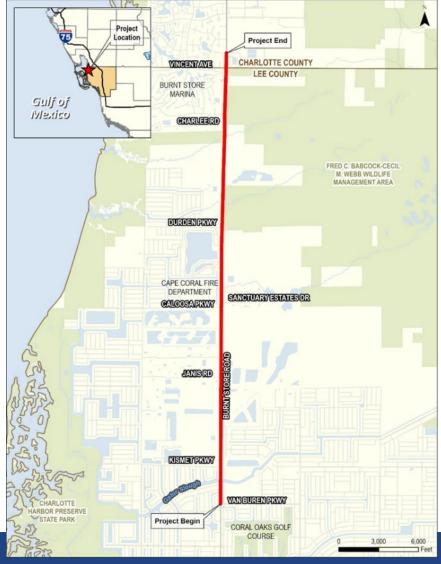
Agenda

- Project Introduction and Background
- Major Design Considerations
- Alternatives Presented at Public Workshop
- Workshop Summary
- Study Schedule
- Transportation Project Development Process
- Action Items
- Contact Information





FPID: 436928-1 Project Description



10/11/2022

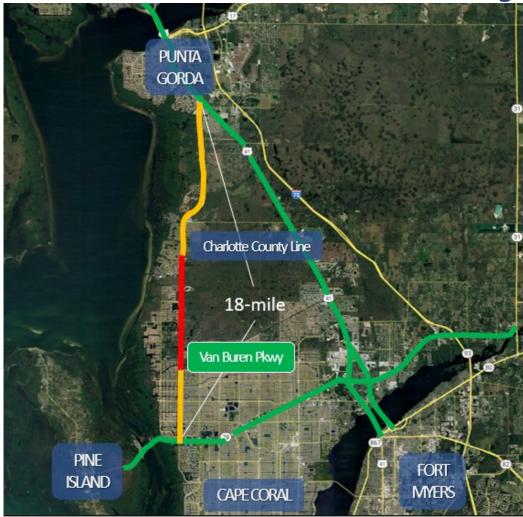
 Project Limits: Van Buren Parkway to Charlotte County Line Includes 0.25-mi segment to tie into existing 4-lane typical section

5.7 miles

- Project Manager: Steven A. Andrews
- Class of Action: Anticipated Type 2 CE
- Purpose: Capacity improvements
- Key Stakeholders: Lee County, Charlotte County, City of Cape Coral
- Long Range Estimate (LRE): \$115.8M-\$117.7M
- **Status:** Public workshop held and presented 2 build alternatives; concept plan adjustments being considered; preferred alternative to be selected
- **Considerations:** Seasonal roadway flooding, pending developments, Charlotte Co tie-in with utility conflict, adjacent state and county conservation lands



FPID: 436928-1 Project Background



- 2004 Bi-County Study Burnt Store Rd.
- This is the last remaining unimproved segment of the roadway's 18-mile length from Pine Island Road to U.S. 41
- Prior widening segments led by counties (no federal funds)
- Project within City of Cape Coral and unincorporated Lee Co.
- Purpose and Need:
 - Widening from 2 to 4 lanes, with future accommodation of 6 lanes, will address projected travel demand as a result of area-wide growth
 - Current traffic volumes 9,800 14,000 vehicles per day
 - Future 2045 volumes 22,500-32,500 vehicles per day under no-build condition
 - Level of service F in 2045 design year
 - Widening and associated multi-modal improvements will address safety concerns and enhance emergency evacuation (designated evacuation route)
- Currently lacking planning consistency- no future phases funded



FPID: 436928-1 Main Design Considerations



- Raise roadway profile/base clearance by approx. 3 feet
- Rural area anticipated to rapidly develop; traffic demands/developments also pending to north
- Tie into Charlotte Co. 4-lane typical section at utility hub
- Conservation lands on both sides of roadway in several locations





Project Alternatives

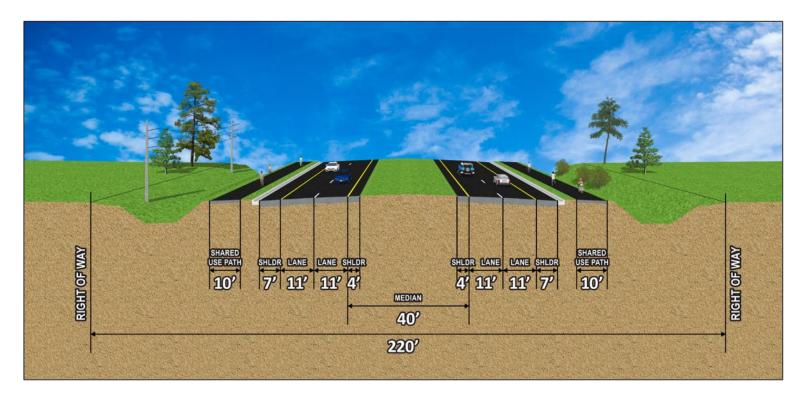
Build Alternative 1, Build Alternative 2 and No-Build Alternative



6

Build Alternative 1 - Urban Typical Section With Ditch For Off-site Flows

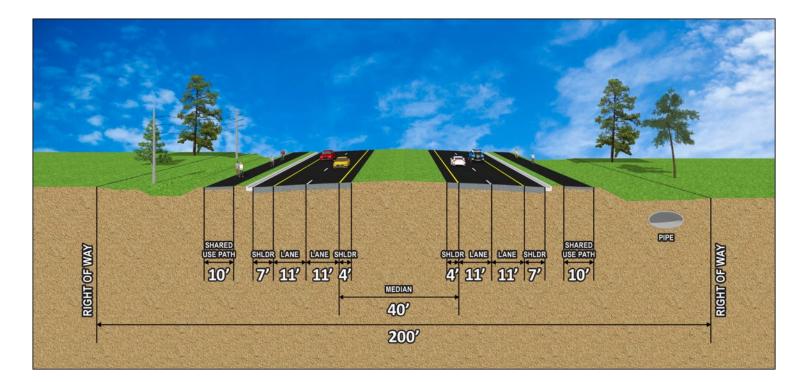
- Urban typical section with curb and gutter, a closed drainage system, and new stormwater management facilities
- To address sizable offsite flows that drain from east to west, a canal would be constructed along the majority of the east side of the roadway to capture and convey water to cross-drains under the roadway
- Generally requires an additional 20 feet of right-of-way on the east side for a 220-foot typical section (additional needed at utility parcel).





Build Alternative 2 - Urban Typical Section With Pipe For Off-site Flows

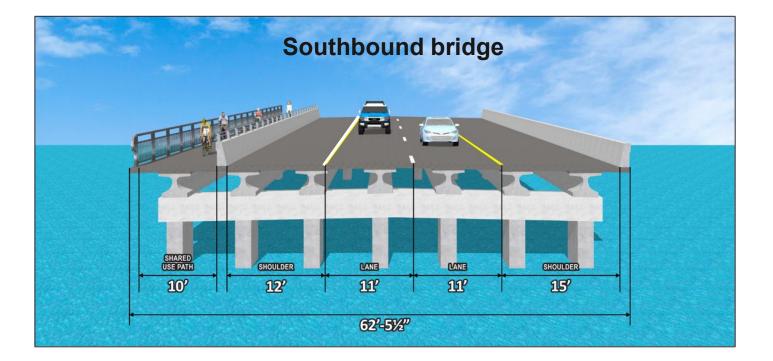
- Urban typical section with curb and gutter, a closed drainage system, and new stormwater management facilities
- To address sizable offsite flows that drain from east to west, a **pipe** would be constructed along the majority of the east side of the roadway to capture and convey water to cross-drains under the roadway.
- Fits within the existing 200 feet of rightof-way. One unavoidable right-of-way impact would occur at the utility parcel where the existing right-of-way is approx. 140 feet.





Bridge Concept

- Both build alternatives propose to replace the existing southbound bridge over Gator Slough Canal with a new bridge structure similar to the recently constructed northbound bridge.
- The bridge will be of sufficient width to carry three southbound lanes in the future (northbound bridge also to carry 3 lanes).

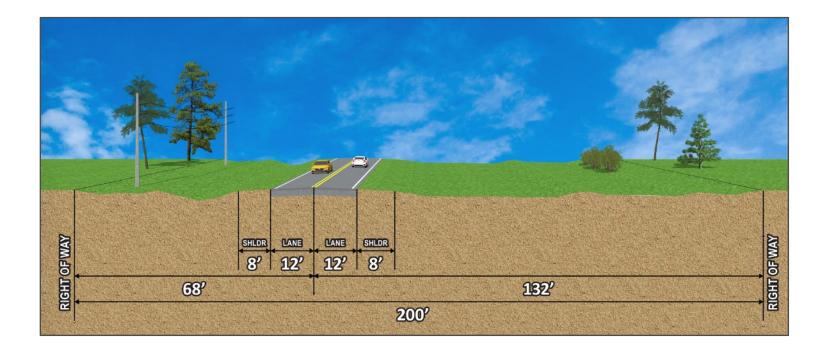




No-Build Alternative

 Assumes no improvements made to this segment of Burnt Store Road through the year 2045, except routine maintenance





10

Evaluation
Matrix

Preliminary – subject to change

EVALUATION FACTORS	URBAN TYPICAL SECTION WITH DITCHED OFFSITE FLOWS (ALT 1)	URBAN TYPICAL SECTION WITH PIPED OFFSITE FLOWS (ALT 2)	NO-BUILD Alternative
Benefits			
Reduced traffic congestion			
Bicycle accommodations			
Pedestrian accommodations			
Increased pedestrian/bicycle safety			
Enhanced safety for all users including hurricane evacuation			
Right-of-Way Impacts			
Right-of-way to be acquired for roadway (acres)	8.74	0.15	0
Right-of-way to be acquired for stormwater management (acres)	35.77	35.77	0
Number of business parcels impacted	0	0	0
Number of utility parcels impacted	1	1	0
Number of residential parcels impacted	0	0	0
Number of community resource parcels impacted	0	0	0
Number of unimproved properties impacted	24	0	0
Number of potential business relocations	0	0	0
Number of potential residential relocations	0	0	0
Environmental Effects			
Number of archaeological/historic sites impacted	0/0	0/0	0/0
Number of public recreation land and sites impacted (parcels)	2	0	0
Number of state conservation land impacted (parcels)	1	0	0
Wetlands and surface water impacts (acres)	29.0	27.1	0.0
Threatened and endangered species (potential)	Moderate	Low	None
Number of noise sensitive sites	20	20	0
Number of contamination sites with medium or high contamination risk	2/0	2/0	0 / 0
Farmland impacts (acres)	3.9	0.0	0.0
Floodplain impacts (acres)	33.9	31.2	0.0
Estimated Project Costs (subject to change)			
Final design	\$6,696,026	\$7,482,500	\$0
Reimbursible utility relocation	\$720,000	\$720,000	\$0
Right-of-way for roadway (to be purchased)	\$7,535,000	\$135,000	\$0
Right-of-way for stormwater management (to be purchased)	\$24,500,000	\$24,500,000	\$0
Wetland mitigation	\$2,657,200	\$2,507,550	\$0
State land mitigation (Acquisition Restoration Council process)	TBD	\$0	\$0
Roadway construction	\$66,960,260	\$74,825,000	\$0
Construction engineering and inspection	\$6,696,026	\$7,482,500	\$0
Preliminary Estimate of Total Project Cost	\$115,764,512	\$117,652,550	\$0



Public Involvement

- Alternative public workshop held
 - August 30th (in-person)
 - 39 citizens attended
 - September 1st (virtual)
 - 40 citizens attended
 - Approx. 190 comments received
 - public comment period ended 9/12/22
- Predominant comment related to northbound turning movements at Burnt Store Marina





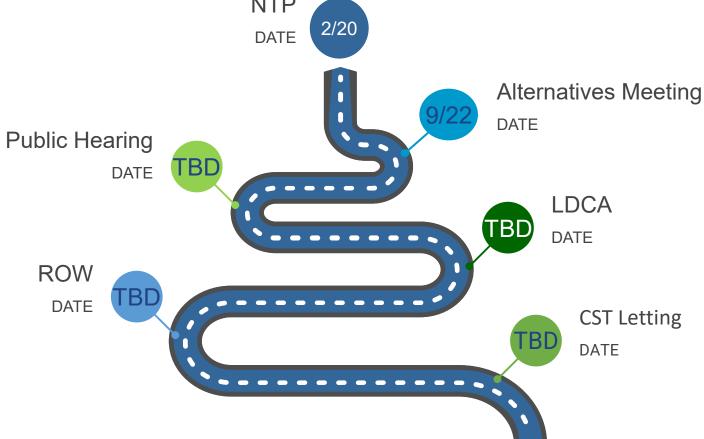


Date Milestone February 2020 PD&E Start (NTP)

N/A	Corridor Public Workshop
N/A	Alignment Public Workshop
N/A	Public Alternatives Scoping Meeting
8/30/22 and 9/1/22	Alternatives Public Workshop #1
N/A	Alternatives Public Workshop #2
Tentative late winter/early spring 2023	Public Hearing
Tentative fall 2023	LDCA

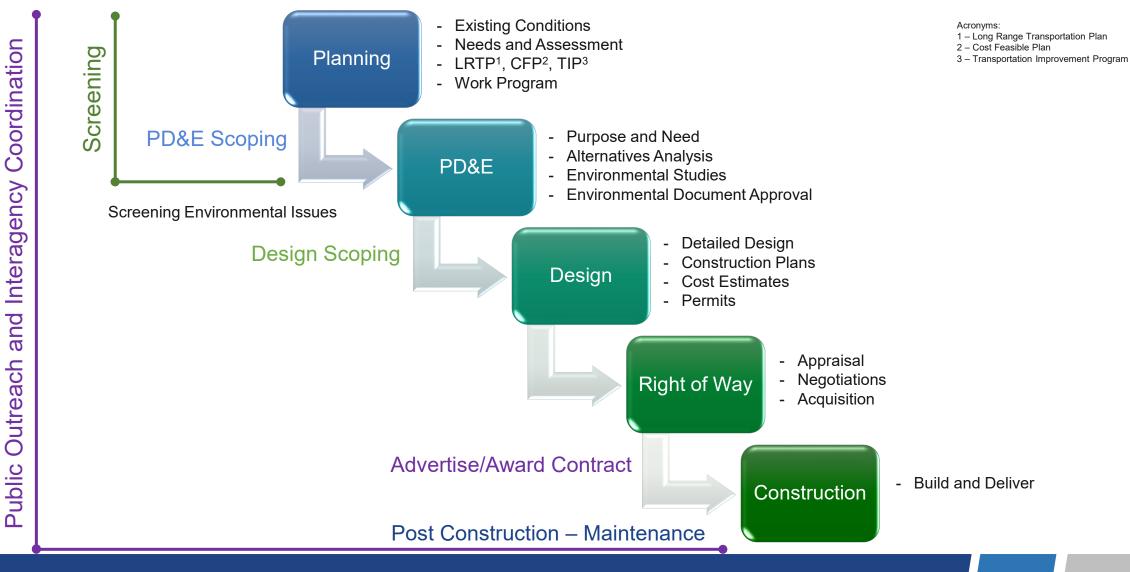
Design, R/W, and Construction are currently not funded.

Preliminary Schedule – subject to change





Transportation Project Development Process



14



Action Items

- FDOT is coordinating with Lee Co DOT regarding intersection concepts and Burnt Store Access Management Resolution
- FDOT will present before the Lee MPO
- Design refinements and changes based on public comments, Lee County DOT coordination, MPO comments
- Selection of preferred alternative
- Environmental and Engineering documentation
- Public hearing



Contact Information

FDOT Project Manager

Steven Andrews FDOT, District One 801 North Broadway Avenue Bartow, Florida 33830 (863) 519-2270 steven.andrews@dot.state.fl.us http://swflroads.com/project/436928-1



LEETRAN BUS STOP AND FACILITIES ADA ASSESSMENT PLAN PRESENTATION

LeeTran recently completed a Bus Stop and Facilities ADA Assessment Plan. A presentation will be provided at the November TAC and CAC meetings for informational purposes, highlighting the Plan's purpose, the ADA conformity issues that were looked at, and the findings from the Plan.

REVIEW AND COMMENT ON THE PROPOSED 2045 LONG RANGE TRANSPORTATION PLAN AMENDMENTS

RECOMMENDED ACTION:

Review and provide input on the proposed amendments to the 2045 Long Range Transportation Plan (LRTP).

The MPO staff is proposing LRTP amendments/modifications to be voted on at the January MPO Board meeting. The proposed amendments include adding facility improvements to address the approval of the Kingston Development that includes the addition of 10,011 dwelling units between Corkscrew Road and SR 82 near the Lee/Collier County line. The development includes 700,000 square feet of retail and 240 hotel rooms as well. A map of the 2045 volume projections and the projected capacity after with these recommended improvements is **attached** for review. The proposed changes to the Cost Feasible Tables are also attached for review. The following amendments are being considered:

- Amend the Lee County Needs and Cost Feasible project list to add in the 2 to 4 lanes widening of Corkscrew Road from east of Verdana Village to the new Kingston Ranch Road.
- Add in the new 4 lane Kingston Ranch Road from Corkscrew Road north to SR 82 across from Eisenhower Blvd to the privately funded table.
- Add in the widening of Corkscrew Road from 4 to 6 lanes east of Fire House Lane to Alico Road to the Needs Plan and Cost feasible Plans.
- Add in a project line for the Cape Coral Bridge Reconstruction Project on the Federal/State funding list to match the federal funding eligibility from potential discretionary funding sources.
- Add in a new combined roadway cost feasible project table that is compared to revenues to respond to comments made during our certification review.

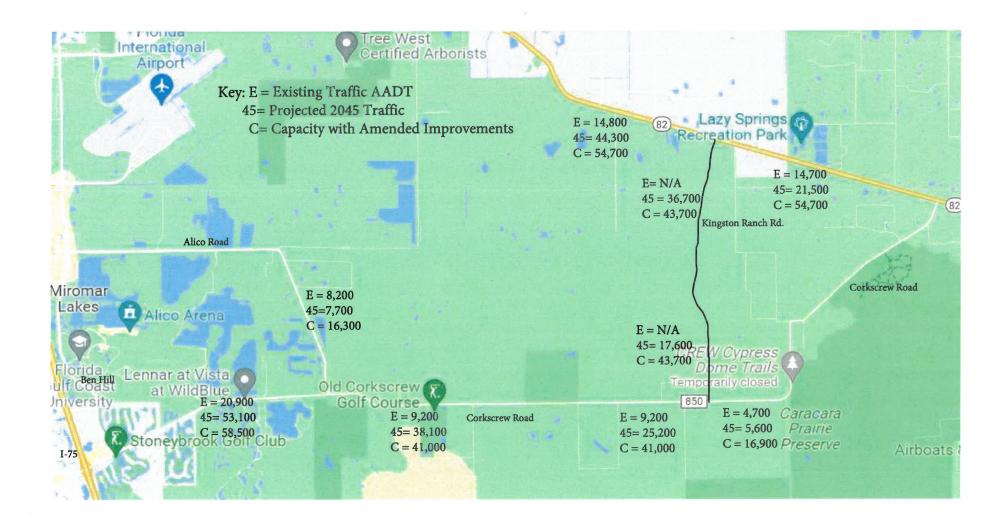




Table 5-8: Cost Feasible Projects: Lee County Funded Road Projects (\$1,000)

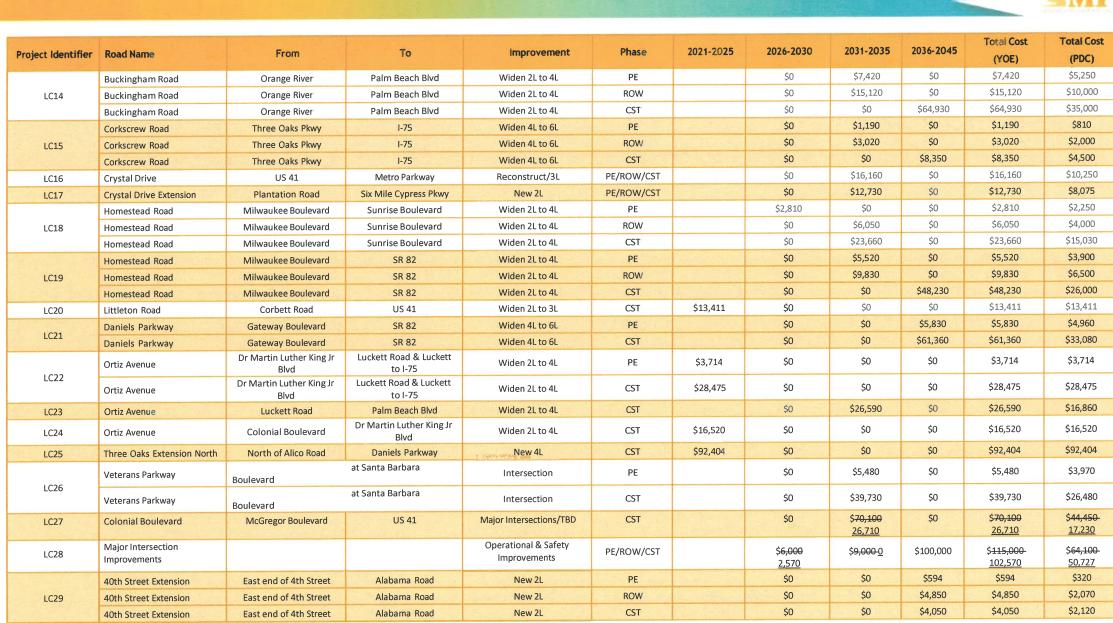


5-14



Project Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	PE		\$0	\$7,420	\$0	\$7,420	\$5,250
1614	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	ROW		\$0	\$15,120	\$0	\$15,120	\$10,000
LC14	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$0	\$64,930	\$64,930	\$35,000
	Corkscrew Road	Three Oaks Pkwy	1-75	Widen 4L to 6L	PE		\$0	\$1,190	\$0	\$1,190	\$810
LC15	Corkscrew Road	Three Oaks Pkwy	1-75	Widen 4L to 6L	ROW	BERGERSON	\$0	\$3,020	\$0	\$3,020	\$2,000
LCIS	Corkscrew Road	Three Oaks Pkwy	1-75	Widen 4L to 6L	CST	Marcal States	\$0	\$0	\$8,350	\$8,350	\$4,500
LC16	Crystal Drive	US 41	Metro Parkway	Reconstruct/3L	PE/ROW/CST		\$0	\$16,160	\$0	\$16,160	\$10,250
LC18	Crystal Drive Extension	Plantation Road	Six Mile Cypress Pkwy	New 2L	PE/ROW/CST	in an an	\$0	\$12,730	\$0	\$12,730	\$8,075
	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE		\$2,810	\$0	\$0	\$2,810	\$2,250
LC18	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	ROW		\$0	\$6,050	\$0	\$6,050	\$4,000
LCTO	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST		\$0	\$23,660	\$0	\$23,660	\$15,030
	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	PE		\$0	\$5,520	\$0	\$5,520	\$3,900
LC19	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW	风空地区 网络 拉	\$0	\$9,830	\$0	\$9,830	\$6,500
LC19	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST		\$0	\$0	\$48,230	\$48,230	\$26,000
LC20	Littleton Road	Corbett Road	US 41	Widen 2L to 3L	CST	\$13,411	\$0	\$0	\$0	\$13,411	\$13,411
LC20	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	PE	和意义和自己行动	\$0	\$0	\$5,830	\$5,830	\$4,960
LC21	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	CST		\$0	\$0	\$61,360	\$61,360	\$33,080
	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	PE	\$3,714	\$0	\$0	\$0	\$3,714	\$3,714
LC22	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Luckett Road & Luckett to I-75	Widen 2L to 4L	CST	\$28,475	\$0	\$0	\$0	\$28,475	\$28,475
LC23	Ortiz Avenue	Luckett Road	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$26,590	\$0	\$26,590	\$16,860
LC24	Ortiz Avenue	Colonial Boulevard	Dr Martin Luther King Jr Blvd	Widen 2L to 4L	CST	\$16,520	\$0	\$0	\$0	\$16,520	\$16,520
LC25	Three Oaks Extension North	North of Alico Road	Daniels Parkway	New 4L	CST	\$92,404	\$0	\$0	\$0	\$92,404	\$92,404
	Veterans Parkway	Boulevard	at Santa Barbara	Intersection	PE		\$0	\$5,480	\$0	\$5,480	\$3,970
LC26	Veterans Parkway	Boulevard	at Santa Barbara	Intersection	CST		\$0	\$39,730	\$0	\$39,730	\$26,480
LC27	Colonial Boulevard	McGregor Boulevard	US 41	Major Intersections/TBD	CST		\$0	\$ 70,100 <u>26,710</u>	\$0	\$ 70,100 <u>26,710</u>	\$44,450 <u>17,230</u>
LC28	Major Intersection Improvements			Operational & Safety Improvements	PE/ROW/CST		\$ 6,000 <u>2,570</u>	\$ 9,000 <u>0</u>	\$100,000	\$ 115,000- <u>102,570</u>	\$ 64,100 <u>50,727</u>
	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	PE	地名加加尔尔	\$0	\$0	\$594	\$594	\$320
LC29	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	ROW		\$0	\$0	\$4,850	\$4,850	\$2,070
LULU	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	CST	State of the second	\$0	\$0	\$4,050	\$4,050	\$2,120









Project Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
A Design of the second	Corkscrew Road	Alico Road	Verdana Village	2L to 4L	PE		\$9,800	\$0	\$0	\$9,800	\$7,308
LC30	Corkscrew Road	Alico Road	Verdana Village	2L to 4L	ROW		\$10,700	\$0	\$0	\$10,700	\$9,000
	Corkscrew Road	Alico Road	Verdana Village	2L to 4L	CST		\$0	\$62,500	\$0	\$62,500	\$39,600
	Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	PE		\$0	\$0	\$4,267	\$4,267	\$2,300
LC31	Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	ROW		\$0	\$0	\$1,060	\$1,060	\$500
	Corkscrew Road	US 41	Three Oaks Parkway	4L to 6L	CST		\$0	\$0	\$28,490	\$28,490	\$15,360
	Sunshine Blvd	SR 82	Lee Blvd	2L to 4L	PE	1 (A)	\$0	\$8,950	\$0	\$8,950	\$6,330
LC32	Sunshine Blvd	SR 82	Lee Blvd	2L to 4L	CST		\$0	\$0	\$78,230	\$78,230	\$42,170
	Luckett Road	East of I-75	Buckingham Road	New 4L	PE		\$0	\$0	\$12,771	\$12,771	\$6,230
LC33	Luckett Road	East of I-75	Buckingham Road	New 4L	ROW		\$0	\$0	\$61,828	\$61,828	\$30,160
	Luckett Road	East of I-75	Buckingham Road	New 4L	CST		\$0	\$0	\$85,178	\$85,178	\$41,550
	Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	PE		\$0	\$0	\$6,478	\$6,478	\$3,160
LC34	Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	ROW		\$0	\$0	\$17,500	\$17,500	\$8,540
	Luckett Road	Buckingham Road	Gunnery Road	Widen 2L to 4L	CST		\$0	\$0	\$43,130	\$43,130	\$21,040
	Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	PE		\$0	\$0	\$8,670	\$8,670	\$4,230
LC35	Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	ROW		\$0	\$0	\$41,960	\$41,960	\$20,470
	Luckett Road	Gunnery Road	Sunshine Boulevard	New 4L	CST		\$0	\$0	\$57,800	\$57,800	\$28,200
	Corkscrew Road	Verdana Village	Kingston Ranch Rd.	<u>2L to 4L</u>	PE		<u>\$4,620</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,620</u>	<u>\$3,570</u>
LC36	Corkscrew Road	Verdana Village	Kingston Ranch Rd.	<u>2L to 4L</u>	ROW		<u>\$0</u>	<u>\$7,290</u>	<u>\$0</u>	<u>\$7,290</u>	<u>4,700</u>
	Corkscrew Road	Verdana Village	Kingston Ranch Rd.	<u>2L to 4L</u>	CST		<u>\$0</u>	<u>\$36,220</u>	<u>\$0</u>	36,220	<u>23,370</u>
and the second	Corkscrew Road	Firehouse Lane	Alico Road	<u>4L to 6L</u>	PE		<u>\$0</u>	<u>\$8,880</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,230</u>
LC37	Corkscrew Road	Firehouse Lane	Alico Road	<u>4L to 6L</u>	CST		<u>\$0</u>	<u>\$0</u>	<u>\$78,330</u>	<u>\$78,330</u>	<u>\$38,210</u>
					Total Cost:	\$289,482	\$ 340,310 341,500	\$456,775	\$ 882,586 966,746	\$ 1,831,623 2,054,503	\$ 1,294,305 <u>1,329,922</u>
					Revenues:	\$289,482	\$341,500	\$457,800	\$1,062,960	\$2,151,742	



Table 5-9: Cost Feasible Projects: State/Other Arterial/ Federal SU Funded Road Projects (\$1,000)

Project Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031- 2035	2036- 2045	Total Cost (YOE)	Total Cost (PDC)	Funding Sources
	Countywide Signal System Updates, Final Phase			ITS	PE		\$1,500	\$0	\$0	\$1,500	\$1,200	SU, SA, DDR
S1	Countywide Signal System Updates, Final Phase			ITS	CST		\$10,730	\$0	\$0	\$10,730	\$8,000	SU, SA, DDR
	Metro Parkway	South of Daniels Parkway	Winkler Avenue	Widen 4L to 6L/CFI	ROW	\$18,284	\$0	\$0	\$0	\$18,284	\$18,284	DDR, DS,DIH
	Metro Parkway	South of Colonial Blvd	Winkler Avenue	Widen 4L to 6L/CFI	CST		\$49,620	0	\$0	\$49,620	\$37,700	OA
S2	Metro Parkway	South of Daniels Parkway	North of Daniels Parkway	CFI	CST		\$27,620	0	\$0	\$27,620	\$20,900	OA
	Metro Parkway	North of Daniels Parkway	South of Colonial Blvd.	Widen 4L to 6L	CST		\$37,820	0	\$0	\$37,820	\$28,650	OA
53	Big Carlos Bridge Replacement Repayment			Reconstruct Bridge	CST	\$8,500	\$16,500	\$0	\$0	\$25,000	\$21,000	SU/SA
S4	San Carlos Boulevard	Estero Blvd	Summerlin Road	Intersection Improvements	CST	\$8,206	\$0	\$0	\$0	\$8,206	\$8,206	SU/TALU
	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	PE		\$2,640	\$0	\$0	\$2,640	\$2,110	SU
S5	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	ROW		\$5,800	\$0	\$0	\$5,800	\$4,880	SU
	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	CST		\$0	\$22,170	\$0	\$22,170	\$14,300	SU
	US 41 at Six Mile			Intersection Imp.	PD&E	\$1,500	\$0	\$0	\$0	\$1,500	\$1,500	DS/SU
	US 41 at Six Mile Cypress			Intersection Improvements	PE		\$4,690	\$0	\$0	\$4,690	\$3,553	OA
S6	US 41 at Six Mile Cypress			Intersection Improvements	ROW		\$0	\$7,560	\$0	\$7,560	\$4,880	OA
	US 41 at Six Mile Cypress			Intersection Improvements	CST		\$0	\$39,430	\$0	\$39,430	\$29,870	OA
100000000000000000000000000000000000000	SR78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PD&E		\$0	\$3,090	\$0	\$3,090	\$2,190	OA
S7	SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PE		\$0	\$9,270	\$0	\$9,270	\$6,000	OA
	SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	CST		\$0	\$0	\$81,080	\$81,080	\$43,710	OA
	SR 78	I-75	SR 31	Widen 2L to 4L	PE	1.	\$3,080	\$0	\$0	\$3,080	\$2,330	OA
S8	SR 78	I-75	SR 31	Widen 2L to 4L	ROW		\$0	\$6,770	\$0	\$6,770	\$4,370	OA
	SR 78	I-75	SR 31	Widen 2L to 4L	CST		\$0	\$25,860	\$0	\$25,860	\$16,700	OA
	SR 78	Old US 41	Slater Road	Widen 4L to 6L	PD&E		\$0	\$1,920	\$0	\$1,920	\$1,360	OA
S9	SR 78	Old US 41	Slater Road	Widen 4L to 6L	PE		\$0	\$0	\$8,360	\$8,360	\$4,080	OA
	SR 78	Old US 41	Slater Road	Widen 4L to 6L	CST		\$0	\$0	\$50,400	\$50,400	\$27,200	OA





										Total Cost	Total Cost	Funding
Project Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031- 2035	2036-2045	(YOE)	(PDC)	Sources
S10	Fowler Street	Metro/Fowler Cross over	Dr Martin Luther King Jr Blvd	Reconstruction	PD&E/PE/ROW/CST		\$5,500	\$28,700	\$0	\$34,200	\$22,670	OA
	Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	PE		\$8,090	\$0	\$0	\$8,090	\$6,130	SU
	Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	ROW		\$15,680	\$0	\$0	\$15,680	\$13,514	SU
S11	Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST		\$0	\$12,535	\$0	\$12,535	\$7,950	SU, LF
	Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST		\$0	\$14,700	\$0	\$14,700	\$9,300	SU, LF
	Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST		\$0	\$15,900	\$0	\$15,900	\$10,100	SU, LF
	SR 31	SR 80	SR 78	Widen 2L to 6L	ROW		\$0	\$23,780	\$0	\$23,780	\$16,400	OA
S12	SR 31	SR 80	SR 78	Widen 2L to 6L	CST		\$0	\$0	\$164,000	\$164,000	\$80,000	OA
S13	Cape Coral Evacuation Study	ALC: NO STREET, STORE		Access	Planning	\$300	\$0	\$0	\$0	\$300	\$300	SU, LF
	US 41/Bonita Beach Road	Intersection		Intersection	PE		\$3,190	\$0	\$0	3,190	2,400	OA
	US 41/Bonita Beach Road	Intersection		Intersection	ROW		\$5,940	\$0	\$0	5,940	4,500	OA, LF, SU
S14	US 41/Bonita Beach Road	Intersection		Intersection	CST		\$0	\$26,800	\$0	26800	17,300	OA, LF, SU
	US 41/SR 78	Intersection		Intersection	PE		\$750	\$0	\$0	750	570	OA
S15	US 41/SR 78	Intersection		Intersection	CST		\$8,050	\$0	\$0	8050	6,100	OA
S16	ACES Technology Support				Capital		\$5,000	\$9,000	\$50,000	\$64,000	\$33,900	OA, SU
S17	Transit Operations Congestion Management				OPS			認為新聞				OA
S18	US 41 Caloosahatchee River Bridge	Fort Myers	North Fort Myers	Sidewalk one side	PE*/CST		\$13,600	\$0	\$0	\$13,600	\$10,800	SU, GFSU, OA, LF
S19	Major Intersections/Interchanges			Operational & Safety Improvements	P/R/CST		\$400	\$10,000	\$150,000	\$170,000	\$88,300	OA, SU
<u>\$20</u>	Cape Coral Bridge Reconstruction			<u>Bridge</u>	<u>CST</u>		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	BRTZ, SU, GFSU, OA, SA, LF (see LC2 for LF)
			I I		Total Cost:	\$36,790	\$226,200	\$257,485	\$503,840	\$1,033,915	\$643,207	
	1	Total Cost: \$36,790 \$226,200 \$503,840 \$1,033,915 \$643,207 Revenues: \$36,790 \$226,600 \$258,020 \$538,910 \$1,060,320										

Funding Sources - SU: Federal Surface Transportation Program Urban Area funds >200,00; SA: Federal Surface Transportation Program any area; OA: State Other Arterial funding; DDR:

State District Dedicated Revenue; LF: Local Funding; DIH: State District In-house

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

*PE at \$3.75 million was previously identified on the bicycle pedestrian cost feasible list





Table 5-12: Cost Feasible Projects: City of Fort Myers Road Projects (\$1,000)

Table 5-13: Cost Feasible Projects: Village of Estero Road Projects (\$1,000)

Drainet										Total Cost	Total Cost
Project Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	(YOE)	(PDC)
E1	Williams Road	US 41	Via Coconut Road	Widen 2L to 4L	CST	\$2,786	\$0	\$0	\$0	\$2,786	\$2,786
					Total Cost:	\$2,786	\$0	\$0	\$0	\$2,786	\$2,786
					Revenues:	\$2,786	\$9,595	\$14,426	\$38,917	\$62,938	

Table 5-14: Cost Feasible Projects - Private Funding (\$1,000)

Project										Total Cost	Total Cost
Identifier	Road Name	From	То	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	(YOE)	(PDC)
P1	SR 31	SR 78	Charlotte CountyLine	Widen 2L to 4L	PE/CST	\$60,000	\$0	0	\$0	\$60,000	\$60,000
P2	East West	Ben Hill Griffin Pkwy	Alico Road	New 2L	PE/ROW/CST		\$41,000	\$0	\$0	\$41,000	\$31,070
<u>P3</u>	Kingston Ranch Road	Corkscrew Road	<u>SR 82</u>	New 4L	PE/CST	<u>\$0</u>	\$144,380	<u>0</u>	<u>\$0</u>	<u>\$144,380</u>	<u>\$109,380</u>
					Total Cost:	\$60,000	\$ 41,000- <u>185,380</u>	\$0	\$0	\$ <u>245,380</u>	<u>\$200,450</u>
					Revenues:	\$60,000	\$41,000- 185,380	\$0	\$0	\$ <u>245,380</u>	



2021 LEE COUNTY NHS PAVEMENT CONDITION PERFORMANCE DATA

INFORMATION ITEM

FDOT recently released the **attached** 2021 National Highway System (NHS) Pavement Condition Performance Data by MPO areas. At the November 3rd TAC and CAC meetings, MPO staff will present this data and report on how Lee County has performed since 2016, and how the county fared regarding meeting the Lee MPO's adopted targets for both Pavement and Bridge Performance for Calendar Year 2021.

2021 Pavement Condition by MPOs

Interstate NHS

	MPO Name	0/ of later			% of Interstate lane miles with	% of Interstate lane miles with
мро		% of Interstate pavements in Good Fair Poor			MISSING Data	INVALID Data
01	SPACE COAST TPO	85.1%	14.9%	0.0%	0.0%	0.1%
02	CHARLOTTE CO-PUNTA GORDA MPO	96.6%	3.4%	0.0%	0.0%	0.0%
03	BROWARD MPO	74.5%	25.5%	0.0%	0.0%	0.0%
04	OKALOOSA-WALTON TPO	63.3%	36.7%	0.0%	0.0%	0.0%
05	GAINESVILLE MTPO	94.2%	5.8%	0.0%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	100.0%	0.0%	0.0%	0.0%	0.0%
07	HILLSBOROUGH MPO	72.2%	27.5%	0.3%	0.0%	0.6%
08	INDIAN RIVER COUNTY MPO	97.3%	2.7%	0.0%	0.0%	0.0%
09	NORTH FLORIDA TPO	49.6%	50.1%	0.3%	0.0%	0.5%
10	POLK TPO	66.3%	33.3%	0.4%	0.0%	2.3%
11	LEE COUNTY MPO	95.5%	4.5%	0.0%	0.0%	0.0%
12	MARTIN MPO	90.4%	9.6%	0.0%	0.0%	0.0%
13	MIAMI-DADE TPO	77.7%	22.3%	0.0%	0.0%	0.3%
14	COLLIER MPO	72.3%	27.7%	0.0%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	64.0%	36.0%	0.0%	0.0%	0.0%
16	METROPLAN ORLANDO	47.7%	49.9%	2.4%	0.0%	16.1%
17	BAY COUNTY TPO	n/a	n/a	n/a	n/a	n/a
18	PASCO COUNTY MPO	75.4%	24.6%	0.0%	0.0%	0.0%
19	FLORIDA-ALABAMA TPO	65.3%	34.1%	0.6%	0.0%	0.0%
20	FORWARD PINELLAS	54.4%	45.6%	0.0%	0.0%	0.7%
21	SARASOTA/MANATEE MPO	87.9%	12.1%	0.0%	0.0%	0.0%
22	ST LUCIE TPO	84.0%	16.0%	0.0%	0.0%	0.0%
23	CAPITAL REGION TPA	55.9%	44.1%	0.0%	0.0%	0.0%
24	RIVER TO SEA TPO	86.2%	12.2%	1.5%	0.0%	0.0%
25	PALM BEACH TPA	59.5%	40.5%	0.0%	0.0%	0.0%
26	LAKE-SUMTER MPO	81.6%	18.4%	0.0%	0.0%	0.0%
27	HEARTLAND REGIONAL TPO	n/a	n/a	n/a	n/a	n/a
	NON-MPO AREAS	64.0%	35.7%	0.3%	0.0%	0.0%
	STATEWIDE	70.5%	29.2%	0.3%	0.0%	0.8%

Note:

- 1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).

2021 Pavement Condition by MPOs

Non-Interstate NHS

		% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with	
MPO	MPO Name	Good	Fair	Poor	MISSING Data	
01	SPACE COAST TPO	54.0%	45.7%	0.3%	0.0%	
02	CHARLOTTE CO-PUNTA GORDA MPO	59.8%	38.9%	1.3%	0.0%	
03	BROWARD MPO	33.4%	65.8%	0.8%	0.0%	
04	OKALOOSA-WALTON TPO	48.9%	50.7%	0.4%	0.0%	
05	GAINESVILLE MTPO	37.9%	61.3%	0.8%	0.0%	
06	HERNANDO/CITRUS MPO	56.1%	43.0%	0.9%	0.0%	
07	HILLSBOROUGH MPO	41.4%	57.7%	0.9%	0.0%	
08	INDIAN RIVER COUNTY MPO	55.2%	44.6%	0.2%	0.0%	
09	NORTH FLORIDA TPO	42.1%	56.3%	1.6%	0.0%	
10	POLK TPO	42.1%	57.3%	0.6%	0.0%	
11	LEE COUNTY MPO	51.7%	48.3%	0.0%	0.0%	
12	MARTIN MPO	52.1%	47.1%	0.9%	0.0%	
13	MIAMI-DADE TPO	48.9%	50.8%	0.3%	0.0%	
14	COLLIER MPO	51.4%	48.6%	0.0%	0.0%	
15	OCALA/MARION COUNTY TPO	51.5%	48.2%	0.3%	0.0%	
16	METROPLAN ORLANDO	54.6%	45.0%	0.4%	0.0%	
17	BAY COUNTY TPO	51.4%	48.4%	0.3%	0.0%	
18	PASCO COUNTY MPO	59.2%	40.1%	0.7%	0.0%	
19	FLORIDA-ALABAMA TPO	46.1%	52.7%	1.2%	0.0%	
20	FORWARD PINELLAS	40.8%	58.2%	1.1%	0.0%	
21	SARASOTA/MANATEE MPO	43.3%	56.3%	0.4%	0.0%	
22	ST LUCIE TPO	48.6%	50.3%	1.1%	0.0%	
23	CAPITAL REGION TPA	50.4%	49.5%	0.1%	0.0%	
24	RIVER TO SEA TPO	43.9%	55.8%	0.4%	0.0%	
25	PALM BEACH TPA	45.1%	53.7%	1.2%	0.0%	
26	LAKE-SUMTER MPO	59.5%	40.2%	0.3%	0.0%	
27	HEARTLAND REGIONAL TPO	43.1%	56.4%	0.5%	0.0%	
NM	NON-MPO AREAS	48.7%	50.8%	0.5%	0.0%	
SW	STATEWIDE	47.5%	51.9%	0.6%	0.0%	

Note:

- 1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.
- 3 A section is considered to have MISSING data if any of the IRI, Cracking %, Rutting or Faulting values are missing.
- 4 A section is considered to have INVALID data if the distress data is collected in 2017 or earlier (for Interstates) and 2016 or earlier (for non-Interstate NHS).