

TECHNICAL 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
9:30 a.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 TAC 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. Presentation on the PD&E Study Process (FDOT)
9. LeeTran Bus Stop and Facilities ADA Assessment Plan (Benesch)
10. Review and Comment on the Proposed Draft 2045 LRTP Amendments (Don Scott)
11. 2021 Lee County NHS Pavement and Bridge Condition Performance Data (Ron Gogoi)

Other Business

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

Adjournment *Action Items *May Require Action

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TECHNICAL 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
9:30 a.m.



Meeting Minutes

The meeting was called to order at 9:33 a.m. by Chair Carl Karakos.

Roll Call

Those present introduced themselves. The roll was recorded by MPO staff. There was a quorum. Those members in attendance included Farhan Butt and Thomas Marquardt with Lee County; Ian Sikonia with Lee County Port Authority; Dawn Huff with LeeTran; Persides Zambrano with the City of Cape Coral; Carl Karakos with the City of Fort Myers; Matt Noble with the Village of Estero; Scott Philips with the Collier MPO; and D'Juan Harris with the Charlotte County – Punta Gorda MPO. Others in attendance included Don Scott and Ron Gogoi with the Lee County MPO; Victoria Peters with FDOT; Andy Getch with McCormick Taylor; and a Cape Coral Police Department Officer.

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

Ms. Dawn Huff with LeeTran presented the LeeTran report. She provided [a handout](#) to the committee that included updates on the mobility-on-demand (MOD) program and ridership. The committee discussed how the MOD program works, use of Uber app, cost, outreach, population serviced, map of service area, destinations, subsidies and funding, LeeTran ownership of vehicles, qualifications for services, paratransit services, extension of service, drivers, possibility of expansion to other areas of Lee County, current plans for expansion, impact of Covid on ridership levels, and ridership levels post-Covid.

Agenda Item #3 – FDOT Report

Ms. Victoria Peters with FDOT provided the FDOT report that included information on the 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, mobility week, and adopted Work Program. The committee discussed workshop times, possibility of professional credits for grant workshop, last adopted Work Program, and funding.

New Business

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

Mr. Scott Philips made the motion to approve the August 4, 2022 Meeting Summary. Mr. D'Juan Harris 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: [Aviation Priorities](#) 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: [RSW Aviation Priorities](#) and [Page Field Aviation Priorities](#) The committee discussed the new concourse project, project increases and inflation, bond funding, FDOT program funding, FAA funding, construction of new public safety building at Page Field, and upcoming LCPA presentation.

Mr. Scott Philips made the motion to recommend MPO Board endorsement of the Aviation Priorities. Mr. Ian Sikonia seconded the motion. There were no objections, and the motion passed unanimously.

The committee then discussed the hanger updates project at Page Field, electric vehicle charging stations at RSW, car rental center expansion, Uber and bus/shuttle pick-up sites, cell phone and overflow lots, issues with Uber staging in downtown Fort Myers, examples of other areas designating staging spots for Uber, funding for airport shuttles and EV charging stations, LeeTran low emission grant, and adding EV charging stations to existing parking garage at RSW.

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

Mr. Don Scott presented this agenda item 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, [posted to the MPO website](#), 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. The committee briefly discussed project specifics, needs plan, funding amount, replacement plans, connection to Fort Myers, and upcoming public meeting.

Ms. Persides Zambrano made the motion to approve the revised Federal and State Priority List to include the Cape Coral Bridge. Mr. D'Juan Harris 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, [posted to the MPO website](#), 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: [Carbon Reduction Priorities](#) The committee discussed non-motorized transportation, micromobility, public transportation, McGregor Boulevard project, fund codes, types of projects, project timing, Work Program cycle, allocation of funding, project programming, guidance on grant program, committee approval of projects and funding, and proactive stance of MPO.

Ms. Persides Zambrano made the motion to approve the Carbon Reduction Fund Priorities. Mr. Farhan Butt seconded the motion.

The committee then discussed ranking criteria, priority order, examples of Cape Coral design and construction, FDOT requirements and match, not showing match in Work Program, existing project priorities, and amendments. Chair Karakos called the motion and second.

There were no objections, and the motion passed unanimously.

Agenda Item #8 - 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: [Grant Programs](#) The committee discussed studies, EV charging at rest areas, approval by FHWA and FDOT, other programs, performance measures for tailpipe emissions, reduction of emission on NHS facilities, using lower threshold from 2021, Estero charging station and network, types of charging stations, funding for charging stations, universal charging stations, example in Europe, funding availability, coordination with FDOT, regional coordination, toll revenue credits, local funding match, letters of consistency, and including local FDOT staff in coordination and communication.

Agenda Item #9 - 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: [Project Increases](#) He asked if there were any comments or questions. The committee discussed examples of Fort Myers projects, approval of new funds by Central Office, approval process of Fort Myers projects, and FDOT LAP coordinator staff changes.

Other Business

Agenda Item #10 - Public Comments on Items not on the Agenda

There were no public comments on items not on the agenda.

Agenda Item #11 – Announcements

There were no announcements.

Agenda Item #12 - Topics for next meeting

There were no topics suggested for next meeting.

Agenda Item #13 - 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. Ms. Peters mentioned the US 41 and Old US 41 public meetings. Chair Karakos asked about wording for a potential motion at the City of Fort Myers BPAC meeting regarding funding for a Fort Myers bridge and said he would follow-up in an email to staff.

The meeting was adjourned at 11:01 a.m.

An audio recording of the meeting can be accessed here: [TAC September 1, 2022](#)

*Action Items †May Require Action

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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:

Statewide and MPO Safety Performance Targets

PERFORMANCE 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

MPO/TPO		Average Annual Fatalities ¹												Average Annual Serious Injuries ²												Average Annual Fatality Rates ³												Average Annual Serious Injury Rates ⁴												Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries ⁵																																															
		2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20			2009-13			2010-14			2011-15			2012-16			2013-17			2014-18			2015-19			2016-20																										
		Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ	Average	Average	%Δ																																				
Space Coast TPO	Single County	79.4	66.7	-16.0%	69.6	5.1%	49.8	1.2%	48.8	8.8%	49.8	1.2%	81.6	9.1%	83.4	2.7%	74.8	0.3%	86.8	-0.2%	68.8	607.4	-11.8%	601.4	-1.0%	630.8	4.9%	616.2	-2.3%	603.2	-2.4%	548.4	-8.8%	518.7	-3.8%	1,223	1,100	-10.1%	1,159	5.4%	1,464	-0.5%	1,547	5.7%	1,282	-1.2%	1,297	1.2%	1,776	0.5%	10,637	10,097	-5.1%	10,033	-0.6%	10,363	3.3%	9,897	-4.5%	9,314	-5.9%	8,202	-11.9%	7,618	-6.2%	81.2	82.8	2.0%	87.2	5.3%	90.8	4.1%	95.4	0.7%	89.2	-2.4%	85.4	-3.3%	83.2	-6.7%																	
Charlotte County-Punta Gorda MPO	Single County	27.0	21.0	-22.2%	21.4	1.9%	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%	126.6	-5.8%	113.0	-10.9%	109.8	-2.8%	110.0	0.2%	102.8	-6.4%	1,175	0,964	-18.0%	0,969	0.5%	0,990	2.2%	1,041	5.2%	1,057	1.5%	1,063	0.6%	1,086	2.7%	7,716	6,864	-11.3%	6,128	-10.7%	6,488	5.7%	4,898	-13.6%	4,625	-5.6%	4,542	-1.8%	4,225	-6.6%	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 County	221.6	175.0	-21.0%	183.0	4.6%	199.0	8.7%	208.2	3.6%	217.2	5.3%	226.6	3.9%	236.4	4.3%	2,357.6	2,003.6	-15.0%	1,888.6	-5.7%	1,777.0	-5.9%	1,635.4	-7.9%	1,485.4	-9.2%	1,366.6	-8.0%	1,285.0	-13.5%	1,346	1,074	-20.2%	1,109	3.3%	1,201	8.3%	1,226	2.1%	1,27	3.6%	1,277	0.6%	1,369	7.8%	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%	7,405	-15.1%	368.6	352.0	-4.5%	343.2	-2.5%	354.0	3.1%	334.6	-5.4%	321.6	-3.9%	312.4	-2.9%	293.8	-8.6%																					
Okaloosa-Walton TPO	Multiple Counties, not countywide	See individual counties below																								See individual counties below																								See individual counties below																								See individual counties below																							
Gainesville MTPO	Single County, not countywide	See individual counties below																								See individual counties below																								See individual counties below																								See individual counties below																							
Hernando/Citrus MPO	Single County	60.8	47.0	-22.7%	49.2	4.7%	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%	463.2	3.6%	482.4	4.6%	505.4	4.8%	525.8	4.0%	523.0	3.5%	1,790	1,416	-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	-0.3%																					
Hillsborough County MPO	Single County	169.0	161.0	-4.7%	168.4	4.6%	183.6	9.0%	187.4	2.1%	188.6	0.6%	206.6	6.4%	206.0	2.2%	2,573.2	1,921.6	-25.3%	1,752.0	-8.8%	1,618.0	-7.8%	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	5.9%	19,905	15,106	-24.1%	13,650	-9.8%	12,430	-8.9%	11,509	-7.4%	10,316	-10.4%	9,312	-9.7%	8,854	-14.2%	270.2	253.2	-6.3%	249.6	-1.4%	245.2	-1.8%	237.6	-1.1%	230.2	-3.1%	228.8	-0.6%	229.2	0.4%																					
Indian River County MPO	Single County, not countywide	See individual counties below																								See individual counties below																								See individual counties below																								See individual counties below																							
North Florida MPO	Multiple Counties	199.2	172.8	-13.3%	183.4	6.1%	201.4	9.8%	212.6	5.6%	218.8	2.9%	226.4	3.5%	235.8	4.2%	1,353.0	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	-10.3%	1,188	4.6%	1,272	7.1%	1,305	2.6%	1,331	0.4%	1,322	0.9%	1,376	5.0%	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	-12.0%	5,045	-12.4%	4,363	-13.1%	3,643	-16.3%	3,000	-17.5%	2,424	-20.0%	1,900	-21.5%	1,400	-33.3%																						
Polk TPO	Single County	115.2	94.2	-18.2%	99.8	5.9%	108.4	8.6%	113.8	5.0%	119.8	5.3%	122.2	2.0%	126.4	3.4%	801.4	530.0	-32.7%	499.6	-7.3%	480.6	-3.8%	484.2	0.7%	498.2	2.9%	476.6	-4.3%	451.6	-7.3%	1,901	1,541	-18.9%	1,579	2.5%	1,645	4.2%	1,651	0.4%	1,65	-0.1%	1,626	-1.5%	1,673	1.4%	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	-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 County	90.0	75.6	-16.0%	81.0	7.1%	87.0	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%	579.4	2.6%	562.4	6.2%	594.4	12.3%	1,381	1,140	-17.5%	1,187	4.1%	1,229	3.5%	1,329	8.1%	1,291	-2.9%	1,313	1.7%	1,341	3.9%	8,119	6,921	-14.8%	6,796	-2.0%	7,008	4.6%	7,078	0.3%	6,994	-1.2%	7,289	4.2%	7,683	5.9%	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 County	29.6	23.6	-20.3%	24.2	2.5%	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	-17.3%	1,186	2.1%	1,246	5.1%	1,17	-3.7%	1,239	3.3%	1,224	-1.2%	1,148	-7.3%	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	Multiple Counties	287.4	246.6	-14.2%	265.0	7.5%	273.8	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	-10.3%	1,378	7.3%	1,417	2.8%	1,453	2.5%	1,500	3.4%	1,482	-1.3%	1,478	-1.6%	10,973	10,385	-5.4%	10,387	-0.6%	9,859	-5.1%	9,252	-6.2%	8,793	-5.0%	8,170	-7.1%	7,497	-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 County	45.2	37.2	-17.7%	38.8	4.3%	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	-13.9%	1,184	2.1%	1,125	-5.0%	1,038	-7.7%	1,07	3.1%	1,105	3.3%	1,061	-0.8%	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%	6,007	-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 County	70.2	60.6	-13.7%	60.0	-1.0%	61.6	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	-10.0%	1,475	-2.1%	1,478	0.2%	1,544	4.5%	1,674	8.4%	1,791	7.0%	1,929	15.2%	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	-1.3%	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%	58.6	20.8%																					
METROPLAN Orlando	Multiple Counties	251.0	210.6	-16.1%	218.4	3.7%	226.0	3.5%	245.2	8.5%	259.0	5.6%	273.0	5.4%	279.8	2.3%	1,624.8	1,893.0	16.5%	2,318.8	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	-16.8%	1,073	2.3%	1,089	1.5%	1,136	4.3%	1,156	1.8%	1,156	0.0%	1,173	1.5%	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	-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 County	29.8	24.4	-18.1%	27.2	11.5%	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%	246.4	-3.1%	229.4	-2.2%	217.0	-5.4%	208.2	-4.1%	184.8	-14.8%	1,585	1,340	-15.9%	1,476	10.1%	1,596	8.1%	1,51	-4.1%	1,601	6.6%	1,584	-1.1%	1,627	1.6%	14,071	13,763	-2.2%	13,897	-0.2%	12,559	-9.0%	12,019	-4.3%	11,141	-7.3%	10,449	-6.2%	9,278	-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 County	87.6	67.8	-22.6%	66.8	-1.5%	71.4	6.9%	78.0	9.2%	86.8	11.3%	92.4	6.5%	99.8	8.0%	1,043.6	871.0	-16.5%	933.0	7.1%	1,032.0	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	-24.7%	1,592	-4.1%	1,661	4.3%	1,738	4.6%	1,856	6.8%	1,887	1.7%	2,002	7.9%	26,311	23,279	-19.1%	22,076	-3.7%	23,905	8.3%	25,776	7.8%	24,560	-4.7%	23,201	-5.5%	21,337	-13.1%	118.2	111.																																		

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

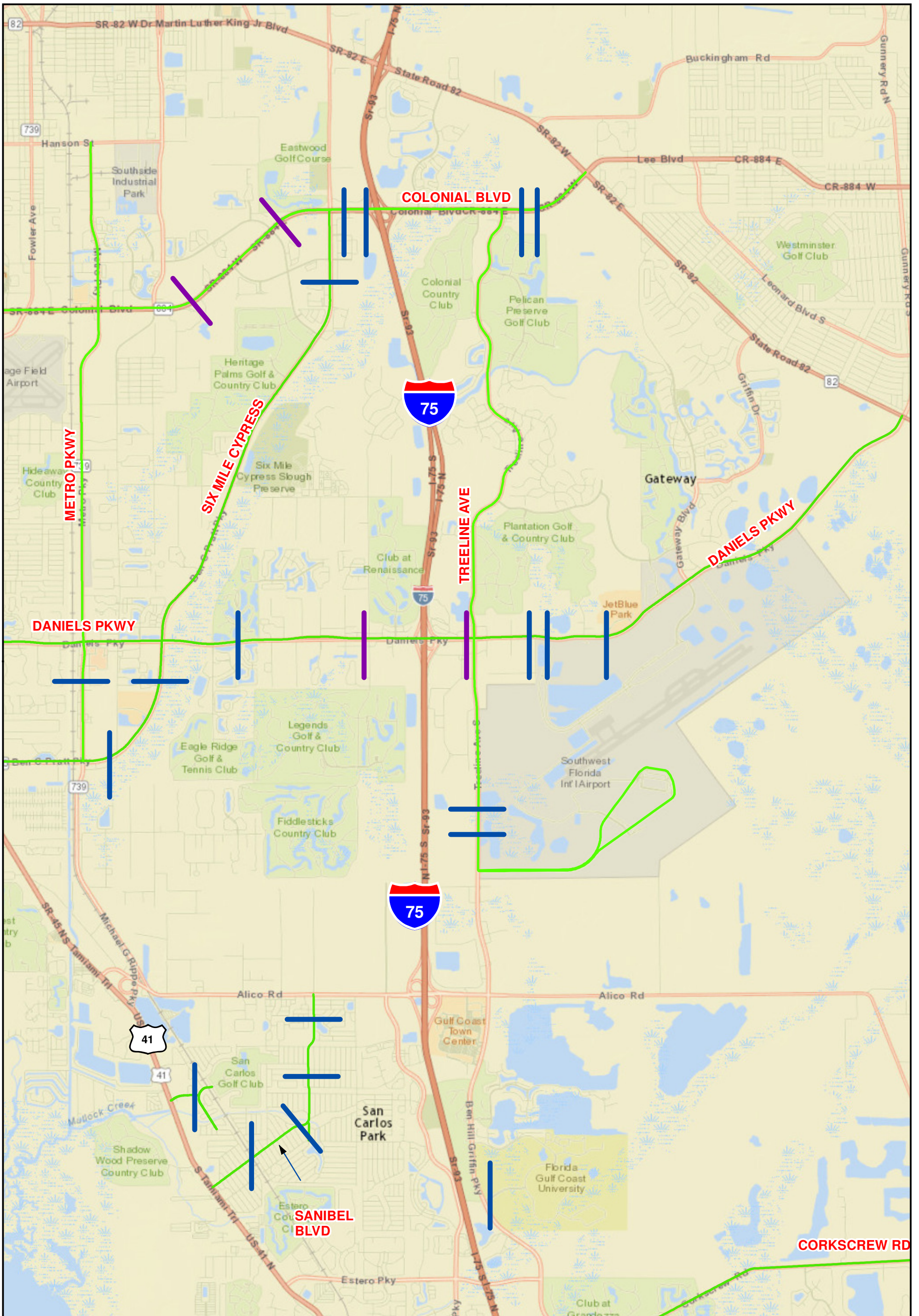
The CONSULTANT will collect pedestrian and bicycle counts at 27 locations shown in Exhibit A. The counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) from 8 AM to 7 PM. In addition, the data will also be collected on a weekend day (Saturday) from 9 AM to 8 PM. The counters 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.



TIGER V GRANT PROJECT

BICYCLE-PEDESTRIAN COUNT LOCATION MAP

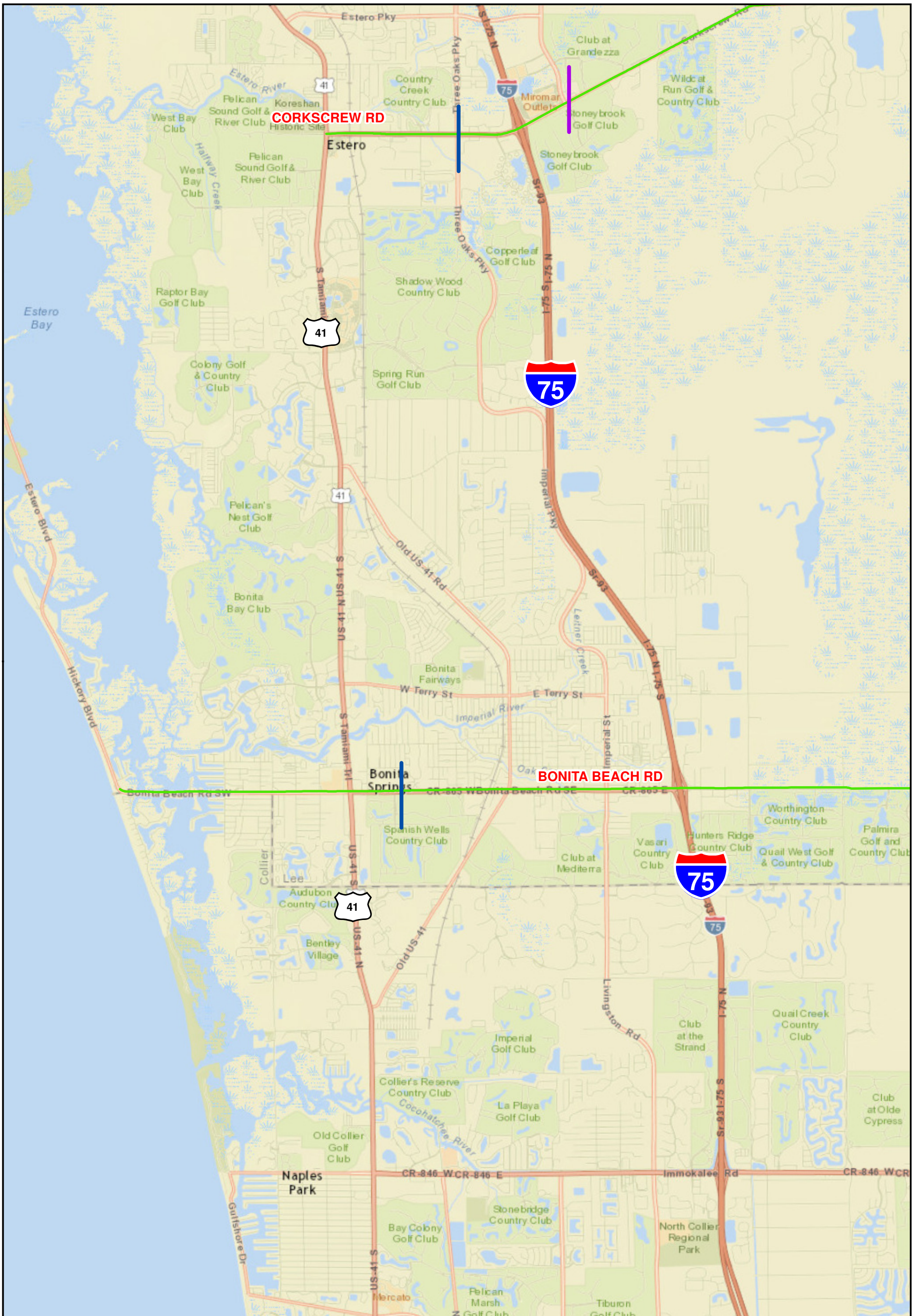
- ONE CAMERA LOCATION
- TWO CAMERA LOCATION

EXHIBIT A

PAGE 1 OF 2



0 0.3 0.6 1.2 Miles



TIGER V GRANT PROJECT

BICYCLE-PEDESTRIAN COUNT LOCATION MAP

- ONE CAMERA LOCATION
- TWO CAMERA LOCATION

EXHIBIT A

PAGE 2 OF 2



0 0.3 0.6 1.2 Miles

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

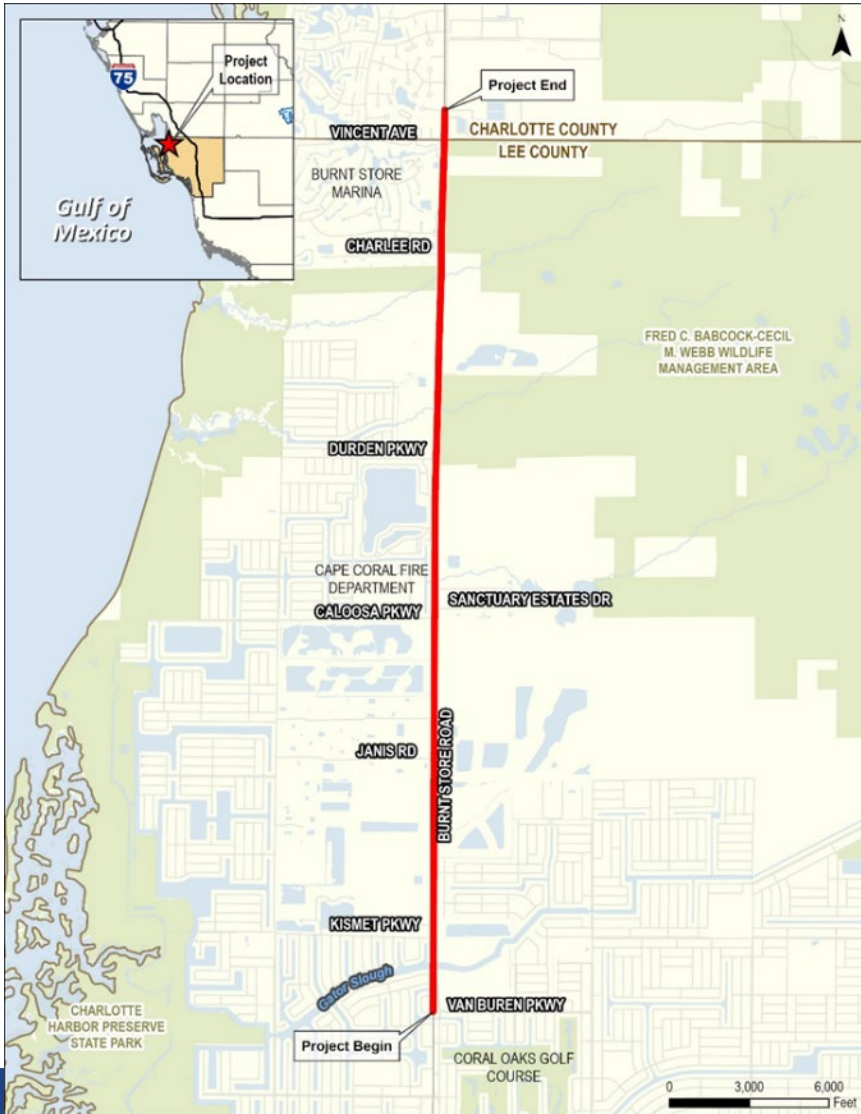


Agenda

- 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



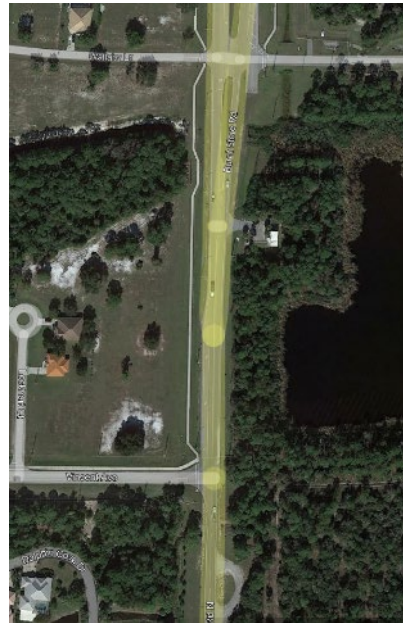
- **Project Limits:** Van Buren Parkway to Charlotte County Line
Includes 0.25-mi segment to tie into existing 4-lane typical section
5.7 miles
- **Project Manager:** Steven A. Andrews
- **Class of Action:** Anticipated Type 2 CE
- **Purpose:** Capacity improvements
- **Key Stakeholders:** Lee County, 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

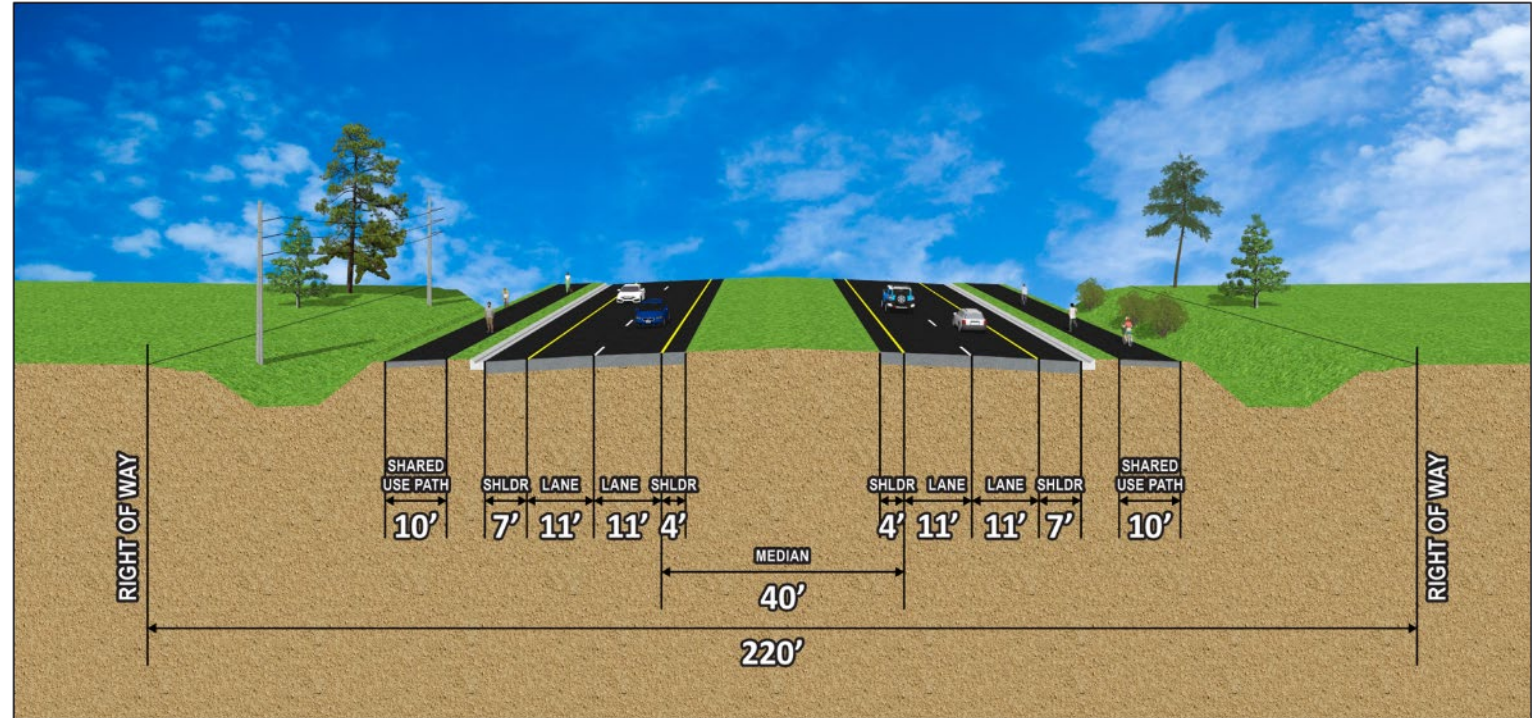


Project Alternatives

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

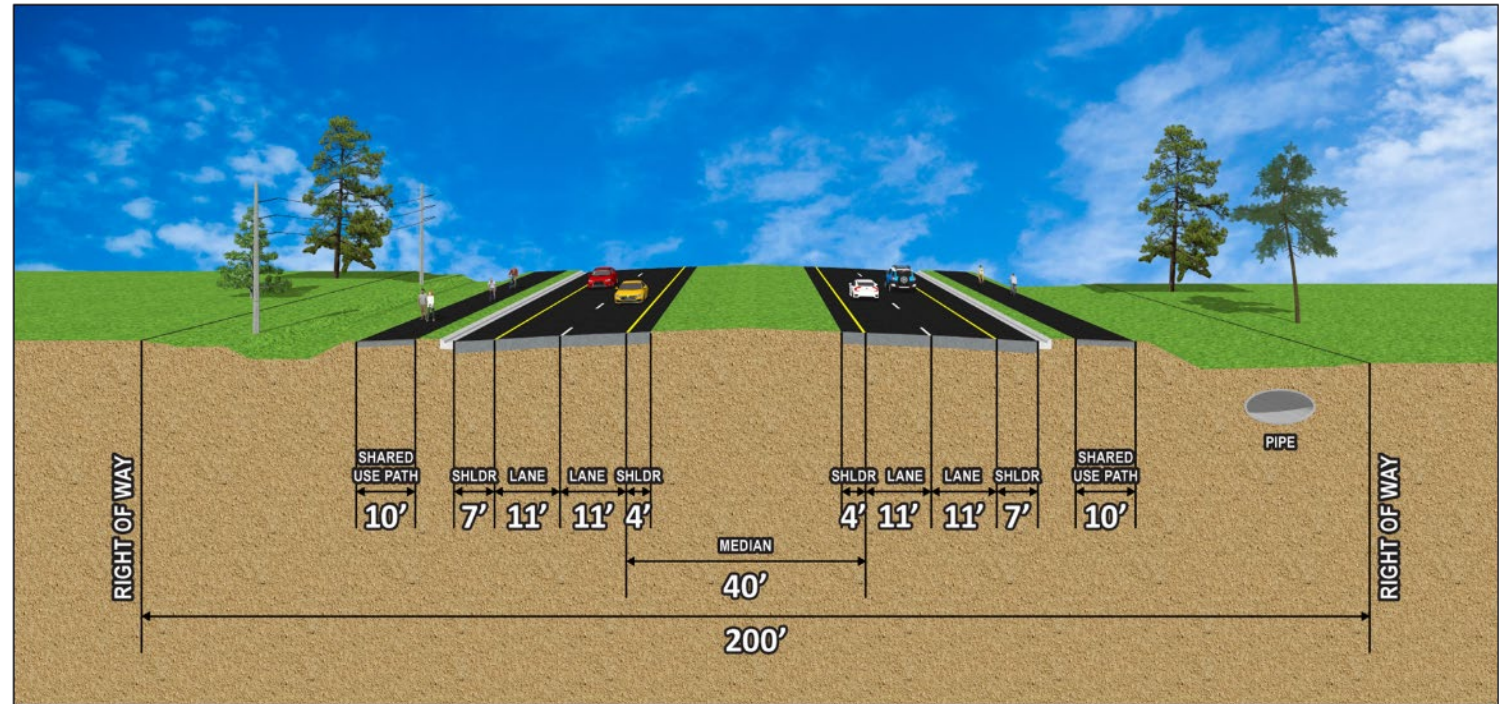
Build Alternative 1 - Urban Typical Section With Ditch For Off-site Flows

- 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).



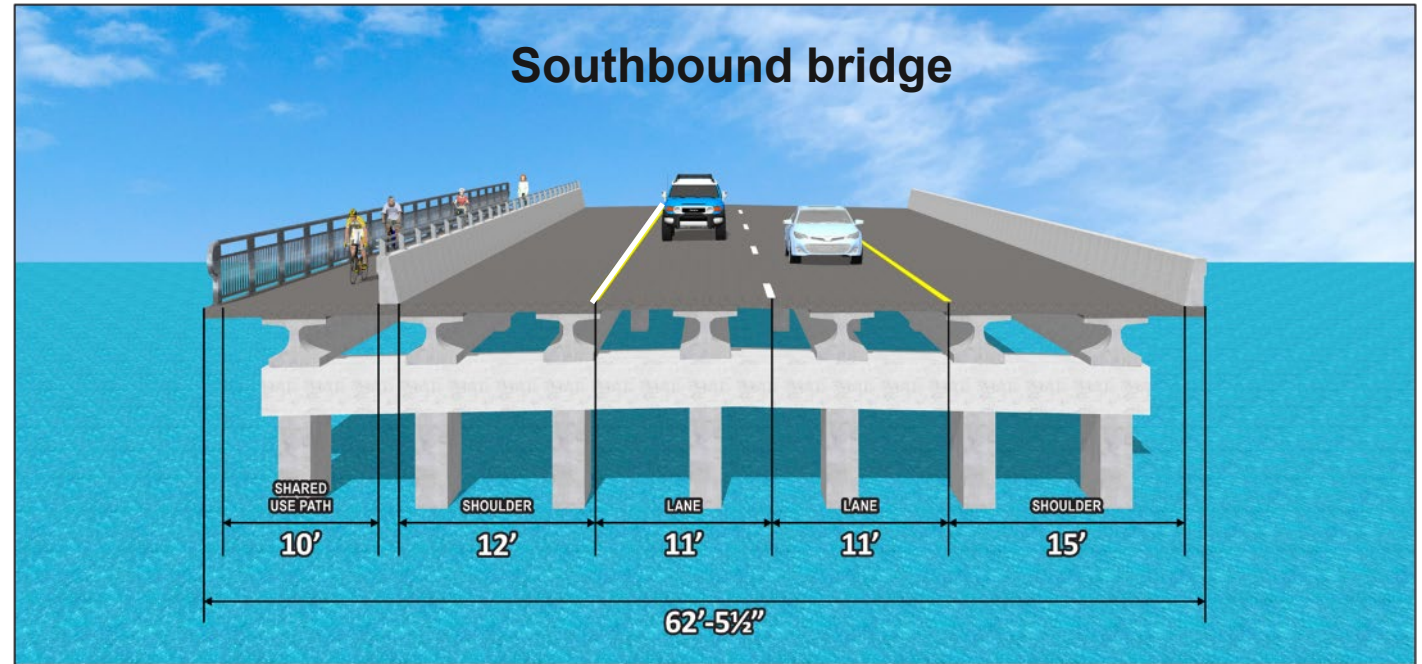
Build Alternative 2 - Urban Typical Section With Pipe For Off-site Flows

- 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 right-of-way.** One unavoidable right-of-way impact would occur at the utility parcel where the existing right-of-way is approx. 140 feet.



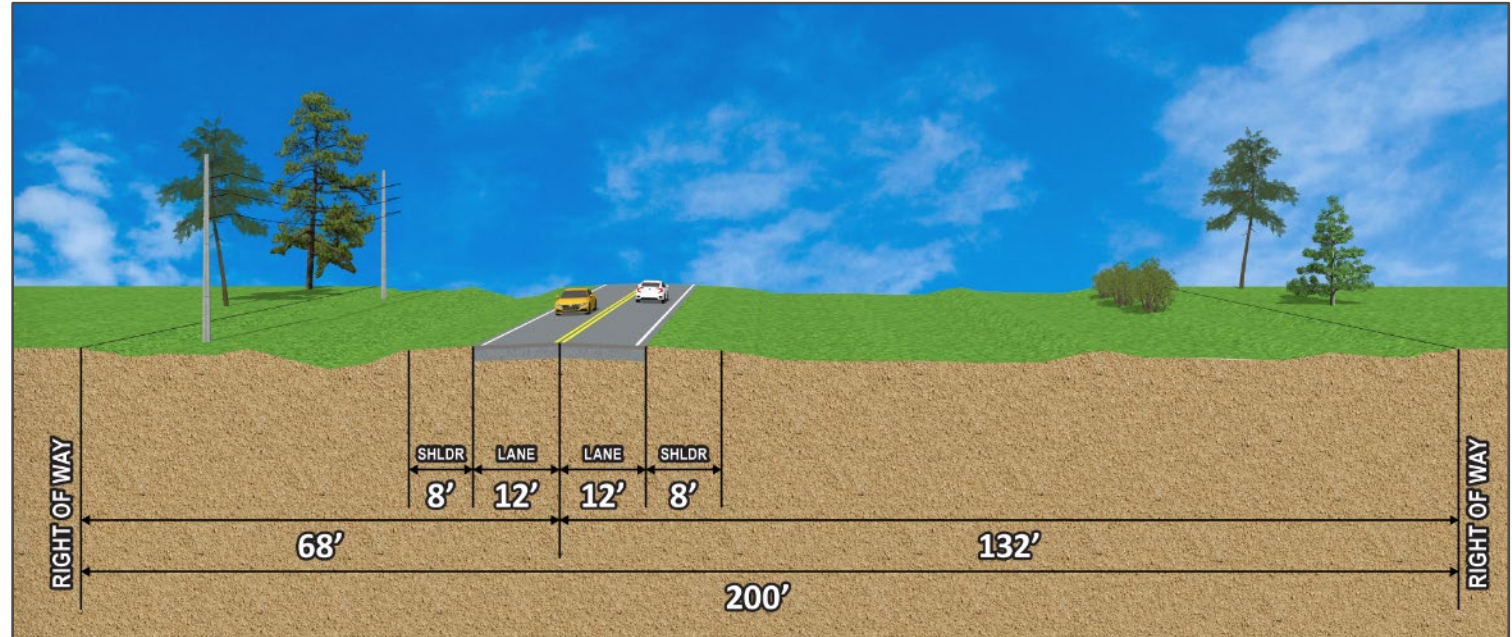
Bridge Concept

- 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



Evaluation Matrix

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

Preliminary – subject to change

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



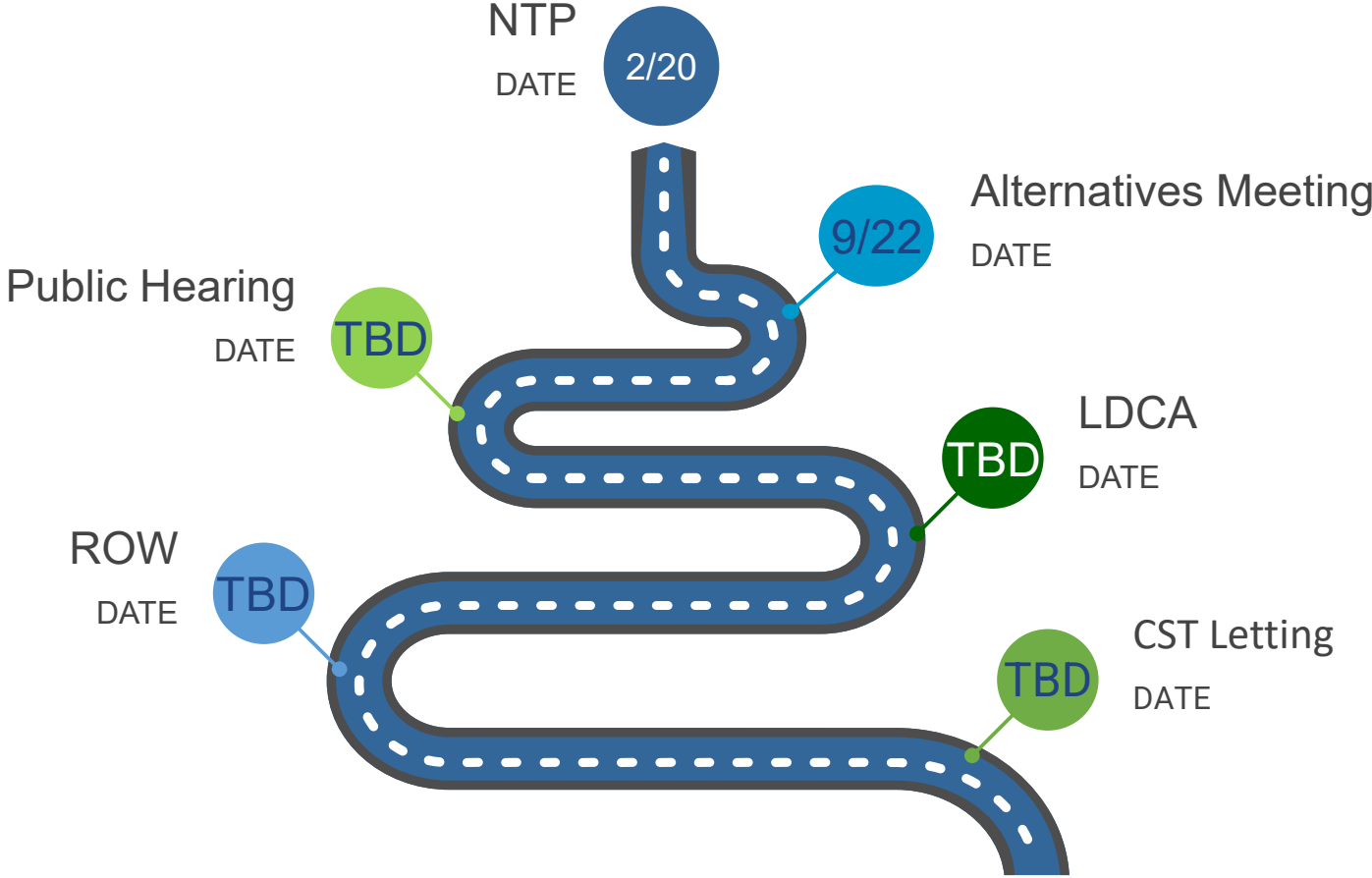
FPID: 436928-1 Project Description

Timeline

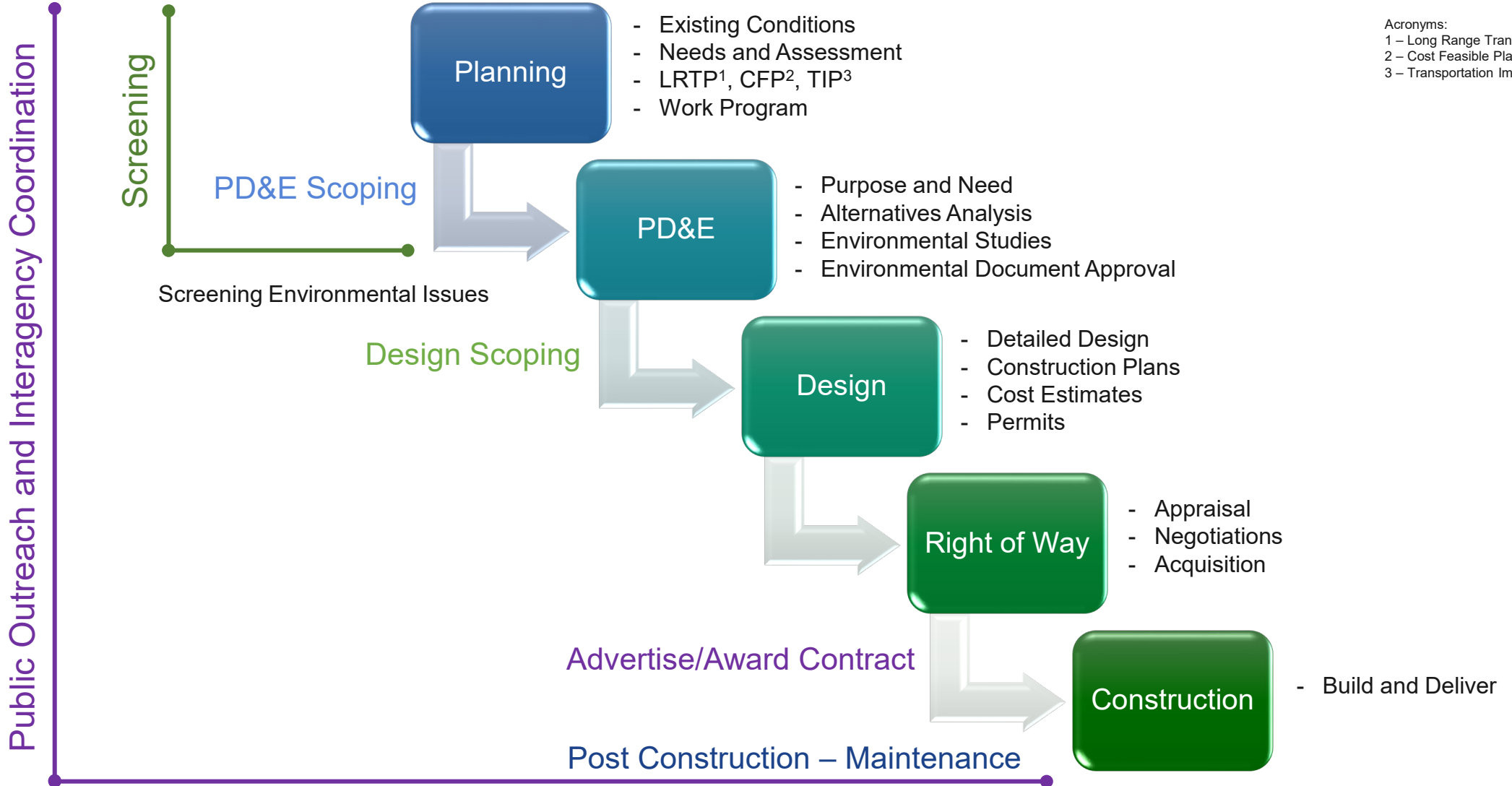
Date	Milestone
February 2020	PD&E Start (NTP)
N/A	Corridor Public Workshop
N/A	Alignment Public Workshop
N/A	Public Alternatives Scoping Meeting
8/30/22 and 9/1/22	Alternatives Public Workshop #1
N/A	Alternatives Public Workshop #2
Tentative late winter/early spring 2023	Public Hearing
Tentative fall 2023	LDCA

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

Preliminary Schedule – subject to change



Transportation Project Development Process



Acronyms:
 1 – Long Range Transportation Plan
 2 – Cost Feasible Plan
 3 – Transportation Improvement Program

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>

PRESENTATION ON THE PD&E STUDY PROCESS

DISCUSSION ITEM:

Abra Horne, the Environmental Administrator with the Environmental Management Office of FDOT District One, will give a presentation on the Project Development and Environment (PD&E) process.

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.

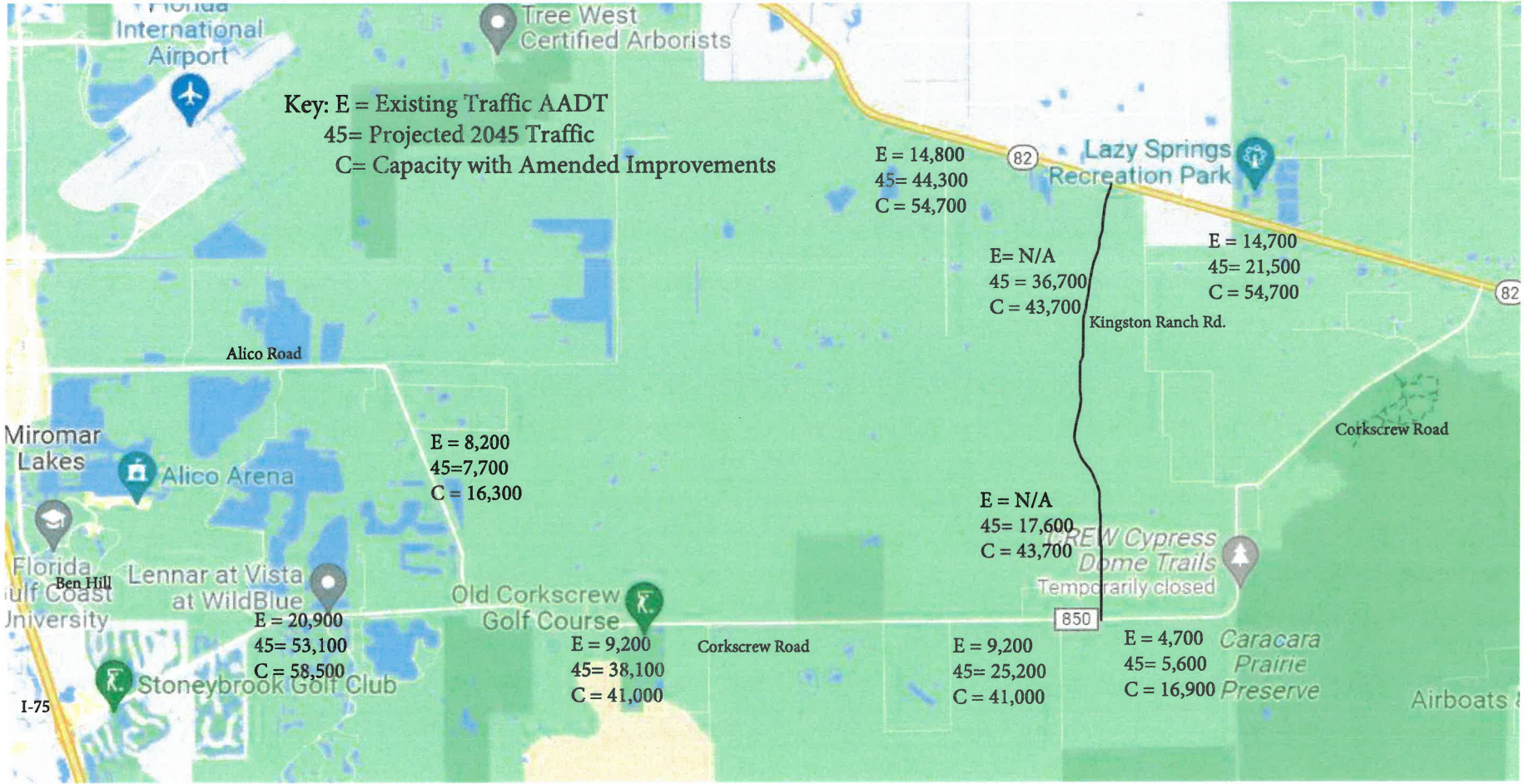


Table 5-8: Cost Feasible Projects: Lee County Funded Road Projects (\$1,000)

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
LC1	Big Carlos Bridge Replacement	N/A	N/A	Bridge	CST	\$45,138	\$0	\$0	\$0	\$45,138	\$45,138
LC2	Cape Coral Bridge Replacement	N/A	N/A	Bridge	PE	\$13,149	\$0	\$0	\$0	\$13,149	\$13,149
	Cape Coral Bridge Replacement	N/A	N/A	Bridge	CST		\$128,000	\$0	\$0	\$128,000	\$99,100
LC3	New Pass, Little Carlos and Big Hickory Bridges	N/A	N/A	Bridges	PE	\$6,527	\$0	\$0	\$0	\$6,527	\$6,527
	New Pass, Little Carlos and Big Hickory Bridges	N/A	N/A	Bridge	CST		\$59,000	\$0	\$0	\$59,000	\$46,716
LC4	Orange River Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$3,820	\$0	\$3,820	\$2,420
LC5	Alva Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$28,210	\$0	\$28,210	\$17,889
LC6	Harbor Drive Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$3,220	\$0	\$3,220	\$2,044
LC7	Stringfellow Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$2,760	\$0	\$2,760	\$1,751
LC8	Hancock Creek Bridge Replacement	N/A	N/A	Bridge	PE/CST		\$0	\$6,180	\$0	\$6,180	\$3,919
LC9	Alico Road/Connector	Airport Haul Road	SR 82	Widen 2L to 4L/New 2L	PE/ROW	\$10,759	\$0	\$0	\$0	\$10,759	\$10,759
	Alico Road/Connector	Airport Haul Road	SR 82	Widen 2L to 4L/New 2L	CST		\$124,000	\$0	\$0	\$124,000	\$96,881
LC10	Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	PE		\$0	\$12,500	\$0	\$12,500	\$8,800
	Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	ROW		\$0	\$0	\$32,940	\$32,940	\$15,000
	Airport Haul Road Ext	Alico Road	Corkscrew Road	New 2L	CST		\$0	\$0	\$109,920	\$109,920	\$59,260
LC11	Bonita Beach Road	US 41	Old US 41	4L to 6L	ROW/CST		\$0	\$33,900	\$0	\$33,900	\$25,700
LC12	Burnt Store Road	SR 78	Tropicana Pkwy	Widen 2L to 4L	CST	\$18,000	\$0	\$0	\$0	\$0	
	Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST	\$0	\$0	\$12,535	\$0	\$12,535	\$7,950
	Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST	\$0	\$0	\$14,700	\$0	\$14,700	\$9,300
	Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST	\$0	\$0	\$15,900	\$0	\$15,900	\$10,100
LC13	Corkscrew Road	Ben Hill Griffin Parkway	Alico Road	Widen 2L to 4L	CST	\$41,385	\$0	\$0	\$0	\$41,385	\$41,385

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

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
LC14	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	PE		\$0	\$7,420	\$0	\$7,420	\$5,250
	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	ROW		\$0	\$15,120	\$0	\$15,120	\$10,000
	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$0	\$64,930	\$64,930	\$35,000
LC15	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	PE		\$0	\$1,190	\$0	\$1,190	\$810
	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	ROW		\$0	\$3,020	\$0	\$3,020	\$2,000
	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	CST		\$0	\$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
LC17	Crystal Drive Extension	Plantation Road	Six Mile Cypress Pkwy	New 2L	PE/ROW/CST		\$0	\$12,730	\$0	\$12,730	\$8,075
LC18	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE		\$2,810	\$0	\$0	\$2,810	\$2,250
	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	ROW		\$0	\$6,050	\$0	\$6,050	\$4,000
	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST		\$0	\$23,660	\$0	\$23,660	\$15,030
LC19	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	PE		\$0	\$5,520	\$0	\$5,520	\$3,900
	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW		\$0	\$9,830	\$0	\$9,830	\$6,500
	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST		\$0	\$0	\$48,230	\$48,230	\$26,000
LC20	Littleton Road	Corbett Road	US 41	Widen 2L to 3L	CST	\$13,411	\$0	\$0	\$0	\$13,411	\$13,411
LC21	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	PE		\$0	\$0	\$5,830	\$5,830	\$4,960
	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	CST		\$0	\$0	\$61,360	\$61,360	\$33,080
LC22	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Lockett Road & Lockett to I-75	Widen 2L to 4L	PE	\$3,714	\$0	\$0	\$0	\$3,714	\$3,714
	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Lockett Road & Lockett to I-75	Widen 2L to 4L	CST	\$28,475	\$0	\$0	\$0	\$28,475	\$28,475
LC23	Ortiz Avenue	Lockett 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
LC26	Veterans Parkway	Boulevard	at Santa Barbara	Intersection	PE		\$0	\$5,480	\$0	\$5,480	\$3,970
	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 26,710	\$0	\$70,100 26,710	\$44,450 17,230
LC28	Major Intersection Improvements			Operational & Safety Improvements	PE/ROW/CST		\$6,000 2,570	\$9,000 0	\$100,000	\$115,000 102,570	\$64,100 50,727
LC29	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	PE		\$0	\$0	\$594	\$594	\$320
	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	ROW		\$0	\$0	\$4,850	\$4,850	\$2,070
	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	CST		\$0	\$0	\$4,050	\$4,050	\$2,120

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



Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)
LC14	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	PE		\$0	\$7,420	\$0	\$7,420	\$5,250
	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	ROW		\$0	\$15,120	\$0	\$15,120	\$10,000
	Buckingham Road	Orange River	Palm Beach Blvd	Widen 2L to 4L	CST		\$0	\$0	\$64,930	\$64,930	\$35,000
LC15	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	PE		\$0	\$1,190	\$0	\$1,190	\$810
	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	ROW		\$0	\$3,020	\$0	\$3,020	\$2,000
	Corkscrew Road	Three Oaks Pkwy	I-75	Widen 4L to 6L	CST		\$0	\$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
LC17	Crystal Drive Extension	Plantation Road	Six Mile Cypress Pkwy	New 2L	PE/ROW/CST		\$0	\$12,730	\$0	\$12,730	\$8,075
LC18	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	PE		\$2,810	\$0	\$0	\$2,810	\$2,250
	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	ROW		\$0	\$6,050	\$0	\$6,050	\$4,000
	Homestead Road	Milwaukee Boulevard	Sunrise Boulevard	Widen 2L to 4L	CST		\$0	\$23,660	\$0	\$23,660	\$15,030
LC19	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	PE		\$0	\$5,520	\$0	\$5,520	\$3,900
	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	ROW		\$0	\$9,830	\$0	\$9,830	\$6,500
	Homestead Road	Milwaukee Boulevard	SR 82	Widen 2L to 4L	CST		\$0	\$0	\$48,230	\$48,230	\$26,000
LC20	Littleton Road	Corbett Road	US 41	Widen 2L to 3L	CST	\$13,411	\$0	\$0	\$0	\$13,411	\$13,411
LC21	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	PE		\$0	\$0	\$5,830	\$5,830	\$4,960
	Daniels Parkway	Gateway Boulevard	SR 82	Widen 4L to 6L	CST		\$0	\$0	\$61,360	\$61,360	\$33,080
LC22	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Lockett Road & Lockett to I-75	Widen 2L to 4L	PE	\$3,714	\$0	\$0	\$0	\$3,714	\$3,714
	Ortiz Avenue	Dr Martin Luther King Jr Blvd	Lockett Road & Lockett to I-75	Widen 2L to 4L	CST	\$28,475	\$0	\$0	\$0	\$28,475	\$28,475
LC23	Ortiz Avenue	Lockett 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
LC26	Veterans Parkway	at Santa Barbara Boulevard		Intersection	PE		\$0	\$5,480	\$0	\$5,480	\$3,970
	Veterans Parkway	at Santa Barbara Boulevard		Intersection	CST		\$0	\$39,730	\$0	\$39,730	\$26,480
LC27	Colonial Boulevard	McGregor Boulevard	US 41	Major Intersections/TBD	CST		\$0	\$70,100 26,710	\$0	\$70,100 26,710	\$44,450 17,230
LC28	Major Intersection Improvements			Operational & Safety Improvements	PE/ROW/CST		\$6,000 2,570	\$9,000 0	\$100,000	\$115,000 102,570	\$64,100 50,727
LC29	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	PE		\$0	\$0	\$594	\$594	\$320
	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	ROW		\$0	\$0	\$4,850	\$4,850	\$2,070
	40th Street Extension	East end of 4th Street	Alabama Road	New 2L	CST		\$0	\$0	\$4,050	\$4,050	\$2,120

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

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

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



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

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)	Funding Sources
S1	Countywide Signal System Updates, Final Phase			ITS	PE		\$1,500	\$0	\$0	\$1,500	\$1,200	SU, SA, DDR
	Countywide Signal System Updates, Final Phase			ITS	CST		\$10,730	\$0	\$0	\$10,730	\$8,000	SU, SA, DDR
S2	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
	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
S3	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
S5	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	PE		\$2,640	\$0	\$0	\$2,640	\$2,110	SU
	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	ROW		\$5,800	\$0	\$0	\$5,800	\$4,880	SU
	Old US 41	Collier County Line	Bonita Beach Road	Add Lanes & Reconstruct	CST		\$0	\$22,170	\$0	\$22,170	\$14,300	SU
S6	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
	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
S7	SR78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PD&E		\$0	\$3,090	\$0	\$3,090	\$2,190	OA
	SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	PE		\$0	\$9,270	\$0	\$9,270	\$6,000	OA
	SR 78	W. of Santa Barbara	24th Avenue	Widen 4L to 6L	CST		\$0	\$0	\$81,080	\$81,080	\$43,710	OA
S8	SR 78	I-75	SR 31	Widen 2L to 4L	PE		\$3,080	\$0	\$0	\$3,080	\$2,330	OA
	SR 78	I-75	SR 31	Widen 2L to 4L	ROW		\$0	\$6,770	\$0	\$6,770	\$4,370	OA
	SR 78	I-75	SR 31	Widen 2L to 4L	CST		\$0	\$25,860	\$0	\$25,860	\$16,700	OA
S9	SR 78	Old US 41	Slater Road	Widen 4L to 6L	PD&E		\$0	\$1,920	\$0	\$1,920	\$1,360	OA
	SR 78	Old US 41	Slater Road	Widen 4L to 6L	PE		\$0	\$0	\$8,360	\$8,360	\$4,080	OA
	SR 78	Old US 41	Slater Road	Widen 4L to 6L	CST		\$0	\$0	\$50,400	\$50,400	\$27,200	OA



Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (PDC)	Funding 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
S11	Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	PE		\$8,090	\$0	\$0	\$8,090	\$6,130	SU
	Burnt Store Road	Van Buren Parkway	Charlotte County Line	Widen 2L to 4L	ROW		\$15,680	\$0	\$0	\$15,680	\$13,514	SU
	Burnt Store Road	Van Buren Parkway	Janis Road	Widen 2L to 4L	CST		\$0	\$12,535	\$0	\$12,535	\$7,950	SU, LF
	Burnt Store Road	Janis Road	Durden Parkway	Widen 2L to 4L	CST		\$0	\$14,700	\$0	\$14,700	\$9,300	SU, LF
	Burnt Store Road	Durden Parkway	Charlotte Co/Line	Widen 2L to 4L	CST		\$0	\$15,900	\$0	\$15,900	\$10,100	SU, LF
S12	SR 31	SR 80	SR 78	Widen 2L to 6L	ROW		\$0	\$23,780	\$0	\$23,780	\$16,400	OA
	SR 31	SR 80	SR 78	Widen 2L to 6L	CST		\$0	\$0	\$164,000	\$164,000	\$80,000	OA
S13	Cape Coral Evacuation Study			Access	Planning	\$300	\$0	\$0	\$0	\$300	\$300	SU, LF
S14	US 41/Bonita Beach Road	Intersection		Intersection	PE		\$3,190	\$0	\$0	3,190	2,400	OA
	US 41/Bonita Beach Road	Intersection		Intersection	ROW		\$5,940	\$0	\$0	5,940	4,500	OA, LF, SU
	US 41/Bonita Beach Road	Intersection		Intersection	CST		\$0	\$26,800	\$0	26800	17,300	OA, LF, SU
S15	US 41/SR 78	Intersection		Intersection	PE		\$750	\$0	\$0	750	570	OA
	US 41/SR 78	Intersection		Intersection	CST		\$8,050	\$0	\$0	8050	6,100	OA
S16	ACES Technology Support				Capital		\$5,000	\$9,000	\$50,000	\$64,000	\$33,900	OA, SU
S17	Transit Operations Congestion Management				OPS							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
S20	Cape Coral Bridge Reconstruction			Bridge	CST		\$0	\$0	\$0	\$0	\$0	BRTZ, SU, GFSU, OA, SA, LF (see LC2 for LF)
Total Cost:						\$36,790	\$226,200	\$257,485	\$503,840	\$1,033,915	\$643,207	
Revenues:						\$36,790	\$226,600	\$258,020	\$538,910	\$1,060,320		

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-Way; CST: Construction
Funding Sources - SU: Federal Surface Transportation Program Urban Area funds >200,00; SA: Federal Surface Transportation Program any area; OA: State Other Arterial funding; DDR: State District Dedicated Revenue; LF: Local Funding; DIH: State District In-house
Other - ACES: Automated, Connected, Electric & Shared Vehicle Technology
 *PE at \$3.75 million was previously identified on the bicycle pedestrian cost feasible list

2045 Transportation Plan



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

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2031-2040	Total Cost (YOE)	Total Cost (PDC)
FM1	Edison Ave Extension	Arcadia Street	Ortiz Avenue	New 2L	PE/ROW/CST	\$8,800	\$0	\$0	\$0	\$8,800	\$8,800
FM2	1st Street & 2nd Streets	Fowler Street	Palm Beach Blvd	Reconstruct to 2-way	PE/CST	\$11,211	\$0	\$0	\$0	\$11,211	\$11,211
FM3	Midtown Streetscape Improvements			Reconstruction	CST	\$11,000	\$0	\$0	\$0	\$11,000	\$11,000
FM4	Challenger Blvd Extension	Colonial Blvd	Winkler Avenue	New 2L	PE/ROW/CST		\$8,600	\$0	\$0	\$8,600	\$6,550
FM5	Hanson Street	US 41	Fowler Street	Widen 2L to 4L	PE		\$1,320	\$0	\$0	\$1,320	\$1,050
	Hanson Street	US 41	Fowler Street	Widen 2L to 4L	ROW		\$0	\$8,720	\$0	\$8,720	\$5,770
	Hanson Street	US 41	Fowler Street	Widen 2L to 4L	CST		\$0	\$11,080	\$0	\$11,080	\$7,030
Total Cost:						\$31,011	\$9,920	\$19,800	\$0	\$60,731	\$51,411
Revenues:						\$31,011	\$17,091	\$22,167	\$65,459	\$104,717	

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

Project Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (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 Identifier	Road Name	From	To	Improvement	Phase	2021-2025	2026-2030	2031-2035	2036-2045	Total Cost (YOE)	Total Cost (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
P3	Kingston Ranch Road	Corkscrew Road	SR 82	New 4L	PE/CST	\$0	\$144,380	0	\$0	\$144,380	\$109,380
Total Cost:						\$60,000	\$44,000-185,380	\$0	\$0	\$245,380	\$200,450
Revenues:						\$60,000	\$44,000-185,380	\$0	\$0	\$245,380	

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

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	MPO Name	% of Interstate pavements in			% of Interstate lane miles with MISSING Data	% of Interstate lane miles with INVALID Data
		Good	Fair	Poor		
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

MPO	MPO Name	% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with MISSING Data
		Good	Fair	Poor	
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.
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- 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).