

Here are our responses to your questions

1. Based on our review of the Lee County MPO Unified Planning Work Program (UPWP), it appears that this study has a budget of \$150,000. Is this correct? Are additional funds available for this effort that are not specified in the UPWP?

The UPWP was amended back in November to add \$150,000 in local funds from the City of Cape Coral to the budget for this project, for a total of \$300,000.

2. Task B.3 mentions evacuation zones for the City of Cape Coral. Is it the intention of this study that these evacuation zones will replace the Lee County evacuation zones for the city? Is the MPO coordinating with Lee County Emergency Management to integrate the two zone systems together? Is there a reason why the MPO would not just rely on the current Lee County evacuation zone system?

No, it is not our intention to replace the Lee County evacuation zones.

3. Based on our assumption of a \$150,000 budget for this study, a behavioral survey of Cape Coral residents seems cost prohibitive when combined with the rest of the scope. Is a behavioral survey a hard requirement of this study or would it be permissible to rely on other recent data sources to infer behavioral data?

No it is not a hard requirement, we became aware of the current statewide study after the original scope language was put together and a reference was added in the scope about the evaluation of that survey. We still want the opportunity to have Cape Coral review the analysis that comes out of that study before saying a separate survey is not necessary.

4. For Task C in general, the Statewide Regional Evacuation Study is currently being updated by Florida Division of Emergency Management and the Regional Planning Councils. Behavioral rates for every county in Florida are being updated as part of the study. Would it be permissible to rely on the products of that study update for the Cape Coral Study or is it the expectation that behavioral rates unique to Cape Coral be developed?

Yes, but we would like the City of Cape Coral have the opportunity to review those rates and approve them before moving forward with the rest of the project.

5. For Task E, is the 2045 network expected to conform to existing-plus-committed conditions or is it expected to conform to 2045 cost affordable conditions from the Long Range Transportation Plan?

It is expected to conform to the 2045 LRTP Cost Feasible conditions as that is what is assumed to be developed over the next 25 years.

6. For Task G.2, is it expected that the consultant will develop a new model for this study or would it be permissible to use the Transportation Interface for Modeling Evacuations (TIME)?

It is acceptable to use the TIME model. The intent of the study is to analyze the transportation roadway network to determine what improvements could be made to meet the evacuation needs of the community. .

7. Task G.3 refers to a condensed end user model. If this study uses TIME, would providing TIME to the MPO satisfy this requirement?

Yes.

8. For Task G.8, TIME uses an iterative assignment algorithm which selects evacuation routes based on a cost optimizing function. Though the user cannot directly adjust evacuation routings, the model strives to route traffic to achieve optimal clearance times. Would this satisfy the evacuation route assignments requirement or is it expected that the consultant will manually allocate evacuation trips to specific routes to test for optimal clearance times?

Yes, as long as we are getting to the answer and providing the necessary documentation to show, within acceptable clearance times, what transportation improvements are needed to meet the evacuation needs of the City of Cape Coral.