



**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEAR 2023/24 THROUGH FISCAL YEAR 2027/28**

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**SECTION I  
RESOLUTION**

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# INTRODUCTION

## **PURPOSE**

The Lee County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) for fiscal years (FY) 2023/24 through 2027/28 addresses the requirement of 23 CFR 450.324 (d) in providing a staged, multi-year, intermodal program of transportation projects consistent with the MPO's Long Range Transportation Plan (LRTP). The TIP contains all transportation projects within the Lee County metropolitan planning area boundary funded by Title 23 and Title 49 funds as well as all regionally significant transportation projects for which federal action is required. The TIP depicts the MPO's priorities for the expenditure of federal funds for each of the first three (3) years of the State's Tentative Work Program. For federal purposes, projects in years four and five, which also represent the MPO's annual priorities for those years and are included in the Work Program as well, are considered illustrative and have no standing for federal authorization. The inclusion of projects in the five-year TIP also constitutes their official endorsement by the Lee County MPO to ensure federal funding eligibility in the event of expansion of its urbanized area boundary, changes in funding sources, changes in Federal regulations or other unforeseeable circumstances.

## **COVERAGE**

This TIP covers all federally funded transportation improvement, system or demand management projects, and all transit or paratransit grants within the Lee County transportation study area. All such projects have been included, regardless of whether they are in an urban or rural area or which category of funding is intended to be used. State resurfacing, restoration, rehabilitation, reconstruction and other maintenance projects not altering the functional capacity or capability of a facility have been included with the highway projects.

## **FINANCIAL PLAN**

### **AUTHORIZED FUNDING AND FINANCIAL CONSTRAINTS**

The TIP for Lee County is financially constrained by year with funds directed towards high priority transportation needs in the area. The level of authorized funding (current and projected) available to the state and the Lee County metropolitan area is used as the basis for financial restraint and scheduling of federally funded projects in Lee County. The Florida Department of Transportation (FDOT) applies a district wide statutory formula to implement projects within Lee County in the Work Program while using the latest project cost estimates and revenue estimates.

This TIP has been developed in cooperation with the FDOT and LeeTran (the local transit operator in Lee County) who were both responsible for providing the MPO with estimates of available federal and state funds.

## SPECIALITY FUNDING AND INNOVATIVE FINANCING MECHANISMS

While the TIP is financially constrained by level of authorized funding, Lee County has received other sources of funding over the years including federal and state discretionary program grants, federal and state earmarks, and one-time special federal allocations to be able to undertake more transportation priority needs. Innovative financing mechanisms are also applied when possible.

These additional sources of funding have helped advance project development phases in the Work Program and the TIP, address funding shortfalls in programmed projects, and fund new projects and project phases. For example, a \$2 Million federal earmark received this year to undertake the design of the Burnt Store Road widening from Van Buren Parkway to Charlotte County line while a state appropriation request (earmark) for \$30 million last year provided design and right of way funds for the widening of SR 31 from SR 80 to SR 78. In the same year, a state earmark for \$927,000 supplemented Lee County BOCC funds in the same amount for the construction of the Tice Street sidewalks. Lee County Transit (LeeTran) was recently awarded \$3.87 Million in Low or No Emission Program Grant for acquisition of battery electric buses.

County Incentive Grant Program (CIGP) funds were awarded to the County BOCC to implement road improvements to Littleton Road from Corbett Road to US 41 in FY 2022. In the past, projects such as the 6-lane widening of Colonial Boulevard from I-75 to SR 82, the 6-lane widening of Daniels Parkway from Chamberlain Parkway to Gateway Boulevard and the 6-lane widening of Del Prado Boulevard from NE 7<sup>th</sup> Street to South of Diplomat Parkway were all completed with the help of the County Incentive Grant Program (CIGP). This state discretionary grant program requires a 50% state and a 50% local match.

Lee MPO received coronavirus related economic stimulus funds that became available as a result of the passage of the 2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA). Lee MPO's \$3.25 million allocation in CRRSAA funds were programmed for the implementation of the ADA related Times Square Pavers project in the Town of Fort Myers Beach and for the purchase of bus equipment by LeeTran. \$360,000 in ARPA dollars was used by FDOT to undertake a design/build project to add an 8' sidewalk on the US 41 Caloosahatchee Bridge.

Local governments in Lee County and the MPO have so far received approximately \$22.4 million from the State's SUN Trail Program for undertaking various projects including the implementation of a multi-use trail on Van Buren/EI Dorado/Kismet Parkway from NE 24<sup>th</sup> Avenue to Burnt Store Road, the extension of the John Yarbrough Linear Park Trail from Colonial Boulevard to Hanson Street, and a Rails to Trails Feasibility Study involving the Seminole Gulf Railroad Rail Corridor from Bonita Beach Road to Alico Road.

In 2013, Lee MPO was awarded over \$10 Million in TIGER funds to undertake a project that emphasizes development of alternative transportation mode networks through a system of coordinated sidewalks, bike paths, bike lanes, bus shelters and bus transit. and \$5 million in a State of Good Repair and Livability discretionary grant in 2012 to make up for the funding shortfall for the construction of its new Transit Operations Facility. In the same year, LeeTran was awarded \$1.4 million in a Veterans Transportation & Community Initiative Grant which paid for information kiosks at the Cape Coral Veterans Administration Hospital and other locations where veterans can readily obtain real time information on transit trips and schedule.

The passage of the 2009 American Recovery and Reinvestment Act (ARRA) resulted in a one-time allocation of specialty funds to the Lee MPO that made it possible for the construction of projects over \$80,000,000 throughout Lee County. These projects included new roadway construction, bridge improvements, bicycle/pedestrian projects, and intersection improvements. Some of the major projects implemented with ARRA dollars include the construction of the Michael G. Rippe Parkway from US 41 to Six Mile Cypress Parkway, the widening of I-75 from Colonial Boulevard to Lockett Road, and the widening of the Six Mile Cypress Parkway from north of Daniels Parkway to south of Winkler Road. ARRA funds were also used to purchase hybrid replacement buses for LeeTran.

Other examples of specialty funding include the 6-lane widening of Metro Parkway from Six Mile Cypress Parkway to Daniels Parkway through a State Infrastructure Bank (SIB) loan that allowed the project to be accelerated with the interest on the loan being paid by the Lee Memorial Health System. The Babcock Ranch Community Independent Special District was awarded a SIB loan for \$31,348,036 to advance the construction of SR 31 from SR 78 in Lee County to Cook Brown Road in Charlotte County. Joint regional priority lists have also been adopted annually to tap into the Transportation Regional Incentive Program (TRIP) funds of the "Pay as You Grow" Growth Management Initiative. Some of the projects in Lee County which have been awarded funding from this Program include the 4-lane widening of the Burnt Store Road segments from Tropicana Parkway to Diplomat Parkway and Diplomat Parkway to Van Buren Parkway, the LeeTran Operations Facility on Evans Avenue, the Corkscrew Road widening from Ben Hill Griffin Road to Bella Terra, and the Beach Park and Ride Facility in Summerlin Square.

FDOT took advantage of the MAP 21 guidelines to flex the state portion of Transportation Alternative Program funds to program highway capacity and traffic operations improvements in Lee County including part of the Right-of-Way phase for the SR 82 widening from Lee Boulevard to Shawnee Road, the addition of left turn lanes on SR 82 at Homestead Road, and the implementation of the Advanced Traffic Management System Phase II.

In the past, Lee MPO had taken advantage of a shift in the State's transportation investment policy to fund up to 75% of state highway discretionary dollars on projects on the Strategic Intermodal System (SIS) by partnering with Collier MPO to adopt joint regional priority lists annually to tap into SIS funds, and other available statewide discretionary funds. The Interstate 75 and the SR 82 expansion projects were major beneficiaries of these funds in Lee County.

Innovative financing mechanism undertaken in Lee County includes donations of right-of-way or the use of existing retention ponds for stormwater retention in capacity projects through public private partnerships. An example was the 6-lane widening of US 41 from north of Imperial River to Corkscrew Road where the use of the existing retention ponds allowed the widening to be accomplished within the existing right-of-way. This resulted in freeing up previously programmed right-of-way funds for use in other US 41 capacity projects in south Lee County. Another example was the building of retention ponds on previously donated Conservation 20/20 land for the 6-lane widening of US 41 from Corkscrew Road to San Carlos Boulevard. This project included landscaping around the retention pond. ROW donation from the School District of Lee County to the City of Cape Coral also facilitated the construction of the SUN Trail Program funded Kismet Parkway multi use trail segment from Nelson Road to Burnt Store Road.

Another example of public private partnerships was the financial package that was put together to widen SR 78 from Chiquita Boulevard to Burnt Store Road. Right-of-Way for this project was acquired through partial donation of land by developers and property owners, with the rest being paid with state funds. A portion of the total construction cost initially programmed in an outer year of the Work Program was advanced to FY 2012/13 through an SIB loan with the interest being paid by the City of Cape Coral. The remainder of the construction cost was advanced by the City of Cape Coral to FDOT so that the project could commence in FY 2012/13, with the interest on the loan being paid by the City through non-ad valorem revenues. As part of this financial package, the Lee County MPO reimbursed the construction dollars advanced by the City with future year funds allocated to the Lee County MPO until FY 2017.

In the past, Lee and Collier Counties were also fortunate to receive additional SIS funds and an increase in federal funding (including an \$81 million earmark) through SAFETEA-LU allowing the state to combine 10 individual mainline projects on I-75 from Golden Gate Parkway to Colonial Boulevard into one construction project while advancing the construction by five years.

## **FORMAT**

In all the sections, projects are grouped by mode of transportation and facility, for fiscal years 2023/24 through 2027/28. Within each mode, the projects already in the state's work program, grouped by transportation facility, where applicable, are presented preceded by a list of the adopted Lee County MPO priorities.

## **REFERENCE MAP**

A map showing the locations of the projects in the TIP is included in Section IV. The projects are identified with a page number for easy reference.



## **COST AND FUNDING SOURCE, BY PHASE AND FISCAL YEAR**

For each project in the TIP, the cost and funding source are shown for each major phase of the project by fiscal year. The fiscal year referred to herein is the state fiscal year, which runs from July 1st through June 30th. The project phase and funding source are indicated below the respective project description. The cost of the phase is indicated within the column for the fiscal year in which it is programmed.

## **CONSISTENCY WITH OTHER PLANS**

The TIP is developed and updated annually. Preparation and maintenance of the TIP is consistent with the requirements established in 23 USC 134(h) and Section 339.175, F.S. The TIP is a program of transportation projects drawn from and consistent with the MPO's adopted 2035 Long Range Transportation Plan. The TIP is consistent, to the maximum extent feasible, with the Lee County Transit Development Plan, the Lee County Port Authority's Airport Master Plans for Page Field General Aviation Airport and the Southwest Florida International Airport, and the local government comprehensive plans.

## **REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS**

As stated earlier, the TIP contains transportation projects within the Lee County metropolitan area boundary as well as regionally significant transportation projects identified and prioritized jointly by the Lee County and Collier MPOs, and the Lee County and Charlotte MPOs, funded through Title 23 and Title 49 funds.

## **PROJECT SELECTION**

Consistent with the requirements established in 23 CFR 450.332(b) all Title 23 and Federal Transit Act funded projects, except projects on the National Highway System (NHS) and projects funded under the bridge, interstate maintenance have been selected by the MPO in consultation with FDOT and LeeTran. Projects on the NHS and projects funded under the bridge and interstate maintenance programs were selected by the FDOT in cooperation with the Lee County MPO.

The MPO's LRTP drives the project selection process for the Lee County TIP. Highway projects are included in the five-year TIP after the MPO assigns priorities for state and federal funding from a list of candidate projects developed from the LRTP.

The MPO assigns priorities for bicycle/pedestrian, transit, and congestion management funds (collectively called as Multimodal Enhancement "Box" Funds) to program projects on federal aid highways where no capacity improvements are planned in the short term, or currently programmed. Candidate projects for such funds originate from the MPO's various planning documents including

the Congestion Management Process Plan, the Transportation Management and Operations (TSM&O) Plan, the LRTP, and the Countywide Bicycle Pedestrian Master Plan. Projects also originate from LeeTran's Transit Development Plan.

The MPO also assigns priorities for Transportation Alternative Program (TAP) funds. Candidate projects include bicycle pedestrian projects on federal aid highways and local roads and are typically identified or referenced in the MPO Countywide Bike/Ped Master Plan.

Beginning 2016, the MPO started assigning priorities for the Shared Use Non-motorized (SUN) Trail Program. Candidate projects include any proposed paved trails identified as a Priority Trail Corridor in the Florida Greenways and Trails Map and in the FDOT SUN Trail Network.

Under the FAST Act, funds were restored to the Safe Route to School (SRTS) program, and this has been continued under the IJJA. As a result, the Florida SRTS Program provides competitive grant funds for planning, design, and construction of infrastructure related projects. During the 2022 SRTS funding cycle, funds were awarded to the City of Cape Coral for design and construction of sidewalks that will benefit Challenger Middle School.

## **PROJECT PRIORITY STATEMENT**

The project priorities adopted by the Lee County MPO are listed by funding category at the beginning of Section V. There are separate project priority lists for various funds including Surface Transportation Program (STP) and State funds, Transportation Regional Incentive Program (TRIP) funds, TA and SU Multi-modal Box Funds, SUN Trail funds, Highway Safety Program funds, SIS Program Funds, and Public Transportation (PTO) Aviation funds. The evaluation criteria used to prioritize the candidate projects for all the aforementioned fund types except PTO Aviation, State 'Any Area' Transportation Alternative Program, and SUN Trail Program funds are included at the beginning of the sections. PTO Aviation priorities are assigned by the Lee County Port Authority and the Lee MPO accepts and endorses the Port Authority priorities.

Proposals and rankings based on the evaluation criteria for the various categories of funding were reviewed by the MPO advisory committees before they recommended project priorities. Subsequently, the recommended priorities went through a public hearing before priorities were adopted by the MPO Board. The MPO adopted priorities and those accepted and endorsed in the case of the PTO Aviation funds were subsequently transmitted to FDOT for providing guidance as they programmed state and federal funds in Lee County during the development of its new Tentative Work Program for FY 2023/24 through FY 2027/28.

## **IMPLEMENTED AND DELAYED PROJECTS**

Generally, road improvement projects costing more than one million dollars, and impacting traffic capacity and safety are identified in this section. However, exceptions may include high priority traffic operations and interchange improvements at locations which in the past have caused significant travel delays due to high traffic congestion. They may also include high priority bicycle pedestrian projects which have been under high public scrutiny even if they do not meet the cost threshold. Regarding completed projects listed in this section, it should be noted that construction phases of capacity improvement projects take at least 2 years to complete, and therefore construction phases identified in the first year of a previous year TIP are not completed prior to the publication of a new TIP, and it is no different in this TIP. However, construction phases of several projects identified in previously adopted TIPs have now been completed, while construction phases of several projects are under way, or going to be under way shortly before the current 2021/22 Fiscal Year ends on June 30<sup>th</sup>.

The following projects have been completed:

1. *Burnt Store Road Widening from SR 78 to Tropicana Parkway (FPN #440340-1)*
2. *Van Buren/EI Dorado Pkwy/Kismet Parkway Trail from Burnt Store Road to Nelson Road (FPN #440236-1)*
3. *SR 80 Shared Use Path from Shoreland Drive to Buckingham Road (FPN #429823-1)*
4. *SR 80 Sidewalk at Various Locations (FPN #4353411).*

Construction of the following projects are under way or will commence prior to completion of current fiscal year ending June 30, 2023

5. *I-75 at Colonial Boulevard Diverging Diamond Interchange (FPN #413065-1)*
6. *US 41 Sidewalk from Tara Blvd to N of French Creek Lane (FPN #440337-1)*
7. *US 41 Safety Project from Winkler Avenue to SR 82 (FPN #431313-1)*
8. *Signal Timing & Coordination at Various Locations (FPN #438098-1)*
9. *New Traffic Signal at the Estero Blvd and Crescent Street intersection (FPN #444923-2)*
10. *Big Carlos Bridge Replacement (FPN #445323-1)*
11. *SW 29<sup>th</sup> Ave Sidewalk from Ceitus Pkwy to SW 3<sup>rd</sup> Lane (FPN #438156-1)*
12. *Corkscrew Rd 6-laning from Ben Hill Griffin Pkwy to Fire House Lane (FPN #4463371)*

The following projects have been advanced, deferred or deleted:

1. *Construction phase for the SR 78 Median Modification project from Evalena Ln to New Post Rd (FPN #447875-1) advanced to FY 2024*
2. *Times Square Pavers Renovation Project (FPN #449330-1) deferred by a year to FY 2024*
3. *Construction Phase of the JYLP Linear Park Extension from Colonial Blvd to Hanson Street (FPN #447515-1) deferred from FY 2026 to FY 2027*
4. *Construction of Edison Elementary Sidewalks (FPN # 444274-1) deferred from FY 2023 to FY 2024*
5. *Design Phase of the Pine Island Rd Shared Use Path (FPN #436926-2) deferred from FY 2024 to FY 2025*

## **PUBLIC INVOLVEMENT**

Pursuant to subsections 450.316(b)(1)(ix) and (xi), C.F.R. and Section 5 of the MPO Handbook, specific opportunities provided for public comment on this TIP have resulted from the MPO's Public Involvement Plan. These opportunities have included the review of the draft document by the Citizen Advisory Committee and the Technical Advisory Committee and the Bicycle Pedestrian Coordinating Committee of the Lee County MPO, and also reviewed by the public through a posting of the document on the MPO website and by copies disseminated to the libraries throughout Lee County and a public hearing held at the June 16, 2023, MPO Board meeting. Prior to the public hearing, a public notice announcing the public hearing was published in the News-Press. Written notification of the public hearing and the availability of the draft TIP at the MPO website for review were also emailed to the members in the MPO's Transportation Advisory Network.

## **CERTIFICATION**

The annual joint FDOT and Lee MPO certification statement for this year was signed on March 17, 2023.

A joint FHWA/FTA Federal Review Team conducted a review of the Cape Coral Transportation Management Area on March 15, 2022. Based on the overall findings, the FHWA and FTA jointly certified that the transportation planning process of the Cape Coral, Florida TMA, which is comprised entirely by the Lee County MPO, substantially meets the federal requirements in 23 CFR 450 Subpart. The certification will remain effective until September 2026.

## **CONGESTION MANAGEMENT PROCESS**

The Lee County MPO has a Congestion Management Process which was last updated as part of the 2040 Long Range Transportation Plan. This component of the 2040 Plan includes a list of cost feasible congestion management projects for the next 10 years to be funded out of a set aside from MPO's annual SU fund allocation. This annual \$5 million set aside requires spending \$1 million on traffic operation improvements and transit projects. These projects are typically submitted to FDOT as part of MPO's annual priorities and included in FDOT's new 5-year Work Program during its gaming cycle for the new 5<sup>th</sup> year.

On September 18, 2020, the Lee MPO approved a Lee County MPO Transportation Management and Operations (TSM&O) Master Plan that was developed by FDOT District 1. The TSM&O Plan is a component of the 2045 Long Range Transportation Plan. Going forward, annual priorities adopted by the Lee MPO will be determined by strategies and projects identified in the TSM&O Plan and the Congestion Management Process as well as policies, strategies and projects identified in other elements/components of the 2045 Transportation Plan.

## **TRANSPORTATION DISADVANTAGED**

The Lee County MPO is the designated official planning agency for the transportation disadvantaged program while LeeTran is the emergency Community Transportation Coordinator (CTC) for this program. Section IX includes the transportation disadvantaged program projects in the FDOT Tentative Work Program for fiscal years 2023/24 through 2027/28.

## DETERMINATION OF FULL PROJECT COSTS

### **How do I get to full project costs and other project details?**

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right-of-Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the project.

### **Projects on the Strategic Intermodal System (SIS)**

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS are required to have an SIS identifier on the TIP page on the comments line.

SIS project costs on the TIP pages have historical costs shown under the less than 2023/24 column foot note, in the five years of the current TIP in the FY 2023/24 through FY 2027/28 columns, and projected costs to complete the project from the Long Range Transportation Plan in the greater than the FY 2027/28 column foot note, if there are unfunded phases of the project left.

For additional information on a project, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is [Lee-MPO-2045-LRTP-Main-Document.pdf \(leempo.com\)](#) and the LRTP reference on the TIP page provides the information necessary to locate additional details regarding the project.

### **Non-SIS projects on State Highway System**

Costs on the TIP pages for projects not on the SIS have historical costs shown under the less than 2023/24 column foot note, in the five years of the current TIP in the FY 2023/24 through FY 2027/28 columns, and projected costs to complete the project from the Long Range Transportation Plan in the greater than the FY 2027/28 column, if there are unfunded phases of the project left.

For additional information on a project, access to the Long Range Transportation Plan (LRTP) is provided. The link to the LRTP is [Lee-MPO-2045-LRTP-Main-Document.pdf \(leempo.com\)](#) for information necessary to locate additional details regarding the project.

### **Local Government Maintained Off System Projects**

For off system projects that are listed in the TIP, where the maintaining local jurisdiction is receiving State funding for a portion of the project, the cost information under the less than FY 2023/24 funding column came from each of those jurisdiction's CIPs and the future cost to complete the project came from the LRTP.

**DISCLAIMER:**

The “Total Project Cost” amount displayed for each of the federal and state funded projects in the TIP represents the historical cost information for all projects having expenditures paid by FDOT prior to FY 2024, the 5 years of programming in the FDOT Work Program for projects (FYs 2024 through 2028) plus the projected cost to complete the projects from the MPO LRTP in the greater than 2028 column. For a more comprehensive view of a particular project and a timeframe of when the future phases of a project are planned to be built (within a five-year window of time), please refer to the MPO Long-Range Transportation Plan (LRTP) or contact Lee MPO staff at [dscott@leempo.com](mailto:dscott@leempo.com).

# PERFORMANCE MANAGEMENT

## 1. BACKGROUND

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO) to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. The transportation act reauthorized subsequently with the passage of the Bipartisan Infrastructure Legislation (BIL) continues that requirement. The Florida Department of Transportation (FDOT) and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.



## 2. HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to establish targets for the following safety-related performance measures and report progress to the state DOT:

1. Number of Fatalities;
2. Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100M VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

### 2.1 Highway Safety Targets

#### 2.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. *On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023.*

<b>Performance Measures</b>	<b>Calendar Year 2023 Statewide Target</b>
Number of Fatalities	0
Number of Serious Injuries	0
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	0
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	0
Total number of non motorized Fatalities and non motorized Serious Injuries	0

FDOT adopted Vision Zero in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system...”*

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the Federal Highway Administration, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state’s long-range transportation plan, identifies eliminating transportation related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT has established 0 as the only acceptable target for all five of the federal safety performance measures.

2.1.2 MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The Lee MPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trend of traffic fatalities, both statewide and nationally. As such, on November 18, 2022 the Lee MPO agreed to support FDOT’s statewide safety performance targets for calendar year 2023, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

<b>Performance Measures</b>	<b>Calendar Year 2023 MPO Target</b>
Number of Fatalities	0
Number of Serious Injuries	0
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	0
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	0
Total number of non motorized Fatalities and non motorized Serious Injuries	0

## 2.2 Safety Trends in the MPO Area

The most recent five-year rolling average (2017-2021) of crash data and Vehicle Miles Traveled (VMT) were used to compare it against the (2013-2017) Baseline and the 2021 Safety targets for Lee County. Table 2.3 below shows the results.

**TABLE 2.3 LEE MPO 2020 SAFETY PERFORMANCE TARGET ASSESSMENT**

Performance Measures	2021 Target	2017-21 Actual	2013-17 Baseline	Met Target?	Better Than Baseline?
Number of Fatalities	0	105.6	97.2	No	No
Number of Serious Injuries	0	615.4	515.8	No	No
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	0.00	1.36	1.33	No	No
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	0.00	7.89	7.08	No	No
Total number of non motorized Fatalities and non motorized Serious Injuries	0	106.8	95.2	No	No

Source: FDOT

### 2.2.1 Trends Analysis

The MPO uses crash data tracking fatalities and serious injuries in Lee County to analyze past trends and identify safety issues across the metropolitan area. Tracking these measures will help to estimate the effectiveness of MPO transportation investments in the TIP. Table 2.4 in the next page shows the changes in Safety Performance Measures for Lee MPO in 5 year rolling average blocks from 2009 through 2021.

**TABLE 2.4: TRENDS OF LEE MPO SAFETY PERFORMANCE MEASURES**

Performance Measures	2009-13	2010-14	2011-15	2012-16	2013-17	2014-18	2015-19	2016-20	2017-21
Number of Fatalities	75.2	75.6	81	87.2	97.2	97.6	101	103.6	105.6
Number of Serious Injuries	456.6	458	460.4	498.6	515.8	529.6	562.4	594.4	615.4
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.16	1.14	1.19	1.23	1.33	1.29	1.31	1.34	1.36
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	7.07	6.92	6.79	7.10	7.08	7.00	7.29	7.68	7.89
Total number of non motorized Fatalities and non motorized Serious Injuries	76.8	80	84	91	95.2	96	100	101.4	106.8

Source: FDOT

Table 2.5 below compares the performance measures by individual years from 2016 through 2022. For the year 2022, only the number of fatalities and serious injuries, and number of non-motorized fatalities and serious injuries are available for comparison.

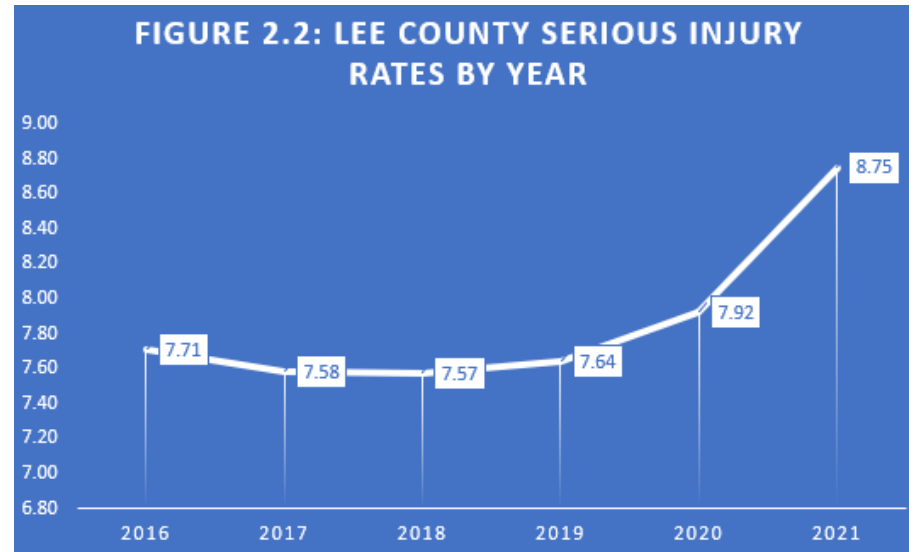
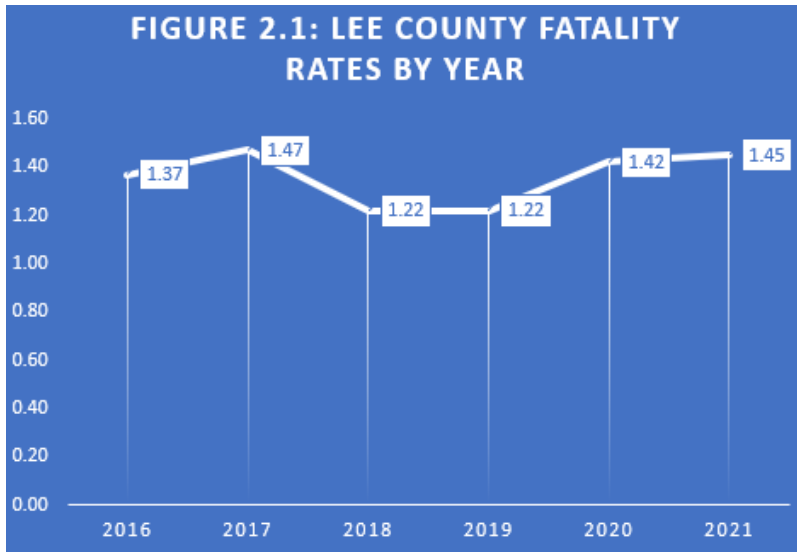
**TABLE 2.5: LEE MPO CRASH DATA BY INDIVIDUAL YEARS**

Performance Measures	2016	2017	2018	2019	2020	2021	2022**
Number of Fatalities	105.0	113.0	95	98	107	115	135
Number of Serious Injuries	589.0	582.0	592	612	597	694	678
Fatality Rate per 100 million Vehicle Mile Travelled (VMT)	1.37	1.47	1.22	1.22	1.42	1.45	NA
Serious Injuries per 100 million Vehicle Miles Travelled (VMT)	7.71	7.58	7.57	7.64	7.92	8.75	NA
Total number of non motorized Fatalities and non motorized Serious Injuries	93.0	104.0	89	115	106	120	135

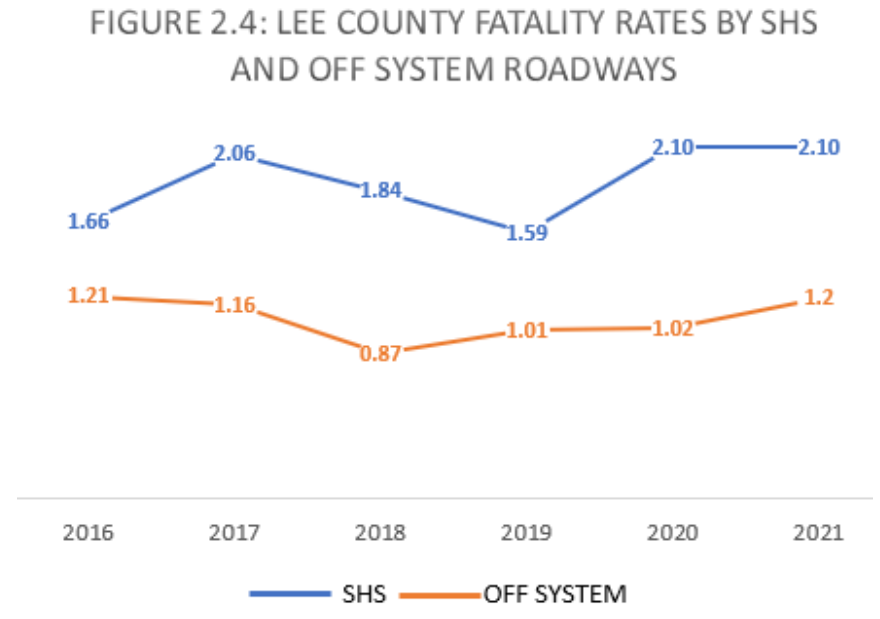
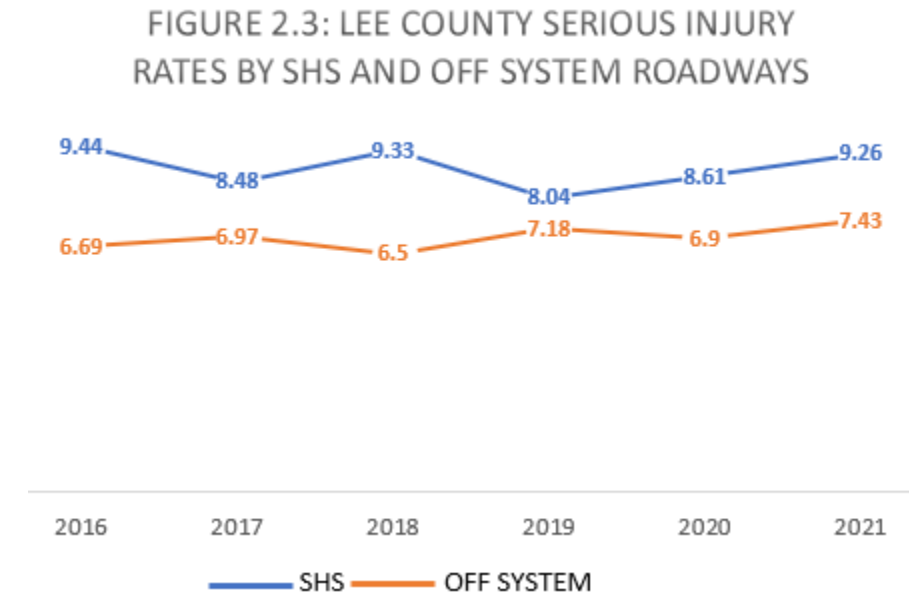
\*\* Numbers are from Signal Four Analytics Dashboard

Source: FDOT

Figures 2.1 and 2.2 below show 5 year Lee County Serious Injury and Fatality Rates



Figures 2.3 and 2.4 below compare Lee County Serious Injury Rates and Fatality Rates by State Highways and Off System Roadways (Local Roads).



## **2.3 FDOT Safety Planning and Programming**

### **2.3.1 Florida's Strategic Highway Safety Plan**

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

### **2.3.2 Florida's Highway Safety Improvement Program**

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2022 HSIP Annual Report, FDOT reported 2023 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On April 21, 2022, FHWA reported the results of its 2020 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2020 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2022. *Note: FDOT will send updated text once FHWA sends the 2021 safety target assessment.*

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs – the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2022 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash

risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. FDOT's HSIP Guidelines provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$189 million in HSIP funds for use during the 2021 state fiscal year from July 1, 2021 through June 30, 2022, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$159.7 million in infrastructure investments on state-maintained roadways and \$22.1 million in infrastructure investments on local roadways. The remaining \$7.2 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the HSIP 2021 Annual Report.

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

### 2.3.3 Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The Florida PD&E Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.



## **2.4 Safety Investments in the TIP**

### 2.4.1 Safety Programs

*One of the goals of the Lee MPO 2045 Metropolitan Transportation Plan (MTP) is to enhance the safety and security of the transportation system for both motorized and non-motorized users. This MTP goal and the focus on the SHSP Emphasis Areas in the MTP have influenced MPO spending on infrastructure safety program projects in the TIP and educational safety program activities implemented through the UPWP. This approach has tied both documents - MTP and TIP - to safety performance.*

*Projects under the Infrastructure Safety Program are either exclusively identified in the 2045 MTP or covered under strategies in the Bike Ped Element and the Transportation System Management and Operations Plan (TSM&O). Infrastructure safety program projects are also covered under strategies in the Congestion Management Process Plan Element of the 2040 MTP. The Transportation Safety section in the MTP references both the SHSP and the Highway Safety Plan (HSP) and their 13 Emphasis Areas and corresponding programs. Implementation of various engineering strategies within infrastructure program projects in the current TIP is expected to reduce the high number of fatalities and incapacitating injuries occurring under several of the emphasis areas including Lane Departures, Intersections, Pedestrians and Cyclists, and Commercial Motor Vehicle Operators. Examples of projects under this program included in this TIP include roadway lighting, intersection improvements, High Visibility Mid-Block Crossings with RRFBs, Rail Crossing Upgrades, traffic signal updates, bicycle pedestrian improvements, etc.*

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

*The Lee MPO updated its Bicycle Pedestrian Safety Action Master Plan (BPSAP) in 2020. The Plan implements the Lee MPO's Bike Ped Safety Education Programs and Countermeasure projects to drive down fatalities and serious injuries under the SHSP Pedestrians and Bicycles Emphasis area. As part of this Plan a risk-based assessment of fatal and incapacitating bicycle and pedestrian crashes in Lee County was conducted that resulted in the development of a list of projects with low to medium cost countermeasures for enhancing safety at high-risk locations. Intersection countermeasures include Retroreflective Backplates, Special Emphasis Crosswalks, Leading Pedestrian Interval while segment specific countermeasures include upgrading pavement markings, enhanced bike lane markings, street lighting, access management, and installation of RRFBs and Pedestrian Hybrid Beacons, etc. Because these countermeasures target high crash locations with fatalities and incapacitating injuries, these projects should be eligible for Highway Safety Program Funds, and it is expected that upcoming TIPs will see a lot of these projects.*

### 2.4.2 Safety Investments

*This TIP includes investments that support all of the MPO’s goals including safety. The MPO has a documented TIP project selection process that identifies and prioritizes projects aimed at improving transportation safety and alleviating congestion. These projects include transit, bicycle pedestrian and traffic operation improvements funded with MPO allocated TA and SU Multimodal Box funds. The ranking criteria are updated annually as needed and are included in Appendix B of the TIP. The current ranking criteria give the most point value to projects with public, personal, and traffic safety. Among the factors considered under safety are projects in locations where a fatality has occurred. **A total of approximately \$45.7 million has been invested in this TIP for bicycle, pedestrian, and traffic operations improvements** using Lee MPO allocated TALU, SU Multimodal Box, and GFSU funds supplemented with local, state, and other federal funds. Examples of traffic operation improvements include intersection improvements, new traffic signals and signal timing which are all critical for traffic safety.*

**Another \$15.25 Million approximately has come from SUN Trail and SRTS funds for funding additional bicycle pedestrian improvements.** *Bicycle pedestrian infrastructure improvements not only increase traffic safety but also alleviate congestion by encouraging modal shift. Table 2.6 below includes illustrative examples of the investments discussed in this and the previous paragraph.*

**TABLE 2.6: ILLUSTRATIVE EXAMPLES OF MULTIMODAL SAFETY INVESTMENTS**

TIP SECTION	PROJECT NAME	PROJECT TYPE
<b>Section B - Bicycle Pedestrian Activities</b>	Kismet Pkwy from Nelson Rd to Del Prado Blvd	Shared Use Path
	JYLP Extension & Bridge from south of Colonial Blvd to Hanson St	Multiuse Trail & Pedestrian Bridge over a 6-lane high speed facility
	Lehigh Elementary	Sidewalks and Pedestrian Bridge
	Pine Island Rd from Stringfellow Rd to Veterans Pkwy	Sidewalks/Shared Use Path/Shoulders
	Able Canal from Harns Marsh to Joel Blvd	Multiuse Trail
	US 41 from Tara Blvd to Charlotte County Line	Sidewalk
	Bell Blvd from Sunrise Blvd to Joel Blvd	Shared Use Path
<b>Section C - O &amp; M</b>	Treeline Ave at Daniels Pkwy	Intersection Improvements
	McGregor Blvd at Iona Dr Intersection	Intersection Improvements

Additionally, among the MPO's annual priorities submitted to FDOT is a list of prioritized projects for state discretionary Highway Safety Program (HSP) funds. Candidate projects are identified by MPO staff in coordination with the local governments and the Lee County CTST. There is no evaluation criteria and projects are submitted to FDOT sometimes with assigned priorities, and sometime without. This is intentional as an acknowledgement by the MPO that FDOT follows its own criteria for programming HSP funds. Lee MPO recognizes that their projects compete against other projects from the District and that as part of the FDOT established process, projects are evaluated, and priorities assigned by District 1 before they are transmitted to Central Office for deciding projects for funding. **A total of \$8.93 Million in HSP funds has been invested in this TIP. Another \$3.7 Million in SU, SA, DS, DDR and local funds were programmed for these highway safety projects supplementing the HSP funds.** Safety related countermeasures programmed under these projects include High Visible Midblock Crossings with RRFBs, Traffic Separators, Directional Medians, Roundabouts, etc., as shown below in Table 2.7.

**TABLE 2.7: HSIP FUNDED SAFETY INVESTMENTS**

TIP SECTION	PROJECT NAME	PROJECT TYPE
Section D - Safety	Gunnery Rd at Buckingham	Roundabout
	Winkler Ave at Challenger	
	SR 739 from Northshore Ave to SR 78	Median Improvements/Enhanced crosswalks/RRFBs
	SR 80 from Veronica Shoemaker to Ortiz/Kingston Dr	
	SR 82 from Ford St to Veronica Shoemaker	
	SR 78 from Evalena Lane to New Post Rd	
	SR 865 from Linda Loma Dr to Kelly Rd	
	SR 80 from SR 31 to Buckingham Rd	
US 41 at Crystal Dr	Signal reconstruction/removal of right turn lane channelization	
Section I - Routine Maintenance	SR 80 from Buckingham Rd to Hickey Creek	Resurfacing/Bike Lanes

Additionally, the TIP includes investment priorities that focus on upgrades to rail crossing upgrades that are funded with Federal Section 130 Rail Safety Improvement Program funds. Candidate projects are typically selected by Central Rail Office that runs a Priority Ranking Report which uses an algorithm that includes traffic and bus counts, accidents, age of equipment, and other important items to determine which railroad crossing locations are eligible for upgrades. Sites in the Lee County metropolitan area are subsequently reviewed by a Diagnostic Review Team set up by District Rail Office and the results of the review are taken into consideration before FDOT Central Office Rail funds projects with Federal Section 130 funds. **A total of \$1.23 Million has been invested in this TIP for Rail Safety Improvements using Federal Section 130 Rail Safety Improvement Program funds.** Highway capacity expansion, bridge rehabilitation and replacement, and interchange improvements also contribute to

***safety. This TIP includes approximately \$111.87 Million in such projects. Approximately \$136 Million has also been invested in routine maintenance, resurfacing, and highway lighting, all essential for maintaining safety on the roadways.***

*In summary a grand total of approximately \$322.72 Million in transportation investments is programmed in this TIP through FY 2028 which are anticipated to contribute toward achieving the PM1 targets. The Lee MPO will continue to monitor investments in the TIPs and will demonstrate progress toward goals and objectives in the LRTP.*

### **3 PAVEMENT & BRIDGE CONDITION MEASURES (PM2)**

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. The rule requires DOTs and MPOs to establish targets for the following six performance measures:

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

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

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt and concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

#### **3.1 Pavement and Bridge Condition Targets**

##### **3.1.1 Statewide Targets**

Federal rules require state DOTs to establish two-year and four-year targets for the pavement and bridge condition measures. On December 16, 2022, FDOT established statewide pavement and bridge targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida’s performance through 2021 exceeds the targets. The two-year targets represent pavement and bridge condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. Tables 3.1A & 3.1B below present the statewide targets.

**TABLE 3.1A: STATEWIDE PAVEMENT PERFORMANCE TARGETS**

BRIDGE CONDITION PERFORMANCE MEASURES	1 <sup>ST</sup> PERFORMANCE PERIOD		ACTUAL DATA					2 <sup>ND</sup> PERFORMANCE PERIOD	
	2019 TARGET	2021 TARGET	2017	2018	2019	2020	2021 BASELINE	2023 TARGET	2025 TARGET
% OF NHS BRIDGES IN GOOD CONDITION (BY DECK AREA)	50.0%	50.0%	67.7%	66.6%	66.2%	65.5%	61.3%	50.0%	50.0%
% OF NHS BRIDGES IN POOR CONDITION (BY DECK AREA)	10.0%	10.0%	1.2%	1.2%	1.2%	0.5%	0.5%	10.0%	10.0%

**TABLE 3.1B: STATEWIDE BRIDGE PERFORMANCE TARGETS**

PAVEMENT CONDITION PERFORMANCE MEASURES	1 <sup>ST</sup> PERFORMANCE PERIOD		ACTUAL DATA					2 <sup>ND</sup> PERFORMANCE PERIOD	
	2019 TARGET	2021 TARGET	2017	2018	2019	2020	2021 BASELINE	2023 TARGET	2025 TARGET
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN GOOD CONDITION	N/A	60.0%	66.1%	54.2%	68.0%	68.8%	70.5%	60.0%	60.0%
% OF PAVEMENT ON THE INTERSTATE SYSTEM IN POOR CONDITION	N/A	5.0%	0.0%	0.6%	0.5%	0.6%	0.7%	5.0%	5.0%
% OF PAVEMENT ON NON-INTERSTATE NHS IN GOOD CONDITION	40.0%	40.0%	44.0%	39.9%	41.0%	41.0%	47.5%	40.0%	40.0%
% OF PAVEMENT ON NON-INTERSTATE NHS IN POOR CONDITION	5.0%	5.0%	0.4%	0.4%	0.3%	0.3%	1.1%	5.0%	5.0%

For comparative purposes, baseline (2021) condition are as follows:

- 70.5% of the Interstate pavement is in good condition and 0.7% is in poor condition;
- 47.5 % of the non-Interstate NHS pavement is in good condition and 1.1% is in poor condition; and
- 61.3% of NHS bridges (by deck area) are in good condition and 0.5 % are in poor condition.

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

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State's targets for asset condition and performance of the NHS. FDOT's first TAMP was first approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

Further, the federal pavement condition measures require a new methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2021 exceeded the established targets. Based on anticipated funding levels, FDOT believes the previous targets are still appropriate for 2023 and 2025.

In early 2021, FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2021 targets was expected to be released in March 2023.

### 3.1.2 MPO Targets

MPOs must set four-year targets for the six pavement and bridge condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

***On January 20, 2023, the Lee MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.***

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**Lee County exceeded the statewide 4-year (2021) targets in the First Performance Period for both bridges and pavements.** The 2021 performance condition for NHS bridges (by deck area) in good condition was 83.71% (vs. Target of 50%) and Interstate NHS pavements in good condition was 95.5% (Vs. Target of 60%). The 2021 performance condition for Non Interstate NHS pavements was 51.7% (vs. Target of 40%)

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### 3.1.3 Pavement and Bridge Investments in the TIP

*The Lee MPO TIP reflects the investment priorities established in the 2045 LRTP. The TIP devotes a significant amount of dollars to projects that will maintain pavement and bridge condition performance on the Interstate (I 75) and non-Interstate NHS in the MPO area. Project types in the TIP that will improve pavement condition include resurfacing, capacity improvements, and interchange improvements. **Current transportation investments in this TIP committed to pavement improvement on I 75 is approximately \$82 Million while I 75 bridge condition improvement is \$255,000. Current investments in other NHS (non-interstate) pavement improvements are approximately \$143 million. Note that this total includes a resurfacing project on SR 82 which is waiting on an NHS designation determination by FHWA. These projects are shown below in Tables 3.2 and 3.3.***

**TABLE 3.3: PM2 PAVEMENT & BRIDGE IMPROVEMENT INVESTMENTS ON I75**

TIP SECTION	PROJECT LOCATION	PROJECT TYPE
Section A - Highway	I-75 at Daniels Pkwy Interchange	Interchange Improvement
	I-75 SB over Caloosahatchee River Bridge #120083	Bridge Replacement
Section I - Routine Maintenance	Lee County Roadway & Bridge Maint Interstate System	Routine Maintenance
	I-75 from Bonita Bch Rd to Alico Rd	Resurfacing

**TABLE 3.4. PM2 PAVEMENT & BRIDGE IMPROVEMENT INVESTMENTS ON NON INTERSTATE NHS**

TIP SECTION	PROJECT LOCATION	PROJECT TYPE
Section A - Highway	SR 31 from SR 80 (Palm Bch Blvd) to SR 78 (Bayshore Rd)	Capacity Improvements
	SR 739 (Metro Pkwy) from Daniels Pkwy to Winkler Ave	Capacity Improvements
	SR 865 (San Carlos) from N Crescent St to N of Hurricane Pass Bridge	Pavement Rehab & Intersection Improvements
Section I - Routine Maintenance	US 41 from S of Hickory Dr to Emerson Square Blvd	Resurfacing
	SR 31 from SR 78	Resurfacing
	SR 80 from Buckingham Rd to Hendry County Line	Resurfacing
	SR 739 from Caloosahatchee River to SR 78	Resurfacing

*The projects included in this TIP are consistent with FDOT's Five Year Work Program, and in line with FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO through its annual priority process. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once these projects are implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.*

#### **4. SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)**

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule established measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile



source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

#### **National Highway Performance Program (NHPP)**

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

#### **National Highway Freight Program (NHFP)**

3. Truck Travel Time Reliability index (TTTR);

#### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

Because all areas in Florida meet current NAAQS, the last three measures pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

The first two performance measures assess the percentage of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

### **4.1 System Performance and Freight Targets**

#### **4.1.1 Statewide Targets**

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. These

targets are identical to those set for 2019 and 2021, respectively. Florida’s performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 4.1 presents the statewide targets.

**TABLE 4.1: STATEWIDE SYSTEM PERFORMANCE AND FREIGHT TARGETS**

SYSTEM PERFORMANCE MEASURES	1 <sup>ST</sup> PERFORMANCE PERIOD		ACTUAL DATA					2 <sup>ND</sup> PERFORMANCE PERIOD	
	2019 TARGET	2021 TARGET	2017	2018	2019	2020	2021 BASELINE	2023 TARGET	2025 TARGET
<i>PERSON-MILES ON THE INTERSTATE HIGHWAY SYSTEM THAT ARE RELIABLE</i>	75.0%	70.0%	82.2%	83.5%	83.4%	92.3%	87.5%	75.0%	70.0%
<i>PERSON-MILES ON THE NON-INTERSTATE NATIONAL HIGHWAY SYSTEM THAT ARE RELIABLE</i>	NA	50.0%	84.0%	86.3%	87.0%	93.5%	92.9%	50.0%	50.0%
<i>TRUCK TRAVEL TIME RELIABILITY INDEX ON THE INTERSTATE HIGHWAY SYSTEM</i>	1.75	2.00	1.43	1.42	1.45	1.34	1.38	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS), and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA’s assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

The methodologies for the PM3 measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida's performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

#### 4.1.2 MPO Targets

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

**On January 20, 2023, the Lee MPO agreed to support FDOT’s statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 4.2 below presents the MPO targets.**

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*Lee County exceeded the statewide 4-year (2021) targets in the First Performance Period for both Interstate LOTTR and Non Interstate NHS LOTTR. Interstate and Non Interstate LOTTR conditions for 2021 were 94.1% (vs. Target of 70%) and 94.8% (vs. Target of 50%) respectively. The MPO also met the statewide 4 year (2021) targets in the First Performance Period for Interstate TTTR target. Interstate TTTR conditions for 2021 was 1.41 (vs. Target of 2.0)*

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#### **4.2 System Performance and Freight Investments in the TIP**

*The Lee MPO TIP reflects investment priorities established in the 2045 LRTP that focus on system performance and freight on the Interstate and Non-Interstate NHS roadways in the MPO area. Investments are made on projects that typically cover roadway capacity expansion, intersection/interchange improvements, routine maintenance, and TSMO strategies that all contribute to freight reliability and mobility in the NHS System. A total of approximately \$82.3 Million has been committed in this TIP towards such projects on I 75 while approximately \$129.5 Million has been committed to such projects on the non-interstate NHS Roadways. Illustrative examples of such projects are shown in Tables 4.3 and 4.4 on the next page.*

**TABLE 4.3. PM3 INVESTMENTS ON I 75**

<b>TIP SECTION</b>	<b>PROJECT LOCATION</b>	<b>PROJECT TYPE</b>
<b>Section A - Highway</b>	I-75 at Daniels Pkwy Interchange	Interchange Improvement
<b>Section I - Routine Maintenance</b>	I-75 from Bonita Bch Rd to Alico Rd	Resurfacing
	Lee County Rdway & Bridge Maint Interstate System	Maintenance
<b>Section A - Highway</b>	I-75 SB over Caloosahatchee River Bridge # 120083	Bridge Improvements

**TABLE 4.4. PM3 INVESTMENTS ON NON INTERSTATE NHS**

TIP SECTION	PROJECT LOCATION	PROJECT TYPE
<b>Section A - Highway</b>		Capacity Improvements
	SR 739 (Metro Pkwy) from Daniels Pkwy to Winkler Ave	Capacity Improvements
	US 41 at Six Mile Cypress Pkwy	Intersection Improvements
<b>Section I - Routine Maintenance</b>	SR 45 from N of Pondella Rd to N of SR 78	Resurfacing
	SR 78 from Chiquita Blvd to Santa Barbara Blvd	Resurfacing
	SR 80 from Buckingham Rd to Hendry County Line	Resurfacing
	SR 739 from Caloosahatchee River to SR 78	Resurfacing
	SR 867 from N of Hurricane Pass to S of Summerlin Rd	Resurfacing
	SR 78 from Park 78 to Wells Rd	Resurfacing
<b>Section J - Operations &amp; Management</b>	McGregor Blvd at Iona Dr Intersection	Intersection Improvements
	LC TOC Countywide	TSM&O

*The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the Lee MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.*

## **5. TRANSIT ASSET MANAGEMENT MEASURES**

### **Transit Asset Performance Measures**

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 6.1 identifies the TAM performance measures.

Table 5.1 below identifies performance measures outlined in the final rule for transit asset management.

**TABLE 5.1: FTA TAM PERFORMANCE MEASURES**

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

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

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets. To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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

## 5.2 Transit Asset Management Targets

The Lee County MPO planning area is served by one public transit provider which is Lee County Transit aka LeeTran. LeeTran is a Tier 2 provider which opted to develop its own TAM Plan and establish targets.

### 5.2.1 Transit Provider Targets

On March 18, 2022, LeeTran updated its TAM Plan and set new targets that cover FY 2022 through FY 2026. The TAM targets are shown in Table 5.2 below.

**TABLE 5.2: LEETRAN TRANSIT ASSET MANAGEMENT TARGETS**

ASSET CATERGORY	VEHICLE CLASS/TYPE	ASSETS	AVG VEHICLE AGE	DEFAULT ULB	FY 21 PERFORMANCE METRIC % EXCEEDING ULB	FY22 TARGET	FY23 TARGET	FY24 TARGET	FY25 TARGET	FY26 TARGET
<b>ROLLING STOCK</b>	BU - BUS	71	8.3	14	0%	0%	0%	0%	0%	0%
	CU -CUTAWAY	50	4.8	10	0%	0%	0%	0%	0%	0%
	OR - OTHER	5	3.1	14	0%	0%	0%	0%	0%	0%
	VN - VAN	8	5.0	8	0%	0%	0%	0%	0%	0%
<b>EQUIPMENT</b>	AUTO	11	10.3	8	90%	90%	100%	100%	100%	100%
	TRUCKS & TIRE VEHICLE	38	8.8	8	23%	23%	44%	44%	39%	31%
ASSET CATERGORY	ASSET CLASS/TYPE	ASSETS	AVG GROUP AGE	DEFAULT ULB RATING (LESS THAN 3.0 RATING)	FY 21 PERFORMANCE METRIC % EXCEEDING ULB	FY22 TARGET	FY23 TARGET	FY24 TARGET	FY25 TARGET	FY26 TARGET
<b>FACILITY</b>	PASSENGER/PARKING FACILITIES	4	15	<3.0	0%	0%	0%	0%	0%	0%
	ADMIN FACILITIES (HQ)	2	24	<3.0	50%	50%	50%	50%	50%	50%
	MAINT FACILITIES	3	7	<3.0	0%	0%	0%	0%	0%	0%



These targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes existing conditions for the most recent fiscal year (FY 2021) available, and the 5 year targets from FY 2022 through FY 2026.

*For CY 2022, LeeTran met all targets as shown below in Table 5.3.*

**TABLE 5.3: LEETRAN'S TRANSIT ASSET MANAGEMENT TARGET PERFORMANCE FOR CY 2022**

ASSET CATEGORY	VEHICLE CLASS/TYPE	DEFAULT ULB	CY 22 TARGET	ASSET CONDITION (CY 22 PERFORMANCE METRIC % EXCEEDING ULB)	TARGET MET
ROLLING STOCK	Bus	14	0%	0%	Yes
	CU -CUTAWAY	10	0%	0%	Yes
	OR-OTHER	14	0%	0%	Yes
	VN-VAN	8	0%	0%	Yes
EQUIPMENT	AUTO	8	90%	53%	Yes
	TRUCKS & TIRE VEHICLES	8	23%	4%	Yes
ASSET CATEGORY	ASSET CLASS/TYPE	DEFAULT ULB RATING (Less Than 3.0 Rating)	CY 22 TARGET	ASSET CONDITION (CY 22 PERFORMANCE METRIC % EXCEEDING ULB)	TARGET MET
FACILITY	PASSENGER/PARKING FACILITIES	<3.0	0%	0%	Yes
	ADMIN FACILITIES (HQ)	<3.0	50%	50%	Yes
	ADMIN/MAIN FACILITIES	<3.0	0%	0%	Yes

### 5.2.2 MPO Transit Asset Management Targets

MPOs established TAM targets within 180 days of the date that public transportation providers established their first targets in 2018. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO’s must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

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

### 5.3 Transit Asset Management Investment in the TIP

State of Good Repair Spending: The Lee MPO TIP was developed and is managed in cooperation with LeeTran. The transit projects can be found in Section E. The projects here reflect the transit investments and priorities identified in Lee MPO’s 2045 LRTP. The ‘Capital’ investments in this TIP include resources tied to projects that are expected to maintain and improve transit state of good repair. The State of Good Repair projects include equipment and vehicle purchase, rolling stock procurements, preventive maintenance, and construction of bus facilities (Transfer Centers / Park and Ride Lots). **State of good repair investments in this TIP is approximately \$88 Million.** Examples of transit investments are shown below in Table 5.4.

TIP SECTION	PROJECT NAME	EXPENSES
Section E -Transit	Facility Project FTA 5307	Expenses for rolling stock, preventative maintenance, ADA Paratransit Service, Capital Equipment
	FTA 5339 Capital Assistance	Buses and Bus Facilities
	LeeTran Bus Purchase	Bus Purchase with Lee MPO 'SU' funds

Project Selection and LRTP Consistency: As mentioned earlier the TIP includes specific investment priorities from the Transit Element of the LRTP that support all the MPO’s goals, including transit state of good repair. Additionally, the TIP supports and addresses an LRTP requirement of annual spending of \$1.5 million in TMA funds for bus replacement and the expense for bus purchase is among our annual multimodal priorities which are typically funded with TALU and SU funds. All this goes on to show that transit asset condition and state of good repair are among the considerations used during selection of transit projects in the TIP. It is anticipated that these capital expenditures will continue to improve transit state of good repair in the MPO planning area. Accordingly, as the Lee MPO continues to support LeeTran’s TAM targets, we will be also monitoring and reporting whether the targets are being met for the preceding fiscal year under this section of our TIPs.

In summary, the Lee MPO and LeeTran are making progress in achieving the annual TAM targets. The MPO goal of supporting LeeTran to achieve transit asset condition targets is linked to this investment program (TIP), and the planning process used to prioritize the projects within the TIP, all consistent with federal requirements. The MPO is also undertaking the transit responsibilities identified in the FDOT/MPOAC TPM Consensus Planning Agreement requirements which it adopted on June 19, 2020, and will continue to coordinate with LeeTran to maintain the metropolitan area's transit assets in a state of good repair.

## **6. TRANSIT SAFETY PERFORMANCE**

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

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

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

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

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit

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<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs). When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the MPO must reflect those targets in LRTP and TIP updates.

## 6.1 Transit Safety Targets

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

### 6.1.1 Transit Agency Safety Targets

*On June 1, 2023, LeeTran set new targets for CY 2023. These targets are shown below in Table 6.1.*

**TABLE 6.1: CY 2022 LEETRAN SAFETY PERFORMANCE TARGETS**

Mode of Transit Service	Total Fatalities	Fatality Rate per 100,000 mi.	Total Injuries	Injury Rate Per 100,000 mi.	System Reliability Mean Distance Between Mechanical Failure	Total Safety Events	Safety Event Rate Per 100,000 Mi.
<b>MB - Bus</b>	0	0	15	≤ 0.5	≤ 36,856	15	≤ 0.5
<b>DR-Demand Response</b>	0	0	2	≤ 0.15	≤ 37,043	2	≤ 0.15

Notes:

- Safety event and injury targets are based on reducing each by one event for every mode from a three year rolling average of submitted NTD data. Every year the target is met, it will be reduced by one event until reaching zero.
- Reliability is based on NTD reported road calls versus revenue miles for CY 2020, 2021, and 2022.

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*Going by 2022 Calendar Year NTD reported data, and as shown in Table 6.1a, LeeTran met its safety performance targets for Total Fatalities and Fatality Rates for both Fixed Route Service and Demand Response Bus Service. However, neither mode*

*of service could meet their targets for Total Injuries, Injury Rate, Total Safety Events, System Reliability Mean Distance between Mechanical Failure, and Safety Event Rate as shown in Tables 6.1b and 6.1c.*

**TABLE 6.1a: 2022 PERFORMANCE DATA**

MODE OF TRANSIT SERVICE	TOTAL FATALITIES			FATALITY RATE PER 100,000 MILE		
	CY 2022 Target	CY 2022 Performance Data	Target Met	CY 2022 Target	CY 2022 Performance Data	Target Met
	MB-Bus	0	0	Yes	0	0
DR -Demand Response	0	0	Yes	0	0	Yes

**TABLE 6.1b: 2022 PERFORMANCE DATA**

MODE OF TRANSIT SERVICE	TOTAL INJURIES			INJURY RATE PER 100,000 MILES		
	CY 2022 Target	CY 2022 Performance Data	Target Met	CY 2022 Target	CY 2022 Performance Data	Target Met
	MB-Bus	15	16	No	0.5	0.56
DR -Demand Response	0	3	No	0	0.235	No

**TABLE 6.1c: 2022 PERFORMANCE TARGETS**

MODE OF TRANSIT SERVICE	SYSTEM RELIABILITY MEAN DISTANCE BETWEEN MECHANICAL FAILURE			TOTAL SAFETY EVENTS			SAFETY EVENT RATE PER 100,000 MILES		
	CY 2022 Target	CY 2022 Performance Data	Target Met	CY 2022 Target	CY 2022 Performance Data	Target Met	CY 2022 Target	CY 2022 Performance Data	Target Met
	MB-Bus	63,533	35,214	No	14	15	No	0.47	0.52
DR -Demand Response	75,696	22,353	No	0	3	No	0	0.235	No

### 6.1.2 MPO Transit Safety Targets

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

*On June 16, 2023, the Lee MPO Board adopted a resolution supporting LeeTran's CY 2023 transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.*

### **6.2 Transit Safety Investments in the TIP**

Transit Safety Spending: The Lee MPO TIP was developed and is managed in cooperation with LeeTran. The TIP includes investments that will help LeeTran achieve the PTASP targets. The highway safety programs and investments discussed earlier under PM1 will also help LeeTran meet their fatality and injury targets as a lot of the proposed highway safety investments are on roadways with LeeTran bus routes. In addition, the State of Good Repair projects (Equipment and Vehicle Purchase, Rolling Stock Procurements, Preventive Maintenance) in Section E -Transit will help achieve the target for System Reliability Mean Distance Mechanical Failure of the revenue vehicles. **Transit Safety related investments in this TIP amount to approximately \$193.3 Million.** Illustrative examples of the transit investments in this TIP are shown on the next page in Table 6.2.

**TABLE 6.2: PTASP INVESTMENT EXAMPLES**

TIP SECTION	PROJECT NAME	PROJECT TYPE
<b>Section I - Routine Maintenance</b>	US 41 from N of Pondella to N of SR 78	Resurfacing
	SR 78 from W of Santa Barbara Blvd to E of Del Prado Blvd	
	SR 82 from Ortiz Ave to Colonial Blvd	
<b>Section D - Safety</b>	SR 80 from Veronica Shoemaker to Ortiz/Kingston Dr	Median Improvements/Enhanced Crosswalks/RRFBs
	SR 82 from Ford St to Veronica Shoemaker	
	SR 78 from Evalena Lane to New Post Rd	
	SR 865 from Linda Loma Dr to Kelly Rd	
	US 41 at Terry St	Signal reconstruction/removal of right turn lane channelization
<b>Section E -Transit</b>	Leetran Facility Project FTA 5307	Expenses for rolling stock, preventative maintenance, ADA Paratransit Service, Capital Equipment
	FTA 5339 Capital Assistance	Buses and Bus Facilities
	Leetran Bus Purchase	Bus Purchase with Lee MPO 'SU' funds
<b>Section A -Highways</b>	US 41 at Six Mile Cypress Pkwy	Capacity Improvements
	Metro Pkwy from Daniels Pkwy to Winkler Ave	Capacity Improvements

Project Selection and LRTP Consistency: The TIP includes specific investment priorities from the 2040 LRTP that support all the MPO’s goals, including transit safety. This practice has been continued in the 2045 Transportation Plan that was adopted in December 2020. Additionally, the TIP supports and addresses an LRTP requirement of annual spending of \$1.5 million in TMA funds for bus replacement and the bus purchase expense is among our annual multimodal priorities which are typically funded with TALU and SU funds. All this goes on to show that transit safety and transit revenue vehicle system reliability is among the considerations used during selection of projects in the TIP. It is anticipated that the system reliability expenditures and the highway safety investments will improve transit safety in the MPO planning area. As the Lee MPO continues to support LeeTran’s PTASP targets, we will monitor and report in the TIPs whether targets are being met.

In summary, the Lee MPO and LeeTran feels that as we implement the highway and transit safety projects and continue to invest in new buses and preventive maintenance, we will be making good progress in achieving the annual PTASP targets. The MPO goal of supporting LeeTran to achieve transit safety targets is linked to this investment program (TIP), and the planning process used to prioritize the projects within the TIP, all consistent with federal requirements. The MPO will be also carrying out the transit

responsibilities identified in the FDOT/MPOAC TPM Consensus Planning Agreement requirements which it adopted on June 19, 2020, and will continue to coordinate with LeeTran to reduce fatalities and injuries, as well as maintaining system reliability of its revenue vehicles.



### 5-Year Fiscal Constraint Summary

Project Funding Source Estimates		PROGRAM GRAND TOTAL	2023/24 TOTAL	2024/25 TOTAL	2025/26 TOTAL	2026/27 TOTAL	2027/28 TOTAL
	Aviation	135,889,755	40,699,494	29,624,503	17,013,068	15,000,000	33,552,690
	Bicycle Pedestrian Activities	48,500,207	11,191,516	17,863,704	3,380,188	9,281,948	6,782,851
	Highway	156,003,347	35,469,602	41,293,591	53,622,950	16,527,573	9,089,631
	Planning	7,598,961	1,539,324	1,585,425	1,703,800	1,385,206	1,385,206
	Routine Maintenance	145,654,788	100,122,266	5,547,643	36,917,590	3,067,289	0
	Safety	13,817,237	5,304,483	6,889,880	0	1,622,874	0
	Traffic Systems Management and Operations	6,225,054	3,411,828	300,000	605,000	43,500	1,864,726
	Transit	128,143,284	23,086,096	22,390,131	26,119,309	23,968,115	32,579,633
	<b>Total</b>	<b>641,832,633</b>	<b>220,824,609</b>	<b>125,494,877</b>	<b>139,361,905</b>	<b>70,896,505</b>	<b>85,254,737</b>

Project Cost Estimates		PROGRAM GRAND TOTAL	2023/24 TOTAL	2024/25 TOTAL	2025/26 TOTAL	2026/27 TOTAL	2027/28 TOTAL
	Aviation	135,889,755	40,699,494	29,624,503	17,013,068	15,000,000	33,552,690
	Bicycle Pedestrian Activities	48,500,207	11,191,516	17,863,704	3,380,188	9,281,948	6,782,851
	Highway	156,003,347	35,469,602	41,293,591	53,622,950	16,527,573	9,089,631
	Planning	7,598,961	1,539,324	1,585,425	1,703,800	1,385,206	1,385,206
	Routine Maintenance	145,654,788	100,122,266	5,547,643	36,917,590	3,067,289	0
	Safety	13,817,237	5,304,483	6,889,880	0	1,622,874	0
	Traffic Systems Management and Operations	6,225,054	3,411,828	300,000	605,000	43,500	1,864,726
	Transit	128,143,284	23,086,096	22,390,131	26,119,309	23,968,115	32,579,633
	<b>Total</b>	<b>641,832,633</b>	<b>220,824,609</b>	<b>125,494,877</b>	<b>139,361,905</b>	<b>70,896,505</b>	<b>85,254,737</b>

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>ACBR - ADVANCE CONSTRUCTION (BRT)</b>							
4472411	CR 78 OVER L. PINE ISLAND PASS BRIDGE #120111	0	275,142	0	3,607,157	0	3,882,299
4472461	DIPLOMAT PARKWAY WESTBOUND OVER	57,666	0	825,395	0	0	883,061
<b>Total</b>		<b>57,666</b>	<b>275,142</b>	<b>825,395</b>	<b>3,607,157</b>	<b>0</b>	<b>4,765,360</b>
<b>ACCM - ADVANCE CONSTRUCTION (CM)</b>							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	1,130,804	0	0	1,130,804
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,130,804</b>	<b>0</b>	<b>0</b>	<b>1,130,804</b>
<b>ACNP - ADVANCE CONSTRUCTION NHPP</b>							
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	2,165,935	0	0	0	0	2,165,935
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	0	258,980	0	0	0	258,980
4463441	I-75 (SR 93) FROM BONITA BEACH RD TO ALICO RD	42,059,531	0	0	0	0	42,059,531
<b>Total</b>		<b>44,225,466</b>	<b>258,980</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,484,446</b>
<b>ACNR - AC NAT HWY PERFORM RESURFACING</b>							
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	6,778,400	0	0	0	0	6,778,400
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	3,870,597	0	0	0	0	3,870,597
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	0	12,382,332	0	0	12,382,332
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	1,741,818	0	0	0	1,741,818
<b>Total</b>		<b>10,648,997</b>	<b>1,741,818</b>	<b>12,382,332</b>	<b>0</b>	<b>0</b>	<b>24,773,147</b>
<b>ACPR - AC - PROTECT GRANT PGM</b>							
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	0	4,559,502	0	0	4,559,502
<b>Total</b>		<b>0</b>	<b>0</b>	<b>4,559,502</b>	<b>0</b>	<b>0</b>	<b>4,559,502</b>
<b>ACSA - ADVANCE CONSTRUCTION (SA)</b>							
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	2,369,196	3,500,000	3,000,000	8,869,196
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,369,196</b>	<b>3,500,000</b>	<b>3,000,000</b>	<b>8,869,196</b>
<b>ACSS - ADVANCE CONSTRUCTION (SS,HSP)</b>							
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	0	500,000	0	0	0	500,000

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>ACSS - ADVANCE CONSTRUCTION (SS,HSP)</b>							
4462661	SR 80 FROM VERONICA SHOEMAKER TO	0	3,418,783	0	0	0	3,418,783
4462691	SR 82 FROM FORD ST TO VERONICA SHOEMAKER	0	770,883	0	0	0	770,883
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	1,164,630	0	0	0	0	1,164,630
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	1,288,060	0	0	0	0	1,288,060
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	948,489	0	0	0	0	948,489
4496571	US 41 AT W TERRY ST	101,000	0	0	990,310	0	1,091,310
4496581	FOWLER AVE AT CARROLL RD	0	315,000	0	632,564	0	947,564
<b>Total</b>		<b>3,502,179</b>	<b>5,004,666</b>	<b>0</b>	<b>1,622,874</b>	<b>0</b>	<b>10,129,719</b>
<b>ACSU - ADVANCE CONSTRUCTION (SU)</b>							
4443281	US41 @ SIX MILE CYPRESS	800,000	0	0	0	0	800,000
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	5,000,000	5,000,000	5,000,000	15,000,000
<b>Total</b>		<b>800,000</b>	<b>0</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>15,800,000</b>
<b>ART - ARTERIAL HIGHWAYS PROGRAMS</b>							
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	34,286,235	0	0	34,286,235
<b>Total</b>		<b>0</b>	<b>0</b>	<b>34,286,235</b>	<b>0</b>	<b>0</b>	<b>34,286,235</b>
<b>BRRP - STATE BRIDGE REPAIR &amp; REHAB</b>							
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER	0	0	250,000	0	0	250,000
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	100,000	1,068,991	0	0	1,168,991
<b>Total</b>		<b>0</b>	<b>100,000</b>	<b>1,318,991</b>	<b>0</b>	<b>0</b>	<b>1,418,991</b>
<b>CARB - CARB REDUCTION GRANT PGM</b>							
4523771	I-75 REST AREA NS	1,500,000	0	0	0	0	1,500,000
<b>Total</b>		<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
<b>CARU - CARB FOR URB. AREA &gt; THAN 200K</b>							
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,174,284	0	0	0	0	1,174,284

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Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>CARU - CARB FOR URB. AREA &gt; THAN 200K</b>							
4381022	ANDALUSIA BLVD FROM NE 11TH TERR TO	0	0	601,000	0	0	<b>601,000</b>
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	1,197,770	0	0	0	<b>1,197,770</b>
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	87,150	0	0	<b>87,150</b>
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO	0	0	533,575	0	0	<b>533,575</b>
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT	0	0	0	93,929	0	<b>93,929</b>
4496831	COCONUT RD SIDEWALK FROM OAKWILDE TO VIA	0	0	0	391,894	0	<b>391,894</b>
4496991	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD	0	0	0	426,702	0	<b>426,702</b>
4496992	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD	0	0	0	309,200	0	<b>309,200</b>
4513841	EAST TERRY ST FROM SOUTHERN PINES DR TO	0	0	0	0	1,221,725	<b>1,221,725</b>
<b>Total</b>		<b>1,174,284</b>	<b>1,197,770</b>	<b>1,221,725</b>	<b>1,221,725</b>	<b>1,221,725</b>	<b>6,037,229</b>
<b>D - UNRESTRICTED STATE PRIMARY</b>							
4082631	LEE COUNTY ROADWAY & BRIDGE MAINT	3,000,000	0	0	0	0	<b>3,000,000</b>
4082641	LEE COUNTY ROADWAY & BRIDGE MAINT	1,000,000	0	0	0	0	<b>1,000,000</b>
4125801	LEE COUNTY HIGHWAY LIGHTING	744,707	0	0	0	0	<b>744,707</b>
4135481	CAPE CORAL HIGHWAY LIGHTING	56,960	0	0	0	0	<b>56,960</b>
4135491	FT MYERS HIGHWAY LIGHTING	408,917	0	0	0	0	<b>408,917</b>
4245741	BONITA SPRINGS HIGHWAY LIGHTING	112,805	0	0	0	0	<b>112,805</b>
4392171	VILLAGE OF ESTERO	148,220	0	0	0	0	<b>148,220</b>
4487301	LEE COUNTY BDIM CONTRACT	100,000	0	0	0	0	<b>100,000</b>
<b>Total</b>		<b>5,571,609</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,571,609</b>
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	968,000	0	0	0	0	<b>968,000</b>
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	2,144,156	0	2,657,174	736,889	2,818,996	<b>8,357,215</b>
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	89,967	816,373	839,910	0	0	<b>1,746,250</b>

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	188,502	0	0	0	0	<b>188,502</b>
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL	2,435,165	244,494	2,013,068	0	0	<b>4,692,727</b>
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	12,686,350	346	0	0	100,000	<b>12,786,696</b>
4403781	LEE TOC OPS FUND COUNTY WIDE	277,500	256,500	256,500	0	0	<b>790,500</b>
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	5,000,000	5,000,000	0	5,000,000	0	<b>15,000,000</b>
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	562,869	0	0	0	0	<b>562,869</b>
4420531	SR 80 (PALM BCH BLVD) FROM SUPERIOR STREET	1,234,000	0	0	0	0	<b>1,234,000</b>
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	2,835,124	0	0	0	0	<b>2,835,124</b>
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	2,092,285	0	0	0	0	<b>2,092,285</b>
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	747,316	0	0	0	0	<b>747,316</b>
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	0	2,500,000	2,500,000	332,829	0	<b>5,332,829</b>
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	2,407,919	0	0	0	0	<b>2,407,919</b>
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	156,357	0	0	0	<b>156,357</b>
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO	1,100,000	0	2,796,521	0	0	<b>3,896,521</b>
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL	0	0	396,767	0	0	<b>396,767</b>
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	1,019,700	0	3,152,467	0	0	<b>4,172,167</b>
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	1,232,900	0	4,747,444	0	0	<b>5,980,344</b>
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	1,030,600	0	21,800	0	0	<b>1,052,400</b>
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF	0	1,375,800	0	0	0	<b>1,375,800</b>
<b>Total</b>		<b>38,052,353</b>	<b>10,349,870</b>	<b>19,381,651</b>	<b>6,069,718</b>	<b>2,918,996</b>	<b>76,772,588</b>
<b>DI - ST. - S/W INTER/INTRASTATE HWY</b>							
4258412	SR 82 FROM SHAWNEE RD TO ALABAMA RD	13,944,192	0	0	0	0	<b>13,944,192</b>
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	0	38,675,455	0	0	0	<b>38,675,455</b>
<b>Total</b>		<b>13,944,192</b>	<b>38,675,455</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52,619,647</b>

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	66,843	0	0	0	0	<b>66,843</b>
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	370,000	0	0	0	0	<b>370,000</b>
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	5,450	0	0	<b>5,450</b>
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	1,028	0	0	0	0	<b>1,028</b>
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER	0	0	5,000	0	0	<b>5,000</b>
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	5,140	0	0	0	0	<b>5,140</b>
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	5,140	0	0	0	0	<b>5,140</b>
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	5,140	0	0	0	0	<b>5,140</b>
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	10,000	0	5,450	0	0	<b>15,450</b>
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	5,290	0	0	0	<b>5,290</b>
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO	0	0	5,450	0	0	<b>5,450</b>
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL	0	0	5,450	0	0	<b>5,450</b>
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	5,000	0	5,450	0	0	<b>10,450</b>
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	0	0	5,450	0	0	<b>5,450</b>
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	5,000	0	5,450	0	0	<b>10,450</b>
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF	0	0	5,450	0	0	<b>5,450</b>
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF	0	5,000	0	0	0	<b>5,000</b>
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY	5,000	0	0	0	0	<b>5,000</b>
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	5,000	5,450	0	0	<b>10,450</b>
<b>Total</b>		<b>478,291</b>	<b>15,290</b>	<b>54,050</b>	<b>0</b>	<b>0</b>	<b>547,631</b>
<b>DITS - STATEWIDE ITS - STATE 100%.</b>							
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	1,113,765	700,000	472,554	1,372,707	0	<b>3,659,026</b>
<b>Total</b>		<b>1,113,765</b>	<b>700,000</b>	<b>472,554</b>	<b>1,372,707</b>	<b>0</b>	<b>3,659,026</b>
<b>DPTO - STATE - PTO</b>							
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	0	968,000	968,000	0	0	<b>1,936,000</b>

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>DPTO - STATE - PTO</b>							
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	19,090	22,178	31,859	0	0	73,127
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	369,985	2,579,781	0	2,000,000	0	4,949,766
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL	0	2,383,385	0	0	0	2,383,385
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	0	0	5,000,000	0	6,004,061	11,004,061
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	2,500,000	0	0	2,167,171	2,500,000	7,167,171
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	334,025	0	0	0	0	334,025
<b>Total</b>		<b>3,223,100</b>	<b>5,953,344</b>	<b>5,999,859</b>	<b>4,167,171</b>	<b>8,504,061</b>	<b>27,847,535</b>
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	60,863	0	0	0	0	60,863
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	0	1,654	0	0	0	1,654
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	529,097	0	0	0	0	529,097
4443281	US41 @ SIX MILE CYPRESS	146,587	0	0	0	0	146,587
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	6,741,657	0	0	0	0	6,741,657
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	57,693	0	0	0	0	57,693
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	619,598	0	0	0	0	619,598
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	695,129	0	0	0	0	695,129
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	997,805	0	0	0	0	997,805
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	0	1,292,732	0	0	1,292,732
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	62,005	0	0	0	62,005
4490151	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	950,000	0	0	0	950,000
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	0	0	405,936	0	0	405,936
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	0	0	589,097	0	0	589,097
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	0	472,664	0	0	472,664
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF	0	0	3,948,490	0	0	3,948,490

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Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY	1,960,000	0	0	0	0	1,960,000
<b>Total</b>		<b>11,808,429</b>	<b>1,013,659</b>	<b>6,708,919</b>	<b>0</b>	<b>0</b>	<b>19,531,007</b>
<b>DU - STATE PRIMARY/FEDERAL REIMB</b>							
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	152,720	177,429	254,876	0	0	585,025
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311	205,526	260,000	358,467	267,000	244,635	1,335,628
<b>Total</b>		<b>358,246</b>	<b>437,429</b>	<b>613,343</b>	<b>267,000</b>	<b>244,635</b>	<b>1,920,653</b>
<b>FAA - FEDERAL AVIATION ADMIN</b>							
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	2,004,147	0	0	0	0	2,004,147
<b>Total</b>		<b>2,004,147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,004,147</b>
<b>FCO - PRIMARY/FIXED CAPITAL OUTLAY</b>							
4500101	FT MYERS MATERIALS LAB	55,000	265,000	0	0	0	320,000
4500111	FT MYERS OPS CENTER	0	30,000	129,000	0	0	159,000
4500121	FT MYERS OPS CENTER	0	285,000	0	0	0	285,000
4500131	FT MYERS OPERATIONS CENTER GENERATOR	341,901	0	0	0	0	341,901
<b>Total</b>		<b>396,901</b>	<b>580,000</b>	<b>129,000</b>	<b>0</b>	<b>0</b>	<b>1,105,901</b>
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>							
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY	9,959,329	9,909,446	10,900,391	10,846,414	17,418,928	59,034,508
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL	1,009,281	1,110,209	1,221,230	1,121,855	1,342,969	5,805,544
<b>Total</b>		<b>10,968,610</b>	<b>11,019,655</b>	<b>12,121,621</b>	<b>11,968,269</b>	<b>18,761,897</b>	<b>64,840,052</b>
<b>FTAT - FHWA TRANSFER TO FTA (NON-BUD)</b>							
4443061	LEETRAN BUS PURCHASE	1,000,000	500,000	1,500,000	1,500,000	1,500,000	6,000,000
<b>Total</b>		<b>1,000,000</b>	<b>500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>6,000,000</b>
<b>GFBR - GEN FUND BRIDGE REPAIR/REPLACE</b>							
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	0	0	0	1,254,092	0	1,254,092



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Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>GFBR - GEN FUND BRIDGE REPAIR/REPLACE</b>							
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,254,092</b>	<b>0</b>	<b>1,254,092</b>
<b>GFBZ - GENERAL FUND BRIDGE OFF-SYSTEM</b>							
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	167,750	0	0	0	0	167,750
<b>Total</b>		<b>167,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167,750</b>
<b>GMR - GROWTH MANAGEMENT FOR SIS</b>							
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	9,749,798	5,998,312	0	0	8,272,284	24,020,394
<b>Total</b>		<b>9,749,798</b>	<b>5,998,312</b>	<b>0</b>	<b>0</b>	<b>8,272,284</b>	<b>24,020,394</b>
<b>LF - LOCAL FUNDS</b>							
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	968,000	968,000	968,000	0	0	2,904,000
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	19,090	22,178	31,859	0	0	73,127
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311	205,526	260,000	358,467	267,000	244,635	1,335,628
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	2,514,141	2,579,781	2,657,174	2,736,889	2,818,996	13,306,981
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY	2,489,832	2,477,362	2,725,098	2,711,604	4,354,732	14,758,628
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	6,229,305	0	0	6,229,305
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL	252,320	277,552	305,308	280,464	335,742	1,451,386
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,500,000	0	0	0	0	1,500,000
4369281	BURNT STORE RD	4,500,000	0	0	0	0	4,500,000
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	98,456	0	0	0	0	98,456
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	504,164	0	0	0	504,164
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78	300,000	0	0	0	0	300,000
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	15,296,066	10,998,312	5,000,000	5,000,000	14,276,345	50,570,723
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	67,065	0	0	0	0	67,065
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
4472411	CR 78 OVER L. PINE ISLAND PASS BRIDGE #120111	0	85,047	0	1,354,673	0	1,439,720

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>LF - LOCAL FUNDS</b>							
4472461	DIPLOMAT PARKWAY WESTBOUND OVER	17,555	0	261,349	0	0	278,904
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	44,580	0	0	0	0	44,580
4487081	SKYLINE BLVD FROM CAPE CORAL PKWY TO EL	95,000	0	0	0	0	95,000
4493301	TIMES SQUARE PAVERS FROM N OF CRESCENT	1,921,475	0	0	0	0	1,921,475
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	334,025	0	0	0	0	334,025
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	55,916	0	0	418,030	0	473,946
4513881	TREELINE AVE AT DANIELS PKWY	242,516	0	0	0	0	242,516
<b>Total</b>		<b>33,421,563</b>	<b>20,672,396</b>	<b>21,036,560</b>	<b>15,268,660</b>	<b>24,530,450</b>	<b>114,929,629</b>
<b>LFP - LOCAL FUNDS FOR PARTICIPATING</b>							
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	29,363	0	0	29,363
4313301	CAPE CORAL SIDEWALKS	0	0	81,077	0	0	81,077
<b>Total</b>		<b>0</b>	<b>0</b>	<b>110,440</b>	<b>0</b>	<b>0</b>	<b>110,440</b>
<b>PL - METRO PLAN (85% FA; 15% OTHER)</b>							
4393124	LEE COUNTY MPO FY 2022/2023-2023/2024 UPWP	1,348,424	0	0	0	0	1,348,424
4393125	LEE COUNTY MPO FY 2024/2025-2025/2026 UPWP	0	1,363,640	1,385,206	0	0	2,748,846
4393126	LEE COUNTY MPO FY 2026/2027-2027/2028 UPWP	0	0	0	1,385,206	1,385,206	2,770,412
<b>Total</b>		<b>1,348,424</b>	<b>1,363,640</b>	<b>1,385,206</b>	<b>1,385,206</b>	<b>1,385,206</b>	<b>6,867,682</b>
<b>SA - STP, ANY AREA</b>							
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	11,325,514	0	0	0	0	11,325,514
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	100,000	0	0	0	0	100,000
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	0	0	0	22,460	0	22,460
<b>Total</b>		<b>11,425,514</b>	<b>0</b>	<b>0</b>	<b>22,460</b>	<b>0</b>	<b>11,447,974</b>
<b>SIWR - 2015 SB2514A-STRATEGIC INT SYS</b>							
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	546,268	0	0	0	0	546,268

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>SIWR - 2015 SB2514A-STRATEGIC INT SYS</b>							
<b>Total</b>		<b>546,268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>546,268</b>
<b>SR2T - SAFE ROUTES - TRANSIT</b>							
4442742	EDISON ELEMENTARY - SRTS	131,730	0	0	0	0	131,730
4480292	LEHIGH ELEMENTARY - SRTS	0	742,110	0	0	0	742,110
4513461	CHALLENGER MIDDLE SCHOOL - SAFE ROUTES TO	0	0	59,515	0	449,610	509,125
<b>Total</b>		<b>131,730</b>	<b>742,110</b>	<b>59,515</b>	<b>0</b>	<b>449,610</b>	<b>1,382,965</b>
<b>SU - STP, URBAN AREAS &gt; 200K</b>							
1957641	LEE MPO IDENTIFIED OPERATIONAL	561,449	1,996,967	2,857,999	864,743	989,631	7,270,789
4299601	LEE COUNTY TRAFFIC MANAGEMENT CENTER	43,500	43,500	43,500	43,500	43,500	217,500
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	19,226	0	0	19,226
4313301	CAPE CORAL SIDEWALKS	0	0	44,410	0	0	44,410
4353472	OLD US 41 FROM US 41 TO BONITA BEACH RD	0	0	0	2,201,000	0	2,201,000
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,268,802	0	0	0	0	1,268,802
4369262	PINE ISLAND RD FROM STRINGFELLOW RD TO	0	3,521,001	0	0	0	3,521,001
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	739,767	0	0	0	0	739,767
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80	0	733,453	0	0	0	733,453
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	298,641	0	0	0	298,641
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	0	1,805,214	0	0	0	1,805,214
4443061	LEETRAN BUS PURCHASE	1,000,000	500,000	1,500,000	1,500,000	1,500,000	6,000,000
4443281	US41 @ SIX MILE CYPRESS	553,413	0	0	0	0	553,413
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	1,066,182	0	0	0	0	1,066,182
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	2,013,292	0	0	0	0	2,013,292
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO	0	0	5,000	0	145,474	150,474
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	48,910	0	0	48,910

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>SU - STP, URBAN AREAS &gt; 200K</b>							
4487051	PAULING LANE SUP FROM PINE AVE TO OLD 41 RD	0	0	123,786	0	0	123,786
4487061	MCGREGOR BLVD AT IONA DR INTERSECTION	0	0	305,000	0	1,821,226	2,126,226
4487081	SKYLINE BLVD FROM CAPE CORAL PKWY TO EL	633,188	0	0	0	0	633,188
4493301	TIMES SQUARE PAVERS FROM N OF CRESCENT	1,001,000	0	0	0	0	1,001,000
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT	0	524,000	0	32,058	0	556,058
4496831	COCONUT RD SIDEWALK FROM OAKWILDE TO VIA	0	330,000	0	0	0	330,000
4496991	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD	0	0	0	306,530	0	306,530
4513881	TREELINE AVE AT DANIELS PKWY	1,348,312	0	0	0	0	1,348,312
4515231	FT MYERS CARBON REDUCTION STUDY	350,000	0	0	0	0	350,000
4519681	CORKSCREW ROAD FROM US 41 TO KORESHAN	0	0	0	0	198,000	198,000
4520531	COCONUT ROAD FROM US41 TO VIA COCONUT	0	0	0	0	180,000	180,000
4522351	MCGREGOR BLVD FROM COLONIAL BLVD TO US41	0	0	0	0	250,000	250,000
<b>Total</b>		<b>10,578,905</b>	<b>9,752,776</b>	<b>4,947,831</b>	<b>4,947,831</b>	<b>5,127,831</b>	<b>35,355,174</b>
<b>TALT - TRANSPORTATION ALTS- ANY AREA</b>							
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	273,705	0	0	273,705
4442742	EDISON ELEMENTARY - SRTS	1,000	0	0	0	0	1,000
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	80,000	0	0	0	0	80,000
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	150,000	0	0	0	0	150,000
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	20,000	40,000	0	0	0	60,000
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	20,000	40,000	0	0	0	60,000
4480292	LEHIGH ELEMENTARY - SRTS	0	1,000	0	0	0	1,000
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO	0	0	0	0	1,177,723	1,177,723
4513851	EAST TERRY ST FROM PALM BAY CT TO	0	0	0	0	167,713	167,713
4514461	ANDALUSIA BLVD FROM DIPLOMAT PKWY TO	0	0	0	0	656,937	656,937

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>TALT - TRANSPORTATION ALTS- ANY AREA</b>							
<b>Total</b>		<b>271,000</b>	<b>81,000</b>	<b>273,705</b>	<b>0</b>	<b>2,002,373</b>	<b>2,628,078</b>
<b>TALU - TRANSPORTATION ALTS- &gt;200K</b>							
1957641	LEE MPO IDENTIFIED OPERATIONAL	123,188	0	0	0	0	123,188
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	57,207	0	0	57,207
4313301	CAPE CORAL SIDEWALKS	0	0	186,015	0	0	186,015
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,919,564	0	0	0	0	1,919,564
4381012	SOUTH ST FROM US 41/CLEVELAND AVE TO SR	310,945	0	0	0	0	310,945
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	1,725	0	0	0	0	1,725
4418991	SW SANTA BARBARA PL FROM NICHOLAS PKWY	0	872,970	0	0	0	872,970
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80	0	280,757	0	0	0	280,757
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	290,003	0	0	0	290,003
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO	0	0	400,000	0	0	400,000
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	49,645	0	0	49,645
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO	0	0	780,604	0	0	780,604
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT	0	0	0	676,384	0	676,384
4496992	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD	0	0	0	634,027	0	634,027
4513831	DANIELS PKWY FROM CORPORATE LAKES DR TO	0	0	0	163,060	0	163,060
4513841	EAST TERRY ST FROM SOUTHERN PINES DR TO	0	0	0	0	183,119	183,119
4513851	EAST TERRY ST FROM PALM BAY CT TO	0	0	0	0	198,465	198,465
4513861	CHALLENGER BLVD FROM COLONIAL BLVD TO SIX	0	0	0	0	578,200	578,200
4513901	CARRELL RD FROM CLEVELAND AVE TO JYLP	0	0	0	0	513,687	513,687
4513921	SE 24TH AVE FROM SE 15TH TERR TO VISCAYA	0	0	0	0	339,689	339,689
4513931	GARDEN BLVD FROM NE 33RD ST TO DE NAVARRA	0	0	0	0	250,727	250,727
4514461	ANDALUSIA BLVD FROM DIPLOMAT PKWY TO	0	0	0	0	271,782	271,782

### 5-Year Summary by Fund Code

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
<b>TALU - TRANSPORTATION ALTS- &gt;200K</b>							
	<b>Total</b>	<b>2,355,422</b>	<b>1,443,730</b>	<b>1,473,471</b>	<b>1,473,471</b>	<b>2,335,669</b>	<b>9,081,763</b>
<b>TLWR - 2015 SB2514A-TRAIL NETWORK</b>							
4402362	KISMET PKWY FROM NELSON RD TO DEL PRADO	0	7,617,835	0	0	0	7,617,835
4475151	JYLP EXT & BRIDGE FROM S OF COLONIAL BLVD	0	0	0	6,248,164	0	6,248,164
	<b>Total</b>	<b>0</b>	<b>7,617,835</b>	<b>0</b>	<b>6,248,164</b>	<b>0</b>	<b>13,865,999</b>

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
<b>ACBR - ADVANCE CONSTRUCTION (BRT)</b>					
4472411	CR 78 OVER L. PINE ISLAND PASS BRIDGE #120111	0	275,142	0	275,142
4472461	DIPLOMAT PARKWAY WESTBOUND OVER	57,666	0	825,395	883,061
<b>Total</b>		<b>57,666</b>	<b>275,142</b>	<b>825,395</b>	<b>1,158,203</b>
<b>ACCM - ADVANCE CONSTRUCTION (CM)</b>					
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	1,130,804	1,130,804
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,130,804</b>	<b>1,130,804</b>
<b>ACNP - ADVANCE CONSTRUCTION NHPP</b>					
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	2,165,935	0	0	2,165,935
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	0	258,980	0	258,980
4463441	I-75 (SR 93) FROM BONITA BEACH RD TO ALICO RD	42,059,531	0	0	42,059,531
<b>Total</b>		<b>44,225,466</b>	<b>258,980</b>	<b>0</b>	<b>44,484,446</b>
<b>ACNR - AC NAT HWY PERFORM RESURFACING</b>					
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	6,778,400	0	0	6,778,400
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	3,870,597	0	0	3,870,597
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	0	12,382,332	12,382,332
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	1,741,818	0	1,741,818
<b>Total</b>		<b>10,648,997</b>	<b>1,741,818</b>	<b>12,382,332</b>	<b>24,773,147</b>
<b>ACPR - AC - PROTECT GRANT PGM</b>					
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	0	4,559,502	4,559,502
<b>Total</b>		<b>0</b>	<b>0</b>	<b>4,559,502</b>	<b>4,559,502</b>
<b>ACSA - ADVANCE CONSTRUCTION (SA)</b>					
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	2,369,196	2,369,196
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,369,196</b>	<b>2,369,196</b>
<b>ACSS - ADVANCE CONSTRUCTION (SS,HSP)</b>					

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	0	500,000	0	500,000
4462661	SR 80 FROM VERONICA SHOEMAKER TO	0	3,418,783	0	3,418,783
4462691	SR 82 FROM FORD ST TO VERONICA SHOEMAKER	0	770,883	0	770,883
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	1,164,630	0	0	1,164,630
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	1,288,060	0	0	1,288,060
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	948,489	0	0	948,489
4496571	US 41 AT W TERRY ST	101,000	0	0	101,000
4496581	FOWLER AVE AT CARROLL RD	0	315,000	0	315,000
<b>Total</b>		<b>3,502,179</b>	<b>5,004,666</b>	<b>0</b>	<b>8,506,845</b>
<b>ACSU - ADVANCE CONSTRUCTION (SU)</b>					
4443281	US41 @ SIX MILE CYPRESS	800,000	0	0	800,000
4453231	BIG CARLOS BRIDGE REPLACEMENT	0	0	5,000,000	5,000,000
<b>Total</b>		<b>800,000</b>	<b>0</b>	<b>5,000,000</b>	<b>5,800,000</b>
<b>ART - ARTERIAL HIGHWAYS PROGRAMS</b>					
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	34,286,235	34,286,235
<b>Total</b>		<b>0</b>	<b>0</b>	<b>34,286,235</b>	<b>34,286,235</b>
<b>BRRP - STATE BRIDGE REPAIR &amp; REHAB</b>					
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER	0	0	250,000	250,000
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	100,000	1,068,991	1,168,991
<b>Total</b>		<b>0</b>	<b>100,000</b>	<b>1,318,991</b>	<b>1,418,991</b>
<b>CARB - CARB REDUCTION GRANT PGM</b>					
4523771	I-75 REST AREA NS	1,500,000	0	0	1,500,000
<b>Total</b>		<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>
<b>CARU - CARB FOR URB. AREA &gt; THAN 200K</b>					
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,174,284	0	0	1,174,284



### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4381022	ANDALUSIA BLVD FROM NE 11TH TERR TO	0	0	601,000	601,000
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	1,197,770	0	1,197,770
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	87,150	87,150
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO	0	0	533,575	533,575
<b>Total</b>		<b>1,174,284</b>	<b>1,197,770</b>	<b>1,221,725</b>	<b>3,593,779</b>
<b>D - UNRESTRICTED STATE PRIMARY</b>					
4082631	LEE COUNTY ROADWAY & BRIDGE MAINT	3,000,000	0	0	3,000,000
4082641	LEE COUNTY ROADWAY & BRIDGE MAINT	1,000,000	0	0	1,000,000
4125801	LEE COUNTY HIGHWAY LIGHTING	744,707	0	0	744,707
4135481	CAPE CORAL HIGHWAY LIGHTING	56,960	0	0	56,960
4135491	FT MYERS HIGHWAY LIGHTING	408,917	0	0	408,917
4245741	BONITA SPRINGS HIGHWAY LIGHTING	112,805	0	0	112,805
4392171	VILLAGE OF ESTERO	148,220	0	0	148,220
4487301	LEE COUNTY BDIM CONTRACT	100,000	0	0	100,000
<b>Total</b>		<b>5,571,609</b>	<b>0</b>	<b>0</b>	<b>5,571,609</b>
<b>DDR - DISTRICT DEDICATED REVENUE</b>					
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	968,000	0	0	968,000
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	2,144,156	0	2,657,174	4,801,330
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	89,967	816,373	839,910	1,746,250
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	188,502	0	0	188,502
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL	2,435,165	244,494	2,013,068	4,692,727
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	12,686,350	346	0	12,686,696
4403781	LEE TOC OPS FUND COUNTY WIDE	277,500	256,500	256,500	790,500
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	5,000,000	5,000,000	0	10,000,000
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	562,869	0	0	562,869

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4420531	SR 80 (PALM BCH BLVD) FROM SUPERIOR STREET	1,234,000	0	0	1,234,000
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	2,835,124	0	0	2,835,124
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	2,092,285	0	0	2,092,285
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	747,316	0	0	747,316
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	0	2,500,000	2,500,000	5,000,000
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	2,407,919	0	0	2,407,919
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	156,357	0	156,357
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO	1,100,000	0	2,796,521	3,896,521
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL	0	0	396,767	396,767
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	1,019,700	0	3,152,467	4,172,167
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	1,232,900	0	4,747,444	5,980,344
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	1,030,600	0	21,800	1,052,400
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF	0	1,375,800	0	1,375,800
<b>Total</b>		<b>38,052,353</b>	<b>10,349,870</b>	<b>19,381,651</b>	<b>67,783,874</b>
<b>DI - ST. - S/W INTER/INTRASTATE HWY</b>					
4258412	SR 82 FROM SHAWNEE RD TO ALABAMA RD	13,944,192	0	0	13,944,192
4462962	SR 93 (I-75) AT CR 876 / DANIELS PARKWAY	0	38,675,455	0	38,675,455
<b>Total</b>		<b>13,944,192</b>	<b>38,675,455</b>	<b>0</b>	<b>52,619,647</b>
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>					
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	66,843	0	0	66,843
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	370,000	0	0	370,000
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	5,450	5,450
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	1,028	0	0	1,028
4447761	I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER	0	0	5,000	5,000
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	5,140	0	0	5,140

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	5,140	0	0	5,140
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	5,140	0	0	5,140
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	10,000	0	5,450	15,450
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	5,290	0	5,290
4489571	SR 865 FROM E OF SR 45 (US 41) TO W OF METRO	0	0	5,450	5,450
4499811	LANDSCAPE FOWLER ST AT SR 884 (COLONIAL	0	0	5,450	5,450
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	5,000	0	5,450	10,450
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	0	0	5,450	5,450
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	5,000	0	5,450	10,450
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF	0	0	5,450	5,450
4507271	SR 865 FROM N OF HURRICANE PASS TO S OF	0	5,000	0	5,000
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY	5,000	0	0	5,000
4513571	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	5,000	5,450	10,450
<b>Total</b>		<b>478,291</b>	<b>15,290</b>	<b>54,050</b>	<b>547,631</b>
<b>DITS - STATEWIDE ITS - STATE 100%.</b>					
4126721	LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT	1,113,765	700,000	472,554	2,286,319
<b>Total</b>		<b>1,113,765</b>	<b>700,000</b>	<b>472,554</b>	<b>2,286,319</b>
<b>DPTO - STATE - PTO</b>					
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	0	968,000	968,000	1,936,000
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	19,090	22,178	31,859	73,127
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	369,985	2,579,781	0	2,949,766
4206521	SOUTHWEST FLORIDA INT'L ARP - PARALLEL	0	2,383,385	0	2,383,385
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	0	0	5,000,000	5,000,000
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	2,500,000	0	0	2,500,000
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	334,025	0	0	334,025

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
<b>Total</b>		<b>3,223,100</b>	<b>5,953,344</b>	<b>5,999,859</b>	<b>15,176,303</b>
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>					
4136953	SR 78 FROM SW 32ND CT TO BURNT STORE RD	60,863	0	0	60,863
4313341	SR 739 (METRO PKWY) FROM S OF DANIELS TO N	0	1,654	0	1,654
4419872	I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE	529,097	0	0	529,097
4443281	US41 @ SIX MILE CYPRESS	146,587	0	0	146,587
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	6,741,657	0	0	6,741,657
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	57,693	0	0	57,693
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	619,598	0	0	619,598
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	695,129	0	0	695,129
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	997,805	0	0	997,805
4489551	SR 82 FROM ORTIZ AVE TO COLONIAL BLVD	0	0	1,292,732	1,292,732
4489561	SR 78 FROM PARK 78 DR TO WELLS RD	0	62,005	0	62,005
4490151	US 41 OVER CALOOSAHATCHEE RIVER BRIDGE	0	950,000	0	950,000
4507221	SR 78 FROM NEW POST RD TO N OF EVANWOOD	0	0	405,936	405,936
4507231	SR 78 FROM W OF SANTA BARBARA BLVD TO E OF	0	0	589,097	589,097
4507241	SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD	0	0	472,664	472,664
4507261	SR 45 (US 41) FROM N OF PONDELLA RD TO N OF	0	0	3,948,490	3,948,490
4507281	SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY	1,960,000	0	0	1,960,000
<b>Total</b>		<b>11,808,429</b>	<b>1,013,659</b>	<b>6,708,919</b>	<b>19,531,007</b>
<b>DU - STATE PRIMARY/FEDERAL REIMB</b>					
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	152,720	177,429	254,876	585,025
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311	205,526	260,000	358,467	823,993
<b>Total</b>		<b>358,246</b>	<b>437,429</b>	<b>613,343</b>	<b>1,409,018</b>
<b>FAA - FEDERAL AVIATION ADMIN</b>					

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	2,004,147	0	0	2,004,147
<b>Total</b>		<b>2,004,147</b>	<b>0</b>	<b>0</b>	<b>2,004,147</b>
<b>FCO - PRIMARY/FIXED CAPITAL OUTLAY</b>					
4500101	FT MYERS MATERIALS LAB	55,000	265,000	0	320,000
4500111	FT MYERS OPS CENTER	0	30,000	129,000	159,000
4500121	FT MYERS OPS CENTER	0	285,000	0	285,000
4500131	FT MYERS OPERATIONS CENTER GENERATOR	341,901	0	0	341,901
<b>Total</b>		<b>396,901</b>	<b>580,000</b>	<b>129,000</b>	<b>1,105,901</b>
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>					
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY	9,959,329	9,909,446	10,900,391	30,769,166
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL	1,009,281	1,110,209	1,221,230	3,340,720
<b>Total</b>		<b>10,968,610</b>	<b>11,019,655</b>	<b>12,121,621</b>	<b>34,109,886</b>
<b>FTAT - FHWA TRANSFER TO FTA (NON-BUD)</b>					
4443061	LEETRAN BUS PURCHASE	1,000,000	500,000	1,500,000	3,000,000
<b>Total</b>		<b>1,000,000</b>	<b>500,000</b>	<b>1,500,000</b>	<b>3,000,000</b>
<b>GFBZ - GENERAL FUND BRIDGE OFF-SYSTEM</b>					
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	167,750	0	0	167,750
<b>Total</b>		<b>167,750</b>	<b>0</b>	<b>0</b>	<b>167,750</b>
<b>GMR - GROWTH MANAGEMENT FOR SIS</b>					
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	9,749,798	5,998,312	0	15,748,110
<b>Total</b>		<b>9,749,798</b>	<b>5,998,312</b>	<b>0</b>	<b>15,748,110</b>
<b>LF - LOCAL FUNDS</b>					
4073291	LEE COUNTY - TRANSIT SYSTEM - OPERATING	968,000	968,000	968,000	2,904,000
4101151	LEE COUNTY MPO TRANSIT PLANNING FTA 5305	19,090	22,178	31,859	73,127
4101251	LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311	205,526	260,000	358,467	823,993

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
4101401	LEE COUNTY TRANSIT SYSTEM - (LCTS)	2,514,141	2,579,781	2,657,174	7,751,096
4101471	LEE COUNTY TRANSIT SYSTEM / FACILITY	2,489,832	2,477,362	2,725,098	7,692,292
4313342	SR 739 (METRO PKWY) AT DANIELS PKWY	0	0	6,229,305	6,229,305
4345161	LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL	252,320	277,552	305,308	835,180
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,500,000	0	0	1,500,000
4369281	BURNT STORE RD	4,500,000	0	0	4,500,000
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	98,456	0	0	98,456
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	504,164	0	504,164
4419422	SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78	300,000	0	0	300,000
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	15,296,066	10,998,312	5,000,000	31,294,378
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	67,065	0	0	67,065
4463141	PAGE FIELD SOUTH QUADRANT HANGARS AND	2,500,000	2,500,000	2,500,000	7,500,000
4472411	CR 78 OVER L. PINE ISLAND PASS BRIDGE #120111	0	85,047	0	85,047
4472461	DIPLOMAT PARKWAY WESTBOUND OVER	17,555	0	261,349	278,904
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	44,580	0	0	44,580
4487081	SKYLINE BLVD FROM CAPE CORAL PKWY TO EL	95,000	0	0	95,000
4493301	TIMES SQUARE PAVERS FROM N OF CRESCENT	1,921,475	0	0	1,921,475
4500371	SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY	334,025	0	0	334,025
4505981	SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642	55,916	0	0	55,916
4513881	TREELINE AVE AT DANIELS PKWY	242,516	0	0	242,516
<b>Total</b>		<b>33,421,563</b>	<b>20,672,396</b>	<b>21,036,560</b>	<b>75,130,519</b>
<b>LFP - LOCAL FUNDS FOR PARTICIPATING</b>					
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	29,363	29,363
4313301	CAPE CORAL SIDEWALKS	0	0	81,077	81,077
<b>Total</b>		<b>0</b>	<b>0</b>	<b>110,440</b>	<b>110,440</b>

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
<b>PL - METRO PLAN (85% FA; 15% OTHER)</b>					
4393124	LEE COUNTY MPO FY 2022/2023-2023/2024 UPWP	1,348,424	0	0	1,348,424
4393125	LEE COUNTY MPO FY 2024/2025-2025/2026 UPWP	0	1,363,640	1,385,206	2,748,846
<b>Total</b>		<b>1,348,424</b>	<b>1,363,640</b>	<b>1,385,206</b>	<b>4,097,270</b>
<b>SA - STP, ANY AREA</b>					
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	11,325,514	0	0	11,325,514
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	100,000	0	0	100,000
<b>Total</b>		<b>11,425,514</b>	<b>0</b>	<b>0</b>	<b>11,425,514</b>
<b>SIWR - 2015 SB2514A-STRATEGIC INT SYS</b>					
4419811	SOUTHWEST FLORIDA INTERNATIONAL AIRPORT	546,268	0	0	546,268
<b>Total</b>		<b>546,268</b>	<b>0</b>	<b>0</b>	<b>546,268</b>
<b>SR2T - SAFE ROUTES - TRANSIT</b>					
4442742	EDISON ELEMENTARY - SRTS	131,730	0	0	131,730
4480292	LEHIGH ELEMENTARY - SRTS	0	742,110	0	742,110
4513461	CHALLENGER MIDDLE SCHOOL - SAFE ROUTES TO	0	0	59,515	59,515
<b>Total</b>		<b>131,730</b>	<b>742,110</b>	<b>59,515</b>	<b>933,355</b>
<b>SU - STP, URBAN AREAS &gt; 200K</b>					
1957641	LEE MPO IDENTIFIED OPERATIONAL	561,449	1,996,967	2,857,999	5,416,415
4299601	LEE COUNTY TRAFFIC MANAGEMENT CENTER	43,500	43,500	43,500	130,500
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	19,226	19,226
4313301	CAPE CORAL SIDEWALKS	0	0	44,410	44,410
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,268,802	0	0	1,268,802
4369262	PINE ISLAND RD FROM STRINGFELLOW RD TO	0	3,521,001	0	3,521,001
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	739,767	0	0	739,767
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80	0	733,453	0	733,453

### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	298,641	0	298,641
4421231	GUNNERY ROAD AT BUCKINGHAM ROAD	0	1,805,214	0	1,805,214
4443061	LEETRAN BUS PURCHASE	1,000,000	500,000	1,500,000	3,000,000
4443281	US41 @ SIX MILE CYPRESS	553,413	0	0	553,413
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	1,066,182	0	0	1,066,182
4462931	SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78	2,013,292	0	0	2,013,292
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO	0	0	5,000	5,000
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	48,910	48,910
4487051	PAULING LANE SUP FROM PINE AVE TO OLD 41 RD	0	0	123,786	123,786
4487061	MCGREGOR BLVD AT IONA DR INTERSECTION	0	0	305,000	305,000
4487081	SKYLINE BLVD FROM CAPE CORAL PKWY TO EL	633,188	0	0	633,188
4493301	TIMES SQUARE PAVERS FROM N OF CRESCENT	1,001,000	0	0	1,001,000
4496811	VIA COCONUT POINT ROUNDABOUT - COCONUT	0	524,000	0	524,000
4496831	COCONUT RD SIDEWALK FROM OAKWILDE TO VIA	0	330,000	0	330,000
4513881	TREELINE AVE AT DANIELS PKWY	1,348,312	0	0	1,348,312
4515231	FT MYERS CARBON REDUCTION STUDY	350,000	0	0	350,000
<b>Total</b>		<b>10,578,905</b>	<b>9,752,776</b>	<b>4,947,831</b>	<b>25,279,512</b>
<b>TALT - TRANSPORTATION ALTS- ANY AREA</b>					
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	273,705	273,705
4442742	EDISON ELEMENTARY - SRTS	1,000	0	0	1,000
4462911	SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA	80,000	0	0	80,000
4462921	SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK	150,000	0	0	150,000
4478751	SR 78 FROM EVALENA LN TO NEW POST RD	20,000	40,000	0	60,000
4478801	SR 865 FROM LINDA LOMA DR TO KELLY RD	20,000	40,000	0	60,000
4480292	LEHIGH ELEMENTARY - SRTS	0	1,000	0	1,000



### 3-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	Total
<b>Total</b>		<b>271,000</b>	<b>81,000</b>	<b>273,705</b>	<b>625,705</b>
<b>TALU - TRANSPORTATION ALTS- &gt;200K</b>					
1957641	LEE MPO IDENTIFIED OPERATIONAL	123,188	0	0	123,188
4308891	DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH	0	0	57,207	57,207
4313301	CAPE CORAL SIDEWALKS	0	0	186,015	186,015
4353512	ABLE CANAL FROM HARNIS MARSH TO JOEL	1,919,564	0	0	1,919,564
4381012	SOUTH ST FROM US 41/CLEVELAND AVE TO SR	310,945	0	0	310,945
4381021	ANDALUSIA BOULEVARD FROM SR 78 to N 11TH	1,725	0	0	1,725
4418991	SW SANTA BARBARA PL FROM NICHOLAS PKWY	0	872,970	0	872,970
4419001	MARSH AVENUE FROM MICHIGAN AVE TO SR 80	0	280,757	0	280,757
441901-1/2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	0	290,003	0	290,003
4486991	US 41 - NFM EAST SIDE FROM TARA BLVD TO	0	0	400,000	400,000
4487031	COCHRAN ST SUP FROM PINE AVE TO OLD 41	0	0	49,645	49,645
4494801	EAST TERRY ST PATH FROM IMPERIAL PKWY TO	0	0	780,604	780,604
<b>Total</b>		<b>2,355,422</b>	<b>1,443,730</b>	<b>1,473,471</b>	<b>5,272,623</b>
<b>TLWR - 2015 SB2514A-TRAIL NETWORK</b>					
4402362	KISMET PKWY FROM NELSON RD TO DEL PRADO	0	7,617,835	0	7,617,835
<b>Total</b>		<b>0</b>	<b>7,617,835</b>	<b>0</b>	<b>7,617,835</b>

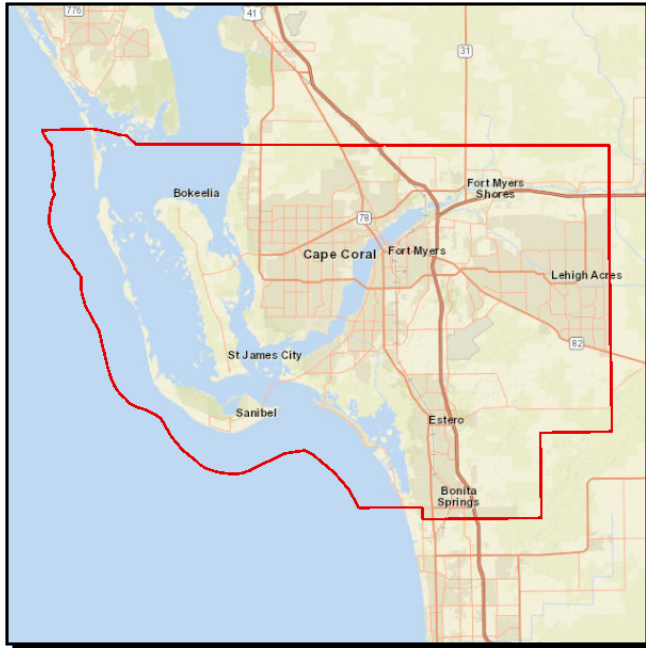
**Section A - Highway**

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**LEE MPO IDENTIFIED OPERATIONAL IMPROVEMENTS FUNDING**

**Project Number: 1957641**

**Non-SIS**



**From:**

**Work Summary:** TRAFFIC OPS IMPROVEMENT

**To:**

**Lead Agency:** FDOT

**LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SU	561,449	1,996,967	2,857,999	864,743	989,631	<b>7,270,789</b>
CST	TALU	123,188	0	0	0	0	<b>123,188</b>
<b>Total</b>		<b>684,637</b>	<b>1,996,967</b>	<b>2,857,999</b>	<b>864,743</b>	<b>989,631</b>	<b>7,393,977</b>

**Prior Cost < 2023/24:** 6,267,629

**Future Cost > 2027/28:** 0

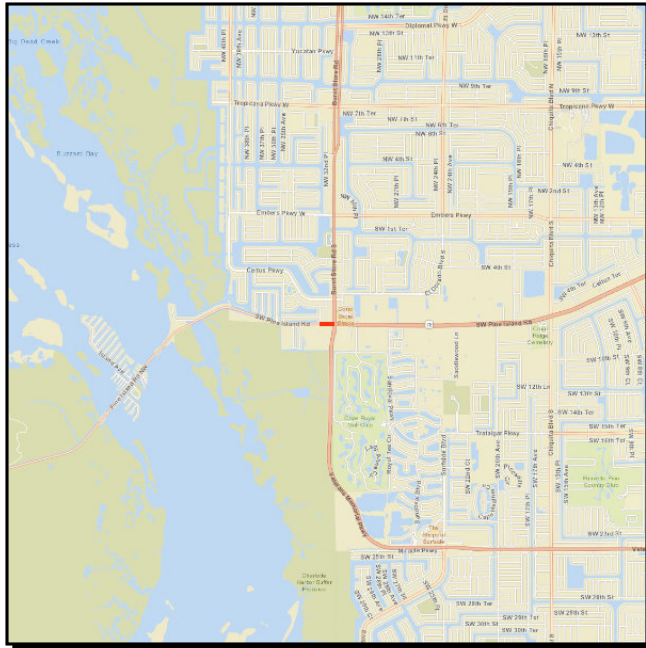
**Total Project Cost:** 13,661,606

**Project Description:** This is the multi-modal enhancement box

**SR 78 FROM SW 32ND CT TO BURNT STORE RD**

**Project Number: 4136953**

**Non-SIS**



**From:** SW 32nd Ct  
**To:** Burnt Store Rd  
**Lead Agency:** MANAGED BY FDOT  
**Work Summary:** LANDSCAPING  
**Length:** 0.507  
**LRTP #:** Appendix E, Page 10, Table 11

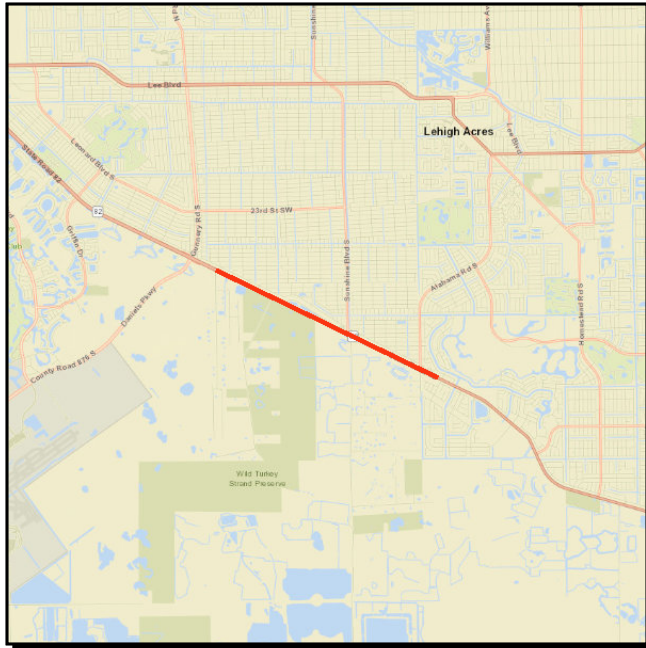
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DS	60,863	0	0	0	0	<b>60,863</b>
CST	DIH	66,843	0	0	0	0	<b>66,843</b>
CST	DDR	188,502	0	0	0	0	<b>188,502</b>
<b>Total</b>		<b>316,208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>316,208</b>

**Prior Cost < 2023/24:** 5,000  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 321,208  
**Project Description:**

**SR 82 FROM SHAWNEE RD TO ALABAMA RD**

**Project Number: 4258412**

**SIS**



**From:** SHAWNEE ROAD  
**To:** ALABAMA ROAD S  
**Lead Agency:** FDOT  
**Work Summary:** ADD LANES & RECONSTRUCT  
**Length:** 2.949 MI  
**LRTP #:** Appendix B, Table B-7

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
RPY	DI	13,944,192	0	0	0	0	13,944,192
<b>Total</b>		<b>13,944,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,944,192</b>

**Prior Cost < 2023/24:** 40,040,009

**Future Cost > 2027/28:** 0

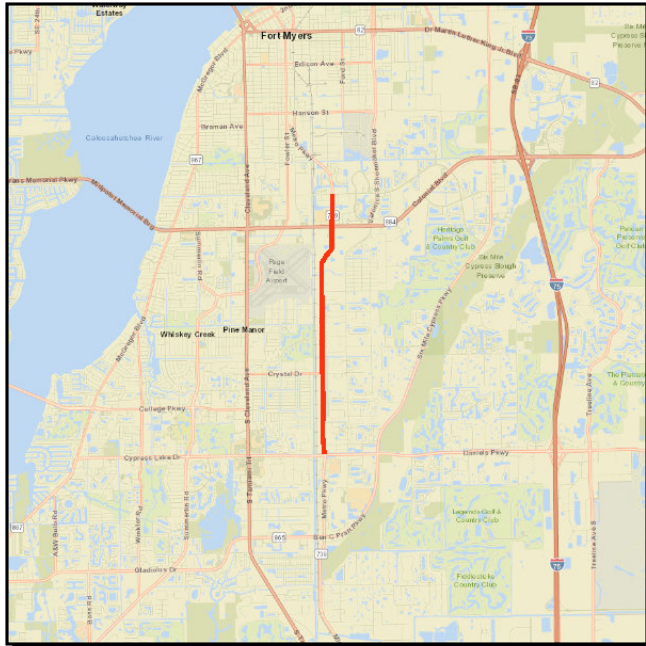
**Total Project Cost:** 53,984,201

**Project Description:** Expand the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5-foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot shared-use path on the south side.

**SR 739 (METRO PKWY) FROM S OF DANIELS TO N OF WINKLER**

**Project Number: 4313341**

**Non-SIS**



**From:** DANIELS PARKWAY  
**To:** WINKLER AVENUE  
**Lead Agency:** FDOT  
**Work Summary:** ADD LANES & RECONSTRUCT  
**Length:** 4.425 MI  
**LRTP #:** Page 5-17, Table 5-9, Project S2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	DIH	370,000	0	0	0	0	370,000
ROW	DDR	12,686,350	346	0	0	0	12,686,696
ROW	DS	0	1,654	0	0	0	1,654
ENV	DDR	0	0	0	0	100,000	100,000
<b>Total</b>		<b>13,056,350</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>13,158,350</b>

**Prior Cost < 2023/24:** 9,647,782

**Future Cost > 2027/28:** 0

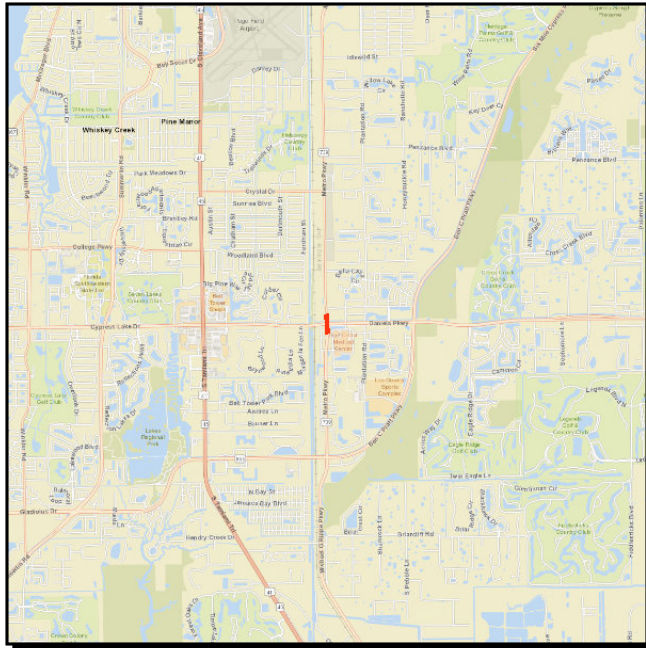
**Total Project Cost:** 22,806,132

**Project Description:** Expansion of roadway from four lanes to six lanes and conversion of the Metro Colonial and Metro Daniels intersections to continuous flow intersections

**SR 739 (METRO PKWY) AT DANIELS PKWY**

**Project Number: 4313342**

**Non-SIS**



**From:**

**Work Summary:** ADD LANES & RECONSTRUCT

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 0.859

**LRTP #:** Page 5-17, Table 5-9, Project S2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
RRU	ART	0	0	7,882,000	0	0	<b>7,882,000</b>
CST	ART	0	0	26,404,235	0	0	<b>26,404,235</b>
RRU	LF	0	0	5,832,000	0	0	<b>5,832,000</b>
CST	LF	0	0	397,305	0	0	<b>397,305</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>40,520,990</b>	<b>0</b>	<b>0</b>	<b>40,520,990</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 40,520,990

**Project Description:** This item is part of the expansion of the roadway from four to six lanes and conversion of the Metro Colonial and Metro Daniels intersections to continuous flow intersections (CFI), construction in this item is for the Metro Daniels CFI only

**OLD US 41 FROM US 41 TO BONITA BEACH RD**

**Project Number: 4353472**

**Non-SIS**



**From:**

**Work Summary:** ADD LANES & RECONSTRUCT

**To:**

**Lead Agency:**

MANAGED BY CITY OF BONITA SPRINGS

**Length:** 1.18

**LRTP #:** Page 5-17, Table 5-9, Project S5

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	0	2,201,000	0	2,201,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2,201,000</b>	<b>0</b>	<b>2,201,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 2,201,000

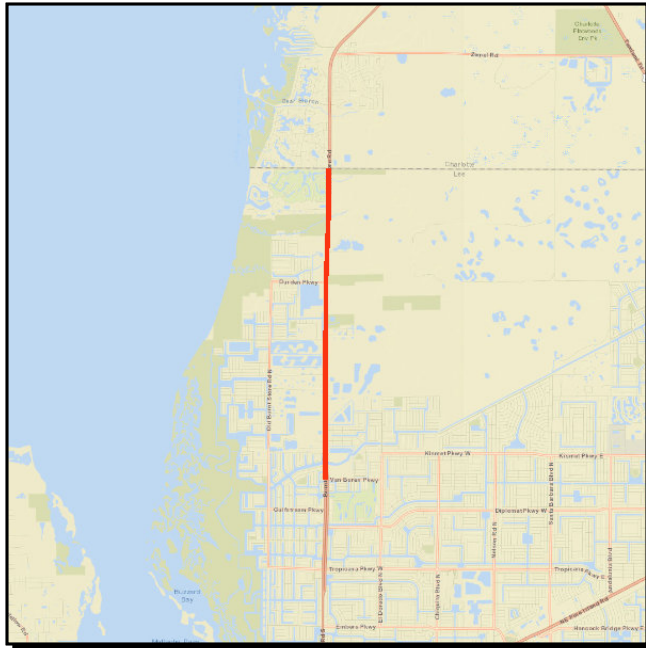
**Project Description:** Improvements include road expansion up to four lanes, bicycle lanes, sidewalks, and a shared use path



**BURNT STORE RD**

**Project Number: 4369281**

**Non-SIS**



**From:** VAN BUREN PARKWAY **Work Summary:** ADD LANES & RECONSTRUCT

**To:** CHARLOTTE CO/LINE

**Lead Agency:** FDOT **Length:** 5.533

**LRTP #:** Page 5-18, Table 5-9, Project S-11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	LF	4,500,000	0	0	0	0	4,500,000
<b>Total</b>		<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>

**Prior Cost < 2023/24:** 2,302,750

**Future Cost > 2027/28:** 0

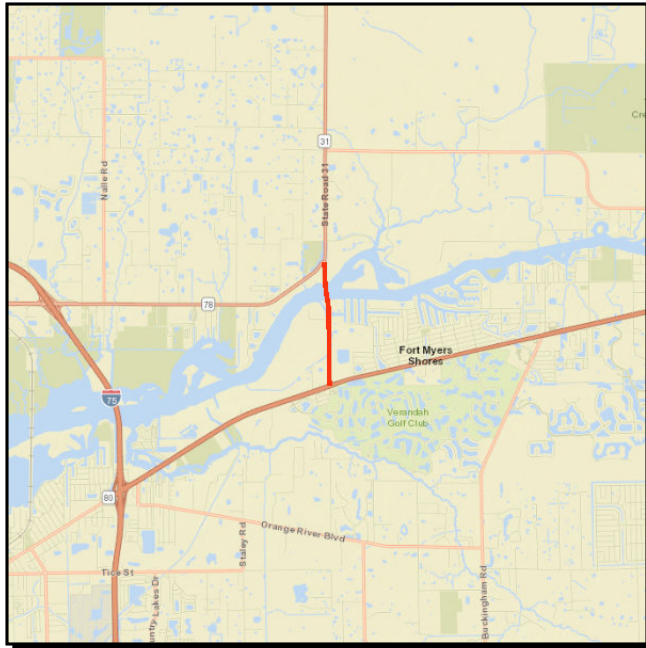
**Total Project Cost:** 6,802,750

**Project Description:** Funding for design phase to expand roadway from two to four lanes, add ten foot shared use path on both sides of roadway, and install bicycle lanes

**SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)**

**Project Number: 4419422**

**SIS**



**From:** SR 80/Palm Beach Blvd **Work Summary:** ADD LANES & RECONSTRUCT

**To:** SR 78/Bayshore Rd

**Lead Agency:** MANAGED BY FDOT **Length:** 1.407

**LRTP #:** Page 5-21, Table 5-15, Project SIS 4

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
RRU	LF	300,000	0	0	0	0	300,000
<b>Total</b>		<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

**Prior Cost < 2023/24:** 9,650,000

**Future Cost > 2027/28:** 0

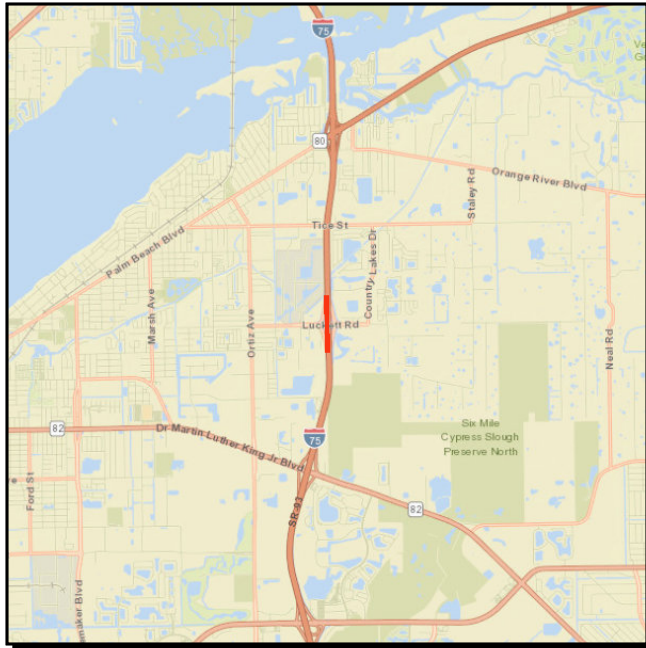
**Total Project Cost:** 9,950,000

**Project Description:** Road expansion from two to six lanes, replacement of bascule bridge to a fixed span bridge, and twelve foot wide shared use path on both sides of SR 31

**I-75 (SR 93) AT LUCKETT ROAD INTERCHANGE**

**Project Number: 4419872**

**SIS**



**From:** **Work Summary:** LANDSCAPING

**To:**

**Lead Agency:** MANAGED BY FDOT **Length:** 0.496

**LRTP #:** Appendix E, Page 10, Table 11

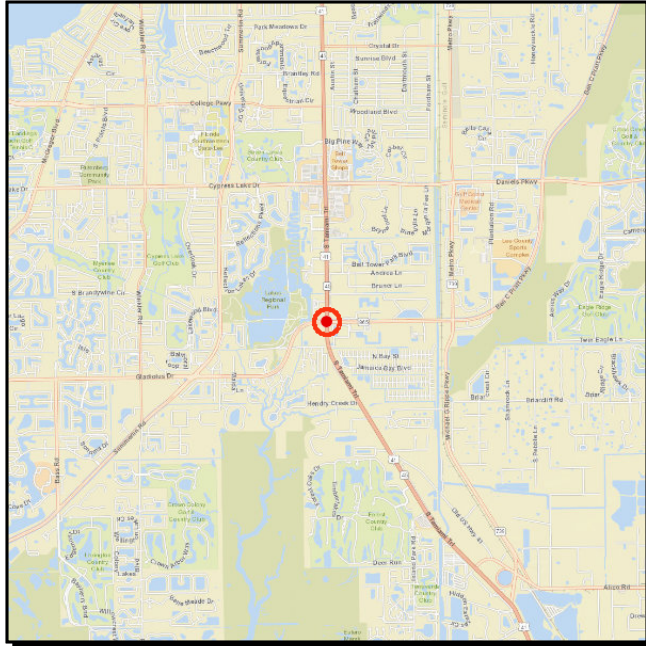
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DS	529,097	0	0	0	0	<b>529,097</b>
CST	DIH	1,028	0	0	0	0	<b>1,028</b>
CST	DDR	562,869	0	0	0	0	<b>562,869</b>
<b>Total</b>		<b>1,092,994</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,092,994</b>

**Prior Cost < 2023/24:** 306  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,093,300  
**Project Description:**

**US41 @ SIX MILE CYPRESS**

**Project Number: 4443281**

**Non-SIS**



**From:**

**Work Summary: PD&E/EMO STUDY**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** .026

**LRTP #:** Page 5-17, Table 5-9, Project S6

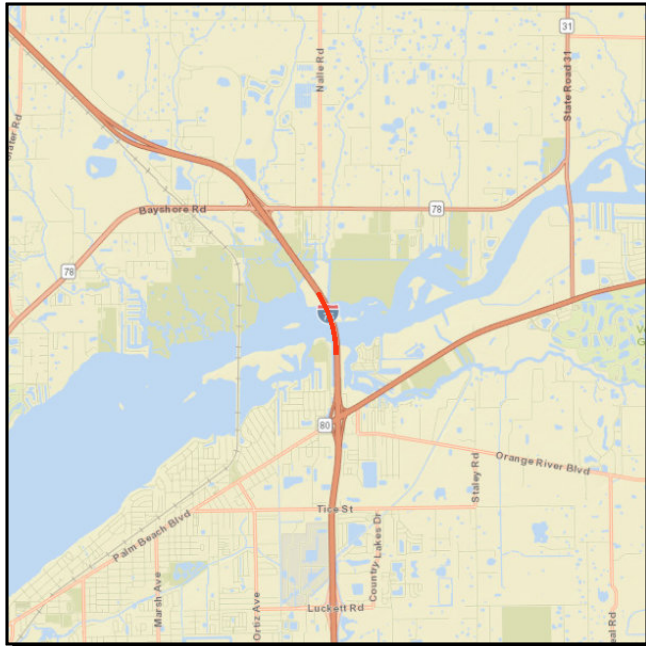
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PD&E	DS	146,587	0	0	0	0	<b>146,587</b>
PD&E	SU	553,413	0	0	0	0	<b>553,413</b>
PD&E	ACSU	800,000	0	0	0	0	<b>800,000</b>
<b>Total</b>		<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,500,000  
**Project Description:**

**I-75 (SR 93) SB OVER CALOOSAHATCHEE RIVER BRIDGE # 120083**

**Project Number: 4447761**

**SIS**



**From:** **Work Summary:** BRIDGE REPAIR  
REHABILITATION

**To:**

**Lead Agency:** MANAGED BY FDOT **Length:** 0.742

**LRTP #:** Appendix E, Page 10,  
Table 11

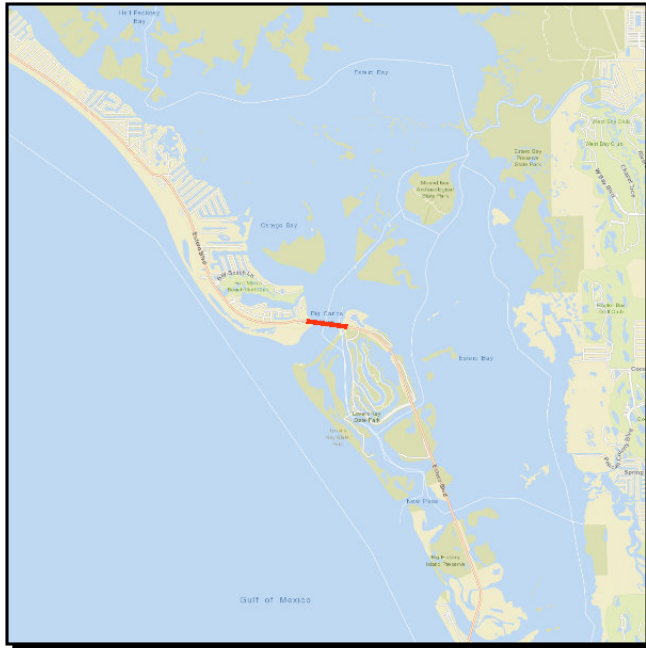
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	0	0	5,000	0	0	<b>5,000</b>
PE	BRRP	0	0	250,000	0	0	<b>250,000</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>255,000</b>	<b>0</b>	<b>0</b>	<b>255,000</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 255,000  
**Project Description:** Bridge repair/rehabilitation

**BIG CARLOS BRIDGE REPLACEMENT**

**Project Number: 4453231**

**Non-SIS**



**From:**

**Work Summary:** BRIDGE REPLACEMENT

**To:**

**Lead Agency:**

MANAGED BY LEE COUNTY

**Length:** .770

**LRTP #:** Page 5-17, Table 5-9, Project S-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
LAR	ACCM	0	0	1,130,804	0	0	1,130,804
LAR	ACSU	0	0	5,000,000	5,000,000	5,000,000	15,000,000
LAR	ACSA	0	0	2,369,196	3,500,000	3,000,000	8,869,196
<b>Total</b>		<b>0</b>	<b>0</b>	<b>8,500,000</b>	<b>8,500,000</b>	<b>8,000,000</b>	<b>25,000,000</b>

**Prior Cost < 2023/24:** 48,150,000

**Future Cost > 2027/28:** 0

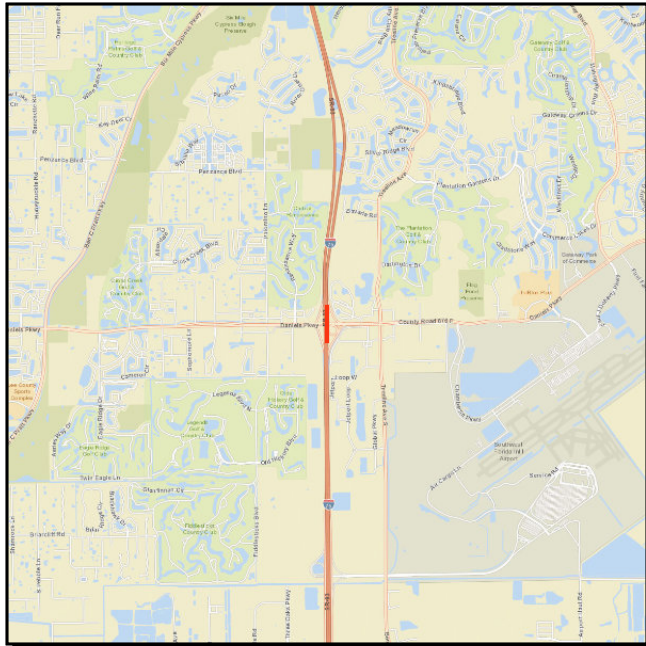
**Total Project Cost:** 73,150,000

**Project Description:** Replace existing bascule bridge with a fixed span bridge that includes one travel lane in each direction with bicycle lanes and a six foot wide sidewalk on the bayside and a ten foot wide sidewalk on the Gulf side

**SR 93 (I-75) AT CR 876 / DANIELS PARKWAY**

**Project Number: 4462962**

**SIS**



**From:**

**Work Summary:** INTERCHANGE IMPROVEMENT

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** .800

**LRTP #:** Page 5-21, Table 5-15, Project SIS1

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
DSB	DI	0	38,675,455	0	0	0	<b>38,675,455</b>
DSB	ACNP	0	10,580	0	0	0	<b>10,580</b>
PE	ACNP	0	248,400	0	0	0	<b>248,400</b>
<b>Total</b>		<b>0</b>	<b>38,934,435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38,934,435</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

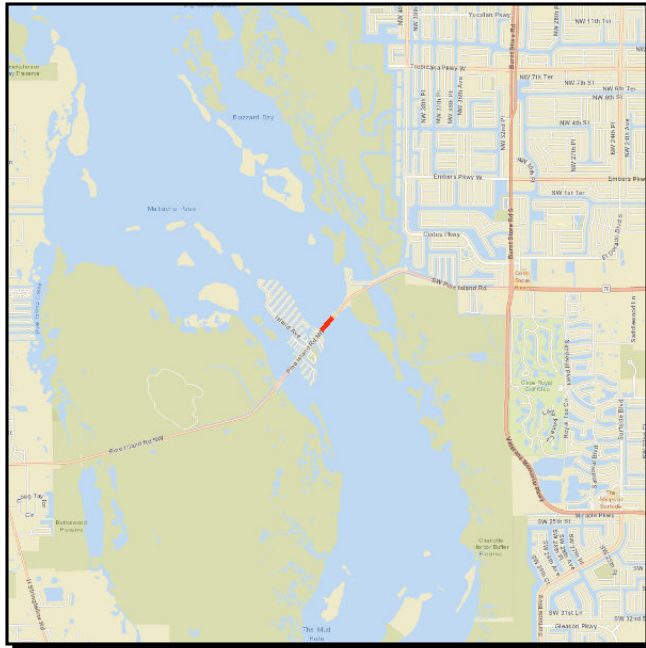
**Total Project Cost:** 38,934,435

**Project Description:** Rebuild the Daniels Parkway interchange from a partial cloverleaf design to a diverging diamond interchange

**CR 78 OVER L. PINE ISLAND PASS BRIDGE #120111**

**Project Number: 4472411**

**Non-SIS**



**From:**

**Work Summary: BRIDGE REPLACEMENT**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length: 0.006**

**LRTP #:** Appendix E, Page 20, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	LF	0	85,047	0	0	0	<b>85,047</b>
PE	ACBR	0	275,142	0	0	0	<b>275,142</b>
RRU	LF	0	0	0	200,000	0	<b>200,000</b>
CST	LF	0	0	0	1,154,673	0	<b>1,154,673</b>
RRU	ACBR	0	0	0	600,000	0	<b>600,000</b>
CST	ACBR	0	0	0	3,007,157	0	<b>3,007,157</b>
<b>Total</b>		<b>0</b>	<b>360,189</b>	<b>0</b>	<b>4,961,830</b>	<b>0</b>	<b>5,322,019</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 5,322,019  
**Project Description:**



**DIPLOMAT PARKWAY WESTBOUND OVER ZANZABAR CANAL**

**Project Number: 4472461**

**Non-SIS**



**From:**

**Work Summary: BRIDGE REPLACEMENT**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length: 0.004**

**LRTP #:** Appendix E, Page 10, Table 11

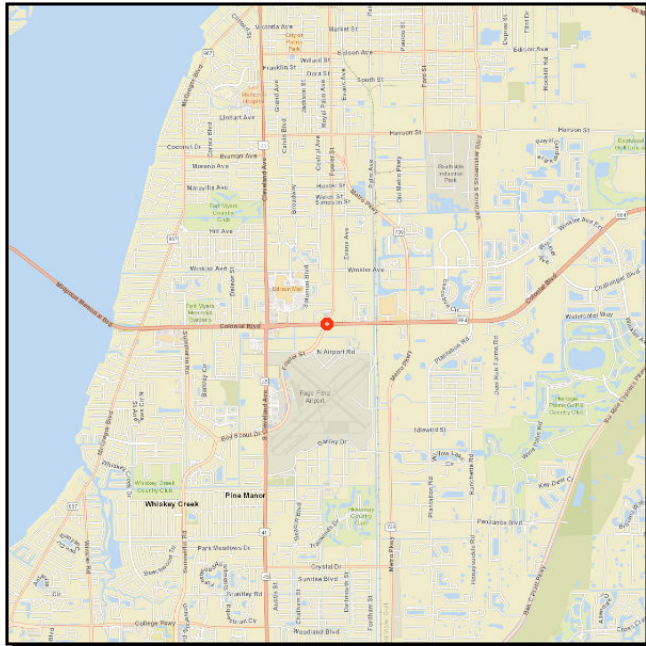
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	LF	17,555	0	0	0	0	17,555
PE	ACBR	57,666	0	0	0	0	57,666
RRU	LF	0	0	25,000	0	0	25,000
CST	LF	0	0	236,349	0	0	236,349
RRU	ACBR	0	0	100,000	0	0	100,000
CST	ACBR	0	0	725,395	0	0	725,395
<b>Total</b>		<b>75,221</b>	<b>0</b>	<b>1,086,744</b>	<b>0</b>	<b>0</b>	<b>1,161,965</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,161,965  
**Project Description:**

**LANDSCAPE FOWLER ST AT SR 884 (COLONIAL BLVD)**

**Project Number: 4499811**

**Non-SIS**



**From:**

**Work Summary: LANDSCAPING**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length: 0.465**

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DIH	0	0	5,450	0	0	5,450
CST	DDR	0	0	396,767	0	0	396,767
<b>Total</b>		<b>0</b>	<b>0</b>	<b>402,217</b>	<b>0</b>	<b>0</b>	<b>402,217</b>

**Prior Cost < 2023/24:** 7,417

**Future Cost > 2027/28:** 0

**Total Project Cost:** 409,634

**Project Description:**

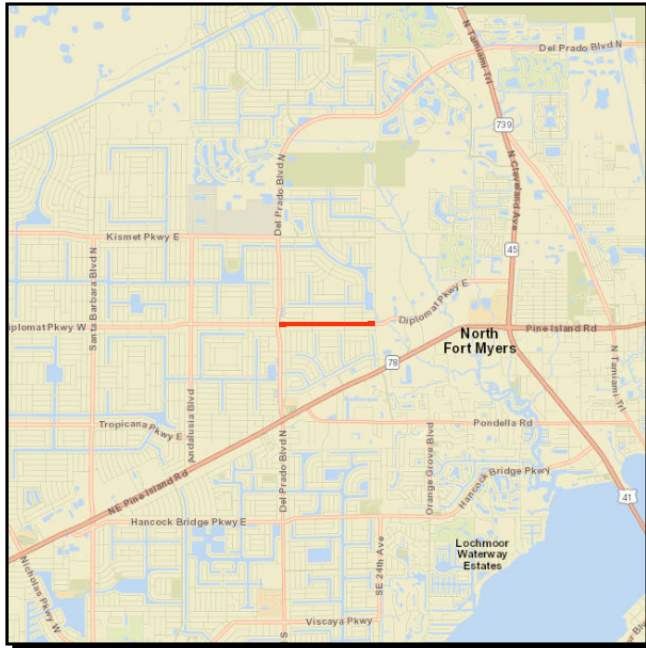
**Section B - Bicycle Pedestrian Activities**

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**DIPLOMAT PKWY FROM DEL PRADO TO NE 24TH AVE**

**Project Number: 4308891**

**Non-SIS**



**From:** DEL PRADO BLVD      **Work Summary:** SIDEWALK

**To:** NE 24TH AVE

**Lead Agency:** City of Cape Coral      **Length:** 1.036 MI

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	0	0	273,705	0	0	<b>273,705</b>
CST	LFP	0	0	29,363	0	0	<b>29,363</b>
CST	SU	0	0	19,226	0	0	<b>19,226</b>
CST	TALU	0	0	57,207	0	0	<b>57,207</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>379,501</b>	<b>0</b>	<b>0</b>	<b>379,501</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

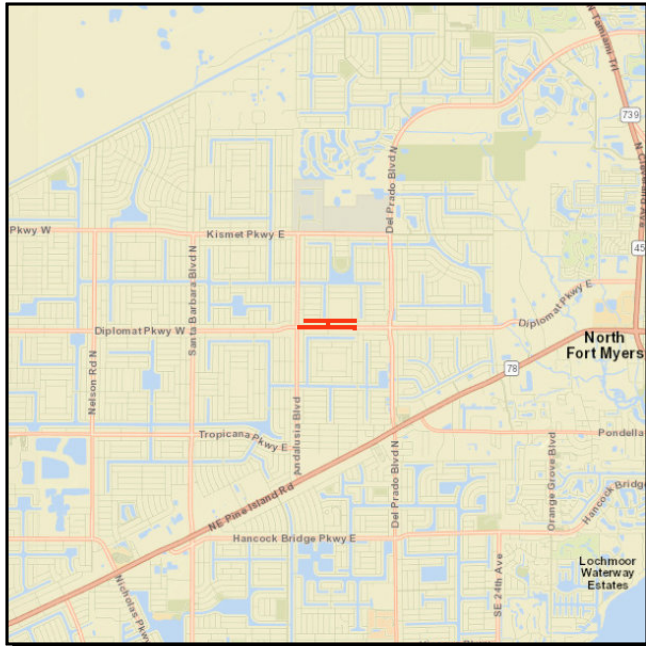
**Total Project Cost:** 379,501

**Project Description:** Construct sidewalks on both sides of the road

**CAPE CORAL SIDEWALKS**

**Project Number: 4313301**

**Non-SIS**



**From:** Work Summary: SIDEWALK

**To:**

**Lead Agency:** City of Cape Coral

**Length:** .617 MI

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LFP	0	0	81,077	0	0	<b>81,077</b>
CST	SU	0	0	44,410	0	0	<b>44,410</b>
CST	TALU	0	0	186,015	0	0	<b>186,015</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>311,502</b>	<b>0</b>	<b>0</b>	<b>311,502</b>

**Prior Cost < 2023/24:** 66,042

**Future Cost > 2027/28:** 0

**Total Project Cost:** 377,544

**Project Description:** Diplomat Parkway - Andalusia to NE 13th Ave  
 NE 16th Terr - NE 8th PL to NE 13th Ave  
 NE 10th PL - NE 16th Terr to Diplomat Parkway

**ABLE CANAL FROM HARNS MARSH TO JOEL BOULEVARD**

**Project Number: 4353512**

**Non-SIS**



**From:** Harns Marsh

**Work Summary:** BIKE PATH/TRAIL

**To:** Joel Blvd

**Lead Agency:** MANAGED BY LEE  
CNTY BOCC

**LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LF	1,500,000	0	0	0	0	1,500,000
CST	CARU	1,174,284	0	0	0	0	1,174,284
CST	SU	1,268,802	0	0	0	0	1,268,802
CST	TALU	1,919,564	0	0	0	0	1,919,564
<b>Total</b>		<b>5,862,650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,862,650</b>

**Prior Cost < 2023/24:** 751,828

**Future Cost > 2027/28:** 0

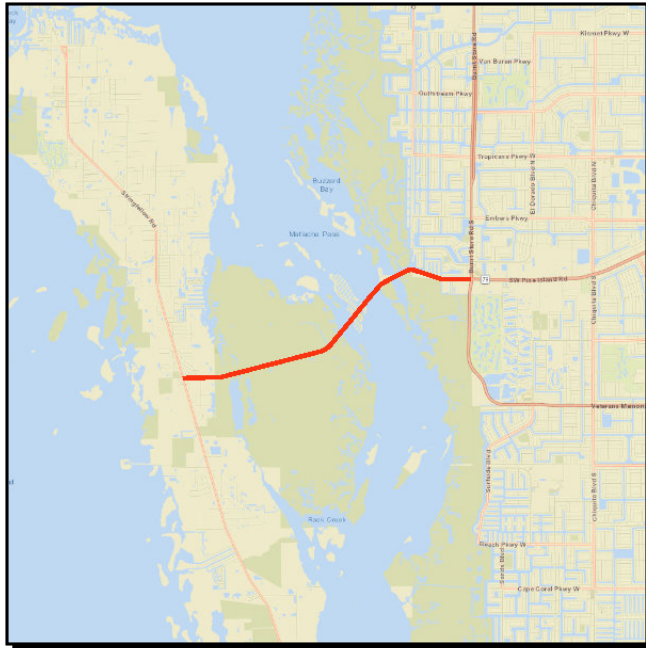
**Total Project Cost:** 6,614,478

**Project Description:** Construct Twelve Foot Wide Shared Use Path On North Side Of Able Canal, Pedestrian Bridge Over Charlie Diversion Canal, And High Emphasis Crosswalks

**PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY**

**Project Number: 4369262**

**Non-SIS**



**From:** Stringfellow Road      **Work Summary:** BIKE PATH/TRAIL  
**To:** Veterans Parkway  
**Lead Agency:** MANAGED BY FDOT      **Length:** 5.466  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	3,501,001	0	0	0	3,501,001
ENV	SU	0	20,000	0	0	0	20,000
<b>Total</b>		<b>0</b>	<b>3,521,001</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,521,001</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 3,521,001

**Project Description:** Design bike ped facilities, high visibility crosswalks, and other safety measures as identified under ongoing PD&E Study

**SOUTH ST FROM US 41/CLEVELAND AVE TO SR 739/FOWLER ST**

**Project Number: 4381012**

**Non-SIS**



**From:** US 41/Cleveland Avenue **Work Summary:** SIDEWALK

**To:** SR 739/Fowler Street

**Lead Agency:** MANAGED BY CITY OF FORT MYERS **Length:** 0.06

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	310,945	0	0	0	0	310,945
<b>Total</b>		<b>310,945</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>310,945</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 310,945

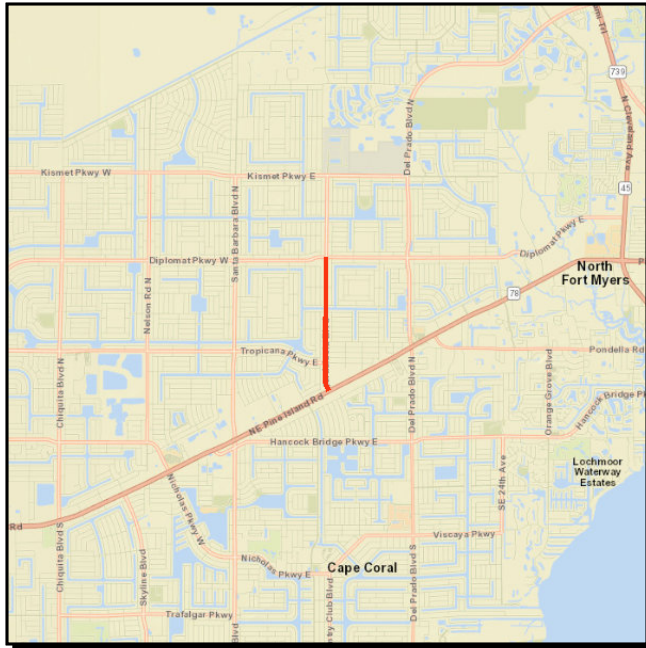
**Project Description:** 'Construct sidewalk on west side



**ANDALUSIA BOULEVARD FROM SR 78 to N 11TH TERRACE**

**Project Number: 4381021**

**Non-SIS**



**From:** SR 78 **Work Summary:** SIDEWALK  
**To:** N 11th TERRACE  
**Lead Agency:** City of Cape Coral **Length:** 1.55  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LF	98,456	0	0	0	0	98,456
CST	SU	739,767	0	0	0	0	739,767
CST	TALU	1,725	0	0	0	0	1,725
<b>Total</b>		<b>839,948</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>839,948</b>

**Prior Cost < 2023/24:** 63,742

**Future Cost > 2027/28:** 0

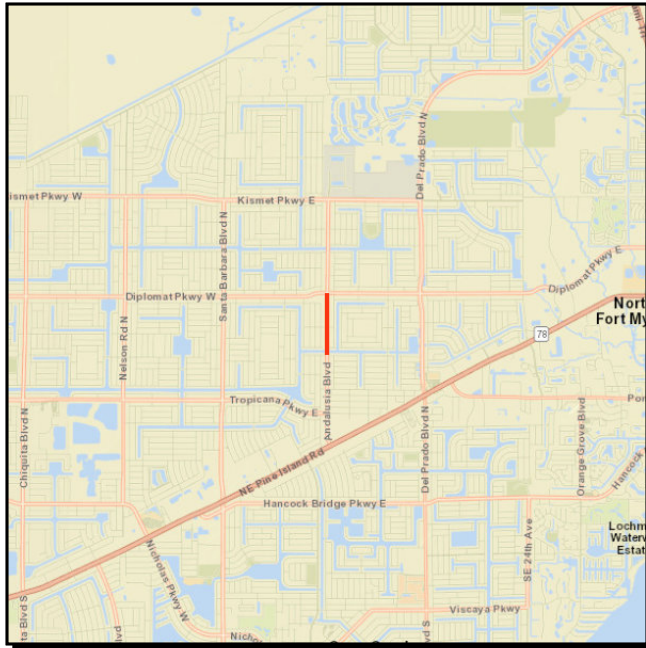
**Total Project Cost:** 903,690

**Project Description:** Construct sidewalk on both sides of roadway

**ANDALUSIA BLVD FROM NE 11TH TERR TO DIPLOMAT PKWY**

**Project Number: 4381022**

**Non-SIS**



**From:** NE 11 Terrace      **Work Summary:** SIDEWALK

**To:** Diplomat PKWY

**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 0.9

**LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CARU	0	0	601,000	0	0	601,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>601,000</b>	<b>0</b>	<b>0</b>	<b>601,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

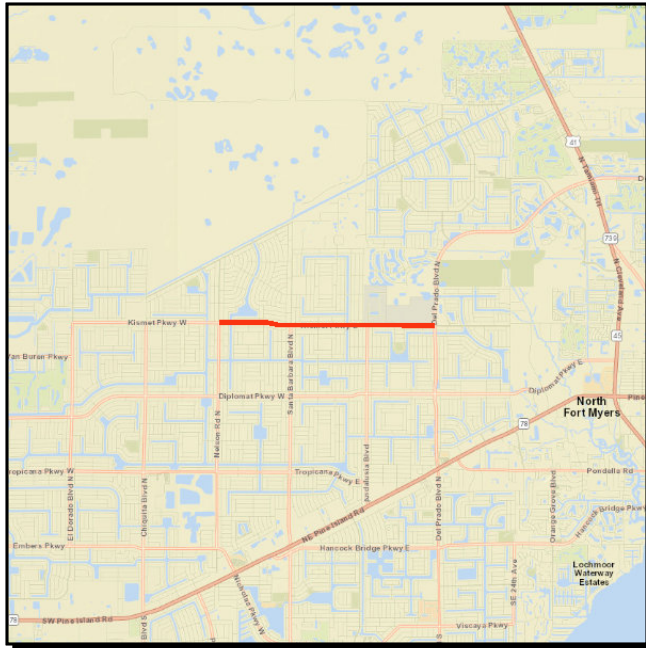
**Total Project Cost:** 601,000

**Project Description:** Construct sidewalk on both sides of roadway

**KISMET PKWY FROM NELSON RD TO DEL PRADO BLVD**

**Project Number: 4402362**

**Non-SIS**



**From:** Nelson Road      **Work Summary:** BIKE PATH/TRAIL

**To:** Del Prado Blvd

**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 2.9

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TLWR	0	7,617,835	0	0	0	7,617,835
<b>Total</b>		<b>0</b>	<b>7,617,835</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,617,835</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

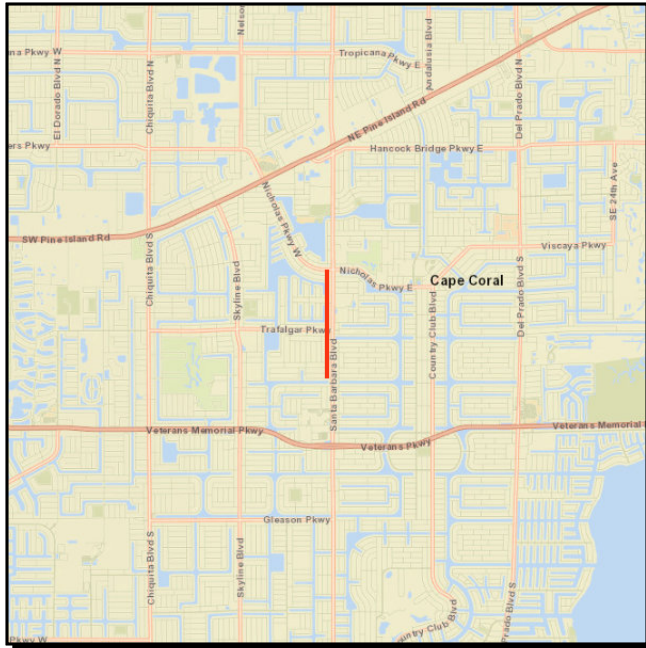
**Total Project Cost:** 7,617,835

**Project Description:** Construct 12' wide shared use path on Kismet Pkwy

**SW SANTA BARBARA PL FROM NICHOLAS PKWY TO SW 20TH ST**

**Project Number: 4418991**

**Non-SIS**



**From:** Nicholas Parkway      **Work Summary:** SIDEWALK

**To:** SW 20th Street

**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 1.2

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	0	872,970	0	0	0	<b>872,970</b>
<b>Total</b>		<b>0</b>	<b>872,970</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>872,970</b>

**Prior Cost < 2023/24:** 114,301

**Future Cost > 2027/28:** 0

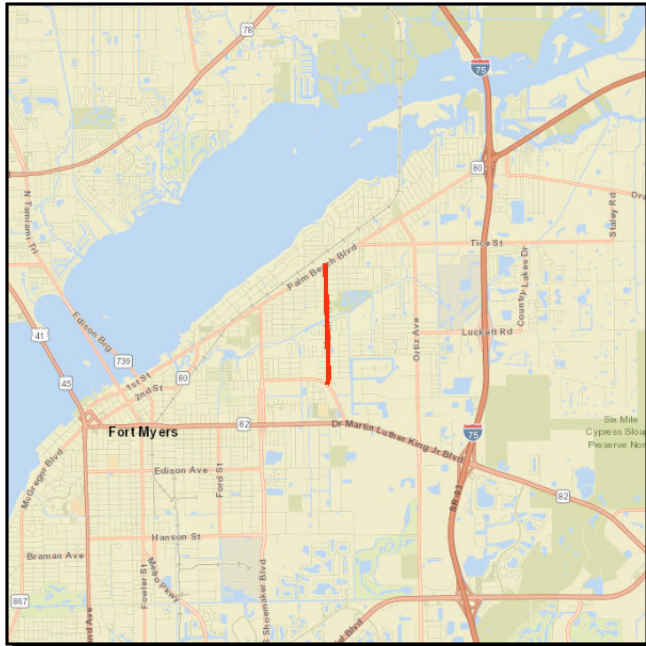
**Total Project Cost:** 987,271

**Project Description:** Construct sidewalk on both sides of SW Santa Barbara Place from Nicholas Pkwy to SW 20th St; Construct sidewalk on both sides of SW 20th St from SW Santa Barbara Place to Santa Barbara Blvd

**MARSH AVENUE FROM MICHIGAN AVE TO SR 80 (PALM BEACH)**

**Project Number: 4419001**

**Non-SIS**



**From:** Michigan Avenue      **Work Summary:** SIDEWALK

**To:** SR 80/Palm Beach

**Lead Agency:** MANAGED BY CITY OF FORT MYERS      **Length:** 3.382

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SU	0	733,453	0	0	0	<b>733,453</b>
CST	TALU	0	280,757	0	0	0	<b>280,757</b>
<b>Total</b>		<b>0</b>	<b>1,014,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,014,210</b>

**Prior Cost < 2023/24:** 97,044

**Future Cost > 2027/28:** 0

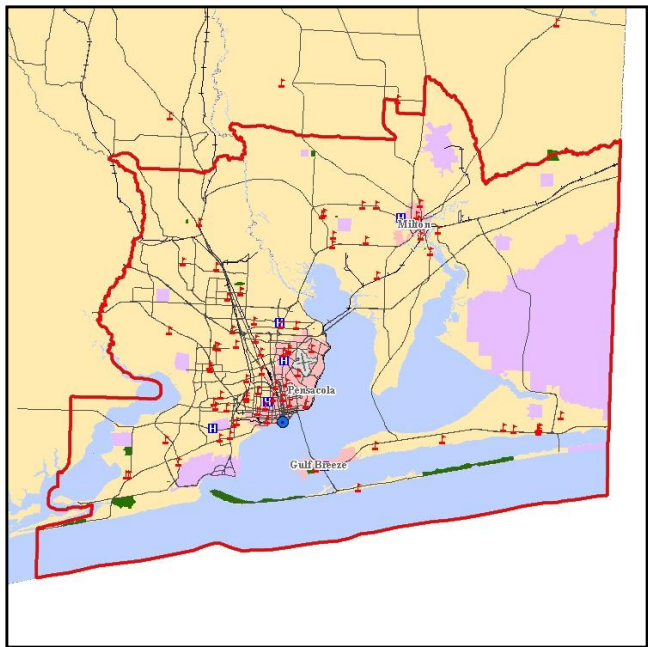
**Total Project Cost:** 1,111,254

**Project Description:** Construct sidewalks to fill missing gaps along both sides of roadway

**BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD**

**Project Number: 441901-1/2**

**Non-SIS**



**From:** Sunrise Blvd      **Work Summary:** SIDEWALK

**To:** Joel Blvd

**Lead Agency:** MANAGED BY LEE CNTY BOCC

**Length:** 1.112

**LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LF	0	504,164	0	0	0	<b>504,164</b>
CST	CARU	0	1,197,770	0	0	0	<b>1,197,770</b>
CST	SU	0	298,641	0	0	0	<b>298,641</b>
CST	TALU	0	290,003	0	0	0	<b>290,003</b>
<b>Total</b>		<b>0</b>	<b>2,290,578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,290,578</b>

**Prior Cost < 2023/24:** 398,188

**Future Cost > 2027/28:** 0

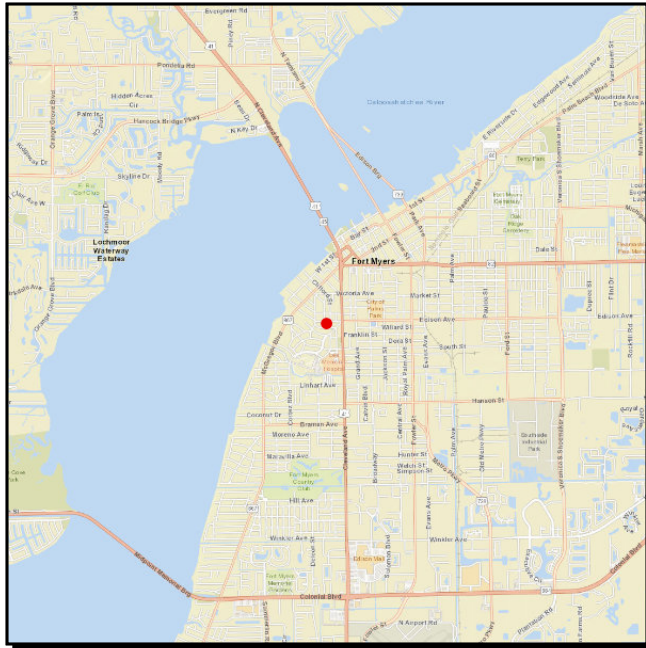
**Total Project Cost:** 2,688,766

**Project Description:** Construct shared use paths on both sides of roadway

**EDISON ELEMENTARY - SRTS**

**Project Number: 4442742**

**Non-SIS**



**From:** Edison Ave  
**To:** Victoria St  
**Lead Agency:** MANAGED BY LEE CNTY BOCC  
**Work Summary:** SIDEWALK  
**Length:** 0.26  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	1,000	0	0	0	0	1,000
CST	SR2T	131,730	0	0	0	0	131,730
<b>Total</b>		<b>132,730</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132,730</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 132,730

**Project Description:** Construct sidewalk on west side of Clifford Street from Edison Ave to Victoria St

**JYLP EXT & BRIDGE FROM S OF COLONIAL BLVD TO HANSON ST**

**Project Number: 4475151**

**Non-SIS**



**From:** South of Colonial Blvd **Work Summary:** BIKE PATH/TRAIL  
**To:** Hanson St  
**Lead Agency:** MANAGED BY CITY OF FORT MYERS **Length:** 1.7  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TLWR	0	0	0	6,248,164	0	6,248,164
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>6,248,164</b>	<b>0</b>	<b>6,248,164</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 6,248,164

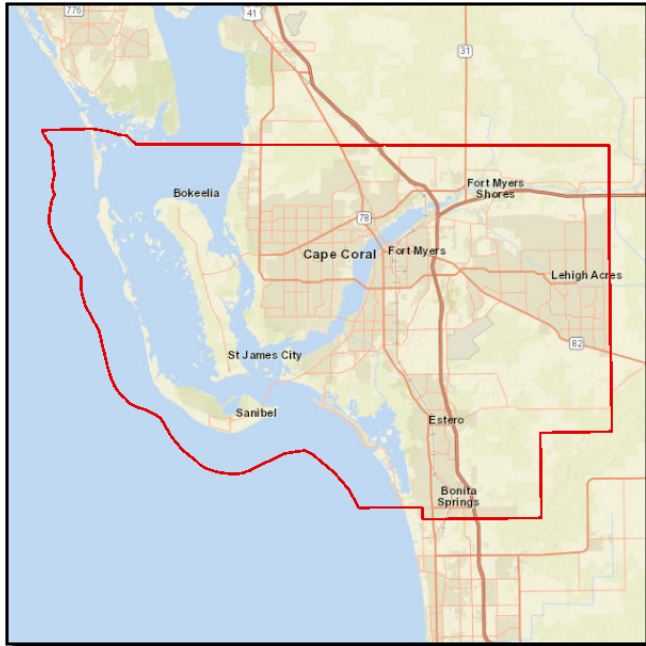
**Project Description:** Construct 12' wide JYLP Trail extension from south of Colonial to Hanson Street and a pedestrian overpass at Colonial Boulevard



**LEHIGH ELEMENTARY - SRTS**

**Project Number: 4480292**

**Non-SIS**



**From:**

**Work Summary:** SIDEWALK

**To:**

**Lead Agency:**

MANAGED BY LEE  
CNTY BOCC

**Length:** 0.3

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	0	1,000	0	0	0	1,000
CST	SR2T	0	742,110	0	0	0	742,110
<b>Total</b>		<b>0</b>	<b>743,110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>743,110</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

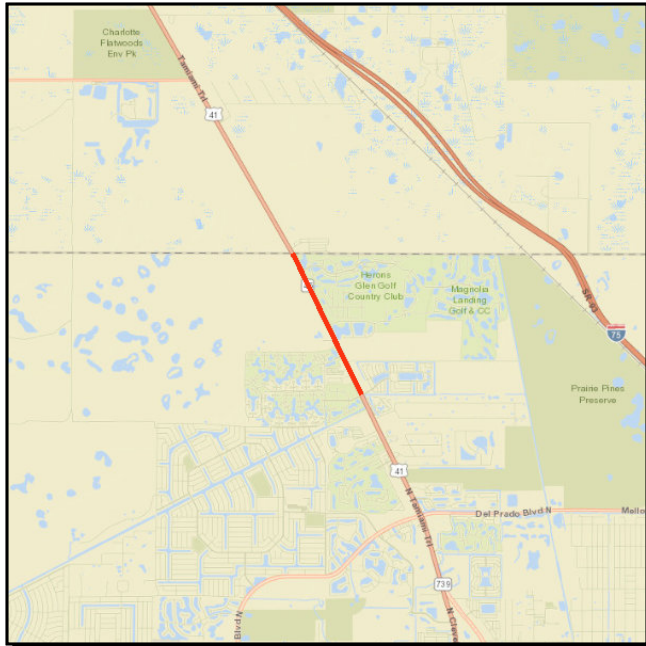
**Total Project Cost:** 743,110

**Project Description:** Install pedestrian bridge on Richmond Avenue North over Able Canal and construct sidewalks on Schoolside Drive from existing sidewalk to Schoolside Court and on Schoolside Court from Schoolside Drive to East 3rd Street

**US 41 - NFM EAST SIDE FROM TARA BLVD TO CHARLOTTE COUNTY**

**Project Number: 4486991**

**Non-SIS**



**From:** Tara Blvd      **Work Summary:** SIDEWALK

**To:** Charlotte County

**Lead Agency:** MANAGED BY FDOT      **Length:** 1.844

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	5,000	0	0	<b>5,000</b>
PE	TALU	0	0	400,000	0	0	<b>400,000</b>
CST	TALT	0	0	0	0	1,177,723	<b>1,177,723</b>
CST	SU	0	0	0	0	145,474	<b>145,474</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>405,000</b>	<b>0</b>	<b>1,323,197</b>	<b>1,728,197</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

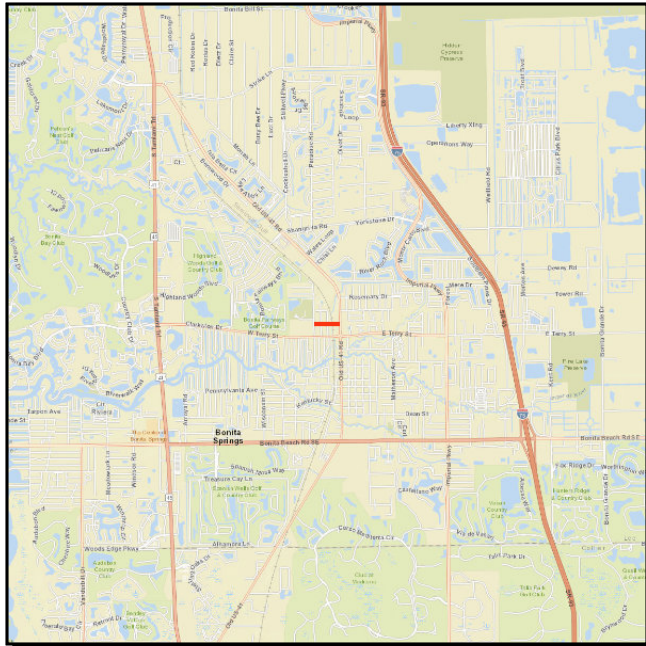
**Total Project Cost:** 1,728,197

**Project Description:** Construct sidewalk on east side of US 41 within project limits

**COCHRAN ST SUP FROM PINE AVE TO OLD 41**

**Project Number: 4487031**

**Non-SIS**



**From:** Pine Ave  
**To:** Old 41  
**Lead Agency:** MANAGED BY CITY OF BONITA SPRINGS

**Work Summary:** SIDEWALK

**Length:** 1.3

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	LF	44,580	0	0	0	0	<b>44,580</b>
CST	CARU	0	0	87,150	0	0	<b>87,150</b>
CST	SU	0	0	48,910	0	0	<b>48,910</b>
CST	TALU	0	0	49,645	0	0	<b>49,645</b>
<b>Total</b>		<b>44,580</b>	<b>0</b>	<b>185,705</b>	<b>0</b>	<b>0</b>	<b>230,285</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

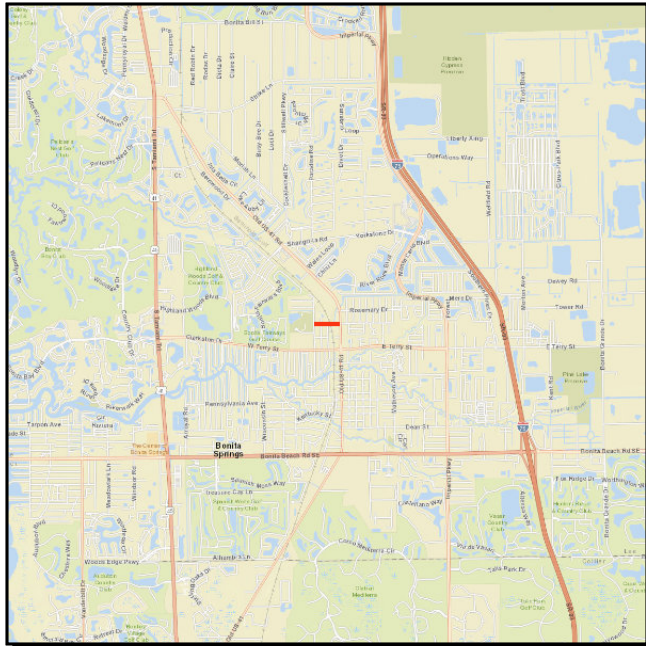
**Total Project Cost:** 230,285

**Project Description:** Construct sidewalks on both sides of Cochran from Pine Ave to Palm St, remove existing asphalt pathway and construct 10' shared use path from Palm St to SGL ROW western Property limit, and remove existing concrete sidewalk and construct 10' shared use path along the north side of Cochran east from SGL ROW eastern property limit to Old 41.

**PAULING LANE SUP FROM PINE AVE TO OLD 41 RD**

**Project Number: 4487051**

**Non-SIS**



**From:** Pine Ave  
**To:** Old 41 Rd  
**Lead Agency:** MANAGED BY LEE CNTY BOCC

**Work Summary:** SIDEWALK

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SU	0	0	123,786	0	0	123,786
<b>Total</b>		<b>0</b>	<b>0</b>	<b>123,786</b>	<b>0</b>	<b>0</b>	<b>123,786</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

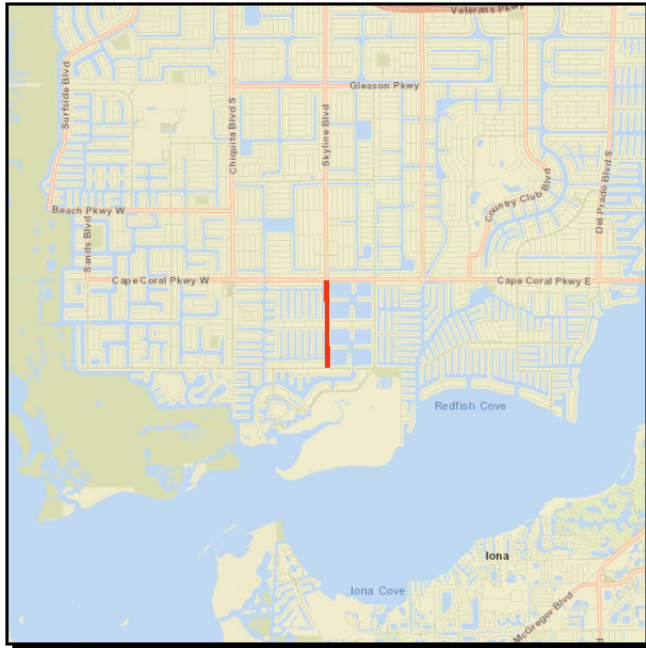
**Total Project Cost:** 123,786

**Project Description:** Construct 6' sidewalk on south side of Pauling Ln from Pine Avenue to N. Riverside Dr. Construct 10' wide shared use path from N. Riverside Dr to SGL Right of Way western property limit. Construct 10' wide shared use path from eastern limit of SGL right of Way to Old 41.

**SKYLINE BLVD FROM CAPE CORAL PKWY TO EL DORADO PKWY**

**Project Number: 4487081**

**Non-SIS**



**From:** Cape Coral Pkwy      **Work Summary:** BIKE LANE/SIDEWALK  
**To:** El Dorado Pkwy  
**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 0.925  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SU	633,188	0	0	0	0	<b>633,188</b>
PE	LF	95,000	0	0	0	0	<b>95,000</b>
<b>Total</b>		<b>728,188</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>728,188</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 728,188  
**Project Description:** Construct 6' sidewalk on both sides of Skyline Blvd

**US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002**

**Project Number: 4490151**

**Non-SIS**



**From:**

**Work Summary:** SIDEWALK

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 0.941

**LRTP #:** Page 5-18, Table 5-9, Project S18

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
INC	DS	0	950,000	0	0	0	950,000
<b>Total</b>		<b>0</b>	<b>950,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>950,000</b>

**Prior Cost < 2023/24:** 29,592,797

**Future Cost > 2027/28:** 0

**Total Project Cost:** 30,542,797

**Project Description:** Addition of eight foot sidewalk to west side (south bound span) of the US 41 Caloosahatchee Bridge and construction of sidewalk from the bridge to the North Shore Park

**TIMES SQUARE PAVERS FROM N OF CRESCENT TO SAN CARLOS**

**Project Number: 4493301**

**Non-SIS**



**From:** Crescent St  
**To:** San Carlos Blvd/5th  
**Lead Agency:** MANAGED BY TOWN OF FORT MYERS  
**Work Summary:** MISCELLANEOUS CONSTRUCTION  
**Length:** 0.026  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LF	1,921,475	0	0	0	0	1,921,475
CST	SU	1,001,000	0	0	0	0	1,001,000
<b>Total</b>		<b>2,922,475</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,922,475</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

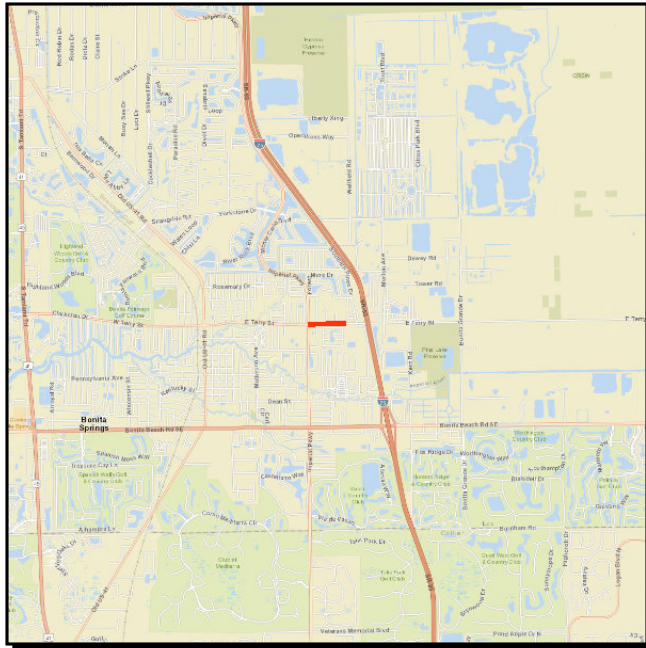
**Total Project Cost:** 2,922,475

**Project Description:** Implement ADA improvements including replacement of existing pavers with safer concrete material and providing better bike/pedestrian connectivity in downtown Fort Myers Beach

**EAST TERRY ST PATH FROM IMPERIAL PKWY TO PALM BAY CT**

**Project Number: 4494801**

**Non-SIS**



**From:** Imperial Pkwy      **Work Summary:** SIDEWALK

**To:** Palm Bay Ct

**Lead Agency:** MANAGED BY CITY OF BONITA SPRINGS      **Length:** 0.175

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CARU	0	0	533,575	0	0	533,575
CST	TALU	0	0	780,604	0	0	780,604
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,314,179</b>	<b>0</b>	<b>0</b>	<b>1,314,179</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 1,314,179

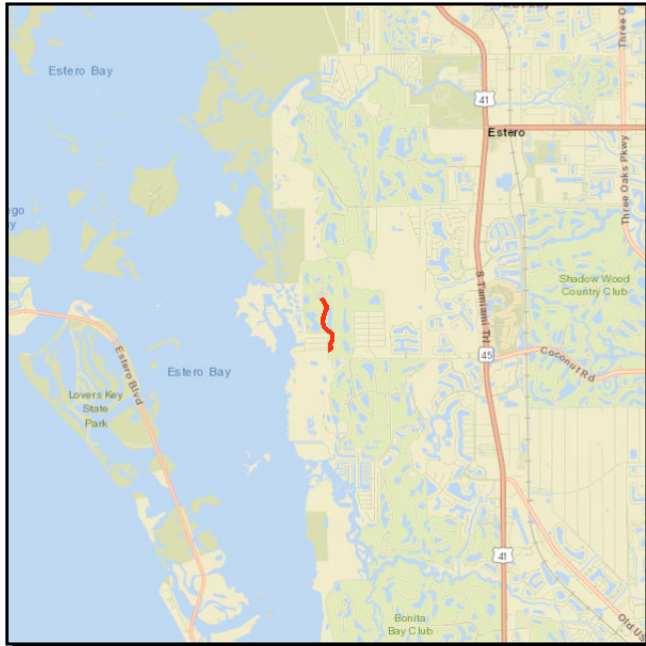
**Project Description:** Construct bike lanes and a shared use path on the north side of East Terry Street



**VIA COCONUT POINT ROUNDABOUT - COCONUT TO CORKSCREW**

**Project Number: 4496811**

**Non-SIS**



**From:** Coconut Rd      **Work Summary:** SIDEWALK

**To:** Corkscrew Rd

**Lead Agency:** MANAGED BY FDOT      **Length:** 0.371

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	524,000	0	0	0	<b>524,000</b>
CST	CARU	0	0	0	93,929	0	<b>93,929</b>
CST	SU	0	0	0	32,058	0	<b>32,058</b>
CST	TALU	0	0	0	676,384	0	<b>676,384</b>
<b>Total</b>		<b>0</b>	<b>524,000</b>	<b>0</b>	<b>802,371</b>	<b>0</b>	<b>1,326,371</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

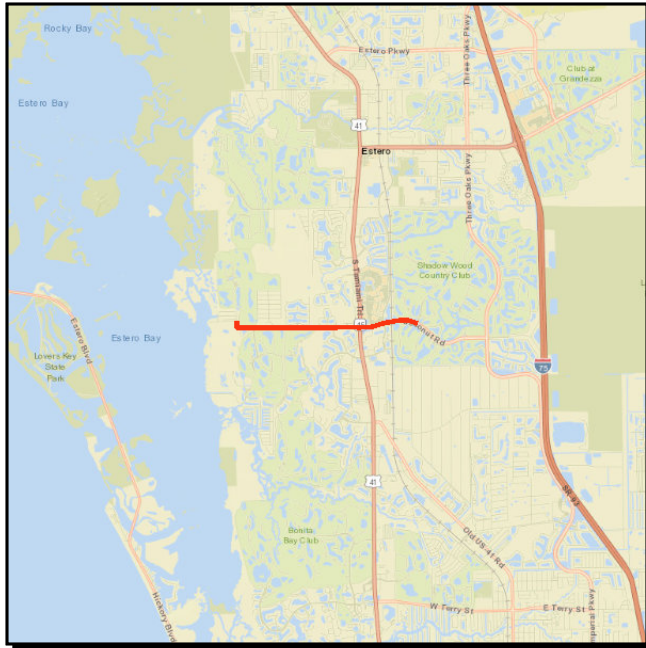
**Total Project Cost:** 1,326,371

**Project Description:** Improve safety at the existing roundabouts on Via Coconut by relocating crosswalks, installing bike ramps, widening sidewalks around roundabout, and updating signage

**COCONUT RD SIDEWALK FROM OAKWILDE TO VIA COCONUT**

**Project Number: 4496831**

**Non-SIS**



**From:** Oakwilde Blvd      **Work Summary:** SIDEWALK

**To:** Via Coconut Point

**Lead Agency:** MANAGED BY FDOT      **Length:** 0.423

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	330,000	0	0	0	330,000
CST	CARU	0	0	0	391,894	0	391,894
<b>Total</b>		<b>0</b>	<b>330,000</b>	<b>0</b>	<b>391,894</b>	<b>0</b>	<b>721,894</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

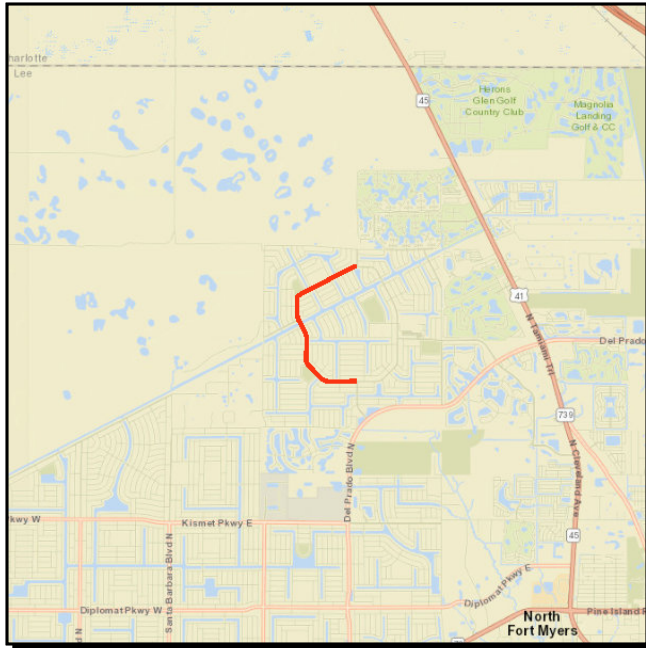
**Total Project Cost:** 721,894

**Project Description:** Add a sidewalk on the north side of Coconut Road from Oakwilde Blvd to Via Coconut Point

**GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY**

**Project Number: 4496991**

**Non-SIS**



**From:** Averill Blvd      **Work Summary:** SIDEWALK  
**To:** Ramsey Blvd  
**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 2.32  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CARU	0	0	0	426,702	0	<b>426,702</b>
CST	SU	0	0	0	306,530	0	<b>306,530</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>733,232</b>	<b>0</b>	<b>733,232</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

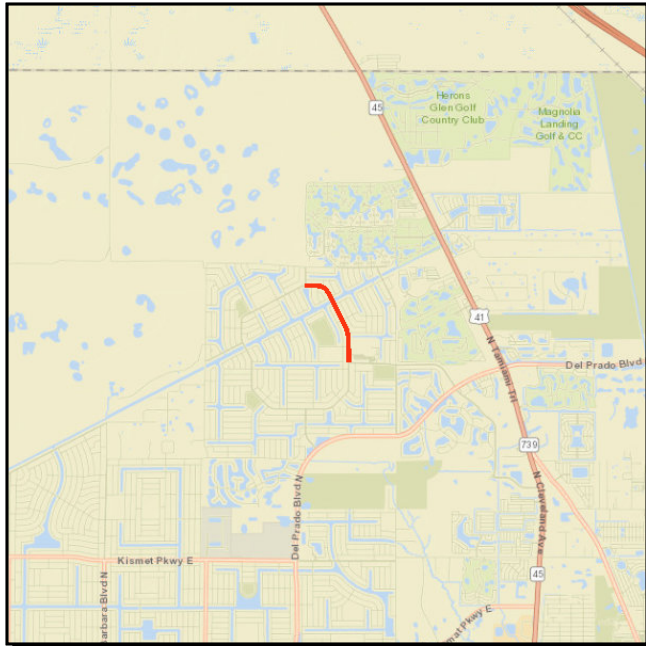
**Total Project Cost:** 733,232

**Project Description:** Construct Phase I sidewalks on (1) Gator Circle from Averill Boulevard to De Navarra Parkway (2) Averill Boulevard from Del Prado Boulevard to Gator Circle  
 Construct Phase II sidewalks on Gator Circle from De Navarra Parkway to Ramsey Boulevard

**GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO**

**Project Number: 4496992**

**Non-SIS**



**From:** Ramsey Blvd      **Work Summary:** SIDEWALK

**To:** Del Prado Blvd

**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 2.162

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CARU	0	0	0	309,200	0	<b>309,200</b>
CST	TALU	0	0	0	634,027	0	<b>634,027</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>943,227</b>	<b>0</b>	<b>943,227</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

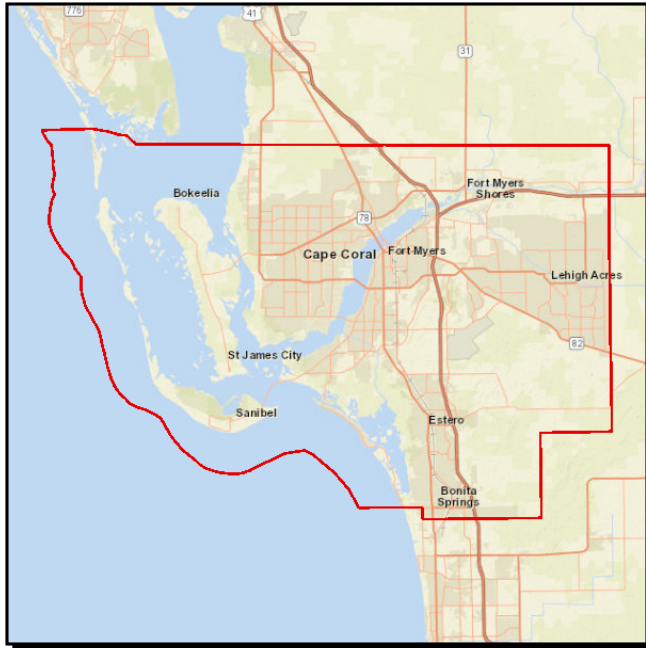
**Total Project Cost:** 943,227

**Project Description:** Construct Phase III sidewalks on Gator Circle from Ramsey Boulevard to NE 37th Terrace  
 Construct Phase IV sidewalks on (1) Gator Circle from NE 37th Terrace to Averill Boulevard (2) Averill Boulevard from Gator Circle to Del Prado Boulevard

**CHALLENGER MIDDLE SCHOOL - SAFE ROUTES TO SCHOOL**

**Project Number: 4513461**

**Non-SIS**



**From:**

**Work Summary:** SIDEWALK

**To:**

**Lead Agency:**

MANAGED BY CITY OF  
CAPE CORAL

0

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SR2T	0	0	59,515	0	0	<b>59,515</b>
CST	SR2T	0	0	0	0	449,610	<b>449,610</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>59,515</b>	<b>0</b>	<b>449,610</b>	<b>509,125</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

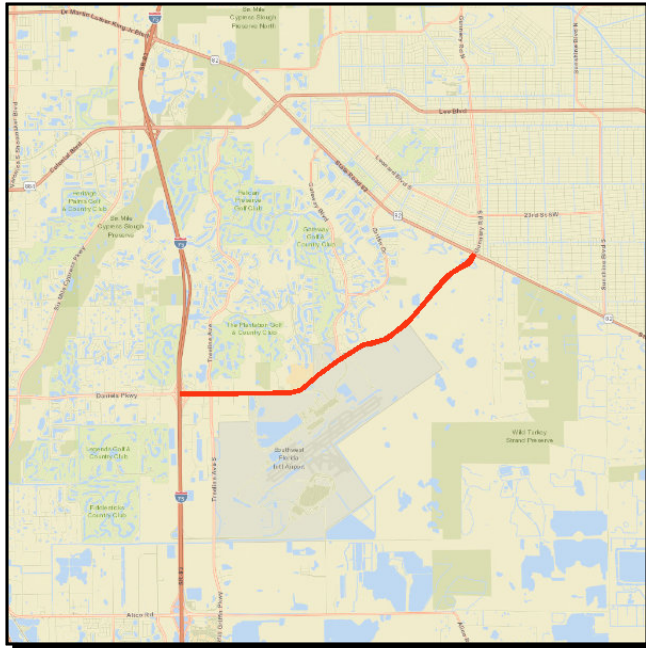
**Total Project Cost:** 509,125

**Project Description:** Construct sidewalks on both sides of Skyline Boulevard from SR 78 to Trafalgar Parkway; and on both sides of SW 10th Street from Chiquita Boulevard to Skyline Boulevard

**DANIELS PKWY FROM CORPORATE LAKES DR TO SR 82**

**Project Number: 4513831**

**Non-SIS**



**From:** Corporate Lakes Drive      **Work Summary:** BIKE PATH/TRAIL  
**To:** SR 82  
**Lead Agency:** MANAGED BY LEE CNTY BOCC      **Length:** 2.543  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	TALU	0	0	0	163,060	0	163,060
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>163,060</b>	<b>0</b>	<b>163,060</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

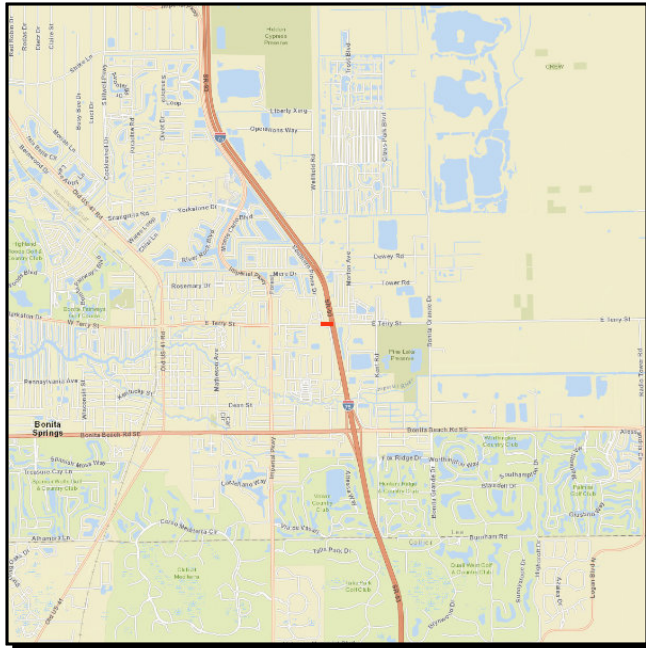
**Total Project Cost:** 163,060

**Project Description:** Construct an eight foot shared use path on the north side of Daniels Parkway from Corporate Lakes Drive to SR 82

**EAST TERRY ST FROM SOUTHERN PINES DR TO I-75**

**Project Number: 4513841**

**Non-SIS**



**From:** Southern Pines Drive      **Work Summary:** BIKE PATH/TRAIL  
**To:** I-75  
**Lead Agency:** MANAGED BY LEE CNTY BOCC      **Length:** 0.102  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CARU	0	0	0	0	1,221,725	<b>1,221,725</b>
CST	TALU	0	0	0	0	183,119	<b>183,119</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,404,844</b>	<b>1,404,844</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

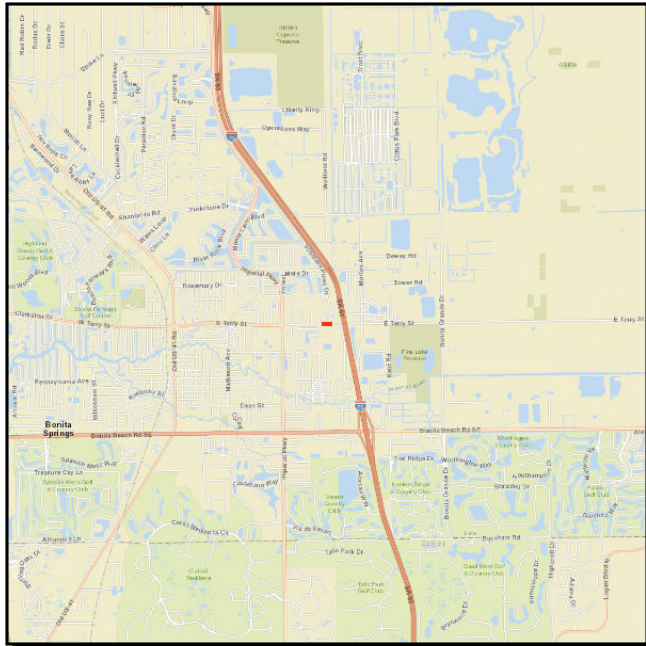
**Total Project Cost:** 1,404,844

**Project Description:** Construct bicycle lanes and shared use path on the north side of East Terry Street

**EAST TERRY ST FROM PALM BAY CT TO SOUTHERN PINES DR**

**Project Number: 4513851**

**Non-SIS**



**From:** Palm Bay Court      **Work Summary:** BIKE PATH/TRAIL  
**To:** Southern Pines Drive  
**Lead Agency:** City of Bonita Springs      **Length:** 0.101  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	0	0	0	0	167,713	167,713
CST	TALU	0	0	0	0	198,465	198,465
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366,178</b>	<b>366,178</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 366,178

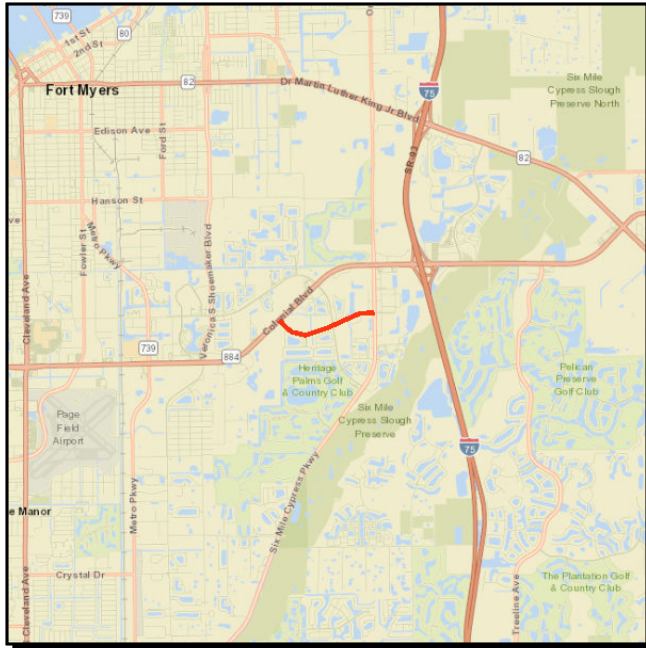
**Project Description:** Construct bicycle lanes and shared use path on the north side of East Terry Street



**CHALLENGER BLVD FROM COLONIAL BLVD TO SIX MILE CYPRESS**

**Project Number: 4513861**

**Non-SIS**



**From:**

**Work Summary: BIKE LANE/SIDEWALK**

**To:**

**Lead Agency:**

MANAGED BY CITY OF FORT MYERS

**Length: 1.128**

**LRTP #: Page 5-10, Table 5-6**

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	0	0	0	0	578,200	578,200
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>578,200</b>	<b>578,200</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 578,200

**Project Description:** Install bicycle lanes

**CARRELL RD FROM CLEVELAND AVE TO JYLP SHARED USE PATH**

**Project Number: 4513901**

**Non-SIS**



**From:**

**Work Summary: BIKE PATH/TRAIL**

**To:**

**Lead Agency:**

MANAGED BY CITY OF FORT MYERS

**Length: 0.751**

**LRTP #: Page 5-10, Table 5-6**

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	0	0	0	0	513,687	513,687
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>513,687</b>	<b>513,687</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 513,687

**Project Description:** Take advantage of a new box culvert in the Carrell Canal to construct a shared use path from Cleveland Avenue to JYLP Extension

**SE 24TH AVE FROM SE 15TH TERR TO VISCAAYA PKWY**

**Project Number: 4513921**

**Non-SIS**



**From:**

**Work Summary: SIDEWALK**

**To:**

**Lead Agency:**

MANAGED BY CITY OF CAPE CORAL

**Length: 0.83**

**LRTP #: Page 5-10, Table 5-6**

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	0	0	0	0	339,689	339,689
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>339,689</b>	<b>339,689</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

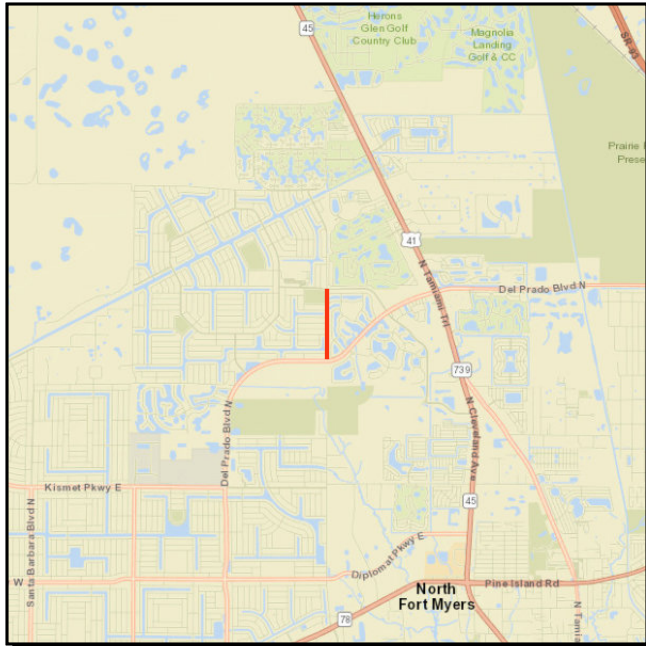
**Total Project Cost:** 339,689

**Project Description:** Construct sidewalk on east side of SE 24th Avenue

**GARDEN BLVD FROM NE 33RD ST TO DE NAVARRA PKWY**

**Project Number: 4513931**

**Non-SIS**



**From:** NE 33rd Street      **Work Summary:** SIDEWALK

**To:** De Navarra Parkway

**Lead Agency:** MANAGED BY CITY OF CAPE CORAL      **Length:** 0.706

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALU	0	0	0	0	250,727	250,727
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,727</b>	<b>250,727</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

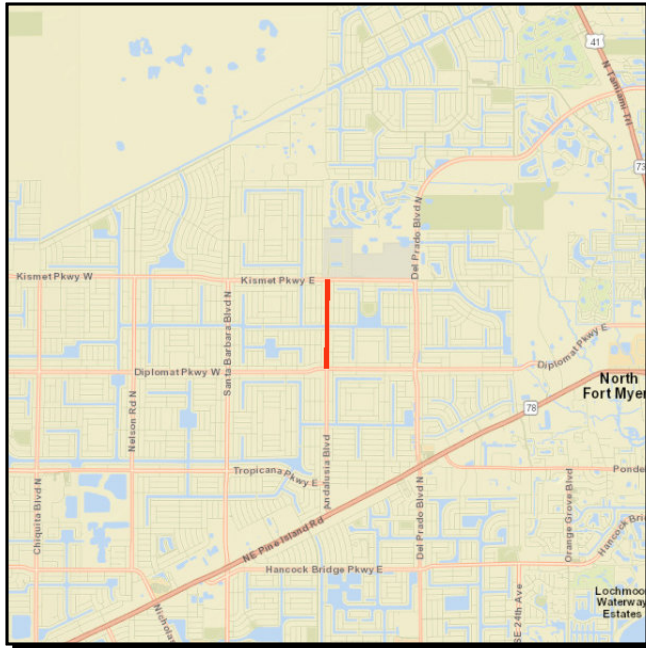
**Total Project Cost:** 250,727

**Project Description:** Construct sidewalk on the east side of Garden Boulevard from NE 33rd Street to De Navarra Parkway

**ANDALUSIA BLVD FROM DIPLOMAT PKWY TO KISMET PKWY**

**Project Number: 4514461**

**Non-SIS**



**From:**

**Work Summary:** SIDEWALK

**To:**

**Lead Agency:**

MANAGED BY CITY OF CAPE CORAL

**Length:** 0.955

**LRTP #:** Page 5-10, Table 5-6

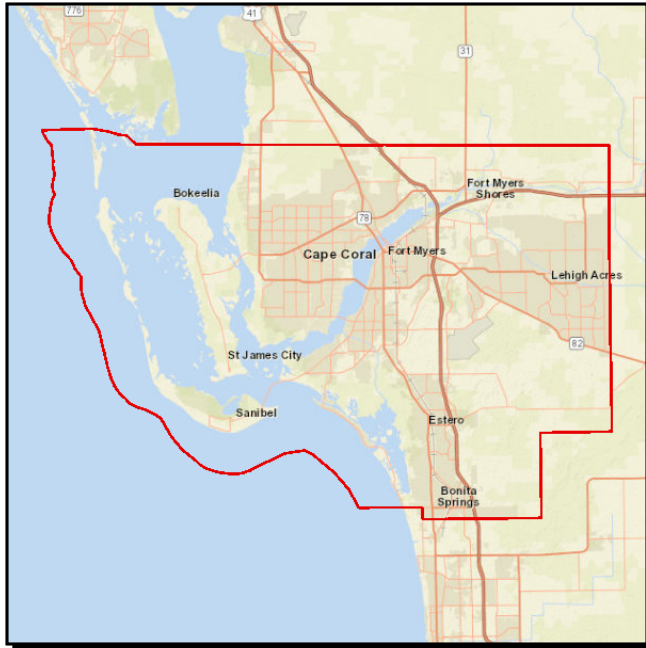
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	0	0	0	0	656,937	<b>656,937</b>
CST	TALU	0	0	0	0	271,782	<b>271,782</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>928,719</b>	<b>928,719</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 928,719  
**Project Description:**

**FT MYERS CARBON REDUCTION STUDY**

**Project Number: 4515231**

**Non-SIS**



**From:**

**Work Summary:** FEASIBILITY STUDY

**To:**

**Lead Agency:**

MANAGED BY CITY OF FORT MYERS

**Length:** 2.483

**LRTP #:** Page 5-2, Section 5.1.2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	SU	350,000	0	0	0	0	350,000
<b>Total</b>		<b>350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

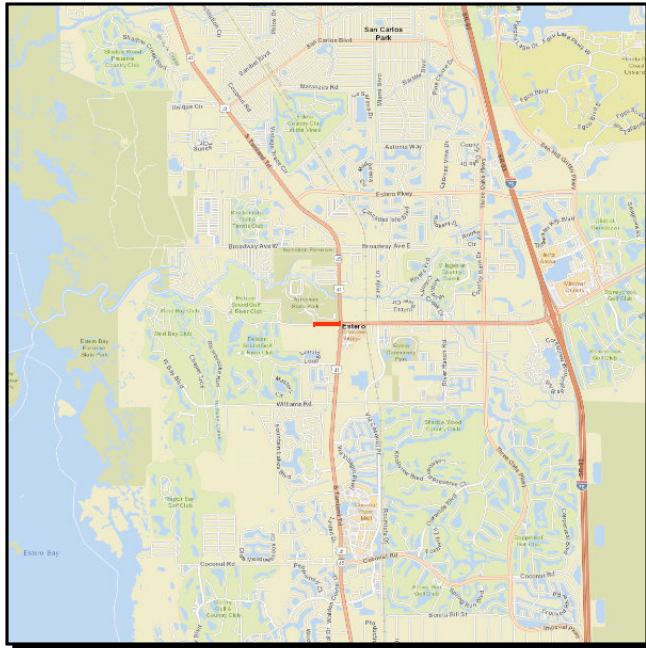
**Total Project Cost:** 350,000

**Project Description:** Conduct a study to evaluate the feasibility of converting Hendry Street to a pedestrian mall and deploying micromobility in downtown Fort Myers

**CORKSCREW ROAD FROM US 41 TO KORESHAN STATE PARK**

**Project Number: 4519681**

**Non-SIS**



**From:** US 41      **Work Summary:** BIKE PATH/TRAIL  
**To:** Koreshan State Park entrance  
**Lead Agency:** MANAGED BY FDOT      **Length:** 0.237  
**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	0	0	198,000	198,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198,000</b>	<b>198,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

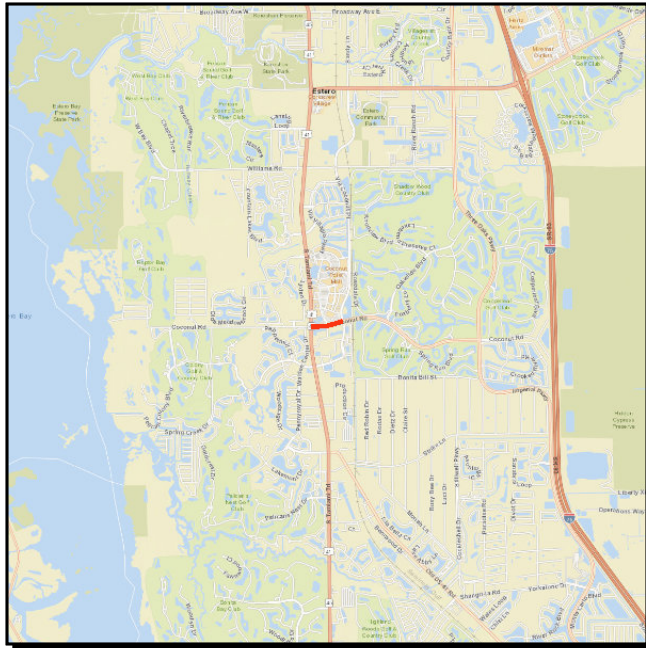
**Total Project Cost:** 198,000

**Project Description:** Construct a shared use path on the north side of Corkscrew Road from the west of US 41 to Koreshan State Park entrance

**COCONUT ROAD FROM US41 TO VIA COCONUT POINT**

**Project Number: 4520531**

**Non-SIS**



**From:** US 41 **Work Summary:** SIDEWALK

**To:** Via Coconut Point

**Lead Agency:** MANAGED BY FDOT **Length:** 0.3

**LRTP #:** Page 5-10, Table 5-6

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	0	0	180,000	180,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,000</b>	<b>180,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 180,000

**Project Description:** Add a sidewalk on the north side of Coconut Road from US 41 to Via Coconut Point



**MCGREGOR BLVD FROM COLONIAL BLVD TO US41 (CLEVELAND**

**Project Number: 4522351**

**Non-SIS**



**From:**

**Work Summary:** FEASIBILITY STUDY

**To:**

**Lead Agency:**

MANAGED BY CITY OF FORT MYERS

**Length:** 3.087

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	SU	0	0	0	0	250,000	250,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>250,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 250,000

**Project Description:** Conduct a feasibility study for bicycle lanes along McGregor Boulevard

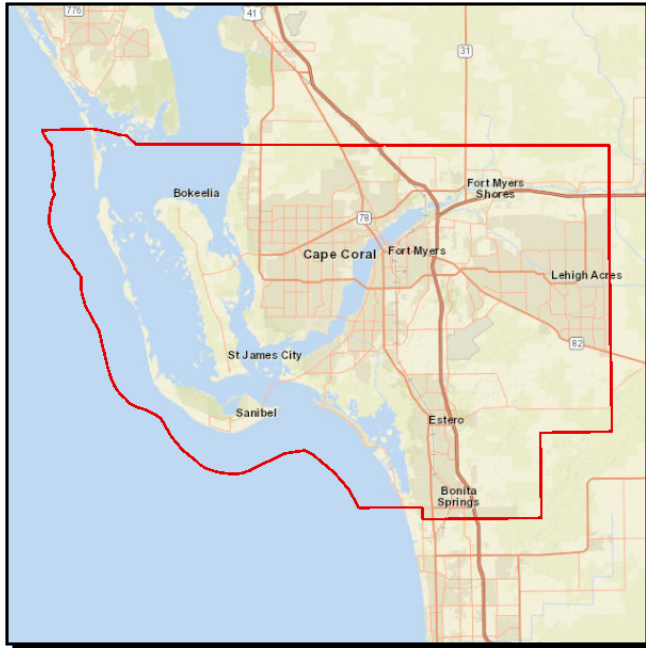
**Section C - Traffic Systems Management and Operations**

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**LEE COUNTY TRAFFIC MANAGEMENT CENTER OPERATIONS**

**Project Number: 4299601**

**Non-SIS**



**From:**

**Work Summary:** TRAFFIC MANAGEMENT CENTERS

**To:**

**Lead Agency:** Lee County

**LRTP #:** Page 5-21, Table 5-16, Project M 1

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	SU	43,500	43,500	43,500	43,500	43,500	217,500
<b>Total</b>		<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>43,500</b>	<b>217,500</b>

**Prior Cost < 2023/24:** 1,715,343

**Future Cost > 2027/28:** 0

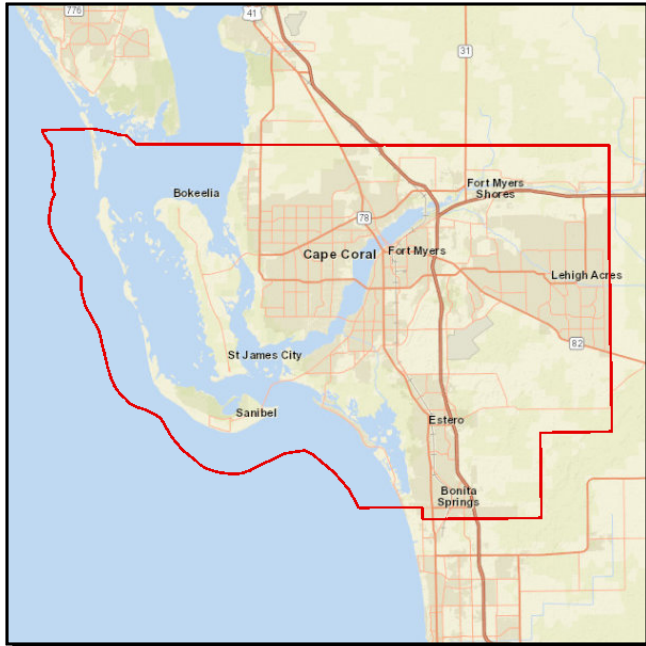
**Total Project Cost:** 1,932,843

**Project Description:** Local reimbursement for Traffic Management Center Operations

**LEE TOC OPS FUND COUNTY WIDE**

**Project Number: 4403781**

**Non-SIS**



**From:**

**Work Summary:** OTHER ITS

**To:**

**Lead Agency:**

MANAGED BY LEE  
CNTY BOCC

**LRTP #:** Appendix E, Page 10,  
Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DDR	277,500	256,500	256,500	0	0	<b>790,500</b>
<b>Total</b>		<b>277,500</b>	<b>256,500</b>	<b>256,500</b>	<b>0</b>	<b>0</b>	<b>790,500</b>

**Prior Cost < 2023/24:** 1,282,500

**Future Cost > 2027/28:** 0

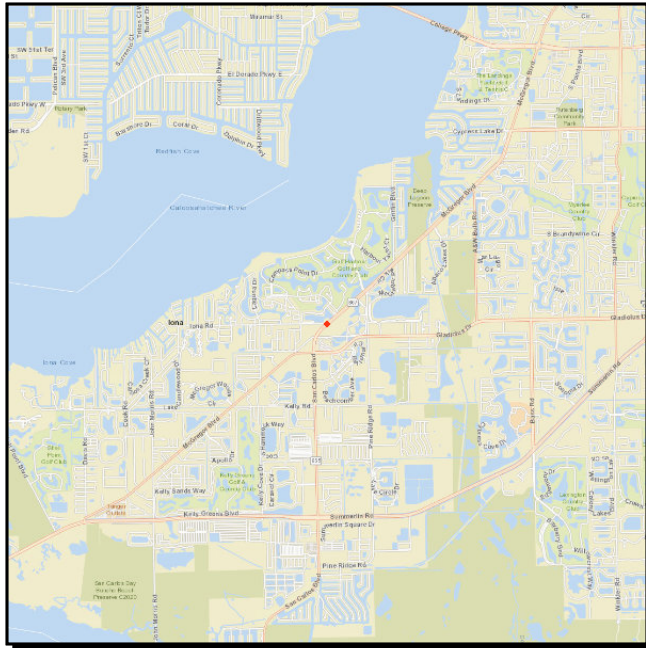
**Total Project Cost:** 2,073,000

**Project Description:**

**MCGREGOR BLVD AT IONA DR INTERSECTION**

**Project Number: 4487061**

**Non-SIS**



**From:**

**Work Summary: ADD TURN LANE(S)**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 0.156

**LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	305,000	0	0	<b>305,000</b>
CST	SU	0	0	0	0	1,821,226	<b>1,821,226</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>305,000</b>	<b>0</b>	<b>1,821,226</b>	<b>2,126,226</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

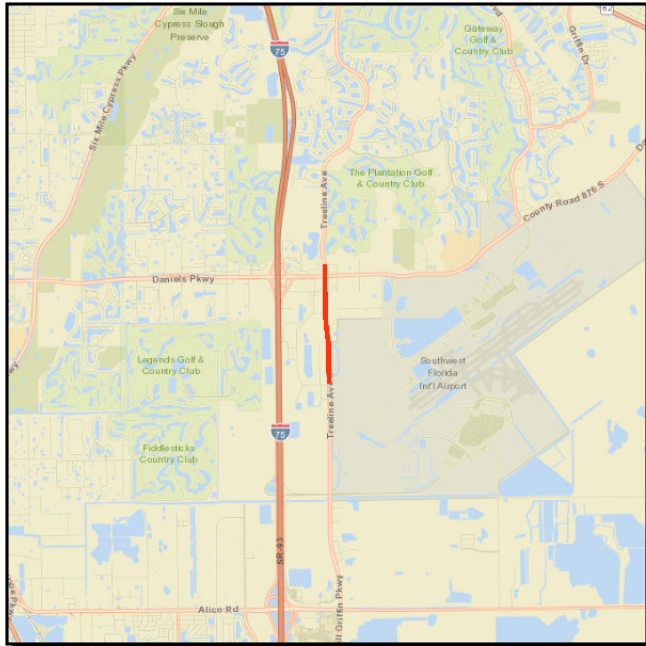
**Total Project Cost:** 2,126,226

**Project Description:** Construct a south bound right turn lane from McGregor Boulevard to west bound Iona Drive and extend north bound left turn lane on McGregor Boulevard to west bound Iona Drive

**TREELINE AVE AT DANIELS PKWY**

**Project Number: 4513881**

**Non-SIS**



**From:**

**Work Summary:** INTERSECTION IMPROVEMENT

**To:**

**Lead Agency:**

MANAGED BY LEE CNTY BOCC

**Length:** 0.559

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	LF	242,516	0	0	0	0	242,516
CST	SU	1,348,312	0	0	0	0	1,348,312
<b>Total</b>		<b>1,590,828</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,590,828</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 1,590,828

**Project Description:** Convert outermost north bound left turn lane to a through lane, and the shared through and right turn lane into an exclusive right lane

**I-75 REST AREA NS**

**Project Number: 4523771**

**SIS**



**From:**

**Work Summary: PD&E/EMO STUDY**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**LRTP #:** Page 5-18, Table 5-9, Project S 21

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PD&E	CARB	1,500,000	0	0	0	0	1,500,000
<b>Total</b>		<b>1,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 1,500,000

**Project Description:** Conduct PD&E Study for truck parking

**Section D - Safety**

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**SR 80 (PALM BCH BLVD) FROM SUPERIOR STREET TO TERRY**

**Project Number: 4420531**

**Non-SIS**



**From:** Superior Street      **Work Summary:** RAIL SAFETY PROJECT

**To:** Terry Avenue

**Lead Agency:** MANAGED BY FDOT      **Length:** .319

**LRTP #:** Appendix E, Page 6, Table 4

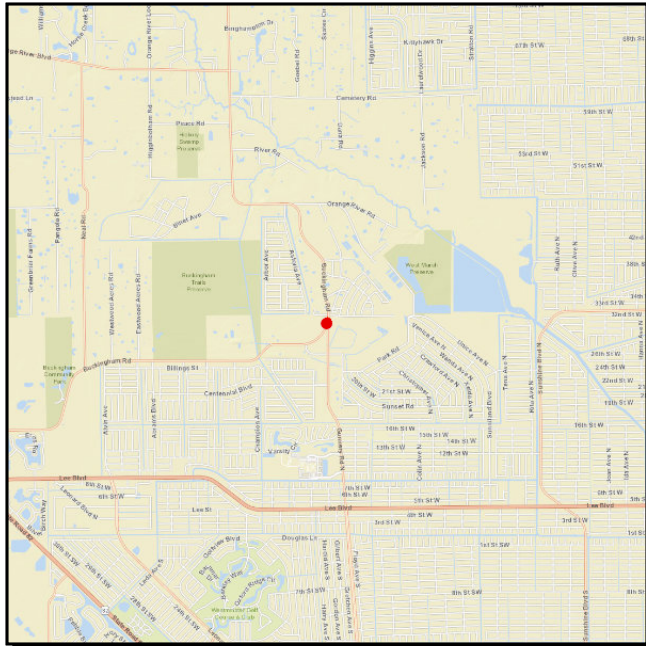
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
RRU	DDR	1,234,000	0	0	0	0	1,234,000
<b>Total</b>		<b>1,234,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,234,000</b>

**Prior Cost < 2023/24:** 11,364  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,245,364  
**Project Description:**

**GUNNERY ROAD AT BUCKINGHAM ROAD**

**Project Number: 4421231**

**Non-SIS**



**From:**

**Work Summary:** ROUNDABOUT

**To:**

**Lead Agency:**

MANAGED BY LEE  
CNTY BOCC

**Length:** 0.001

**LRTP #:** Appendix B, Section  
1.1.19, Page 15 TSM&O

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	0	500,000	0	0	0	<b>500,000</b>
CST	SU	0	1,805,214	0	0	0	<b>1,805,214</b>
<b>Total</b>		<b>0</b>	<b>2,305,214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,305,214</b>

**Prior Cost < 2023/24:** 472,241

**Future Cost > 2027/28:** 0

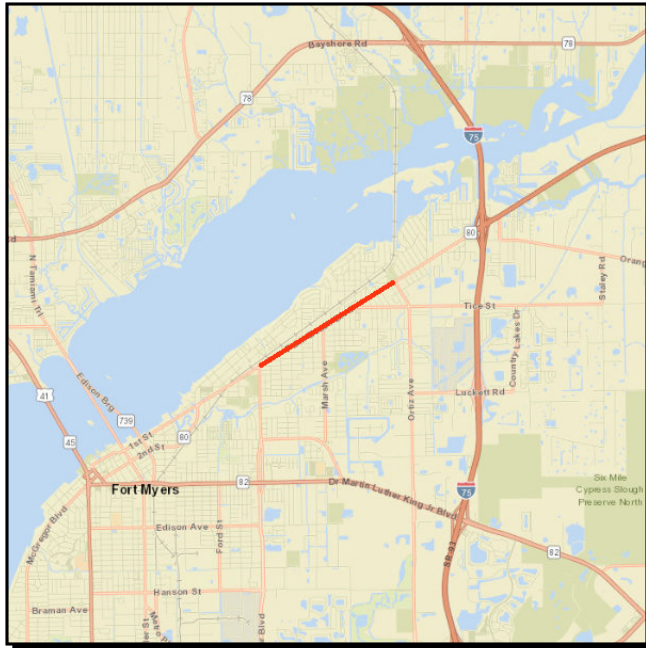
**Total Project Cost:** 2,777,455

**Project Description:** Construct a two lane roundabout

**SR 80 FROM VERONICA SHOEMAKER TO ORTIZ/KINGSTON DR**

**Project Number: 4462661**

**Non-SIS**



**From:** Veronica Shoemaker      **Work Summary:** SAFETY PROJECT  
**To:** Ortiz/Kingston Drive  
**Lead Agency:** MANAGED BY FDOT      **Length:** 1.858  
**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	0	3,418,783	0	0	0	3,418,783
<b>Total</b>		<b>0</b>	<b>3,418,783</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,418,783</b>

**Prior Cost < 2023/24:** 719,648  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 4,138,431  
**Project Description:**

**SR 82 FROM FORD ST TO VERONICA SHOEMAKER**

**Project Number: 4462691**

**Non-SIS**



**From:** Ford Street  
**To:** Veronica Shoemaker  
**Lead Agency:** MANAGED BY FDOT  
**Work Summary:** PEDESTRIAN SAFETY IMPROVEMENT  
**Length:** .512  
**LRTP #:** Appendix E, Page 10, Table 11

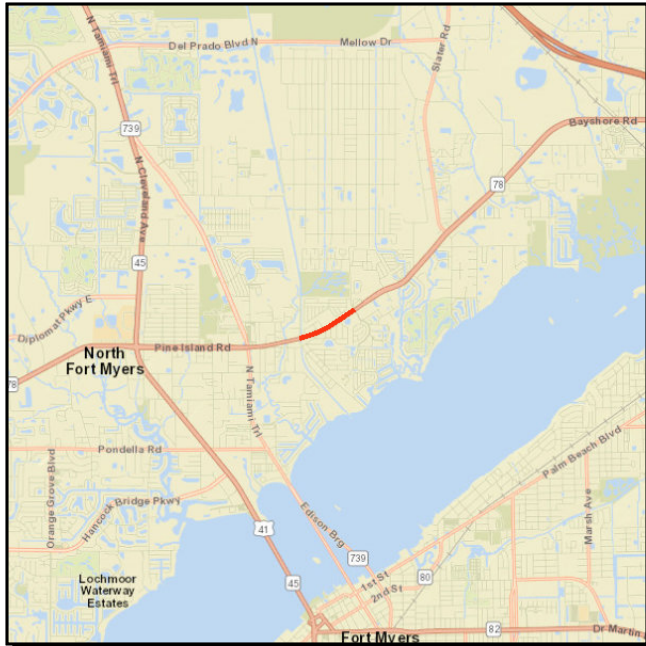
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	0	770,883	0	0	0	770,883
<b>Total</b>		<b>0</b>	<b>770,883</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>770,883</b>

**Prior Cost < 2023/24:** 453,659  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,224,542  
**Project Description:**

**SR 78 FROM EVALENA LN TO NEW POST RD**

**Project Number: 4478751**

**Non-SIS**



**From:** Evalena Ln      **Work Summary:** MEDIAN MODIFICATION

**To:** New Post Rd

**Lead Agency:** MANAGED BY FDOT      **Length:** 0.635

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ENV	TALT	20,000	40,000	0	0	0	<b>60,000</b>
CST	ACSS	1,288,060	0	0	0	0	<b>1,288,060</b>
CST	DS	695,129	0	0	0	0	<b>695,129</b>
<b>Total</b>		<b>2,003,189</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,043,189</b>

**Prior Cost < 2023/24:** 484,912

**Future Cost > 2027/28:** 0

**Total Project Cost:** 2,528,101

**Project Description:** Convert existing two way left turn lanes along SR 78 to full median and directional left turn lanes

**SR 865 FROM LINDA LOMA DR TO KELLY RD**

**Project Number: 4478801**

**Non-SIS**



**From:** Linda Loma Dr      **Work Summary:** MEDIAN MODIFICATION

**To:** Kelly Rd

**Lead Agency:** MANAGED BY FDOT      **Length:** 0.868

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ENV	TALT	20,000	40,000	0	0	0	<b>60,000</b>
CST	ACSS	948,489	0	0	0	0	<b>948,489</b>
CST	DS	997,805	0	0	0	0	<b>997,805</b>
<b>Total</b>		<b>1,966,294</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,006,294</b>

**Prior Cost < 2023/24:** 828,645

**Future Cost > 2027/28:** 0

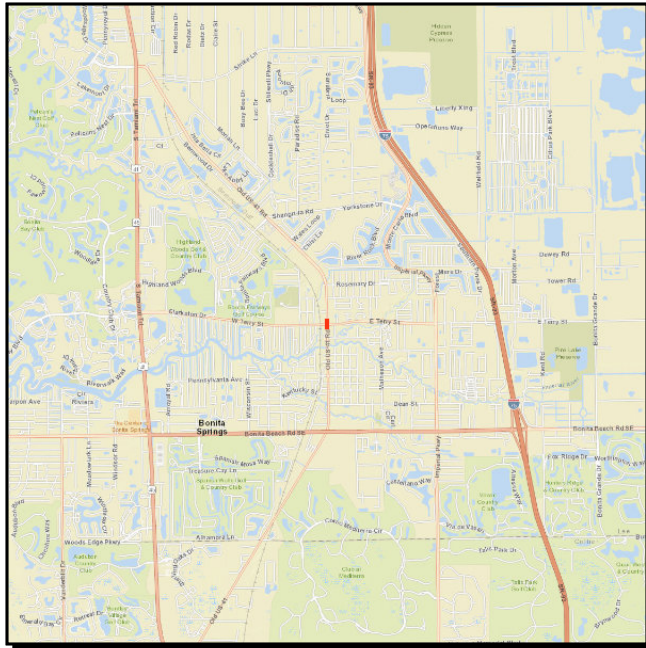
**Total Project Cost:** 2,834,939

**Project Description:** Construct chicanes, concrete traffic islands, new signage and pavement markings to enhance safety along corridor

**US 41 AT W TERRY ST**

**Project Number: 4496571**

**Non-SIS**



**From:**

**Work Summary: SAFETY PROJECT**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 0.004

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	ACSS	101,000	0	0	0	0	<b>101,000</b>
CST	ACSS	0	0	0	990,310	0	<b>990,310</b>
<b>Total</b>		<b>101,000</b>	<b>0</b>	<b>0</b>	<b>990,310</b>	<b>0</b>	<b>1,091,310</b>

**Prior Cost < 2023/24:** 199

**Future Cost > 2027/28:** 0

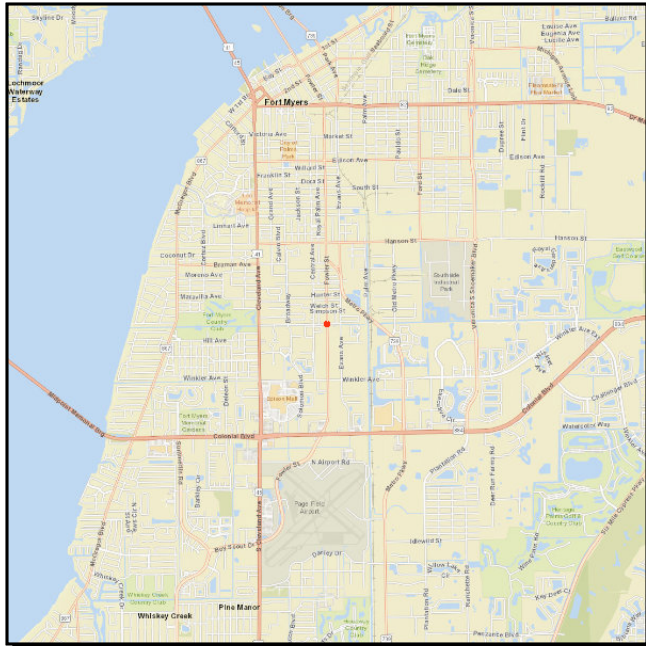
**Total Project Cost:** 1,091,509

**Project Description:** Provide intersection safety improvements including construction of new mast arm signals, remaining right turn channelizing islands, and signal retuning

**FOWLER AVE AT CARROLL RD**

**Project Number: 4496581**

**Non-SIS**



**From:**

**Work Summary: SAFETY PROJECT**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length: 0.004**

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	ACSS	0	315,000	0	0	0	<b>315,000</b>
CST	ACSS	0	0	0	632,564	0	<b>632,564</b>
<b>Total</b>		<b>0</b>	<b>315,000</b>	<b>0</b>	<b>632,564</b>	<b>0</b>	<b>947,564</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 947,564

**Project Description:** Improve traffic safety at intersection by constructing traffic separator, tree trimming, centering existing signal heads, and installing retro-reflective backplates



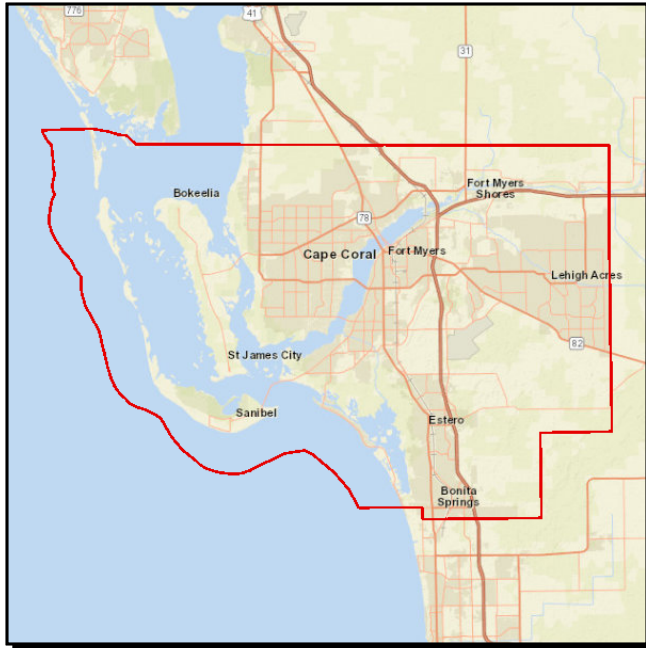
**Section E - Transit**

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**LEE COUNTY - TRANSIT SYSTEM - OPERATING ASSISTANCE -**

**Project Number: 4073291**

**Non-SIS**



**From:**

**Work Summary:** URBAN CORRIDOR IMPROVEMENTS

**To:**

**Lead Agency:** LeeTran

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DDR	968,000	0	0	0	0	<b>968,000</b>
OPS	LF	968,000	968,000	968,000	0	0	<b>2,904,000</b>
OPS	DPTO	0	968,000	968,000	0	0	<b>1,936,000</b>
<b>Total</b>		<b>1,936,000</b>	<b>1,936,000</b>	<b>1,936,000</b>	<b>0</b>	<b>0</b>	<b>5,808,000</b>

**Prior Cost < 2023/24:** 54,508,227

**Future Cost > 2027/28:** 0

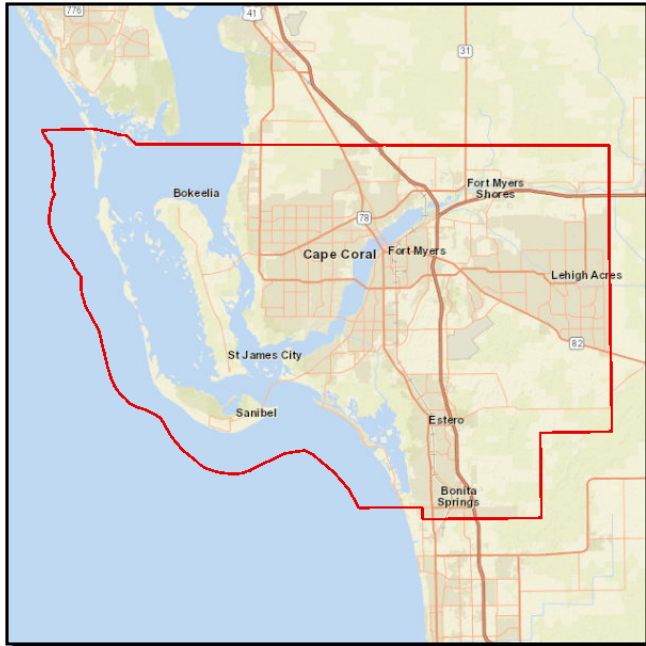
**Total Project Cost:** 60,316,227

**Project Description:** CORRIDOR DEVELOPMENT TRANSIT CORRIDOR PROJECT (US 41)

**LEE COUNTY TRANSIT SYSTEM - (LCTS) FTA 5311 OPERATING**

**Project Number: 4101251**

**Non-SIS**



**From:**

**Work Summary:** OPERATING/ADMIN. ASSISTANCE

**To:**

**Lead Agency:** LeeTran

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DU	205,526	260,000	358,467	267,000	244,635	1,335,628
OPS	LF	205,526	260,000	358,467	267,000	244,635	1,335,628
<b>Total</b>		<b>411,052</b>	<b>520,000</b>	<b>716,934</b>	<b>534,000</b>	<b>489,270</b>	<b>2,671,256</b>

**Prior Cost < 2023/24:** 7,340,570

**Future Cost > 2027/28:** 0

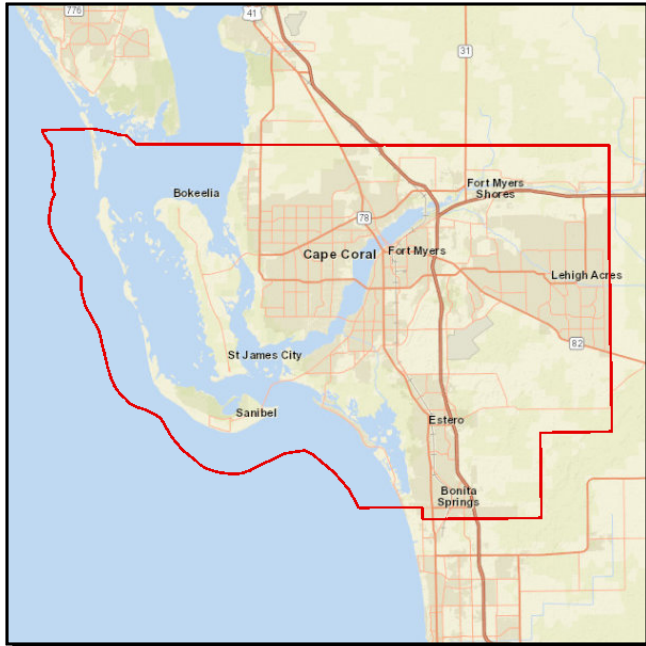
**Total Project Cost:** 10,011,826

**Project Description:** SECTION 5311 RURAL AND SMALL AREAS PARATRANSIT OPERATING

**LEE COUNTY TRANSIT SYSTEM - (LCTS) OPERATING ASSISTANCE**

**Project Number: 4101401**

**Non-SIS**



**From:**

**Work Summary:** OPERATING FOR FIXED ROUTE

**To:**

**Lead Agency:** LeeTran

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DPTO	369,985	2,579,781	0	2,000,000	0	4,949,766
OPS	DDR	2,144,156	0	2,657,174	736,889	2,818,996	8,357,215
OPS	LF	2,514,141	2,579,781	2,657,174	2,736,889	2,818,996	13,306,981
<b>Total</b>		<b>5,028,282</b>	<b>5,159,562</b>	<b>5,314,348</b>	<b>5,473,778</b>	<b>5,637,992</b>	<b>26,613,962</b>

**Prior Cost < 2023/24:** 55,425,335

**Future Cost > 2027/28:** 0

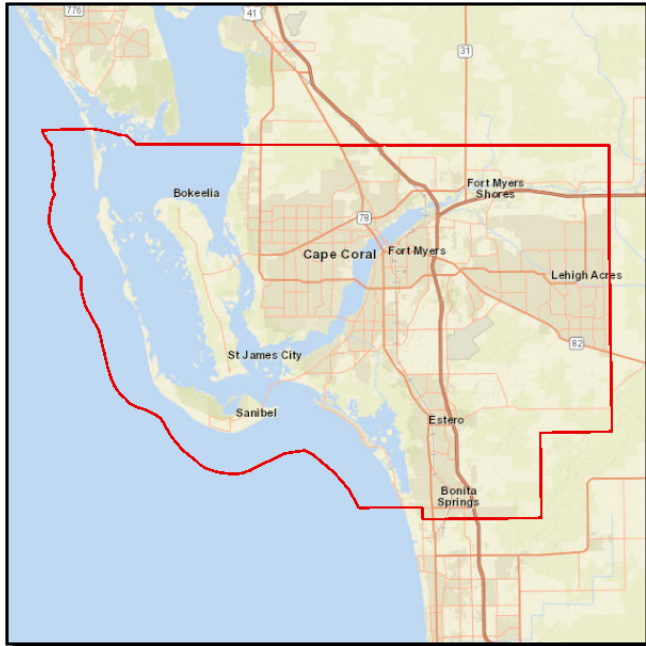
**Total Project Cost:** 82,039,297

**Project Description:**

**LEE COUNTY TRANSIT SYSTEM / FACILITY PROJECT FTA 5307**

**Project Number: 4101471**

**Non-SIS**



**From:**

**Work Summary: CAPITAL - LEE TRAN**

**To:**

**Lead Agency:** LeeTran

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	FTA	9,959,329	9,909,446	10,900,391	10,846,414	17,418,928	<b>59,034,508</b>
CAP	LF	2,489,832	2,477,362	2,725,098	2,711,604	4,354,732	<b>14,758,628</b>
<b>Total</b>		<b>12,449,161</b>	<b>12,386,808</b>	<b>13,625,489</b>	<b>13,558,018</b>	<b>21,773,660</b>	<b>73,793,136</b>

**Prior Cost < 2023/24:** 108,684,461

**Future Cost > 2027/28:** 0

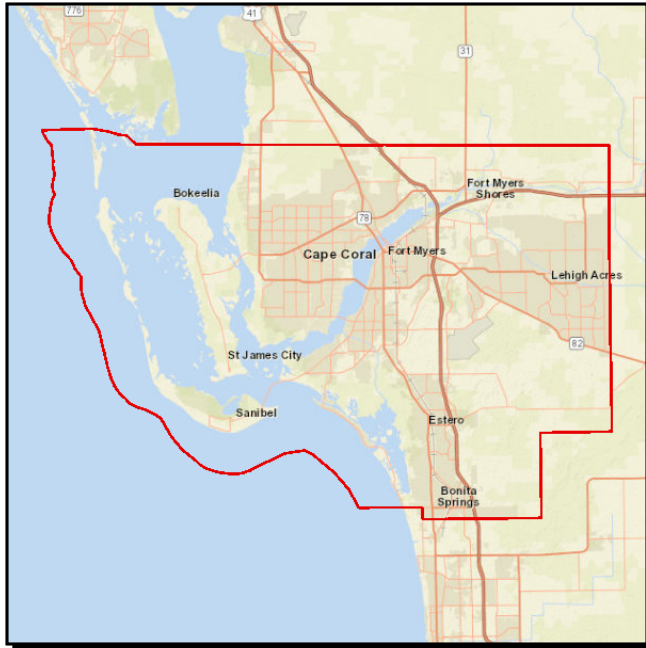
**Total Project Cost:** 182,477,597

**Project Description:** SECTION 5307 URBANIZED AREAS LARGE URBAN CITIES ROLLING STOCK, PREVENTATIVE MAINTENANCE, ADA PARATRANSIT SERVICE, CAPITAL EQUIPMENT

**LEE COUNTY/CAPE CORAL UZA FTA 5339 CAPITAL ASSISTANCE**

**Project Number: 4345161**

**Non-SIS**



**From:**

**Work Summary:** CAPITAL FOR FIXED ROUTE

**To:**

**Lead Agency:** LeeTran

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	FTA	1,009,281	1,110,209	1,221,230	1,121,855	1,342,969	<b>5,805,544</b>
CAP	LF	252,320	277,552	305,308	280,464	335,742	<b>1,451,386</b>
<b>Total</b>		<b>1,261,601</b>	<b>1,387,761</b>	<b>1,526,538</b>	<b>1,402,319</b>	<b>1,678,711</b>	<b>7,256,930</b>

**Prior Cost < 2023/24:** 7,948,520

**Future Cost > 2027/28:** 0

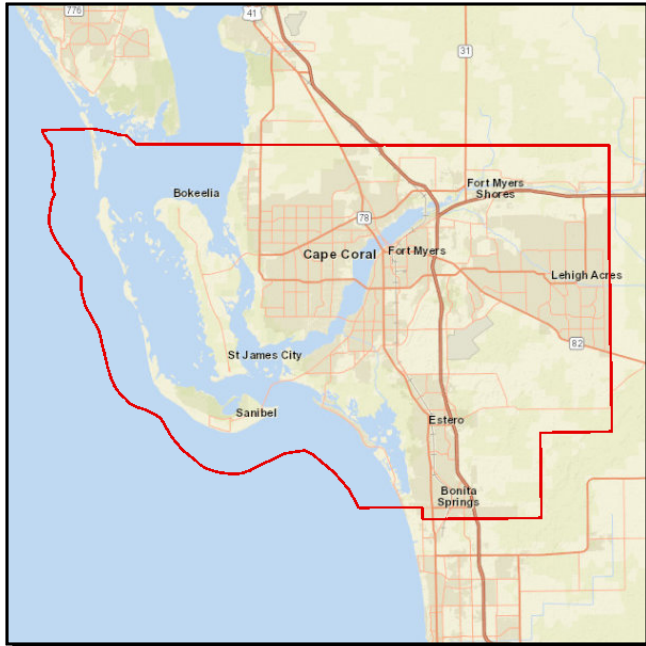
**Total Project Cost:** 15,205,450

**Project Description:** BUSES AND BUS FACILITIES

**LEETRAN BUS PURCHASE**

**Project Number: 4443061**

**Non-SIS**



**From:**

**Work Summary:** CAPITAL FOR FIXED ROUTE

**To:**

**Lead Agency:** MANAGED BY LEE COUNTY

**LRTP #:** Page 5-16, Table 5-13

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	FTAT	1,000,000	500,000	1,500,000	1,500,000	1,500,000	<b>6,000,000</b>
CAP	SU	1,000,000	500,000	1,500,000	1,500,000	1,500,000	<b>6,000,000</b>
<b>Total</b>		<b>2,000,000</b>	<b>1,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>3,000,000</b>	<b>12,000,000</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 12,000,000  
**Project Description:**

**Section H - Planning**

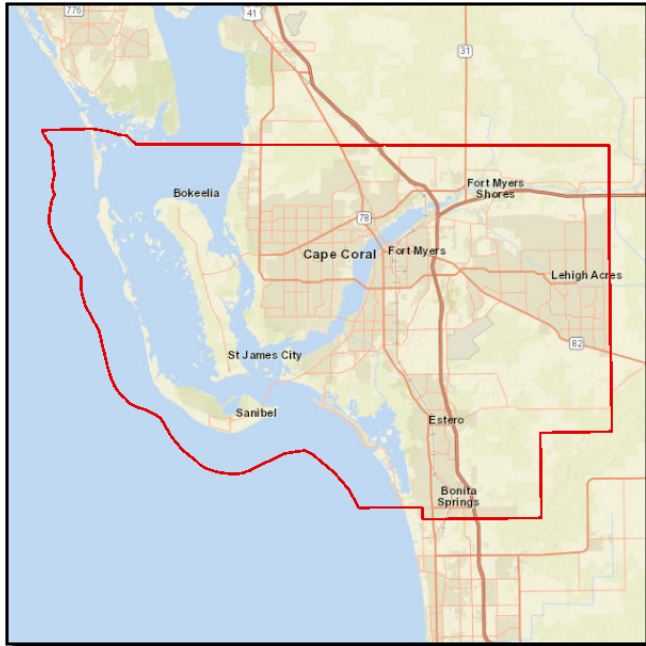
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**LEE COUNTY MPO TRANSIT PLANNING FTA 5305 (D)**

**Project Number: 4101151**

**Non-SIS**



**From:**

**Work Summary:** MODAL SYSTEMS PLANNING

**To:**

**Lead Agency:** Lee County MPO

**LRTP #:** Page 5-5, Table 5-3

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	DU	152,720	177,429	254,876	0	0	<b>585,025</b>
PLN	DPTO	19,090	22,178	31,859	0	0	<b>73,127</b>
PLN	LF	19,090	22,178	31,859	0	0	<b>73,127</b>
<b>Total</b>		<b>190,900</b>	<b>221,785</b>	<b>318,594</b>	<b>0</b>	<b>0</b>	<b>731,279</b>

**Prior Cost < 2023/24:** 3,742,931

**Future Cost > 2027/28:** 0

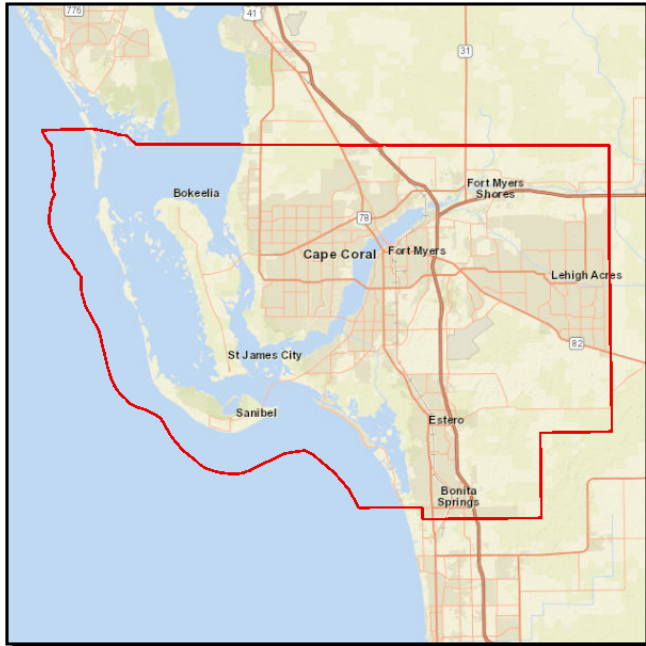
**Total Project Cost:** 4,474,210

**Project Description:** SECTION 5305(D) METROPOLITAN PLANNING

**LEE COUNTY MPO FY 2022/2023-2023/2024 UPWP**

**Project Number: 4393124**

**Non-SIS**



**From:**

**Work Summary:** TRANSPORTATION PLANNING

**To:**

**Lead Agency:** Lee County MPO

**LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	1,348,424	0	0	0	0	1,348,424
<b>Total</b>		<b>1,348,424</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,348,424</b>

**Prior Cost < 2023/24:** 1,512,283

**Future Cost > 2027/28:** 0

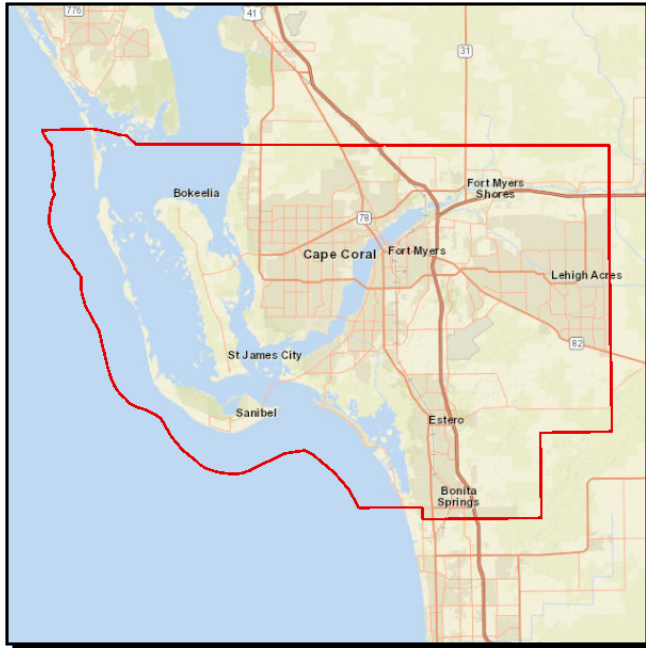
**Total Project Cost:** 2,860,707

**Project Description:**

**LEE COUNTY MPO FY 2024/2025-2025/2026 UPWP**

**Project Number: 4393125**

**Non-SIS**



**From:**

**Work Summary:** TRANSPORTATION PLANNING

**To:**

**Lead Agency:**

MANAGED BY LEE COUNTY

**LRTP #:** Page 5-21, Table 5-16

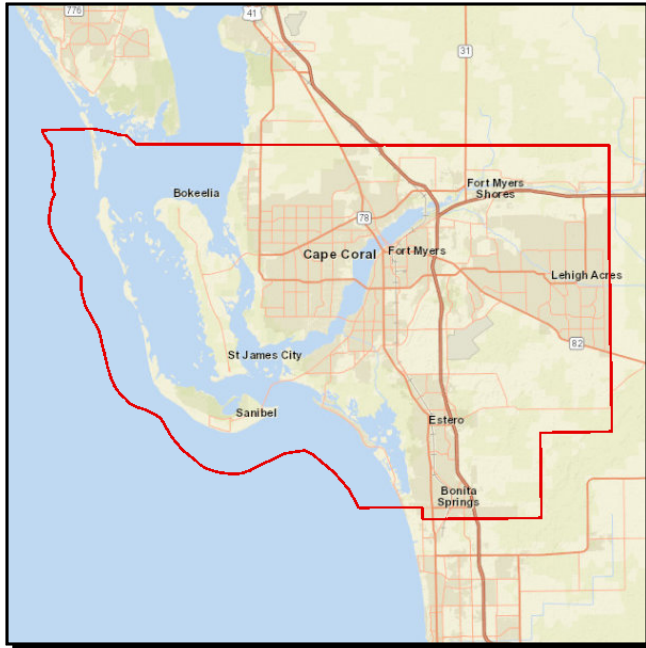
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	0	1,363,640	1,385,206	0	0	2,748,846
<b>Total</b>		<b>0</b>	<b>1,363,640</b>	<b>1,385,206</b>	<b>0</b>	<b>0</b>	<b>2,748,846</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 2,748,846  
**Project Description:**

**LEE COUNTY MPO FY 2026/2027-2027/2028 UPWP**

**Project Number: 4393126**

**Non-SIS**



**From:**

**Work Summary:** TRANSPORTATION PLANNING

**To:**

**Lead Agency:** Lee County MPO

**LRTP #:** Page 5-21, Table 5-16

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	0	0	0	1,385,206	1,385,206	2,770,412
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,385,206</b>	<b>1,385,206</b>	<b>2,770,412</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 2,770,412  
**Project Description:**

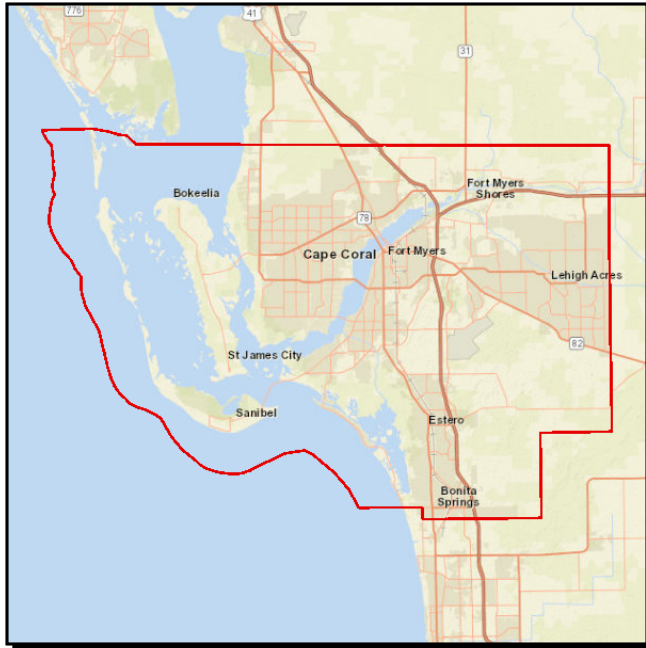
**Section I - Routine Maintenance**

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**LEE COUNTY ROADWAY & BRIDGE MAINT PRIMARY SYSTEM**

**Project Number: 4082631**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:** FDOT

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	3,000,000	0	0	0	0	3,000,000
<b>Total</b>		<b>3,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>

**Prior Cost < 2023/24:** 60,178,178

**Future Cost > 2027/28:** 0

**Total Project Cost:** 63,178,178

**Project Description:**

**LEE COUNTY ROADWAY & BRIDGE MAINT INTERSTATE SYSTEM**

**Project Number: 4082641**

**SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:** FDOT

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	1,000,000	0	0	0	0	1,000,000
<b>Total</b>		<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>

**Prior Cost < 2023/24:** 19,434,127

**Future Cost > 2027/28:** 0

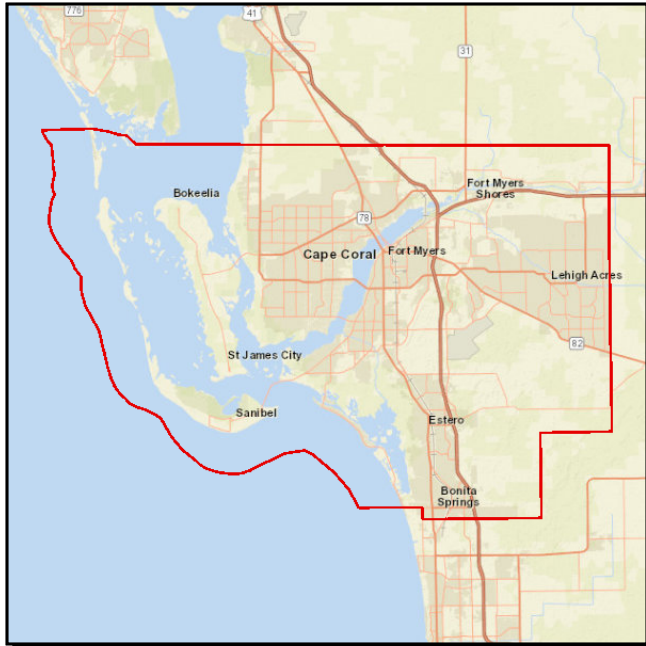
**Total Project Cost:** 20,434,127

**Project Description:**

**LEE COUNTY HIGHWAY LIGHTING**

**Project Number: 4125801**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:** Lee County

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	744,707	0	0	0	0	<b>744,707</b>
<b>Total</b>		<b>744,707</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>744,707</b>

**Prior Cost < 2023/24:** 5,996,990

**Future Cost > 2027/28:** 0

**Total Project Cost:** 6,741,697

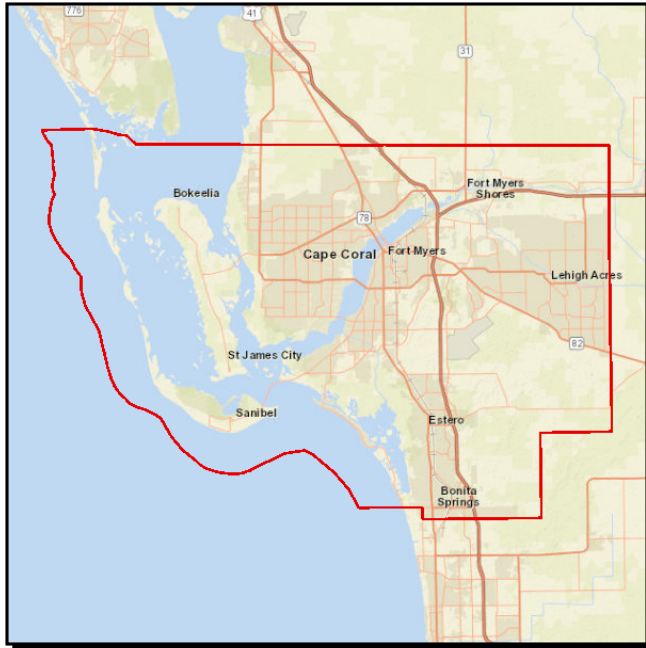
**Project Description:** Local reimbursement for highway lighting maintenance on the State Highway System.



**LEE COUNTY TRAFFIC SIGNALS REIMBURSEMENT**

**Project Number: 4126721**

**Non-SIS**



**From:**

**Work Summary:** TRAFFIC SIGNALS

**To:**

**Lead Agency:** Lee County

**Length:** 9.184 MI

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DITS	1,113,765	700,000	472,554	1,372,707	0	3,659,026
OPS	DDR	89,967	816,373	839,910	0	0	1,746,250
<b>Total</b>		<b>1,203,732</b>	<b>1,516,373</b>	<b>1,312,464</b>	<b>1,372,707</b>	<b>0</b>	<b>5,405,276</b>

**Prior Cost < 2023/24:** 8,181,991

**Future Cost > 2027/28:** 0

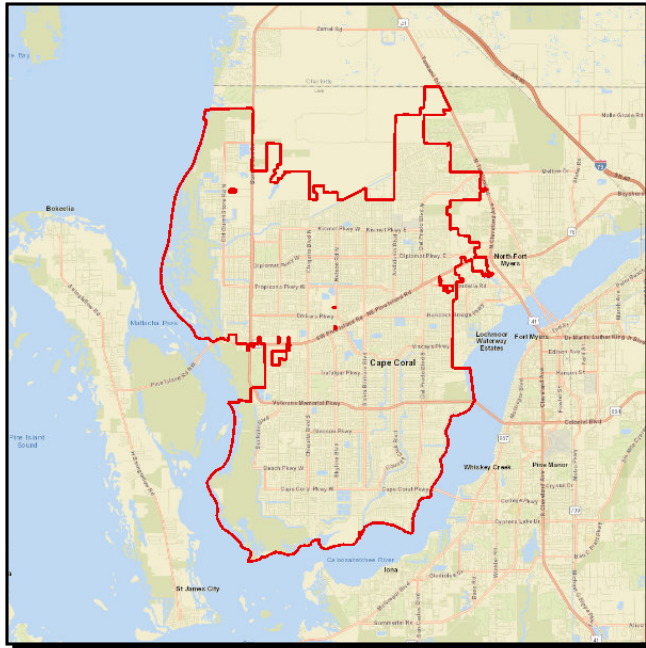
**Total Project Cost:** 13,587,267

**Project Description:** Local reimbursement for traffic signal maintenance on the State Highway System.

**CAPE CORAL HIGHWAY LIGHTING**

**Project Number: 4135481**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:** City of Cape Coral

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	56,960	0	0	0	0	56,960
<b>Total</b>		<b>56,960</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,960</b>

**Prior Cost < 2023/24:** 711,828

**Future Cost > 2027/28:** 0

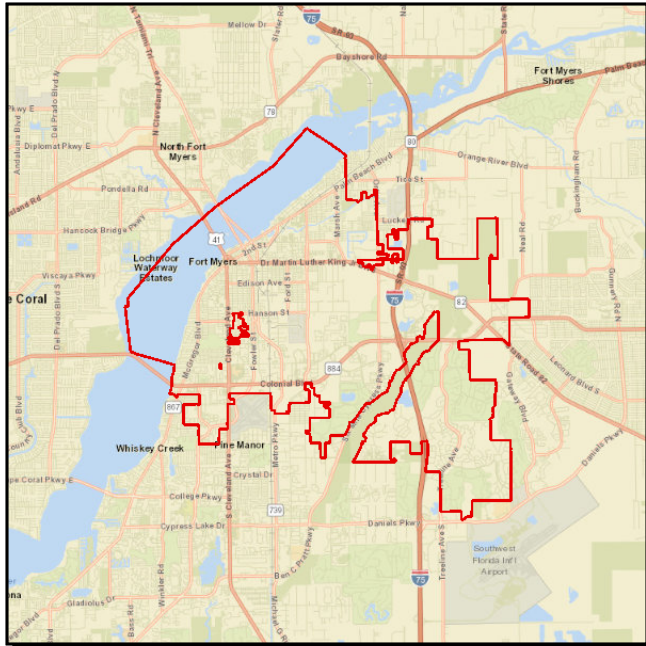
**Total Project Cost:** 768,788

**Project Description:** Local reimbursement for highway lighting maintenance on the State Highway System.

**FT MYERS HIGHWAY LIGHTING**

**Project Number: 4135491**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:**

City of Fort Myers

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	408,917	0	0	0	0	408,917
<b>Total</b>		<b>408,917</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>408,917</b>

**Prior Cost < 2023/24:** 4,851,852

**Future Cost > 2027/28:** 0

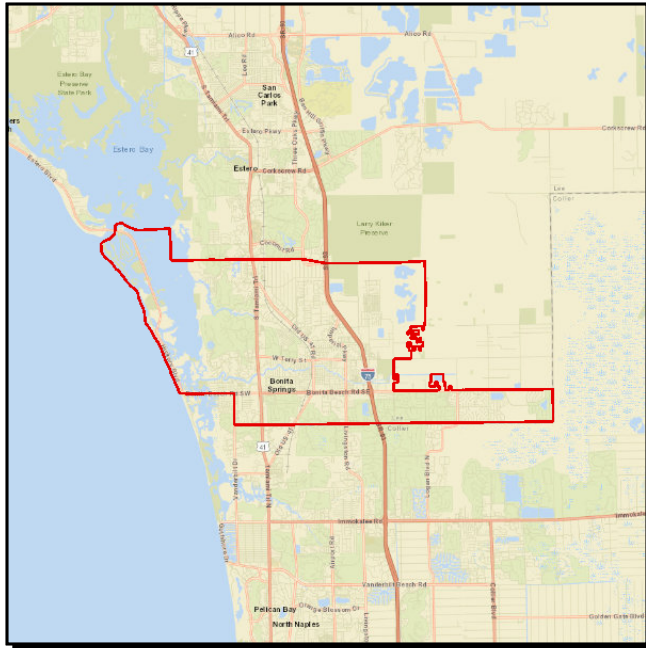
**Total Project Cost:** 5,260,769

**Project Description:** Local reimbursement for highway lighting maintenance on the State Highway System.

**BONITA SPRINGS HIGHWAY LIGHTING**

**Project Number: 4245741**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:** City of Bonita Springs

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	112,805	0	0	0	0	112,805
<b>Total</b>		<b>112,805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112,805</b>

**Prior Cost < 2023/24:** 1,172,106

**Future Cost > 2027/28:** 0

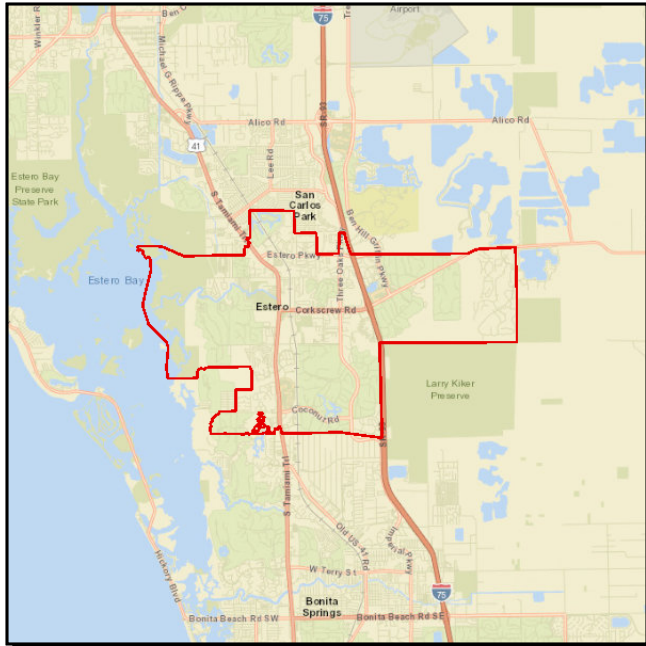
**Total Project Cost:** 1,284,911

**Project Description:** Local reimbursement for highway lighting maintenance on the State Highway System.

**VILLAGE OF ESTERO**

**Project Number: 4392171**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:**

Village of Estero

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	148,220	0	0	0	0	148,220
<b>Total</b>		<b>148,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148,220</b>

**Prior Cost < 2023/24:** 644,490

**Future Cost > 2027/28:** 0

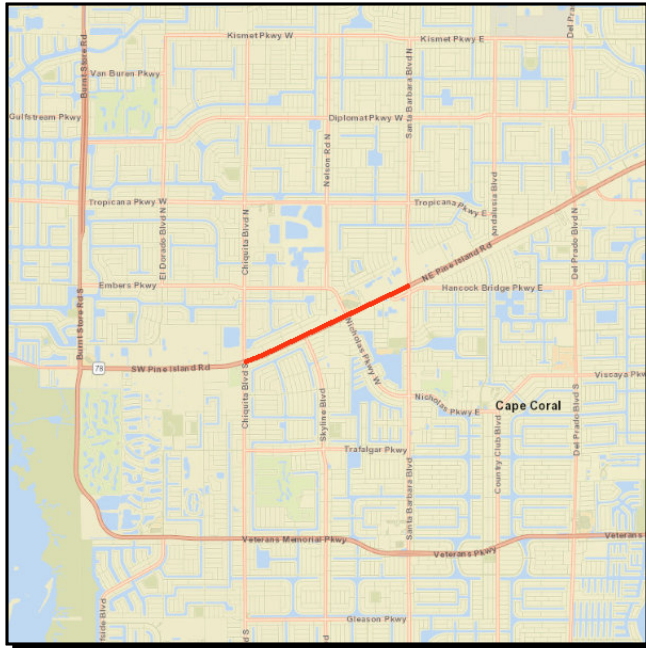
**Total Project Cost:** 792,710

**Project Description:**

**SR 78 FROM CHIQUITA BLVD TO SANTA BARBARA BLVD**

**Project Number: 4462911**

**Non-SIS**



**From:** Chiquita Blvd **Work Summary:** RESURFACING  
**To:** Santa Barbara Blvd  
**Lead Agency:** MANAGED BY FDOT **Length:** 2.082  
**LRTP #:** Appendix E, Page 10, Table 11

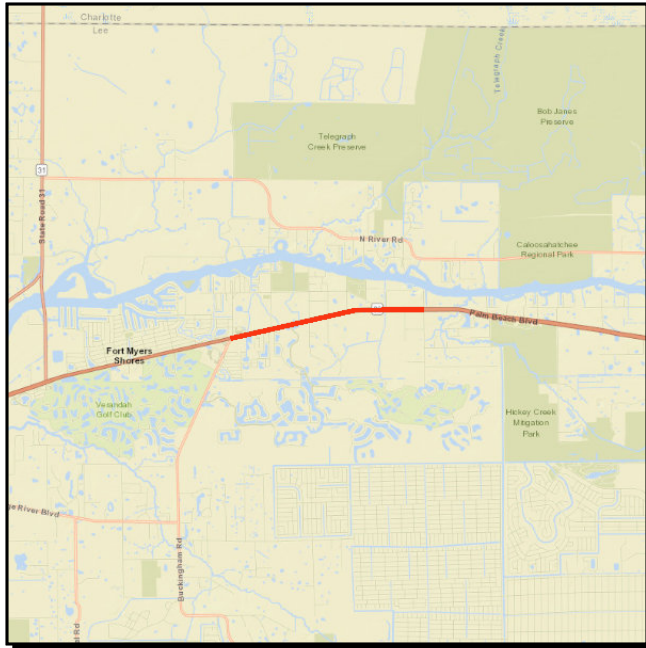
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ENV	TALT	80,000	0	0	0	0	<b>80,000</b>
CST	LF	67,065	0	0	0	0	<b>67,065</b>
CST	DS	6,741,657	0	0	0	0	<b>6,741,657</b>
CST	DIH	5,140	0	0	0	0	<b>5,140</b>
CST	SU	1,066,182	0	0	0	0	<b>1,066,182</b>
CST	DDR	2,835,124	0	0	0	0	<b>2,835,124</b>
<b>Total</b>		<b>10,795,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,795,168</b>

**Prior Cost < 2023/24:** 1,262,644  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 12,057,812  
**Project Description:**

**SR 80 FROM BUCKINGHAM RD TO HICKEY CREEK**

**Project Number: 4462921**

**SIS**



**From:** Buckingham Road  
**To:** Hickey Creek  
**Lead Agency:** MANAGED BY FDOT  
**Work Summary:** RESURFACING  
**Length:** 9.530  
**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ENV	TALT	150,000	0	0	0	0	150,000
CST	DS	57,693	0	0	0	0	57,693
CST	DIH	5,140	0	0	0	0	5,140
CST	SA	11,325,514	0	0	0	0	11,325,514
CST	DDR	2,092,285	0	0	0	0	2,092,285
CST	ACNR	6,778,400	0	0	0	0	6,778,400
CST	ACNP	2,165,935	0	0	0	0	2,165,935
<b>Total</b>		<b>22,574,967</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,574,967</b>

**Prior Cost < 2023/24:** 419,338  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 22,994,305  
**Project Description:**

**SR 739 FROM CALOOSAHATCHEE RIVER TO SR 78**

**Project Number: 4462931**

**Non-SIS**



**From:** Caloosahatchee River      **Work Summary:** RESURFACING  
**To:** SR 78  
**Lead Agency:** MANAGED BY FDOT      **Length:** 1.585  
**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	1,164,630	0	0	0	0	1,164,630
CST	DS	619,598	0	0	0	0	619,598
CST	DIH	5,140	0	0	0	0	5,140
CST	SU	2,013,292	0	0	0	0	2,013,292
CST	SA	100,000	0	0	0	0	100,000
CST	DDR	747,316	0	0	0	0	747,316
CST	ACNR	3,870,597	0	0	0	0	3,870,597
<b>Total</b>		<b>8,520,573</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,520,573</b>

**Prior Cost < 2023/24:** 1,386,220  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 9,906,793  
**Project Description:**



**I-75 (SR 93) FROM BONITA BEACH RD TO ALICO RD**

**Project Number: 4463441**

**SIS**



**From:** Bonita Beach Road      **Work Summary:** RESURFACING

**To:** Alico Road

**Lead Agency:** MANAGED BY FDOT      **Length:** 13.598

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACNP	42,059,531	0	0	0	0	42,059,531
<b>Total</b>		<b>42,059,531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,059,531</b>

**Prior Cost < 2023/24:** 3,212,885

**Future Cost > 2027/28:** 0

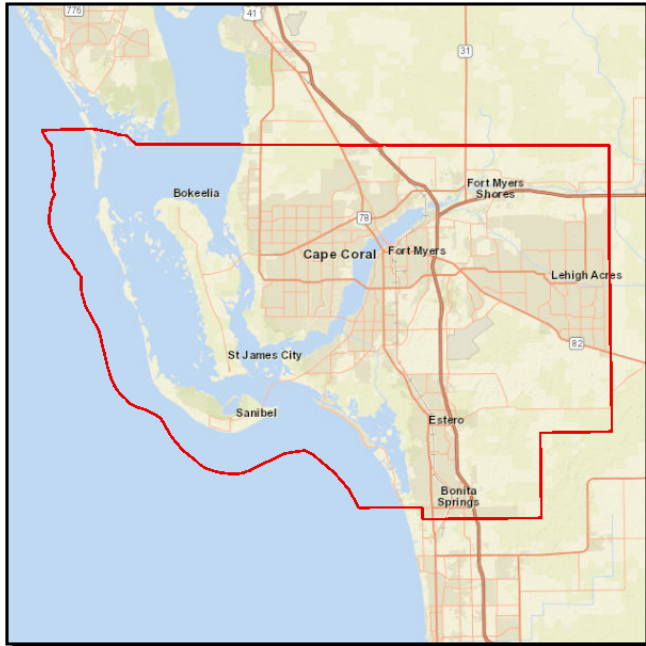
**Total Project Cost:** 45,272,416

**Project Description:**

**LEE COUNTY BDIM CONTRACT**

**Project Number: 4487301**

**Non-SIS**



**From:**

**Work Summary:** ROUTINE MAINTENANCE

**To:**

**Lead Agency:**

MANAGED BY FDOT

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
MNT	D	100,000	0	0	0	0	100,000
<b>Total</b>		<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>

**Prior Cost < 2023/24:** 189,997

**Future Cost > 2027/28:** 0

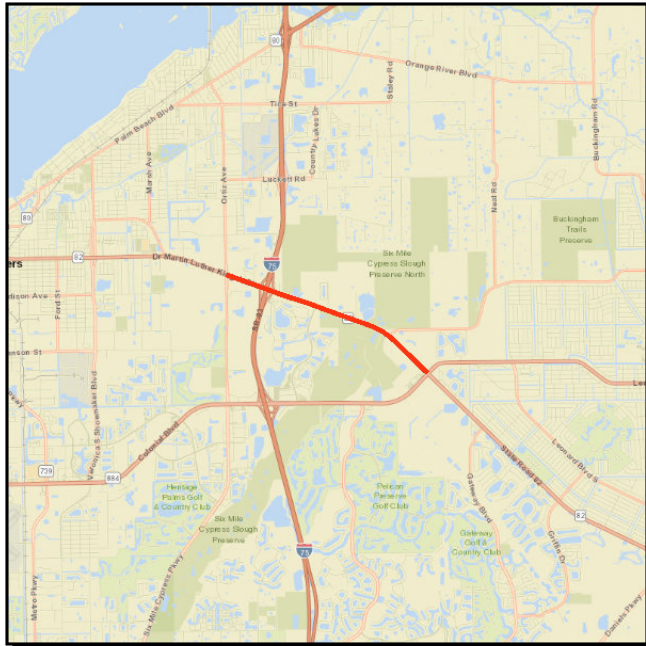
**Total Project Cost:** 289,997

**Project Description:**

**SR 82 FROM ORTIZ AVE TO COLONIAL BLVD**

**Project Number: 4489551**

**SIS**



**From:** Ortiz Ave  
**To:** Colonial Blvd  
**Lead Agency:** MANAGED BY FDOT  
**Work Summary:** RESURFACING  
**Length:** 3.044  
**LRTP #:** Appendix E, Page 10, Table 11

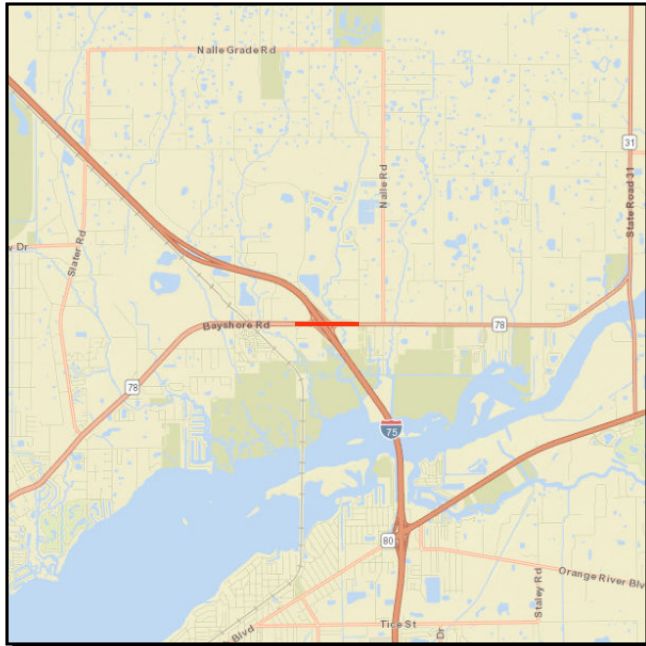
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	10,000	0	0	0	0	<b>10,000</b>
PE	DDR	2,407,919	0	0	0	0	<b>2,407,919</b>
CST	DS	0	0	1,292,732	0	0	<b>1,292,732</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
CST	ACNR	0	0	12,382,332	0	0	<b>12,382,332</b>
<b>Total</b>		<b>2,417,919</b>	<b>0</b>	<b>13,680,514</b>	<b>0</b>	<b>0</b>	<b>16,098,433</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 16,098,433  
**Project Description:**

**SR 78 FROM PARK 78 DR TO WELLS RD**

**Project Number: 4489561**

**Non-SIS**



**From:** Park 78 Dr **Work Summary:** RESURFACING  
**To:** Wells Rd  
**Lead Agency:** MANAGED BY FDOT **Length:** 0.625  
**LRTP #:** Appendix E, Page 10, Table 11

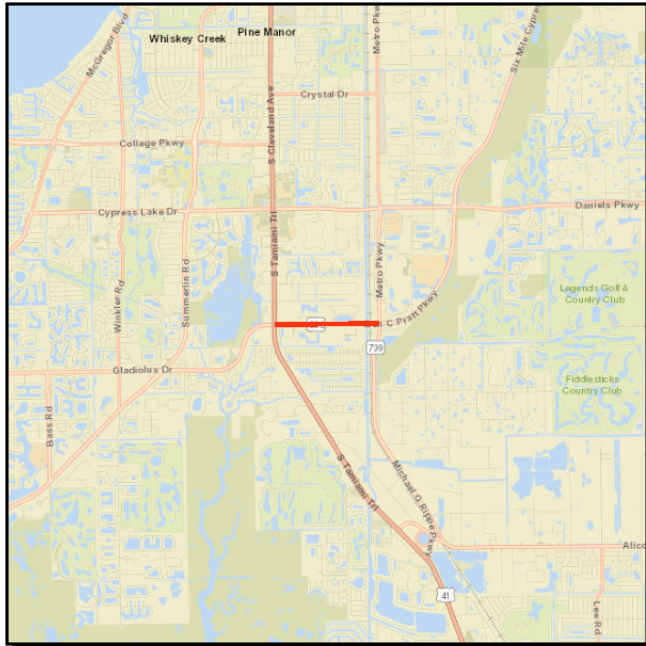
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DS	0	62,005	0	0	0	<b>62,005</b>
CST	DIH	0	5,290	0	0	0	<b>5,290</b>
CST	DDR	0	156,357	0	0	0	<b>156,357</b>
CST	ACNR	0	1,741,818	0	0	0	<b>1,741,818</b>
<b>Total</b>		<b>0</b>	<b>1,965,470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,965,470</b>

**Prior Cost < 2023/24:** 349,496  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 2,314,966  
**Project Description:**

**SR 865 FROM E OF SR 45 (US 41) TO W OF METRO PKWY**

**Project Number: 4489571**

**Non-SIS**



**From:** East of SR 45 (US 41)      **Work Summary:** RESURFACING  
**To:** West of Metro Parkway  
**Lead Agency:** MANAGED BY FDOT      **Length:** 1.053  
**LRTP #:** Appendix E, Page 10, Table 11

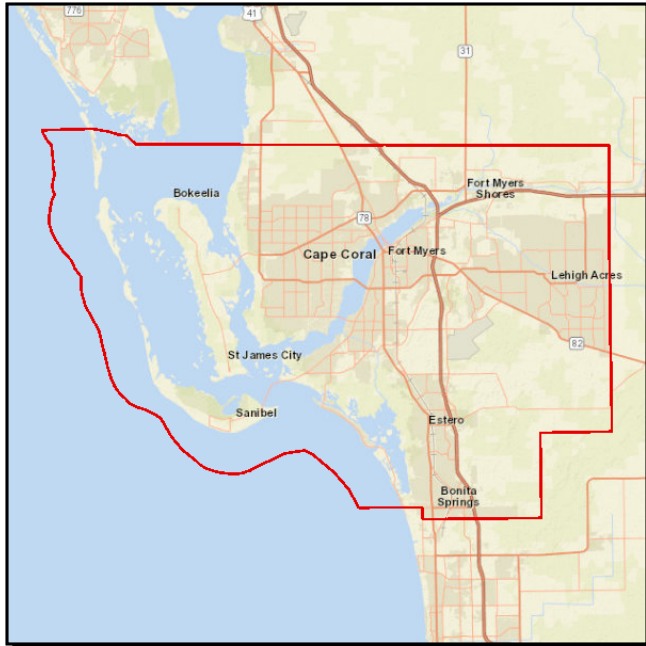
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DDR	1,100,000	0	0	0	0	1,100,000
CST	DIH	0	0	5,450	0	0	5,450
CST	DDR	0	0	2,796,521	0	0	2,796,521
<b>Total</b>		<b>1,100,000</b>	<b>0</b>	<b>2,801,971</b>	<b>0</b>	<b>0</b>	<b>3,901,971</b>

**Prior Cost < 2023/24:** 10,000  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 3,911,971  
**Project Description:**

**FT MYERS MATERIALS LAB**

**Project Number: 4500101**

**Non-SIS**



**From:**

**Work Summary:** FIXED CAPITAL OUTLAY

**To:**

**Lead Agency:**

MANAGED BY FDOT

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	FCO	55,000	0	0	0	0	<b>55,000</b>
CST	FCO	0	265,000	0	0	0	<b>265,000</b>
<b>Total</b>		<b>55,000</b>	<b>265,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>320,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 320,000

**Project Description:** DESIGN/CONSTRUCT OFFICE EXPANSION

**FT MYERS OPS CENTER**

**Project Number: 4500111**

**Non-SIS**



**From:**

**Work Summary: FIXED CAPITAL OUTLAY**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**L RTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	FCO	0	30,000	0	0	0	30,000
CST	FCO	0	0	129,000	0	0	129,000
<b>Total</b>		<b>0</b>	<b>30,000</b>	<b>129,000</b>	<b>0</b>	<b>0</b>	<b>159,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 159,000

**Project Description:** CONSTRUCT METAL BUILDING FOR INMATE RESTROOM FACILITY

**FT MYERS OPS CENTER**

**Project Number: 4500121**

**Non-SIS**



**From:**

**Work Summary: FIXED CAPITAL OUTLAY**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	FCO	0	285,000	0	0	0	285,000
<b>Total</b>		<b>0</b>	<b>285,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285,000</b>

**Prior Cost < 2023/24:** 0

**Future Cost > 2027/28:** 0

**Total Project Cost:** 285,000

**Project Description:** CONSTRUCT NEW TRACTOR & EMERGENCY EQUIPMENT SHED



**FT MYERS OPERATIONS CENTER GENERATOR REPLACEMENT**

**Project Number: 4500131**

**Non-SIS**



**From:**

**Work Summary: FIXED CAPITAL OUTLAY**

**To:**

**Lead Agency:**

**MANAGED BY FDOT**

**LRTP #:** Appendix E, Page 10, Table 11

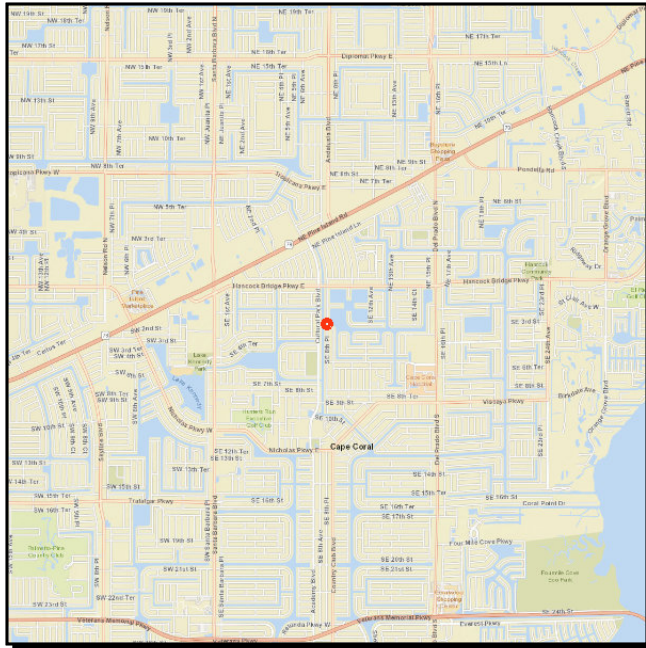
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	FCO	341,901	0	0	0	0	<b>341,901</b>
<b>Total</b>		<b>341,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>341,901</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 341,901  
**Project Description:**

**SE 8TH PL OVER TAYLOR CANAL BRIDGE #125642**

**Project Number: 4505981**

**Non-SIS**



**From:**

**Work Summary: BRIDGE REPLACEMENT**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length: 0.009**

**LRTP #:** Appendix E, Page 10, Table 11

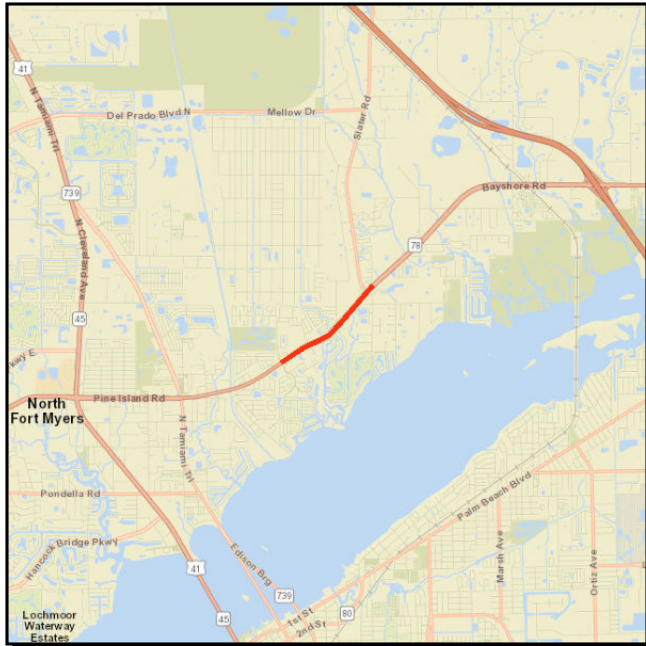
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	LF	55,916	0	0	0	0	<b>55,916</b>
PE	GFBZ	167,750	0	0	0	0	<b>167,750</b>
CST	LF	0	0	0	418,030	0	<b>418,030</b>
CST	GFBZ	0	0	0	1,254,092	0	<b>1,254,092</b>
CST	SA	0	0	0	22,460	0	<b>22,460</b>
<b>Total</b>		<b>223,666</b>	<b>0</b>	<b>0</b>	<b>1,694,582</b>	<b>0</b>	<b>1,918,248</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,918,248  
**Project Description:**

**SR 78 FROM NEW POST RD TO N OF EVANWOOD LN**

**Project Number: 4507221**

**Non-SIS**



**From:** New Post Road      **Work Summary:** RESURFACING  
**To:** North of Evanwood Lane  
**Lead Agency:** MANAGED BY FDOT      **Length:** 1.338  
**LRTP #:** Appendix E, Page 10, Table 11

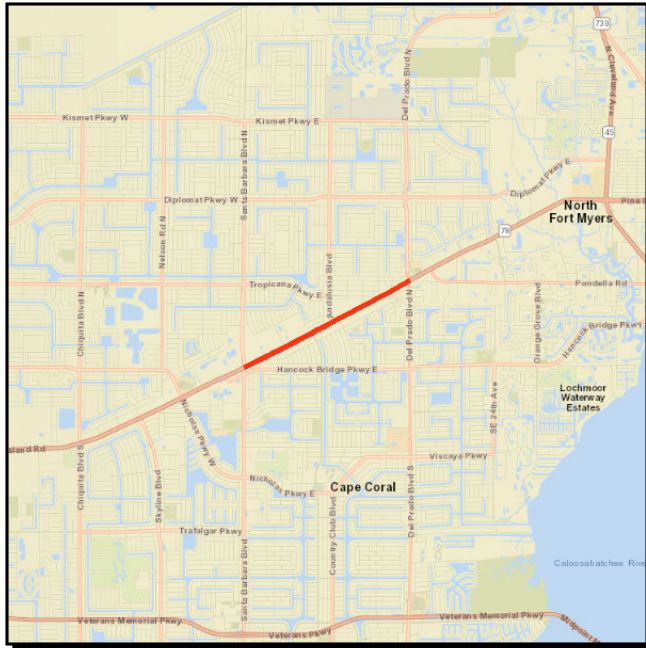
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	5,000	0	0	0	0	<b>5,000</b>
PE	DDR	1,019,700	0	0	0	0	<b>1,019,700</b>
CST	DS	0	0	405,936	0	0	<b>405,936</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
CST	DDR	0	0	3,152,467	0	0	<b>3,152,467</b>
<b>Total</b>		<b>1,024,700</b>	<b>0</b>	<b>3,563,853</b>	<b>0</b>	<b>0</b>	<b>4,588,553</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 4,588,553  
**Project Description:**

**SR 78 FROM W OF SANTA BARBARA BLVD TO E OF DEL PRADO**

**Project Number: 4507231**

**Non-SIS**



**From:** West of Santa Barbara      **Work Summary:** RESURFACING  
**To:** East of Del Prado  
**Lead Agency:** MANAGED BY FDOT      **Length:** 2.489  
**LRTP #:** Appendix E, Page 10, Table 11

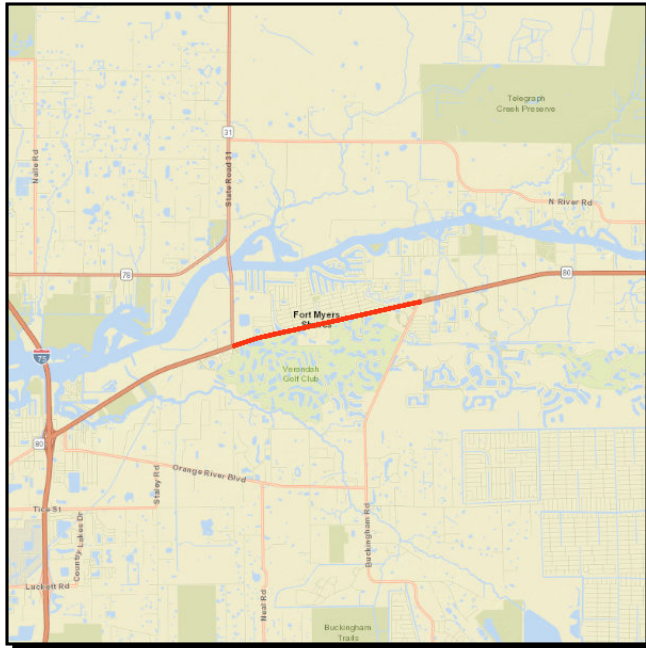
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DDR	1,232,900	0	0	0	0	<b>1,232,900</b>
CST	DS	0	0	589,097	0	0	<b>589,097</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
CST	DDR	0	0	4,747,444	0	0	<b>4,747,444</b>
<b>Total</b>		<b>1,232,900</b>	<b>0</b>	<b>5,341,991</b>	<b>0</b>	<b>0</b>	<b>6,574,891</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 6,574,891  
**Project Description:**

**SR 80 FROM E OF SR 31 TO E OF BUCKINGHAM RD**

**Project Number: 4507241**

**SIS**



**From:** East of SR 31      **Work Summary:** RESURFACING

**To:** East of Buckingham Road

**Lead Agency:** MANAGED BY FDOT      **Length:** 2.47

**LRTP #:** Appendix E, Page 10, Table 11

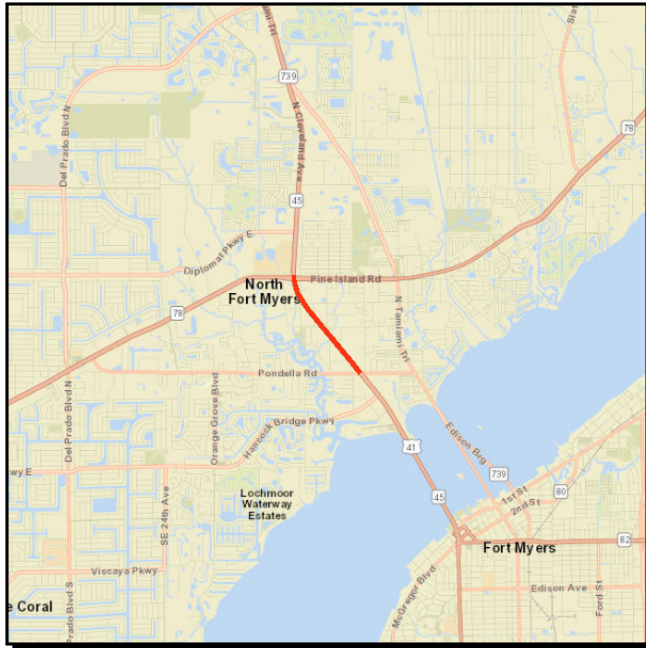
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	5,000	0	0	0	0	<b>5,000</b>
PE	DDR	1,030,600	0	0	0	0	<b>1,030,600</b>
CST	DS	0	0	472,664	0	0	<b>472,664</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
CST	ACPR	0	0	4,559,502	0	0	<b>4,559,502</b>
CST	DDR	0	0	21,800	0	0	<b>21,800</b>
<b>Total</b>		<b>1,035,600</b>	<b>0</b>	<b>5,059,416</b>	<b>0</b>	<b>0</b>	<b>6,095,016</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 6,095,016  
**Project Description:**

**SR 45 (US 41) FROM N OF PONDELLA RD TO N OF SR 78**

**Project Number: 4507261**

**Non-SIS**



**From:**

**Work Summary: RESURFACING**

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 1.124

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DS	0	0	3,948,490	0	0	<b>3,948,490</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>3,953,940</b>	<b>0</b>	<b>0</b>	<b>3,953,940</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 3,953,940  
**Project Description:**

**SR 865 FROM N OF HURRICANE PASS TO S OF SUMMERLIN RD**

**Project Number: 4507271**

**Non-SIS**



**From:** North of Hurricane Pass **Work Summary:** RESURFACING

**To:** South of Summerlin Road

**Lead Agency:** MANAGED BY FDOT **Length:** 1.919

**LRTP #:** Appendix E, Page 10, Table 11

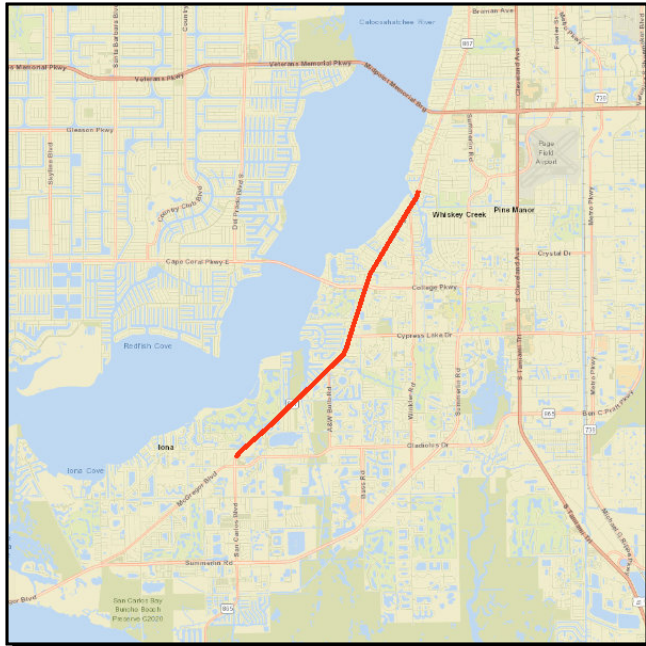
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	DDR	0	1,375,800	0	0	0	1,375,800
<b>Total</b>		<b>0</b>	<b>1,380,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,380,800</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,380,800  
**Project Description:**

**SR 867 FROM OLD MCGREGOR BLVD TO WHISKEY CREEK DR**

**Project Number: 4507281**

**Non-SIS**



**From:** Old McGregor Boulevard **Work Summary:** RESURFACING

**To:** Whiskey Creek Drive

**Lead Agency:** MANAGED BY FDOT **Length:** 5.075

**LRTP #:** Appendix E, Page 10, Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	DS	1,960,000	0	0	0	0	1,960,000
<b>Total</b>		<b>1,965,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,965,000</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,965,000  
**Project Description:**



**US 41 OVER CALOOSAHATCHEE RIVER BRIDGE #120002**

**Project Number: 4513571**

**Non-SIS**



**From:**

**Work Summary:** BRIDGE REPAIR  
REHABILITATION

**To:**

**Lead Agency:**

MANAGED BY FDOT

**Length:** 0.941

**LRTP #:** Appendix E, Page 10,  
Table 11

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	0	5,000	0	0	0	<b>5,000</b>
PE	BRRP	0	100,000	0	0	0	<b>100,000</b>
CST	DIH	0	0	5,450	0	0	<b>5,450</b>
CST	BRRP	0	0	1,068,991	0	0	<b>1,068,991</b>
<b>Total</b>		<b>0</b>	<b>105,000</b>	<b>1,074,441</b>	<b>0</b>	<b>0</b>	<b>1,179,441</b>

**Prior Cost < 2023/24:** 0  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 1,179,441  
**Project Description:**

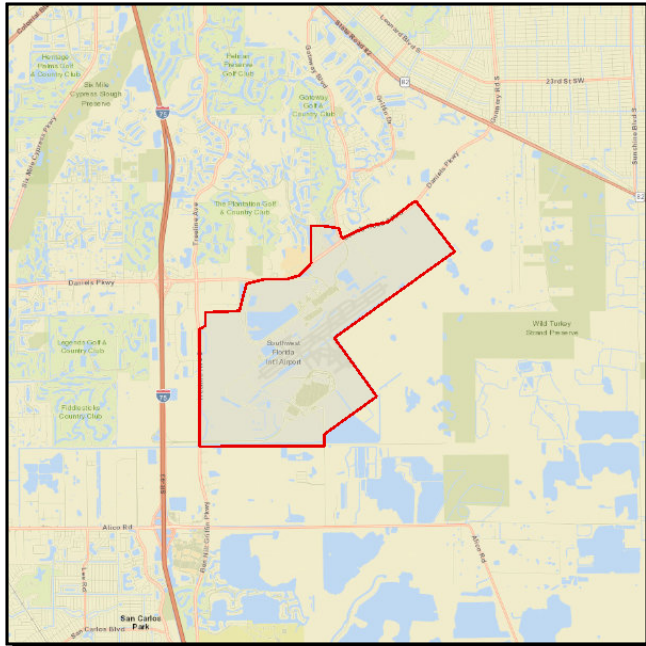
**Section J - Aviation**

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**SOUTHWEST FLORIDA INT'L ARP - PARALLEL RUNWAY 6R/24L**

**Project Number: 4206521**

**SIS**



**From:**

**Work Summary: AVIATION CAPACITY PROJECT**

**To:**

**Lead Agency:**

Lee County Port Authority

**LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	DDR	2,435,165	244,494	2,013,068	0	0	4,692,727
CAP	DPTO	0	2,383,385	0	0	0	2,383,385
<b>Total</b>		<b>2,435,165</b>	<b>2,627,879</b>	<b>2,013,068</b>	<b>0</b>	<b>0</b>	<b>7,076,112</b>

**Prior Cost < 2023/24:** 90,615,243

**Future Cost > 2027/28:** 0

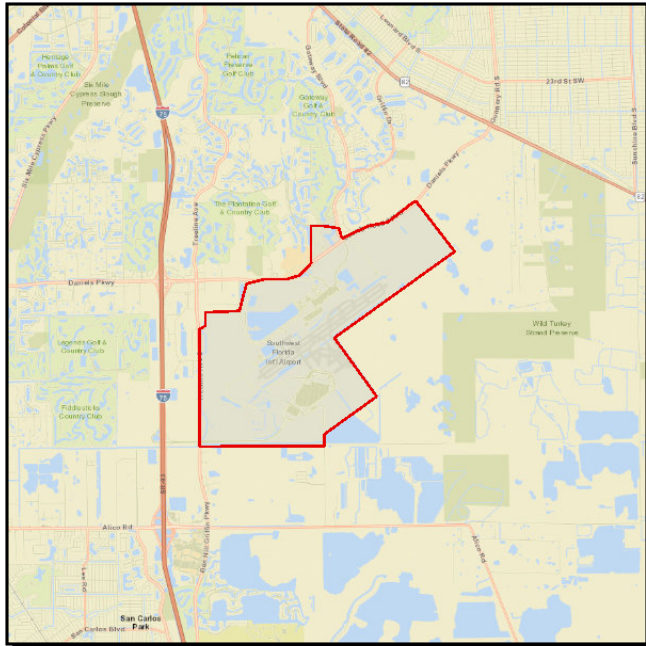
**Total Project Cost:** 97,691,355

**Project Description:** SEQ01= PRELIMINARY DESIGN, GEOTECHNICAL, SURVEY, AND DESIGN RUNWAY 6R-24L SEQ04= DESIGN & CONSTRUCT AIR TRAFFIC CONTROL TOWER AND TERMINAL RADAR APPROACH CONTROL RWY 6R-24L; DESIGN AND CONSTRUCT ARFF FACILITY; DESIGN AND

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT TERMINAL**

**Project Number: 4419811**

**SIS**



**From:**

**Work Summary: AVIATION**

**To:**

**Lead Agency:**

Lee County Port Authority

**LRTP #:** Appendix E, Page 6, Table 4

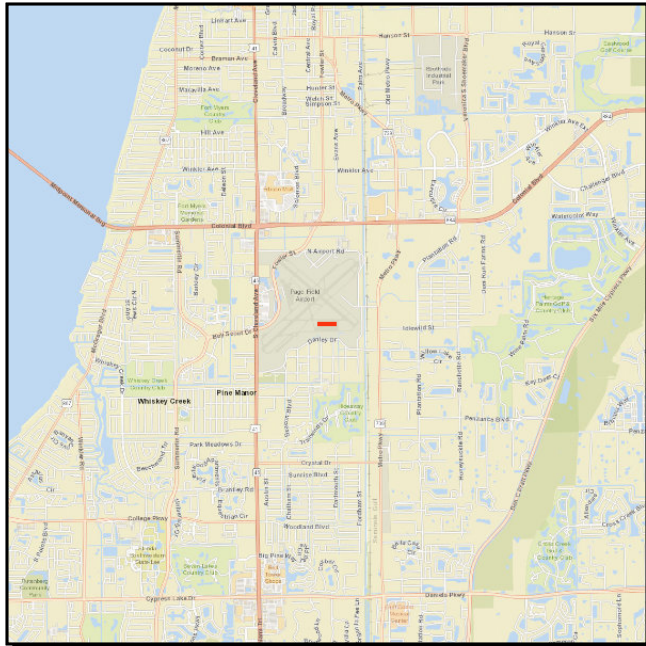
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	SIWR	546,268	0	0	0	0	<b>546,268</b>
CAP	GMR	9,749,798	5,998,312	0	0	8,272,284	<b>24,020,394</b>
CAP	DDR	5,000,000	5,000,000	0	5,000,000	0	<b>15,000,000</b>
CAP	LF	15,296,066	10,998,312	5,000,000	5,000,000	14,276,345	<b>50,570,723</b>
CAP	DPTO	0	0	5,000,000	0	6,004,061	<b>11,004,061</b>
<b>Total</b>		<b>30,592,132</b>	<b>21,996,624</b>	<b>10,000,000</b>	<b>10,000,000</b>	<b>28,552,690</b>	<b>101,141,446</b>

**Prior Cost < 2023/24:** 82,733,632  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 183,875,078  
**Project Description:**

**PAGE FIELD SOUTH QUADRANT HANGARS AND RAMP**

**Project Number: 4463141**

**Non-SIS**



**From:**

**Work Summary: AVIATION**

**To:**

**Lead Agency:**

Lee County Port Authority

**LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	DPTO	2,500,000	0	0	2,167,171	2,500,000	7,167,171
CAP	LF	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
CAP	DDR	0	2,500,000	2,500,000	332,829	0	5,332,829
<b>Total</b>		<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>25,000,000</b>

**Prior Cost < 2023/24:** 6,050,000

**Future Cost > 2027/28:** 0

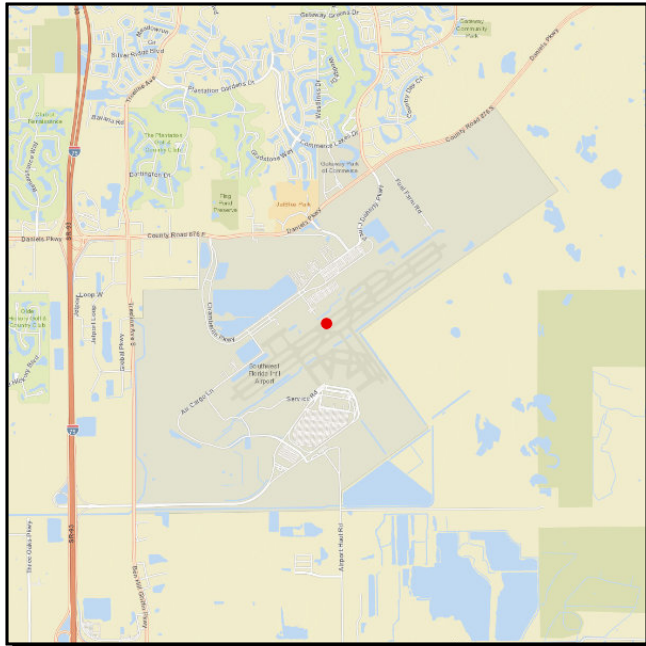
**Total Project Cost:** 31,050,000

**Project Description:**

**SOUTHWEST FL INTL REHAB RWY 6-24 AND TWY SYSTEM**

**Project Number: 4500371**

**SIS**



**From:**

**Work Summary:** AVIATION PRESERVATION

**To:**

**Lead Agency:** Lee County Port Authority

**LRTP #:** Appendix E, Page 6, Table 4

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CAP	DPTO	334,025	0	0	0	0	<b>334,025</b>
CAP	LF	334,025	0	0	0	0	<b>334,025</b>
CAP	FAA	2,004,147	0	0	0	0	<b>2,004,147</b>
<b>Total</b>		<b>2,672,197</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,672,197</b>

**Prior Cost < 2023/24:** 300,000  
**Future Cost > 2027/28:** 0  
**Total Project Cost:** 2,972,197  
**Project Description:**

# **APPENDIX A**

- a. Acronyms**
- b. Project Phase**
- c. Fund Codes**

<b>Acronyms Used in this TIP</b>			
<b>ACRONYM</b>	<b>DESCRIPTION</b>	<b>ACRONYM</b>	<b>DESCRIPTION</b>
<b>AADT</b>	Annual Average Daily Traffic	<b>CTST</b>	Community Traffic System Team
<b>ADA</b>	American Disabilities Act	<b>CTD</b>	Commission for Transportation Disadvantaged
<b>ADM</b>	Administration	<b>CUTR</b>	Center for Urban Transportation Research
<b>AMDA</b>	Application for Master Development Approval	<b>CUTS</b>	Coordinated Urban Transportation Systems
<b>AMPO</b>	Association of Metropolitan Planning Organization	<b>DB</b>	Design – Build
<b>ATIS</b>	Advanced Traveler Information System	<b>DBE</b>	Disadvantaged Business Enterprise
<b>ATMS</b>	Advanced Traffic Management System	<b>DMS</b>	Dynamic Messaging System
<b>ATPPL</b>	Alternative Transportation in Parks and Public Lands	<b>DOT</b>	Department of Transportation
<b>BOCC</b>	Board of County Commissioners	<b>DRI</b>	Development of Regional Impact
<b>BPAC</b>	Bicycle Pedestrian Advisory Committee	<b>EAR</b>	Evaluation and Appraisal Report
<b>BPCC</b>	Bicycle Pedestrian Coordinating Committee	<b>EEO</b>	Equal Employment Opportunity
<b>BRT</b>	Bus Rapid Transit	<b>EMO</b>	Environmental Management Office
<b>CAC</b>	Citizens Advisory Committee	<b>ENV</b>	Environmental Mitigation
<b>CAD</b>	Computer Aided Drafting	<b>ESRI</b>	Environmental Systems Research Institute
<b>CAMP</b>	Corridor Access Management Plan	<b>EST</b>	Environmental Screening Tool
<b>CAP</b>	Capital Grant	<b>ETAT</b>	Environmental Technical Advisory Team
<b>CAT</b>	Collier Area Transit	<b>ETDM</b>	Efficient Transportation Decision Making
<b>CEI</b>	Construction Engineering Inspection	<b>FAC</b>	Federal Aid Circular
<b>CEMP</b>	Comprehensive Emergency Management Plan	<b>FAP</b>	Federal Aid Program
<b>CFASPP</b>	Continuing Florida Aviation System Planning Process	<b>FDOT</b>	Florida Department of Transportation
<b>CFDA</b>	Catalogue of Federal Domestic Assistance	<b>FGCU</b>	Florida Gulf Coast University
<b>CFR</b>	Code of Federal Regulations	<b>FHWA</b>	Federal Highway Administration
<b>CIGR</b>	County Incentive Grant Program with growth management funds	<b>FIHS</b>	Florida Interstate Highway System
<b>CIP</b>	Capital Improvement Program	<b>FM</b>	Federal Management
<b>CM/TSM</b>	Congestion Mitigation/Transportation System Management	<b>FMR</b>	Federal Management Regulation
<b>CMR</b>	Congestion Monitoring Report	<b>FPN</b>	Financial Project Number
<b>CMP</b>	Congestion Management Process	<b>FPTA</b>	Florida Public Transportation Association
<b>CMS</b>	Congestion Management System	<b>FS</b>	Florida Statutes
<b>COOP</b>	Continuity of Operation Plan	<b>FSUTMS</b>	Florida Standard Urban Transportation Model Structure
<b>CRA</b>	Community Redevelopment Agency	<b>FY</b>	Fiscal Year
<b>CRT</b>	Commuter Rail Transit	<b>GA</b>	General Aviation
<b>CTC</b>	Community Transit Coordinator	<b>GIS</b>	Geographical Information System
<b>HWY</b>	Highway	<b>PDC</b>	Present Day Cost
<b>I-</b>	Interstate	<b>PD&amp;E</b>	Project Development & Environment
<b>ICAR</b>	Intergovernmental Coordination and Review	<b>PE</b>	Preliminary Engineering



<b>IDAS</b>	Intelligent Transportation Systems Deployment analysis System	<b>PEA</b>	Planning Emphasis Area
<b>ITS</b>	Intelligent Transportation System	<b>PIP</b>	Public Involvement Plan
<b>IMS</b>	Incident Management System	<b>PL</b>	Planning
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991	<b>PTO</b>	Public Transportation Organization
<b>ITSSC</b>	Intelligent Transportation Systems Stakeholder Committee	<b>RFP</b>	Request for Proposal
<b>JARC</b>	Job Access and Reverse Commute	<b>ROW, R/W</b>	Right of Way
<b>JPA</b>	Joint Participation Agreement	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>LAP</b>	Local Agency Program	<b>SAP</b>	Specific Area Plans
<b>LAR</b>	Local Advance Reimbursement	<b>SEIR</b>	State environmental Impact Report
<b>LC</b>	Lee County	<b>SIB</b>	State Infrastructure Bank
<b>LCB</b>	Local Coordinating Board	<b>SIS</b>	Strategic Intermodal System
<b>LCDOT</b>	Lee County Department of Transportation	<b>SOV</b>	Single Occupancy Vehicle
<b>LCHSTP</b>	Locally Coordinated Public Transit Human Services Transportation Plan	<b>SR</b>	State Road
<b>LOS</b>	Level of Service	<b>SRTS</b>	Safe Route to School
<b>LRTP</b>	Long Range Transportation Plan	<b>STP</b>	Surface Transportation Program
<b>LUAM</b>	Land Use Allocation Model	<b>SW</b>	Sidewalk
<b>MCC</b>	Model Coordinating Committee	<b>SWFIA</b>	Southwest Florida International Airport
<b>MN</b>	Maintenance	<b>SWFMRT</b>	Southwest Florida Metro-Regional Transportation
<b>M&amp;O</b>	Maintenance and Operations	<b>SWFRPC</b>	Southwest Florida Regional Planning Council
<b>MPO</b>	Metropolitan Planning Organization	<b>TAC</b>	Technical Advisory Committee
<b>MPOAC</b>	Metropolitan Planning Organization Advisory Council	<b>TAN</b>	Transportation Advisory Network
<b>MPP/PL</b>	Metropolitan Planning Program	<b>TAOC</b>	Transit Authority Oversight Committee
<b>MSTU</b>	Municipal Service Taxing Unit	<b>TAZ</b>	Traffic Analysis Zone
<b>NARC</b>	National Association of Regional Councils	<b>TD</b>	Transportation Disadvantaged
<b>NEPA</b>	National Environmental Policy Act	<b>TDM</b>	Transportation Demand Management
<b>NHAC</b>	Principal Arterials	<b>TDP</b>	Transit Development Plan
<b>NS/EW</b>	North South/East West	<b>TDSP</b>	Transportation Disadvantaged Service Plan
<b>OMB</b>	Office of Management and Budget	<b>TE</b>	Transportation Enhancement
<b>OPS</b>	Operations Grant	<b>T/E Grant</b>	Trip Equipment Grant
<b>PDA</b>	Personal Digital Assistant	<b>TEA</b>	Transportation Enhancement Application
<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century	<b>TRANPLAN</b>	Transportation Planning
<b>TELUS</b>	Transportation Economic and Land Use System	<b>TRIP</b>	Transportation Regional Incentive Program
<b>TIA</b>	Traffic Impact Analysis	<b>TRB</b>	Transportation Research Board
<b>TIM</b>	Traffic Incident Management	<b>ULAM</b>	Urban Land Use Allocation Model
<b>TIP</b>	Transportation Improvement Plan	<b>UPWP</b>	Unified Planning Work Program
<b>TMA</b>	Transportation Management Area	<b>USC</b>	United States Code
<b>TMC</b>	Transportation Monitoring Center	<b>UZA</b>	Urbanized Area

<b>TOCC</b>	Traffic Operations Coordinating Committee	<b>ZDATA</b>	Zonal Data
<b>TOP</b>	Transportation Operations Program	<b>LCHSTP</b>	Locally Coordinated Human Services Transportation Plan
<b>RW</b>	Runway	<b>ATCT</b>	Air Traffic Control Tower
<b>N, S, E, W</b>	North, South, East or West	<b>SMS</b>	Safety Management System
<b>Bus.</b>	Business	<b>VASI</b>	Visual Approach Slope Indicator
<b>TMOCC</b>	Traffic Management Operations Committee		
<b>FUNDING SOURCE CODES</b>			
<b>ACNH</b>	ADVANCED CONSTRUCTION (NH)	<b>HSP</b>	HIGHWAY SAFETY PROGRAM
<b>ACSA</b>	ADVANCED CONSTRUCTION - SURFACE TRANSPORTATION PROGRAM	<b>LF</b>	LOCAL FUNDS
<b>ACSU</b>	ADVANCE CONSTRUCTION (SU)	<b>LFP</b>	LOCAL FUNDS FOR PARTICIPATING
<b>ACXA</b>	ADVANCE CONSTRUCTION (XA)	<b>LFF</b>	LOCAL FUNDS - FOR MATCHING F/A
<b>BNDS</b>	RIGHT-OF-WAY BONDS	<b>LFRF</b>	LOCAL FUND REIMBURSEMENT FUTURE
<b>BNIR</b>	INTRASTATE R/W & BRIDGE BONDS	<b>MG</b>	MINIMUM GUARANTEE
<b>BRRP</b>	BRIDGE REPAIR/REHABILITATION	<b>MGNH</b>	MINIMUM GUARANTEE FOR NATIONAL HIGHWAYS
<b>CIGP</b>	COUNTY INCENTIVE GRANT PROGRAM	<b>NH</b>	PRINCIPAL ARTERIALS
<b>CIGR</b>	COUNTY INCENTIVE GRANT GROWTH MANAGEMENT	<b>PL</b>	METRO PLAN (85% FA; 15% OTHER)
<b>CM</b>	CONGESTION MITIGATION	<b>RHH</b>	RAIL HIGHWAY X-INGS - HAZARD
<b>D</b>	UNRESTRICTED STATE PRIMARY	<b>S129</b>	SURFACE TRANSPORTATION PROGRAM (STP) EARMARKS - 2008
<b>DDR</b>	DISTRICT DEDICATED REVENUE	<b>SA</b>	SURFACE TRANSPORTATION PROGRAM (STP)- ANY AREA
<b>DDRF</b>	DISTRICT DEDICATED REVENUE MATCHING FUNDS	<b>SE</b>	SURFACE TRANSPORTATION PROGRAM (STP) - ENCHANCEMENT
<b>DI</b>	STATE - SW INTER/INTRASTATE HIGHWAY	<b>SIBG</b>	STATE FUNDED INFRASTRUCTURE - GROWTH MANAGEMENT
<b>DIH</b>	STATE IN-HOUSE PRODUCT SUPPORT	<b>SIB1</b>	STATE INFRASTRUCTURE BANK
<b>DIS</b>	STRATEGIC INTERMODAL SYSTEM	<b>SR2E</b>	SAFE ROUTES - EITHER
<b>DPTO</b>	STATE PUBLIC TRANSPORTATION AGENCY	<b>SR2S</b>	SAFE ROUTES TO SCHOOL - INFRASTRUCTURE
<b>DS</b>	STATE PRIMARY HIGHWAYS AND PTO	<b>SU</b>	STP - URBAN AREAS > 200K
<b>DU</b>	STATE PRIMARY/FEDERAL REIMB	<b>TALU</b>	TAP - URBAN AREAS > 200K
<b>EB</b>	EQUITY BONUS	<b>TALT</b>	TAP - ANY AREA
<b>EBNH</b>	EQUITY BONUS - NH	<b>TDDR</b>	TRANSPORTATION DISADVANTAGED- DDR USE
<b>FAA</b>	FEDERAL AVIATION AGENCY	<b>TDTF</b>	TRANSPORTATION DISADVANTAGED TRUST FUND
<b>FCO</b>	PRIMARY/FIXED CAPITAL OUTLAY	<b>TIMP</b>	TRANSPORTATION IMPROVEMENT
<b>FTA</b>	FEDERAL TRANSIT AGENCY	<b>TRIP</b>	TRANSPORTATION REGIONAL IMPROVEMENT PROGRAM
<b>FTAT</b>	FHWA TRANSFER TO FTA	<b>XU</b>	STP - URBAN AREAS OVER 200K
<b>GMR</b>	GENERAL REVENUE FOR SIS		

# Project Phase Information

The following provides information detailing the project phase abbreviations associated with the projects contained within the TIP.

<b>Code</b>	<b>Description</b>		
<b>ADM</b>	ADMINISTRATION		
<b>CAP</b>	CAPITOL IMPROVEMENT		
<b>CST</b>	CONSTRUCTION		
<b>DSB</b>	DESIGN BUILD		
<b>ENV</b>	ENVIRONMENTAL		
<b>INC</b>	CONTRACT INCENTIVES		
<b>LAR</b>	LOCAL GOVERNMENT REIMBURSEMENT		
<b>MNT</b>	BRIDGE/ROADWAY/CONTRACT MAINTENANCE		
<b>MSC</b>	MISCELLANEOUS		
<b>OPS</b>	OPERATIONS		
<b>PE</b>	PRELIMINARY ENGINEERING (DESIGN)		
<b>PDE</b>	PROJECT DEVELOPMENT AND ENVIROMENTAL STUDY		
<b>PLN</b>	PLANNING		
<b>RES</b>	RESEARCH		
<b>ROW</b>	RIGHT OF WAY		
<b>RRU</b>	RAILROAD UTILITIES		

# FDOT Work Program Codes

## Fund Codes

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F32	O.F.A. - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F32	O.F.A. - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACEM	EARMARKS AC	F43	100% FEDERAL DEMO/EARMARK
ACEP	ADVANCE CONSTRUCTION (EBBP)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F32	O.F.A. - AC FUNDING
ACIM	ADVANCE CONSTRUCTION (IM)	F12	I, IM - AC FUNDING
ACNH	ADVANCE CONSTRUCTION (NH)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACRH	ADVANCE CONSTRUCTION (RHH)	F32	O.F.A. - AC FUNDING
ACRP	ADVANCE CONSTRUCTION (RHP)	F32	O.F.A. - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSB	ADVANCE CONSTRUCTION (SABR)	F32	O.F.A. - AC FUNDING
ACSE	ADVANCE CONSTRUCTION (SE)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F32	O.F.A. - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ACTA	ADVANCE CONSTRUCTION TALT	F32	O.F.A. - AC FUNDING
ACTL	ADVANCE CONSTRUCTION TALL	F32	O.F.A. - AC FUNDING
ACTN	ADVANCE CONSTRUCTION TALN	F32	O.F.A. - AC FUNDING
ACTU	ADVANCE CONSTRUCTION TALU	F32	O.F.A. - AC FUNDING
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNCA	BOND - CONTROLLED ACCESS	N31	BONDS
BNDS	BOND - STATE	N31	BONDS
BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS

<b>BRAC</b>	BRT (AC/REGULAR)	F34	O.F.A. - AC/REGULAR
<b>BRP</b>	STATE BRIDGE REPLACEMENT	N11	100% STATE
<b>BRRP</b>	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
<b>BRT</b>	FED BRIDGE REPL - ON SYSTEM	F31	O.F.A. - REGULAR FUNDS
<b>BRTD</b>	FED BRIDGE REPL--DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>BRTZ</b>	FED BRIDGE REPL - OFF SYSTEM	F31	O.F.A. - REGULAR FUNDS
<b>CFA</b>	CONTRACTOR FUNDS ADVANCE	N49	OTHER NON-FEDERAL FUNDS
<b>CIGP</b>	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
<b>CIGR</b>	GROWTH MANAGEMENT FOR CIGP	N11	100% STATE
<b>CM</b>	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
<b>COE</b>	CORP OF ENGINEERS (NON-BUDGET)	F49	100% FEDERAL NON-FHWA
<b>COOP</b>	COOPERATIVE AGREEMENTS - FHWA	F49	100% FEDERAL NON-FHWA
<b>D</b>	UNRESTRICTED STATE PRIMARY	N11	100% STATE
<b>DC</b>	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
<b>DDR</b>	DISTRICT DEDICATED REVENUE	N11	100% STATE
<b>DDRF</b>	DIST DEDICAT REV MATCHING FNDS	N11	100% STATE
<b>DEM</b>	ENVIRONMENTAL MITIGATION	N11	100% STATE
<b>DEMW</b>	ENVIRONMEN MITIGATION-WETLANDS	N11	100% STATE
<b>DER</b>	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
<b>DFTA</b>	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
<b>DI</b>	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
<b>DIH</b>	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
<b>DIOH</b>	STATE 100% - OVERHEAD	N11	100% STATE
<b>DIS</b>	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
<b>DITS</b>	STATEWIDE ITS - STATE 100%.	N11	100% STATE
<b>DL</b>	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
<b>DPTO</b>	STATE - PTO	N11	100% STATE
<b>DRA</b>	REST AREAS - STATE 100%	N11	100% STATE
<b>DS</b>	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
<b>DSB0</b>	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSB1</b>	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSB2</b>	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSB3</b>	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSB5</b>	BEELINE EXPRESSWAY	N41	TOLL CAPITAL IMPROVEMENT

<b>DSB6</b>	TAMPA-HILLSBOROUGH EXPR. AUTH.	N41	TOLL CAPITAL IMPROVEMENT
<b>DSB7</b>	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBC</b>	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBD</b>	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBF</b>	I-595	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBG</b>	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBH</b>	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBI</b>	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBJ</b>	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBT</b>	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
<b>DSBW</b>	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
<b>DSF</b>	STATE PRIMARY MATCHING FUNDS	N11	100% STATE
<b>DU</b>	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
<b>DWS</b>	WEIGH STATIONS - STATE 100%	N11	100% STATE
<b>EB</b>	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
<b>EBBP</b>	EQUITY BONUS SUPPLEMENTING BDG	F34	O.F.A. - AC/REGULAR
<b>EBNH</b>	EQUITY BONUS SUPPLEMENTING NH	F34	O.F.A. - AC/REGULAR
<b>EBOH</b>	EQUITY BONUS - OVERHEAD	F31	O.F.A. - REGULAR FUNDS
<b>EM09</b>	GAA EARMARKS FY 2009	N11	100% STATE
<b>EM11</b>	GAA EARMARKS FY 2011	N11	100% STATE
<b>ER06</b>	HURRICANES 2006	F42	100% FEDERAL EMERGENCY FUNDS
<b>ER10</b>	2010 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
<b>ER12</b>	2012 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
<b>ER13</b>	2013 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
<b>ER14</b>	SPRING FLOODING 2014	F42	100% FEDERAL EMERGENCY FUNDS
<b>F001</b>	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>F002</b>	CORRIDORS/BORDERS - US19 - D07	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>F330</b>	SEC 330 STP EARMARKS 2003	F43	100% FEDERAL DEMO/EARMARK
<b>FAA</b>	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
<b>FBD</b>	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>FCO</b>	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
<b>FD21</b>	FDM-DODGE ISLAND TUNNEL	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>FEDR</b>	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
<b>FEMA</b>	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA

<b>FHPP</b>	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>FLEM</b>	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON-FEDERAL FUNDS
<b>FSF1</b>	FED STIMULUS, S/W MANAGED	F45	100% FEDERAL STIMULUS PROGRAM
<b>FTA</b>	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
<b>FTAT</b>	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
<b>GMR</b>	GROWTH MANAGEMENT FOR SIS	N11	100% STATE
<b>GR13</b>	GENERAL REVENUE FOR FY2013 GAA	N11	100% STATE
<b>GR15</b>	GENERAL REVENUE FOR FY2015 GAA	N11	100% STATE
<b>GR17</b>	GENERAL REVENUE FOR FY2017 GAA	N11	100% STATE
<b>GRSC</b>	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
<b>HP</b>	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
<b>HPP</b>	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
<b>HR</b>	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
<b>HRRR</b>	HIGH RISK RURAL ROAD	F31	O.F.A. - REGULAR FUNDS
<b>HSP</b>	SAFETY (HIWAY SAFETY PROGRAM)	F31	O.F.A. - REGULAR FUNDS
<b>HSPT</b>	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
<b>IBRC</b>	INNOVATIVE BRIDGE RES & CONST	F43	100% FEDERAL DEMO/EARMARK
<b>IM</b>	INTERSTATE MAINTENANCE	F11	I, IM - REGULAR FUNDING
<b>IMAC</b>	IM (AC/REGULAR)	F13	IM - AC/REGULAR
<b>IMD</b>	INTERSTATE MAINTENANCE DISCRET	F14	I, IM - DISCRETIONARY
<b>IVH</b>	INTELLIGENT VEHICLE HIWAY SYST	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>LF</b>	LOCAL FUNDS	N44	LOCAL
<b>LFD</b>	"LF" FOR STTF UTILITY WORK	N11	100% STATE
<b>LFF</b>	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
<b>LFNE</b>	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
<b>LFP</b>	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
<b>LFR</b>	LOCAL FUNDS/REIMBURSIBLE	N44	LOCAL
<b>LFRF</b>	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
<b>LFU</b>	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
<b>LHIP</b>	HIGHWAY INFRASTRUCTURE - 2010	F31	O.F.A. - REGULAR FUNDS
<b>MCSG</b>	MOTOR CARRIER SAFETY GRANT	F49	100% FEDERAL NON-FHWA
<b>NCPD</b>	NATIONAL CORRIDOR PLN & DEV	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>NFP</b>	NATIONAL FREIGHT PROGRAM	F31	O.F.A. - REGULAR FUNDS
<b>NFPD</b>	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS

<b>NH</b>	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
<b>NHAC</b>	NH (AC/REGULAR)	F23	NH - AC/REGULAR
<b>NHBR</b>	NATIONAL HIGWAYS BRIDGES	F31	O.F.A. - REGULAR FUNDS
<b>NHEX</b>	NATIONAL PERFORM PROG. EXEMPT	F21	NH - REGULAR FUNDING
<b>NHPP</b>	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
<b>NHRE</b>	NAT HWY PERFORM - RESURFACING	F31	O.F.A. - REGULAR FUNDS
<b>NHTS</b>	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
<b>NSTP</b>	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
<b>NSWR</b>	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
<b>OST</b>	OFFICE OF THE SECRETARY USDOT	F49	100% FEDERAL NON-FHWA
<b>PKBD</b>	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
<b>PKED</b>	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
<b>PKER</b>	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
<b>PKLF</b>	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
<b>PKM1</b>	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
<b>PKOH</b>	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
<b>PKYI</b>	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
<b>PKYO</b>	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
<b>PKYR</b>	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
<b>PL</b>	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
<b>PLH</b>	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
<b>PLHD</b>	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
<b>POED</b>	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
<b>PORB</b>	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
<b>PORT</b>	SEAPORTS	N11	100% STATE
<b>RBRP</b>	REIMBURSABLE BRP FUNDS	N11	100% STATE
<b>RECT</b>	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
<b>RED</b>	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
<b>RHH</b>	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
<b>RHP</b>	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
<b>S112</b>	STP EARMARKS - 2006	F43	100% FEDERAL DEMO/EARMARK
<b>S115</b>	STP EARMARKS - 2004	F43	100% FEDERAL DEMO/EARMARK
<b>S117</b>	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
<b>S125</b>	STP EARMARKS - 2009	F43	100% FEDERAL DEMO/EARMARK



<b>S129</b>	STP EARMARKS - 2008	F43	100% FEDERAL DEMO/EARMARK
<b>SA</b>	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
<b>SAAN</b>	STP, ANY AREA - NOT ON NHS	F31	O.F.A. - REGULAR FUNDS
<b>SABR</b>	STP, BRIDGES	F31	O.F.A. - REGULAR FUNDS
<b>SAFE</b>	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
<b>SB</b>	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>SCED</b>	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
<b>SCOP</b>	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
<b>SCRA</b>	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
<b>SCRC</b>	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
<b>SCWR</b>	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
<b>SE</b>	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS
<b>SED</b>	STATE ECONOMIC DEVELOPMENT	N11	100% STATE
<b>SIB1</b>	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
<b>SIBF</b>	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
<b>SIWR</b>	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
<b>SL</b>	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
<b>SN</b>	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
<b>SPN</b>	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
<b>SR2E</b>	SAFE ROUTES - EITHER	F31	O.F.A. - REGULAR FUNDS
<b>SR2N</b>	SAFE ROUTES NON-INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
<b>SR2S</b>	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
<b>SR2T</b>	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
<b>SROM</b>	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
<b>SSM</b>	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
<b>ST10</b>	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
<b>STED</b>	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
<b>SU</b>	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
<b>TALL</b>	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
<b>TALN</b>	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
<b>TALT</b>	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
<b>TALU</b>	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
<b>TCP</b>	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
<b>TCSP</b>	TRANS, COMMUNITY & SYSTEM PRES	F43	100% FEDERAL DEMO/EARMARK

<b>TDDR</b>	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
<b>TDED</b>	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
<b>TDHC</b>	TRANS DISADV - HEALTHCARE	N49	OTHER NON-FEDERAL FUNDS
<b>TDTF</b>	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
<b>TGR</b>	TIGER GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
<b>TIFI</b>	TRANS INFRAST FIN & INNOV ACT	F49	100% FEDERAL NON-FHWA
<b>TIFR</b>	TIFIA FUNDS REDISTRIBUTED	F41	100% FEDERAL FUNDS
<b>TIGR</b>	TIGER HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
<b>TIMP</b>	TRANSPORTATION IMPROVEMENTS	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>TLWR</b>	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
<b>TM01</b>	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
<b>TM02</b>	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
<b>TM03</b>	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
<b>TM05</b>	BEELINE EAST	N43	TOLL MAINTENANCE
<b>TM06</b>	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
<b>TM07</b>	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
<b>TM11</b>	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
<b>TMBC</b>	GARCON POINT BRIDGE	N43	TOLL MAINTENANCE
<b>TMBD</b>	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
<b>TMBG</b>	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
<b>TMBH</b>	I-4 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
<b>TMBI</b>	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
<b>TMBJ</b>	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
<b>TMBW</b>	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
<b>TO01</b>	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
<b>TO02</b>	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
<b>TO03</b>	PINELLAS BAYWAY	N42	TOLL OPERATIONS
<b>TO04</b>	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
<b>TO05</b>	BEELINE EAST	N42	TOLL OPERATIONS
<b>TO06</b>	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
<b>TO07</b>	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
<b>TO11</b>	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
<b>TOBC</b>	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
<b>TOBD</b>	I-95 EXPRESS LANES	N42	TOLL OPERATIONS

<b>TOBF</b>	I-595	N42	TOLL OPERATIONS
<b>TOBG</b>	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
<b>TOBH</b>	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
<b>TOBI</b>	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
<b>TOBJ</b>	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
<b>TOBW</b>	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
<b>TPFP</b>	TRUCK PARKING FACILITIES PGM	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>TRIP</b>	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
<b>TRWR</b>	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
<b>TSM</b>	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS
<b>VPPP</b>	VALUE PRICING PILOT PROGRAM	F33	O.F.A. - DEMO/EARMARK FUNDS
<b>WKBL</b>	2012 SB1998-TRANS BEACHLINE-TP	N11	100% STATE
<b>WKOC</b>	2012 SB1998-REPAYMNT OOC DEBT	N11	100% STATE

# APPENDIX B

## PROJECT PRIORITIES

The 2022 project priorities adopted by the Lee County MPO are listed by their corresponding sections in this Appendix. The project priority lists for district-allocated Surface Transportation Block Grant Program (STBG) and State funds, Transportation Regional Incentive Program (TRIP) funds, and those under the Metropolitan Planning Organization Advisory Council (MPOAC) Freight Priority Program are under *Section A: Highway*. Project priority lists for stand-alone bicycle pedestrian projects funded through Lee MPO's allocation of Carbon Reduction Program funds, the District 1 allocated 'Any Area' TA funds, the Lee MPO's Multimodal Transportation Enhancement 'Box' funds, and SUN Trail Program funds are under *Section B: Bicycle Pedestrian Activities*. Likewise Aviation priorities are listed in Section C: Aviation and Safety priorities are listed in Section D: Safety.

All these priorities were the basis of new projects (or project phases) funded in the Tentative Work Program for FY 2024 – FY 2028.

Evaluation criteria used to prioritize the candidate projects for the aforementioned fund types except PTO Aviation, State 'Any Area' TAP, Highway Safety Program, SUN Trail Program funds, and SRTS Program Funds are included at the beginning of the applicable sections in this appendix. Proposals and rankings determined through the evaluation criteria processes were reviewed by the MPO advisory committees before they recommended project priorities. Subsequently, the recommended priorities went through a public hearing before they were adopted by the MPO Board. The adopted priorities and those endorsed in the case of the PTO Aviation were subsequently transmitted to FDOT to guide them in programming state and federal funds in Lee County during the development of the new Tentative Work Program for FY 2024 through FY 2028.

## **SECTION A - HIGHWAY**

This section lists the adopted local priorities for the Lee MPO share of District1 allocated state and federal funds and the MPO's own allocation of STBG funds. Additionally, the section lists the Highway Program Safety fund priorities, Joint regional TRIP fund priorities for Lee and Collier County, and the Joint regional TRIP fund priorities for Lee and Charlotte counties.

For projects to be eligible for TRIP funds in Lee and Collier County, they must be in the Lee-Collier Bi-County Regional Transportation Network. Similarly, projects in Lee and Charlotte County must be in the Lee-Charlotte County Regional Transportation Network.

Any evaluation criteria used for prioritizing the projects for these categories of funding precede the priority lists.

<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
<b>Mode</b>	<b>Score</b>	<b>Criterion/Measures of Effectiveness</b>	<b>Weight</b>
<b>1. Minimizing Impacts on Natural, Historic, Cultural or Archeological Resources</b>			<b>7%</b>
All Modes	5	Project has no known significant impacts on natural, historic, cultural, or archeological resources and will reduce vehicle emissions or use recycled materials.	
	3	Project has no known significant impacts on natural, historic, cultural or archeological resources.	
	0	Project has potential for significant negative impacts on natural, historic, cultural, or archeological resources.	
<b>2. Making Regional Connections</b>			<b>8%</b>
Highway	5	Project is on SIS Facility	
	3	Project is in the Lee-Collier Regional Transportation Network but not on an SIS facility	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Transit	5	Project is on SIS Facility	
	3	Project is in the Lee-Collier Regional Transportation Network but not on an SIS facility	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Bike/Ped	5	Project is on the Lee-Collier Regional Transportation Network or Regional Pathways Network	
	3	Project provides Bicycle Pedestrian Amenities on Lee-Collier County Regional Transportation Network or Regional Pathways Network	
	0	Other Bicycling project	
Intelligent Transportation System (ITS)	5	Project is on SIS Facility	
	3	Project is on Lee-Collier Regional Transportation Network	
	0	Project is not in the Lee-Collier Regional Transportation Network	
Transportation Demand Management (TDM)	5	A Van/Car Pool project will run on the Lee-Collier Regional Transportation Network	
	3	A transit capacity project will run on the Lee-Collier Regional Transportation Network	
	0	Other Transit/TDM Project	

<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
<b>Mode</b>	<b>Score</b>	<b>Criterion/Measures of Effectiveness</b>	
<b>3. Reducing Traffic Congestion</b>			

Highway	5	Project reduces V/C ratio on a roadway with E+C V/C > 1.50. Proposed capacity improvements or new roadways will consider congestion on existing parallel facilities	
	3	Project reduces V/C ratio with E+C V/C anywhere from 1.00 to 1.50. Proposed capacity improvements or new roadways will consider congestion on existing parallel facilities	
	0	Project reduces V/C ratio; v/c = 0 to .99; proposed capacity improvements or new roadways will consider congestion on existing parallel facilities	
Transit	5	Project creates exclusive ROW for transit parallel to E+C congested road with v/c >1.50	
	3	Project adds bus pull-off bays, signal prioritization/bus bypass, or new peak hour service to a E+C congested road with v/c anywhere from 1.00 to 1.50	
	0	Other transit projects	
Bike	5	Project adds bicycle facilities to an E+C roadway with v/c > 1.50	
	3	Project adds bicycle facilities to an E+C roadway with v/c anywhere from 1.00 to 1.50	
	0	Project adds bicycle facilities to an E+C roadway with v/c < 1	
ITS	5	Project adds coordinated traffic signal systems, or congestion pricing, or temporary shoulder use to an E+C congested road with v/c > 1.50	
	3	Project adds coordinated traffic signal systems, advanced traveler information systems, or temporary shoulder use to an E+C congested road with v/c > 1 ≤ 1.50	
	0	Other ITS projects	
TDM	5	No TDM projects	
	3	Project reduces peak hour vehicle trips	
	0	Other TDM projects	
Pedestrian	5	Project provides pedestrian facilities to an E+C congested roadway with v/c > 1.50	
	3	Project augments pedestrian facilities or fills sidewalk gaps on an E+C congested roadway with v/c anywhere from 1.00 to 1.50	
	0	Project adds bicycle facilities to an E+C roadway with v/c < 1	

<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
<b>Mode</b>	<b>Score</b>	<b>Criterion/Measures of Effectiveness</b>	
		<b>4. Supporting Community Plans and Minimizing Community Impacts</b>	<b>8%</b>
All Modes	5	Project is identified in adopted Community Plan, Sector Plan, Neighborhood Plan, or MPO corridor or Sub-Area Plan and/or actively supported by Neighborhood Association(s) in the corridor.	
	3	Project is consistent with Sustainability/Livability Policies and will not negatively impact Environmental Justice (EJ) communities in the corridor	

	0	Project does not meet either of the above requirements	
<b>5. Alternatives to Driving Alone</b>			<b>15%</b>
Highway	5	Project adds managed lanes that will provide incentive for HOV use	
	3	Project adds sidewalks, bike lanes, and ADA-accessible bus stops	
	0	Project does not meet any of the above requirements	
Transit	5	Project adds new transit service(e.g. new bus routes, adds service hours)	
	3	Project decreases headways	
	0	Project does not meet above requirements	
Bike	5	Project provides marked & signed bike lanes and/or shared use paths within urbanized areas	
	3	Project provides marked & signed bike lanes and/or shared used paths in transitioning urbanized areas or rural areas	
	0	Project does not meet any of the above two requirements	
ITS	5	No existing ITS facilities	
	3	Project provides incentives to car/van pool	
	0	Other ITS projects	
TDM	5	Project makes vehicles available for van/carpooling	
	3	Project provides other TDM opportunities	
	0	No TDM opportunities	
Pedestrian	5	Project provide safe, comfortable pedestrian facilities in urbanized areas including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	3	Project provide safe, comfortable pedestrian facilities in transitioning urban or rural area including sidewalks with buffers or shared use paths, and ped signals and crosswalks	
	0	Project does not meet any of the requirements	

<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
Mode	Score	Criterion/Measures of Effectiveness	
<b>6. Improving Access to Activity Centers (Shopping, Jobs, Tourism, Education and/or Medical)</b>			<b>10%</b>
Highway	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	Project connects to Tier III Activity Centers only	
Transit	5	Project connects to two or more Tier II Activity Centers or connects to at least one Tier I Activity Center	
	3	Project connects to at least one Tier II Activity Center	
	0	Project connect to Tier III Activity Centers only	
Bike	5	Bicycling project address bicycle gaps in roadways with Tier I or at least two Tier II Activity Centers	



	3	Bicycling project parallel & adjacent to a road segment with bicycle gaps connecting to a Tier I or Tier II Activity Center	
	0	Other Bicycling project	
ITS	5	Project improves traffic progression on road corridor connecting to two or more Tier II Activity Centers, or at least one Tier I Activity Center	
	3	Project improves traffic progression on road corridor connecting at least two Tier II Activity Centers	
	0	Does not meet requirements	
TDM	5	Project provides TDM options to a Tier I Activity Center	
	3	Project provides options to a Tier II or Tier II Activity Center	
	0	Other TDM projects	
Pedestrian	5	Pedestrian project on roadway with sidewalk gaps and connecting to two or more Tier II or at least one Tier I Activity Center	
	3	Pedestrian project on parallel to or alternative access to roadway with sidewalk gaps and connecting to a Tier I or Tier II Activity Centers	
	0	Does not meet requirements	
<b>7. Enhancing Goods Movement</b>			
Highway, Rail & ITS	5	Project enhances highway and rail capacity in Regional Freight Corridors, Regional Freight Connectors, and Active Rail Lines identified in the Lee County Goods and Freight Mobility Study, or adds a Rail Truck Transfer Facility that reduces truck use, or ITS deployments that reduces traffic congestion on these corridors and connectors	
	3	Project corrects geometrical design standards in Regional Freight Corridors and Regional Freight Connectors, or they are identified as congestion hot spots in the Goods and Freight Mobility Study	
	0	Project does not meet any of the above requirements	
<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
<b>Mode</b>	<b>Score</b>	<b>Criterion/Measures of Effectiveness</b>	
<b>7. Enhancing Goods Movement</b>			<b>7%</b>
Transit & TDM	5	Project reduces single occupant vehicles within Regional Freight Corridors and Connectors in Lee County	
	3	Project adds service in dedicated ROW parallel to Regional Freight Corridors and Connectors	
	0	Other Transit or TDM projects	
Bike & Pedestrian	5	Project adds bicycle pedestrian facilities on Regional Freight Corridors	
	3	Project adds bike ped facilities on Regional Freight Connectors	
	0	Other bicycle and pedestrian projects	
<b>8. Safety (Reducing Crashes)</b>			<b>17%</b>
Highway	5	Capacity or traffic operation projects on limited access facilities with one or more top 50 Lee County Crash locations within its project limits	
	3	Project on roadways with one or more top 50 Lee County crash locations within its project limits(Proposed new roads will consider crashes on existing parallel facilities)	
	0	Project does not meet requirements	

Transit	5	Project adds bus pull-off bays, signal prioritization/bus bypass, sidewalks or shared use connections to transit stops	
	3	Project improves transit passenger safety (lighting, surveillance, stops and bus shelters )	
	0	Other Transit projects	
Bike	5	Bicycle project with a total of 5 or more bicycle crashes or at least one fatality within the project limits	
	3	Bicycle project with a total of 1 - 4 bicycle crashes-within project limits	
	0	Project does not meet the above two requirements	
ITS	5	ITS deployments including ATMS, IMS, FMS	
	3	Projects that result in active traffic management strategies such as Speed Harmonization, Dynamic Merge Control- etc.	
	0	All other ITS projects	
TDM	0	All TDM Projects	
Pedestrian	5	Pedestrian project with a total of 5 or more pedestrian crashes or a at least one fatality within project limits	
	3	Pedestrian project on road segment with 4 or more pedestrian crashes within project limits	
	0	Project does not meet the above requirements	
<b>STP and State Funded and Other MPO Priority Evaluation Criteria</b>			
<b>Mode</b>	<b>Score</b>	<b>Criterion/Measures of Effectiveness</b>	<b>Weight</b>
<b>9. Long Term Maintenance Costs</b>			<b>5%</b>
All Modes	5	Project reduces long term maintenance costs	
	3	Project increases long term maintenance costs	
	0	Other project	
<b>10. Improving Existing Facilities</b>			<b>7%</b>
All Modes	5	Project is within existing ROW including in parallel corridors or maintains ongoing function of existing transit services	
	3	Project is on an existing roadway but additional ROW may be needed	
	0	Other project	

Tier I - Lee Memorial Hospital, Gulf Coast Hospital, Edison Mall, Coconut Mall, Gulf Coast Town Center, Florida Gulf Coast University, Edison College, Regional Parks, Page Field Airport, SWFIA, Government Office Block, Mixed Use Downtown, Chicos

Tier II - Echo Park, CREW, Caloosa Nature Center, Shell Park, shopping centers anchored by Supermarkets, Libraries, Charter and Lee County Schools, isolated government office building, commercial corridor (e.g. US 41, SR 80, Pine Island Road ), Community Parks (e.g. Lakes Park)

Tier III - Neighborhood Parks, Non continuous Strip Malls, Pharmacies, gas stations, Post Offices,

## TRIP Project Prioritization and Evaluation Criteria

1. Project or new transit service is on SIS facility or relieves and SIS facility:

10 points	If project is on a primary SIS facility or relieves a primary failing SIS facility (LOS E & F) by > 10%
8 points	If project is on a primary SIS facility or relieves a primary SIS facility (LOS C & D) by >10%
6 points	If projects is on a primary SIS facility or relieves a primary SIS facility by $\geq 5\%$
3 points	If project reduces traffic on a primary SIS facility or relieves a primary facility by < 5%
2 points	If projects is on an emerging SIS facility or relieving an emerging SIS facility by $\geq 5\%$
1 point	If project is estimated to reduce traffic on the emerging SSI facility by < 5%

2. Provide connectivity to the SIS<sup>1</sup>:

3 points	To projects making a new or improving a direct connection to a primary SIS facility
1 point	To projects making a new or improving a direct connection to an emerging SIS facility

3. County Enterprise Zones, Rural Area Critical Economic Concern:

3 points	If project improves roads and access or adds new transit service to the Heartland Rural Areas of critical Economic Concern
2 points	If project improves roads and access or adds new transit service to a County Enterprise Zone <sup>2</sup>

4. Subject to local government ordinance that establishes corridor management techniques, including access management strategies, right of way acquisition and protection measures, appropriate land use strategies, zoning and setback requirements for adjacent land use<sup>1</sup>:

5 points	If project or new transit service is on roadway that has a corridor action plan, right-of-way acquisition and protection measures and setback requirements.
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3 points	If project or new transit service is on roadway that has access management standards consistent with FDOT standards, right-of-way acquisition and protection measures.
2 points	If project or new transit service is on roadway that has access management standards and right-of-way protection measures.

5. Production Readiness, determined by phase for which TRIP funding is requested:

5 points	Construction
3 points	ROW Acquisition
1 point	Design

6. TRIP funding not received for a project in this jurisdiction:

6 points	For a project in a jurisdiction that has never received TRIP funding
3 points	For a project in a jurisdiction that has not received TRIP funding for the last three years of funding (FY 2011, 2012, or 2013)
2 points	For a project in a jurisdiction that has not received TRIP funding for the last two years of funding (FY 2012 and 2013)
1 point	For a project in a jurisdiction that has not received TRIP funding for the last year of funding (FY 2013)

7. Job Access and Economic Stimulus:

4 points	For a project that improves or provides new access or transit service to a commercial development that reduces trip lengths, number of trips made or single occupant vehicle trips
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8. Performance on previous TRIP projects:

2 points	For a project in a jurisdiction that has constructed the previous awarded projects when the funding was requested
-2 points	For a project in a jurisdiction that has asked for changes on the previous awarded projects versus when the funding was requested

9. Overmatch (Local + Regional + Private + Federal Share):

5 points	For a project where the TRIP funds will be 10% or less of the total project cost
3 points	For a project where the TRIP funds are greater than 10% but less than 25% of the project funding
1 point	For a project where the TRIP funds are greater than 25% of the project funding

10. Encourage Public – Private Partnerships:

8 points	For a project where the private contribution towards the project is greater than 50% of the funding for the project
5 points	For a project where the private contribution towards the project is greater than 25% but less than 50% of the funding for the project
2 points	For a project where the private contribution towards the project is greater than 10% but less than 25% of the funding for the project

<sup>1</sup>This is a statutory prioritization criterion.

<sup>2</sup>An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries.

**Notes:**

- An application form must be completed for every project for which TRIP funds are requested.
- For highway projects, Lee County and Collier MPO staffs will conduct two (2) E + C network model runs using 2019 zonal data for each submitted project within their jurisdictions, one (1) with the proposed project and one (1) without. For all other types of projects, including ITS, transit, and intermodal projects, appropriate analysis results must be submitted by applicant to receive credit.
- A copy of the relevant provisions of the ordinance that establishes corridor management practices for the specific corridor on which the project is proposed must accompany the application.
- A resolution or letter signed by the County Commission Chairperson or the Mayor or an authorized local government/agency official committing local match for TRIP funding must be submitted with the application.
- The TRIP program is designed to address growth and development by expanding infrastructure to provide additional or new service and capacity.

**2022 FEDERAL AND STATE FUNDED PRIORITIES**  
**Adopted June 17, 2022 & Subsequently Updated on September 16, 2022**

Staff Recommend	21 & 22 Priority	FM #	Project	From	To	Improvement Type	Length (miles)	Next Phase	PDC Estimate (in \$1,000)
1	1	4299601	Partial Funding for County Traffic Operations Center <sup>1</sup>						\$43.5
2	2	1957641	Multi-Modal Enhancement Box <sup>1</sup>						\$3,500
3	3		Big Carlos Bridge Replacement			Bridge	0.4	CST	\$5,000
4	4		US 41 Caloosahatchee Bridge Pedestrian Infrastructure			Sidewalk	1.0	DSB	\$13,800
5	5	4443281	US 41 at Six Mile Cypress Parkway			Intersection	1.0	PE	\$2,000
6	6	4443214	US 41 at Bonita Beach Road			Bypass/Intersection	1.0	PE	\$1,110
7	7	4369281	Burnt Store Road	Van Buren Pkwy	Charlotte Co/l	2L to 4L	5.5	PE	\$8,320
8	8	4313344	SR 730 (Metro Pkwy)	S. of Colonial	Winkler Ave	Partial CFI	1.0	CST	\$37,700
9	9	4313342	SR 730 (Metro Pkwy)	S. of Daniels	N. of Daniels	Partial CFI	0.6	CST	\$20,600
10	10	4313343	SR 730 (Metro Pkwy)	N. of Daniels	S. of Colonial	4L to 6L	2.9	CST	\$28,200
11	11	4419421	SR 31	SR 80	SR 78	2L to 4L	1.4	ROW	\$20,000
12	12	4449371	SR 78	I-75	SR 31	2L to 4L	3.3	PE	\$4,500
13	13	4353471	Old US 41	US 41	Bonita Beach Road	Add lanes/reconstruct	2.7	PE	\$2,500
14			Cape Coral Bridge	W. of McGregor	E. of Del Prado	Bridge Reconst/Widen 6L	1.1	CST	\$187,000
15	14		US 41/SR 78 Displaced Intersection Improvement			Intersection	0.5	PD&E	\$600
16	15	4126363	Countywide ATMS			Phase III Implementation		PE	\$1,200

Lower to match commitment of SU funds for Big Carlos in FY 26, 27 & 28  
 \$5 million per year of SU funds for three years matched with \$10 million in SA for the bridge CST, starting in 2026

**Notes:**

<sup>1</sup>The top two priorities are set asides that the Lee County MPO request annually from off the top of SU funds allocated to the Lee County urbanized area. The multi-modal box funds include \$1.5 million annually for bus replacements, .95 million in congestion management funding and \$2.5 million in bicycle pedestrian projects consistent with the LRTP.

PL = Planning phase      PE = Design phase      DSB = Design Build Project      ROW = Right-of-way phase  
 PD&E = Project Development & Environment phase      CST = Construction phase

# JOINT LEE COLLIER COUNTY TRIP PRIORITIES FOR 2022

Adopted by Lee MPO on June 17, 2022

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Staff Priority Order	State Funding Level	Fiscal Year
<b>2021/2022</b>										
Lee County	Corkscrew Road	E.of Ben Hill Griffin	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	<b>Funded</b>	\$ 2,651,966	FY 21/22
Lee County	Ortiz	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
<b>2022/2023</b>										
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Lee County	Three Oaks Ext.	Fiddlesticks Canal Crossing	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
<b>2023/2024</b>										
Collier County	Collier Blvd	Golden Gate Main Canal	Golden Gate Pkwy	4L to 6L	Des/Build	\$38,664,000	\$5,000,000			
Lee County	Three Oaks Ext.	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Collier County	Vanderbilt Beach Rd	US 41	E. of Goodlette	4L to 6L	CST	\$8,428,875	\$4,214,438	<b>Funded</b>	\$ 4,214,438	FY 24/25
Collier County	Veterans Memorial Boulevard	High School Entrance	US 41	New 4L/6L	CST	\$14,800,000	\$6,000,000			
Lee County	Burnt Store Rd	Van Buren Pkwy	Charlotte Co/L	2L to 4L	PE	\$8,320,000	\$4,100,000			
<b>2024/2025</b>										
Collier County	Vanderbilt Beach Rd	16th Street	Everglades Blvd	New 2L	CST	\$19,050,000	\$4,125,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Collier County	Santa Barbara/Logan Blvd.	Painted Leaf Lane	Pine Ridge Road	Operational Imp.	CST	\$8,000,000	\$4,000,000			
Collier County	Goodlette Road	Vanderbilt Beach Road	Immokalee Road	2L to 4L	CST	\$5,500,000	\$2,750,000	<b>Funded</b>	\$ 2,750,000	FY 23/24
<b>2025/2026</b>										
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			
<b>2026/2027</b>										
<b>2027/2028</b>										
Collier County	Oil Well Road	Everglades	Oil Well Grade Rd.	2L to 6L	CST	\$54,000,000	\$6,000,000			
Collier County	Immokalee Road - Shoulder Project	Logan Blvd	Livingston Rd	Shoulders	CST	\$15,000,000	\$4,000,000			
Collier County	Immokalee Road	At Livingston Road		Major Intersect.	PE	\$4,500,000	\$1,000,000			
Collier County	Randall Blvd	Everglades	8th	2L to 6L	PE	\$5,760,000	\$2,880,000			



# JOINT TRIP PRIORITIES FOR LEE AND CHARLOTTE COUNTY-PUNTA GORDA FOR 2022

Adopted by Lee MPO on May 13, 2022

Sponsor	Route	From	To	Proposed Improvement	Requested Phase	Total Cost	Requested TRIP Funds	Amount of TRIP Funds Prgrammed	Year Funded	2022 Joint Priority
Lee County	Burnt Store Rd	Van Buren Pkwy	1000 ft North of Lee Co	2L to 4L	PE	\$8,320,000	\$4,100,000			
Charlotte County	Harborview RD	Melbourne St	I-75	2L to 4L	CST	\$45,630,000	\$4,000,000	TBD	2025/2026	
Lee County	Corkscrew Road	E. Ben Hil Griffin Road	Bella Terra	2L to 4L	CST	\$24,525,000	\$6,975,000	\$2,651,966	2021/2022	
Charlotte County	Edgewater Dr/Flamingo Blvd Ext.	Midway Blvd	SR 776	2L to 4L	PE, CST	\$38,080,000	\$2,200,000			
Lee County	Ortiz Avenue	Colonial Blvd	SR 82	2L to 4L	CST	\$16,520,000	\$4,000,000			
Charlotte County	N. Jones loop Rd	Burnt Store Rd	Piper Rd	4L to 6L	PE, CST	\$45,020,000	5,000,000			
Lee County	Corkscrew Road	Bella Terra	Alico Road	2L to 4L	CST	\$16,068,000	\$4,000,000			
Charlotte County	Kings Hwy ( CR 769)	Sandhill Blvd	DeSoto County line	2L to 4L	CST	\$9,000,000	\$5,000,000			
Lee County	Three Oaks Pkwy Ext.	Fiddlesticks Canal	Pony Drive	New 4L	CST	\$60,774,000	\$8,000,000			
Lee County	Three Oaks Pkwy	Pony Drive	Daniels Parkway	New 4L	CST	\$31,720,000	\$7,500,000			
Lee County	Ortiz Avenue	SR 82	Luckett Road	2L to 4L	CST	\$28,475,000	\$5,000,000			
Lee County	Alico Extension	Alico Road	SR 82	New 4L	CST	\$106,540,000	\$8,000,000			
Lee County	Ortiz Avenue	Luckett Road	SR 80	2L to 4L	CST	\$28,418,000	\$5,000,000			



## SECTION B: BICYCLE PEDESTRIAN ACTIVITIES

This section includes stand-alone bicycle pedestrian projects funded through Lee MPO's allocation of TA and Carbon Reduction Program funds, the District 1 allocated 'Any Area' TA funds, the Lee MPO's Multimodal Transportation Enhancement 'Box' funds, the Florida SRTS Program funds, and SUN Trail Program funds. The Multimodal Box funds are set at \$5,000,000 a year, and also funds transit and traffic operations projects. The evaluation of new bicycle pedestrian projects is a two-step process - projects are evaluated initially through a Project Screening Process prior to submitting them to FDOT for construction feasibility, and then subsequently ranking the construction feasible projects through a tiered project evaluation criteria. The criteria for the 2 step evaluation process are in the next page.

Eligibility of bicycle pedestrian projects for both types of TA and Carbon Reduction funds are generally determined by the MPO's *County-wide Bicycle Pedestrian Master Plan* and the *Long Range Transportation Plan (LRTP)*. Candidate projects on arterial and collector roads must be identified as a Needs Project in the Master Plan, or as a Cost Feasible Project (Bicycle, Pedestrian, and Multi-use Trail Projects) in the *LRTP*. Projects may be also identified in local government bike ped master plans to be eligible for funding. There is also general language in the MPO's *Bicycle Pedestrian Master Plan* that allows projects on functionally classified local roads to be considered for Lee MPO allocated TA funds while not specifically calling out what those projects are. This allows for flexibility in picking candidate projects as the MPO recognizes that projects are constantly evolving and may not have been identified as a need during the updates to the Bicycle Pedestrian Master Plan or the LRTP.

The Eligibility of projects for SUN Trail Program funds are determined by FDOT's Sun Trail Program Eligibility Criteria. In Lee County candidate projects must be along the Gulf Coast Trail and the Caloosahatchee-Sugar Trail which are part of FDOT's SUN Trail Network and are identified as Priority Trail corridors in the Florida Greenways and Trails Master Plan. The TIP also includes bike ped projects programmed with Florida Safe Route to School (SRTS) Program funds. Local governments develop project applications in coordination with the School District off Lee County and the MPOO and submit them through the Grant Application Program (GAP) tool. Submitted projects are evaluated and prioritized by FDOT District 1 using standard SRTS evaluation criteria before funds are awarded by FDOT Central Office. All project priorities by various bicycle pedestrian funding categories are listed after the evaluation criteria in this section.

In addition to these stand-alone bicycle pedestrian projects, every effort is made by FDOT to accommodate bicycle pedestrian facilities during roadway projects whether they are new construction, reconstruction or RRR projects consistent with the with the Florida Design Manual and context sensitive solutions. Local government financed capacity and RRR projects also consider bicycle and pedestrian amenities in project design, influenced by Complete Streets Policies adopted by the individual jurisdictions.

## Step 1 - PROJECT SCREENING

### **SUBJECTIVE SCREENING PHASE – Criteria Addressing “Fiscal Responsibility”**

- **Ease of Implementation: Right-of-way** – Is right-of-way available? If yes, project can be considered.  
If no, project is removed from this process and is considered through another funding source.
- **Ease of Implementation: Cost of utilities** – Are utility improvements greater than 50% of the project costs? The maximum allowed by FDOT is 50%.
- **Overall cost of the project** – Can an applicant build a project on a roadway classified ‘Local’ with only \$500,000 in MPO Allocated Transportation Alternative Funds knowing that additional costs would have to be addressed with local funds?
- **Land Development or Highway Capacity Project Potential** – Is the project unlikely to be funded through a development project or as part of a highway capacity project in the next ten years?

### **OBJECTIVE SCREENING PHASE**

#### OBJECTIVE SCREENING CRITERIA

Metric	Criterion	Methodology	Max Score
Consistency with local plans	Project is consistent with an MPO adopted plan or locally adopted plan.	1 point if project is consistent with an MPO adopted plan or locally adopted plan.	1
Address multiple modes of transportation	Project creates or enhances a facility for pedestrians, bicyclists or transit riders.	1 point for each mode that is supported by the project (1 point for pedestrian facility, 1 point for bicycle facility, 1 point for transit facility)	3
Crash history	Project addresses a bicycle or pedestrian safety issue along the project corridor.	1 point if there has been a bicycle crash along the corridor in the last 3 years; 1 point if there has been a pedestrian crash along the corridor in the last 3 years	2
Connecting where people live	Project terminates at, or passes through a residential area.	1 point if the project connects to a residential area	1
Connecting where people work or shop	Project terminates at, or passes through a commercial area.	1 point if the project connect to a commercial area	1
Connecting to parks	Project terminates at, or passes through a regional or community park	1 point if the project connect to a regional or state park	1

**BIKE PED PROJECT EVALUATION CRITERIA**

		<b>Criterion</b>	<b>Methodology</b>	<b>Max Score</b>
<b>A</b>	<b>Intermodal Connectivity</b>			<b>10</b>
1	Intermodal Connectivity <sup>1</sup>	Project connects two or more alternative modes	1 point for two different modes; 2 points for connecting three different modes (i.e. walking, biking and transit)	2
2	Connections to similar facility/Closing the gaps <sup>2</sup>	Project connects walking and biking facilities	1 point for connecting two dissimilar facilities (e.g. a sidewalk to a bikeway) 2 points for connecting two facilities that serve the same mode (e.g. bikeway to bikeway or sidewalk to sidewalk)	2
3	Alternatives to driving alone <sup>1</sup>	Project expands travel options including walking, biking and public transportation	1 point for each mode (walking, biking, transit) that is addressed by project	3
4	Making regional connections	Project is identified in the Lee-Collier Regional Transportation Network or Florida Greenways Master Plan	1 point for a project along the Lee-Collier Regional Transportation Network only; 2 point for a project on FGT Land Trail Opportunity Corridor 3 point for a project on FGT Priority Land Trail Corridor	3
<b>B</b>	<b>Public, Personal and Traffic Safety</b>			<b>15</b>
5	Safety/Crash History	Project addresses a bicycle or pedestrian safety issue along the project corridor.	1 point if there has been a bicycle crash along the corridor in the last 3 years; 1 point if there has been a pedestrian crash along the corridor in the last 3 years; 2 point if there has been a pedestrian or bicycle fatality along the corridor in the last 3 years	4
6	Traffic Volume	Project provides a needed facility along corridor with higher motor vehicle volumes	< 10,000 AADT: 1 point; 10,000 - 20,000 AADT: 2 points; > 20,000 AADT: 3 points	3
7	Posted Traffic Speed	Project provides a needed facility along corridor with higher motor vehicle speeds	25 mph: 1 point; 26-35 mph: 2 points; 35 + mph: 3 points	3

8	Multi Use Path/Trail with its own exclusive right of way	Project proposed along a power line/rail/canal right of way or easement away from a road right of way	5 points	5
C	Environmental, Social and Economic Sustainability			13
8	Residential access	Project serves more densely developed residential areas that are more walkable, bikeable and more transit supportive.	$< 0.71$ (Mean Unit/Acre for LC) = 0.5 $0.71 - 2.99 = 1.0$ $3 - 3.99 = 2.0$ $\geq 4$ (Min Transit Supportive Threshold) = 3	3
9	Employment access	Project serves more densely development employment centers that are more walkable, bikeable and more transit supportive	$\frac{1}{4}$ point for every 300 employees for a maximum of 3 points	3
10	School Access	Project is within close proximity to a school	Within 1/4 mile: 2 points Within 1/2 mile: 1 point	2
11	Parks access	Project is within close proximity to a regional or community park	Within 1/4 mile: 2 points Within 1/2 mile: 1 point	2
12	Household Units without vehicles	Projects meet needs of communities that rely on walking, biking and transit out of need.	0-25% households without vehicles: 1 point; 25-50% households without vehicles: 2 points; > 50% households without vehicles: 3 points	3

# TA AND SU MULTIMODAL PRIORITIES FOR 2022

Adopted by Lee MPO on June 17, 2022

Applicant	Project	Limits	Length (Mile)	Proposed Improvements	Phase Completed/Under Way/Programmed	Next Phase	Requested Funds	Local Match	2022 Priority
<b>OFF THE TOP</b>									
LeeTRAN	LeeTRAN Bus Purchase (Recurring Expense consistent with MPO Transportation		NA	NA	NA	Purchase	\$ 1,500,000	NA	1
<b>PROJECTS WITH PROGRAMMED PRE CONSTRUCTION PHASES</b>									
MPO	McGregor @ Iona Intersection Improvements	NA	NA	Add SB right turn lane and extend NB left turn lane	NA	CST	\$ 1,221,215	\$ 0	2
MPO	US 41 Sidewalk	Tara Blvd to Charlotte Cty Line	3.02	SW (West Side)	NA	CST	\$ 912,549	\$ 0	3
<b>NEW AND RESUBMITTED PROJECTS</b>									
FM	Carbon Reduction Study	Downtown and Midtown Ft Myers	NA	Feasibility Study for Ped/Bike/Transit Corridors and Micromobility		Planning	\$ 350,000	\$ 0	4
FMB/LeeTRAN	Esteros Blvd Bus Shelters	Island Parks Way to San Carlos Blvd	4.3	Fabrication and installation of bus shelters and shelter amenities	NA	Procurement	\$ 200,000	\$ 0	5
FM	Winkler Ave Bike Lanes	Colonial Blvd to Six Mile Cypress Pkwy	1.3	Bike Lanes	NA	CST	\$ 640,510	CEI: \$131,202	6
FM	Carrell Canal Shared Use Path	Carrell Canal Crossing & Carrell Ave from US 41 to JYLP Ext.	1.0	Shared use path	Partially Programmed	CST	\$ 512,687	CEI: \$102,538	7
LCBOCC	Daniels @ Treeline Intersection Improvements			Reconfigure SB approach for dual NB lefts, dual NB thru, and dual NB right turn lanes	NA	CST	\$ 1,589,828	\$ 242,516	8
FM	Challenger Ave Bike Lanes	Challenger from Colonial to Six Mile	1.0	Bike Lanes	NA	CST	\$ 558,714	CEI: \$114,843	9
LCBOCC	Daniels Pkwy Shared Use Path	Corporate Lakes Dr to SR 82	1.1	Shared use path (north side)	NA	PE	\$ 161,810	\$ 0	10
Esteros	Coconut Rd Sidewalk	Via Coconut to US 41	0.3	Sidewalk (North Side)		PE	\$ 190,000	\$ 0	11
BS	East Terry St Shared Use Path	Palm Bay Ct to Southern Pines Dr	0.2	Shared Use Path (North Side) and Bike Lanes	NA	CST Phase 1	\$ 365,178	\$ 0	12
		Southern Pines Drive to I75		SUP (West Side)	NA	CST Phase 2	\$ 1,403,844	\$ 0	
CC	SE 24th Ave Sidewalk	Viscaya to SE 15th Terrace	0.8	Sidewalk (East Side)	NA	CST	\$ 383,689	\$ 0	13
CC	Garden Blvd Sidewalk	DeNavarra to NE 33rd St	0.72	Sidewalk (East Side)	NA	CST	\$ 282,727	\$ 0	14
CC	Andalusia Blvd Sidewalk	Diplomat to Kismet	0.95	Sidewalk (Both Sides)	NA	CST	\$ 773,099	CEI: \$154,620	15
Esteros	Corkscrew Rd Shared Use Path	US 41 to Park Entrance	0.24	SUP (North Side)	NA	PE	\$ 185,000	\$ 0	16
FM	McGregor Bike Lane Study	Colonial Blvd to US 41	NA	Planning	NA	Planning	\$ 250,000	\$ 0	17

## CARBON REDUCTION PROGRAM PRIORITIES

Adopted September 16, 2022

Applicant	Project	Limits	Length (Mile)	Proposed Improvements	Phase Completed/Under Way/Programmed	Next Phase	Requested Funds	Local Match	2022 Priority
MPO	US 41 Sidewalk	Tara Blvd to Charlotte Cty Line	3.02	SW (West Side)	NA	CST	\$ 912,549	\$ 0	1
FM	Winkler Ave Bike Lanes	Colonial Blvd to Six Mile Cypress Pkwy	1.3	Bike Lanes	NA	CST	\$ 640,510	CEI: \$131,202	2
FM	Carrell Canal Shared Use Path	Carrell Canal Crossing & Carrell Ave from US 41 to JYLP Ext.	1.0	Shared use path	Partially Programmed	CST	\$ 512,687	CEI: \$102,538	3
FM	Challenger Ave Bike Lanes	Challenger from Colonial to Six Mile	1.0	Bike Lanes	NA	CST	\$ 558,714	CEI: \$114,843	4
LCBOCC	Daniels Pkwy Shared Use Path	Corporate Lakes Dr to SR 82	1.1	Shared use path (noth side)	NA	PE	\$ 161,810	\$ 0	5
Estero	Coconut Rd Sidewalk	Via Coconut to US 41	0.3	Sidewalk (North Side)		PE	\$ 190,000	\$ 0	6
BS	East Terry St Shared Use Path	Palm Bay Ct to Southern Pines Dr	0.2	Shared Use Path (North Side) and Bike Lanes	NA	CST Phase 1	\$ 365,178	\$ 0	7
		Southern Pines Drive to I 75		SUP (West Side)	NA	CST Phase 2	\$ 1,403,844	\$ 0	
CC	SE 24th Ave Sidewalk	Viscaya to SE 15th Terrace	0.8	Sidewalk (East Side)	NA	CST	\$ 383,689	\$ 0	8
CC	Garden Blvd Sidewalk	DeNavarra to NE 33rd St	0.72	Sidewalk (East Side)	NA	CST	\$ 282,727	\$ 0	9
CC	Andalusia Blvd Sidewalk	Diplomat to Kismet	0.95	Sidewalk (Both Sides)	NA	CST	\$ 773,099	CEI: \$154,620	10
Estero	Corkscrew Rd Shared Use Path	US 41 to Park Entrance	0.24	SUP (North Side)	NA	PE	\$ 185,000	\$ 0	11

### NOTES:

To meet FDOT requirements, in the interim, for consideration of Carbon Reduction Program funds in FY 2023 of the Adopted Work Program, and/or in the Tentative Work Program for FY 2024 through FY 2028, the above Carbon Reduction Program eligible projects in the CRP Priority list are identified by reference to the Bike Ped Element of the 2045 Transportation Plan. These projects are specifically identified in Table 1-2: 2045 Bicycle Pedestrian Needs Plan and Table 1-4: 2045 Bicycle Pedestrian Cost Feasible Plan Projects.

For long term consistency requirements, the Lee MPO will amend its 2045 Transportation Plan to add a special chapter on the Carbon Reduction Program that will include a list of candidate projects for Lee MPO CRP fund priorities. All such priorities will be considered by FDOT for inclusion in the Tentative Work Programs.



ATTACHMENT D

**2022 LEE MPO SUN TRAIL FUND PRIORITIES**  
**Adopted by Lee MPO Board on November 18, 2022**

FM #	Project	From	To	Improvement Type	Length (miles)	Programmed Phase	Next Phase	PDC Estimate	SunTrail Fund Request	Local Match	Recommended Priority
<i>PROJECTS WITH ONGOING/COMPLETED PRE CONSTRUCTION PHASES</i>											
443603-1	Kismet Pkwy Multi Use Trail	Del Prado Blvd	NE 24th Avenue	Multi Use Trail	1.0	PE	CST +CEI	\$2,969,389	\$2,969,389	\$0	1
<i>RESUBMITTED PROJECTS WITH NO PRE-CONSTRUCTION PHASES FUNDED</i>											
NA	CR 865 Multi Use Trail	Little Hickory Pass Bridge	Big Carlos Bridge	Multi Use Trail (North Side)	3.84	NA	PE CST+CEI	\$545,095 \$3,482,554.00	\$4,027,649	\$0	2
NA	Caloosahatchee Downtown Multimodal Alternative Study	JYLP Trail at Hanson St	Littleton Rd at US 41	Study to evaluate alternative trail alignment and develop bike ped design concepts & treatments	6.67	NA	Study	\$800,000	\$600,000	\$200,000	3

## **SECTION C: TRANSIT PROJECTS**

The transit project priorities are developed by LeeTran to reflect needs identified in its current TDP. The transit projects identified herein are all consistent, to the maximum extent feasible, with approved local government comprehensive plans.

Lee Tran is the recipient of the FTA and state funds for all these projects. LeeTran has demonstrated the financial capacity to handle its projects in the past, and will continue to have the financial capacity to do so, as certified by Lee Tran in each grant application that is filed with FTA. Procedures to test and monitor financial capacities have been identified in the adopted TDP, and are now being implemented.

## **SECTION D: SAFETY**

Safety projects are funded by FDOT in response to requests for such funds by individual local governments in Lee County, in response to funding requests by the Lee County Community Traffic Safety Team (CTST) or the Lee MPO. This section includes the Lee MPO's Highway Program Fund priorities.

## 2021 HIGHWAY SAFETY PROGRAM FUND PRIORITIES

ADOPTED JUNE 18, 2021

FUNDED

Lee MPO R'about Feasibility Study Rankings	ROADWAY	IMPROVEMENTS	Phase Funded	Next Phase	Total Cost	Priority	
<del>1</del>	<del>Buckingham Rd/Gunnery Rd Intersection</del>	<del>1 Way Stop to Roundabout</del>	<del>PE/ROW</del>	<del>CST</del>	<del>\$ 2,304,214</del>	<del>1</del>	
2	Winkler Road/Challenger Blvd Intersection	Interim Traffic Signal to Roundabout	<b>FUNDED</b>				NA
NA	SR 78/US 41 Intersection	Construction of a Displaced Left Turn	NA	PD&E/PE	\$ 600,000	2	

**NOTES:**

For the #2 priority, an Intersection Control Evaluation (ICE) conducted by FDOT recommends a Displaced Left at the SR 78/US 41 Intersection

## **SECTION E: AVIATION PROJECTS**

This section includes the aviation project priorities developed by the Lee County Port Authority to reflect needs identified in current master plan documents for the airports under its jurisdiction.

The Lee County Port Authority has indicated that the projects in this section are all consistent with the appropriate airport master plans. The Lee MPO endorsed 2022 Aviation Priorities for the Southwest Florida International Airport and the Page Field GA Airport are included in this section.

**AIRPORT SPONSOR REQUESTED FUNDING -  
CAPITAL IMPROVEMENT PLAN SUMMARY**

**Airport:** Southwest Florida International Airport  
**Sponsor:** Lee County Port Authority

**Local ID:** RSW  
**Sponsor ID:** RSW

**NPIAS No.:** 12-0135  
**Site No.:** 03198.2\*A

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown		
					State	Local	
Design and Construct ATCT and TRACON							
<b>UPIN:</b> PFL0003816	<b>FDOT Item No.:</b> 420652	1	2023	\$0	\$1,880,893	\$1,880,893	\$3,761,786
Terminal Expansion							
<b>UPIN:</b> PFL0011605	<b>FDOT Item No.:</b> 441981	1	2023	\$0	\$1,623,490	\$89,656,283	\$91,279,773
Terminal Expansion II (Gates Expansion)							
<b>UPIN:</b> PFL0013919	<b>FDOT Item No.:</b>	2	2023	\$22,800,000	\$11,183,282	\$0	\$33,983,282
Rehabilitation of Runway 6/24							
<b>UPIN:</b> PFL0013674	<b>FDOT Item No.:</b> 450037	1	2023	\$2,004,147	\$334,025	\$334,025	\$2,672,197
Airside Pavement Rehabilitation							
<b>UPIN:</b> PFL0009360	<b>FDOT Item No.:</b> 431367	1	2023	\$0	\$2,100,000	\$2,100,000	\$4,200,000
<b>Yearly Total</b>	<b>2023</b>			\$24,804,147	\$17,121,690	\$93,971,201	\$135,897,038
Public Safety Building							
<b>UPIN:</b> PFL0014127	<b>FDOT Item No.:</b>		2024	\$0	\$0	\$300,000	\$300,000
Design and Construct ATCT and TRACON							
<b>UPIN:</b> PFL0003816	<b>FDOT Item No.:</b> 420652	1	2024	\$0	\$2,435,165	\$2,435,165	\$4,870,330
Terminal Expansion							
<b>UPIN:</b> PFL0011605	<b>FDOT Item No.:</b> 441981	1	2024	\$0	\$14,749,798	\$57,291,702	\$72,041,500
Terminal Expansion II (Gates Expansion)							
<b>UPIN:</b> PFL0013919	<b>FDOT Item No.:</b>	2	2024	\$41,400,000	\$68,816,718	\$357,042,717	\$467,259,435
Rental Car and Parking Expansion							
<b>UPIN:</b> PFL0014126	<b>FDOT Item No.:</b>		2024	\$0	\$0	\$5,000,000	\$5,000,000
Pavement Rehabilitation of Roads							
<b>UPIN:</b> RSW61	<b>FDOT Item No.:</b> 430979	1	2024	\$0	\$2,224,800	\$2,224,800	\$4,449,600
<b>Yearly Total</b>	<b>2024</b>			\$41,400,000	\$88,226,481	\$424,294,384	\$553,920,865

Public Safety Building									
<b>UPIN:</b>	PFL0014127	<b>FDOT Item No.:</b>		2025	\$0	\$0	\$9,700,000	\$9,700,000	
Design and Construct ATCT and TRACON									
<b>UPIN:</b>	PFL0003816	<b>FDOT Item No.:</b>	420652 1	2025	\$0	\$2,435,165	\$2,435,165	\$4,870,330	
Terminal Expansion									
<b>UPIN:</b>	PFL0011605	<b>FDOT Item No.:</b>	441981 1 1	2025	\$0	\$13,937,322	\$0	\$13,937,322	
Terminal Expansion II (Gates Expansion)									
<b>UPIN:</b>	PFL0013919	<b>FDOT Item No.:</b>		2025	\$41,400,000	\$0	\$0	\$41,400,000	
Rental Car and Parking Expansion									
<b>UPIN:</b>	PFL0014126	<b>FDOT Item No.:</b>		2025	\$0	\$0	\$15,000,000	\$15,000,000	
Pavement Rehabilitation of Roads									
<b>UPIN:</b>	RSW61	<b>FDOT Item No.:</b>	430979 1	2025	\$0	\$500,000	\$500,000	\$1,000,000	
Rehabilitation of Runway 6/24									
<b>UPIN:</b>	PFL0013674	<b>FDOT Item No.:</b>	450037 1 3	2025	\$26,854,075	\$5,250,000	\$9,895,925	\$42,000,000	
<b>Yearly Total</b>	<b>2025</b>				\$68,254,075	\$22,122,487	\$37,531,090	\$127,907,652	
Design and Construct ATCT and TRACON									
<b>UPIN:</b>	PFL0003816	<b>FDOT Item No.:</b>	420652 1	2026	\$0	\$1,500,000	\$1,500,000	\$3,000,000	
Terminal Expansion									
<b>UPIN:</b>	PFL0011605	<b>FDOT Item No.:</b>	441981 1 1	2026	\$0	\$5,000,000	\$0	\$5,000,000	
Terminal Expansion II (Gates Expansion)									
<b>UPIN:</b>	PFL0013919	<b>FDOT Item No.:</b>		2026	\$43,200,000	\$0	\$0	\$43,200,000	
Rental Car and Parking Expansion									
<b>UPIN:</b>	PFL0014126	<b>FDOT Item No.:</b>		2026	\$0	\$0	\$50,000,000	\$50,000,000	
<b>Yearly Total</b>	<b>2026</b>				\$43,200,000	\$6,500,000	\$51,500,000	\$101,200,000	
Terminal Expansion									
<b>UPIN:</b>	PFL0011605	<b>FDOT Item No.:</b>	441981 1 1	2027	\$0	\$71,432,766	\$0	\$71,432,766	
Terminal Expansion II (Gates Expansion)									
<b>UPIN:</b>	PFL0013919	<b>FDOT Item No.:</b>		2027	\$1,800,000	\$0	\$0	\$1,800,000	
Rental Car and Parking Expansion									
<b>UPIN:</b>	PFL0014126	<b>FDOT Item No.:</b>		2027	\$0	\$0	\$200,000,000	\$200,000,000	

Expand Employee Parking Lot									
<b>UPIN:</b>	PFL0007459	<b>FDOT Item No.:</b>		2027	\$0	\$0	\$200,000	\$200,000	
Rehabilitation of Taxiway A									
<b>UPIN:</b>	PFL0014020	<b>FDOT Item No.:</b>		2027	\$900,000	\$150,000	\$150,000	\$1,200,000	
<b>Yearly Total</b>	<b>2027</b>				\$2,700,000	\$71,582,766	\$200,350,000	\$274,632,766	
Terminal Expansion									
<b>UPIN:</b>	PFL0011605	<b>FDOT Item No.:</b>	441981 1	1	2028	\$0	\$5,000,000	\$0	\$5,000,000
Rental Car and Parking Expansion									
<b>UPIN:</b>	PFL0014126	<b>FDOT Item No.:</b>			2028	\$0	\$0	\$50,000,000	\$50,000,000
Expand Employee Parking Lot									
<b>UPIN:</b>	PFL0007459	<b>FDOT Item No.:</b>			2028	\$0	\$0	\$2,000,000	\$2,000,000
Rehabilitation of Taxiway A									
<b>UPIN:</b>	PFL0014020	<b>FDOT Item No.:</b>			2028	\$9,000,000	\$1,500,000	\$1,500,000	\$12,000,000
<b>Yearly Total</b>	<b>2028</b>				\$9,000,000	\$6,500,000	\$53,500,000	\$69,000,000	



**AIRPORT SPONSOR REQUESTED FUNDING -  
CAPITAL IMPROVEMENT PLAN SUMMARY**

**Airport:** Page Field  
**Sponsor:** Lee County Port Authority

**Local ID:** FMY  
**Sponsor ID:** RSW

**NPIAS No.:** 12-0027  
**Site No.:** 03198.\*A

Project Description:	Fed Priority	Sponsor	Sponsor Year	Federal	Sponsor Requested Funding Breakdown			
					State	Local		
South Quadrant Hangars and Ramp								
<b>UPIN:</b> PFL0007901 <b>FDOT Item No.:</b> 446314 1	1	1	2023	\$0	\$4,500,000	\$16,737,708	\$21,237,708	
<b>Yearly Total    2023</b>				\$0	\$4,500,000	\$16,737,708	\$21,237,708	
Apron Expansion								
<b>UPIN:</b> PFL0009595 <b>FDOT Item No.:</b>	2	2	2024	\$0	\$400,000	\$100,000	\$500,000	
South Quadrant Hangars and Ramp								
<b>UPIN:</b> PFL0007901 <b>FDOT Item No.:</b> 446314 1	1	1	2024	\$0	\$4,200,000	\$0	\$4,200,000	
<b>Yearly Total    2024</b>				\$0	\$4,600,000	\$100,000	\$4,700,000	
Apron Expansion								
<b>UPIN:</b> PFL0009595 <b>FDOT Item No.:</b>	2	2	2025	\$0	\$2,400,000	\$600,000	\$3,000,000	
South Quadrant Hangars and Ramp								
<b>UPIN:</b> PFL0007901 <b>FDOT Item No.:</b> 446314 1	1	1	2025	\$0	\$4,188,573	\$0	\$4,188,573	
Rehabilitate Taxiway A7								
<b>UPIN:</b> PFL0014128 <b>FDOT Item No.:</b>			2025	\$54,000	\$3,000	\$3,000	\$60,000	
<b>Yearly Total    2025</b>				\$54,000	\$6,591,573	\$603,000	\$7,248,573	
Apron Expansion								
<b>UPIN:</b> PFL0009595 <b>FDOT Item No.:</b>	2	2	2026	\$0	\$2,400,000	\$600,000	\$3,000,000	
Rehabilitate Taxiway A7								
<b>UPIN:</b> PFL0014128 <b>FDOT Item No.:</b>			2026	\$283,140	\$15,730	\$15,730	\$314,600	
<b>Yearly Total    2026</b>				\$283,140	\$2,415,730	\$615,730	\$3,314,600	
Base Ops Parking Lot Expansion								
<b>UPIN:</b> PFL0012021 <b>FDOT Item No.:</b>			2027	\$0	\$160,000	\$40,000	\$200,000	

North Quadrant Taxiway and Drainage

<b>UPIN:</b> PFL0003264	<b>FDOT Item No.:</b>	3	3	2027	\$0	\$400,000	\$100,000	\$500,000
<b>Yearly Total</b>	<b>2027</b>				\$0	\$560,000	\$140,000	\$700,000

Construct Hangars

<b>UPIN:</b> PFL0007455	<b>FDOT Item No.:</b>			2028	\$0	\$0	\$100,000	\$100,000
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Base Ops Parking Lot Expansion

<b>UPIN:</b> PFL0012021	<b>FDOT Item No.:</b>			2028	\$0	\$1,120,000	\$280,000	\$1,400,000
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North Quadrant Taxiway and Drainage

<b>UPIN:</b> PFL0003264	<b>FDOT Item No.:</b>	3	3	2028	\$0	\$2,000,000	\$500,000	\$2,500,000
<b>Yearly Total</b>	<b>2028</b>				\$0	\$3,120,000	\$880,000	\$4,000,000

# **APPENDIX C**

## **TRANSPORTATION DISADVANTAGED PROGRAM SUMMARY**

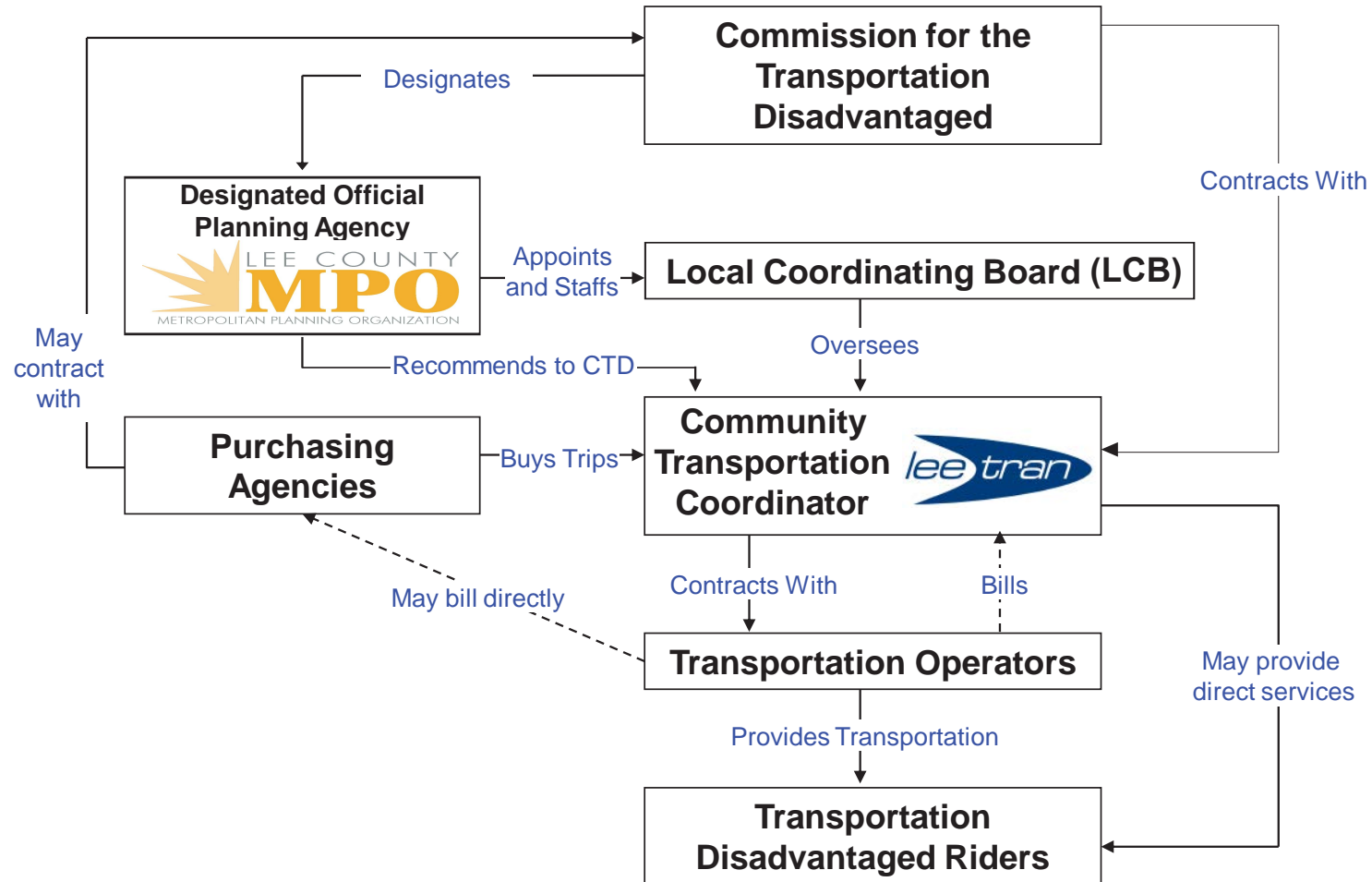
SOURCE: State of Florida Commission for the Transportation Disadvantaged

The community transportation coordinator (CTC) for the transportation disadvantaged program in Lee County is Leetran.

The Lee County MPO, as the designated official planning agency for the program, confirms that the projects from FY 2024 through FY 2028 in Section D are all consistent with the Transportation Disadvantaged Service Plan (TDSP) adopted by the Lee County Local Coordinating Board on May 3, 2023.



# Coordinated Transportation System Organization



County: Lee  
 CTC: Lee County Board of County Commissioners  
 Contact: Virginia L Walters  
 3401 Metro Parkway  
 Ft Myers, FL 33916  
 239-533-0353

Email: VWalters@leegov.com

Demographics	Number
Total County Population	752,251
Unduplicated Head Count	1,463

Florida Commission for the



Transportation  
Disadvantaged

Trips By Type of Service	2020	2021	2022
Fixed Route (FR)	0	0	0
Deviated FR	0	0	0
Complementary ADA	0	0	0
Paratransit	6,413	51,238	78,338
TNC	0	0	0
Taxi	0	0	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
<b>TOTAL TRIPS</b>	<b>6,413</b>	<b>51,238</b>	<b>78,338</b>

Passenger Trips By Trip Purpose	2020	2021	2022
Medical	2,238	28,544	32,347
Employment	53	2,130	5,195
Ed/Train/DayCare	42	9,165	30,492
Nutritional	113	2,883	3,127
Life-Sustaining/Other	3,967	8,516	7,177
<b>TOTAL TRIPS</b>	<b>6,413</b>	<b>51,238</b>	<b>78,338</b>

Passenger Trips By Revenue Source	2020	2021	2022
CTD	6,413	17,552	24,524
AHCA	0	320	18,127
ADP	0	2,031	441
DOEA	0	0	0
DOE	0	0	0
Other	0	31,335	35,246
<b>TOTAL TRIPS</b>	<b>6,413</b>	<b>51,238</b>	<b>78,338</b>

Trips by Provider Type	2020	2021	2022
CTC	6,413	17,552	24,525
Transportation Operator	0	0	0
Coordination Contractor	0	33,686	53,813
<b>TOTAL TRIPS</b>	<b>6,413</b>	<b>51,238</b>	<b>78,338</b>

Vehicle Data	2020	2021	2022
Vehicle Miles	51,012	577,151	939,653
Roadcalls	0	3	36
Accidents	3	10	2
Vehicles	55	133	154
Drivers	56	156	157

Financial and General Data	2020	2021	2022
Expenses	\$206,762	\$2,503,843	\$2,990,610
Revenues	\$313,435	\$2,538,670	\$3,114,424
Commendations	0	14	2
Complaints	1	22	19
Passenger No-Shows	647	736	636
Unmet Trip Requests	0	0	0

Performance Measures	2020	2021	2022
Accidents per 100,000 Miles	5.88	1.73	0.21
Miles between Roadcalls	0	192,384	26,101
Avg Trips per Passenger	43.63	51.86	53.55
Cost per Trip	\$32.24	\$48.87	\$38.18
Cost per Paratransit Trip	\$32.24	\$48.87	\$38.18
Cost per Total Mile	\$4.05	\$4.34	\$3.18
Cost per Paratransit Mile	\$4.05	\$4.34	\$3.18

# **APPENDIX D**

## **Federally Obligated Projects for FY 2022**

This section includes the annual listing of projects for which federal funds have been obligated in the preceding year (10/01/2021 - 9/30/2022). The list has been extracted from FDOT's Web Site and included in this section as is, and the same list has also been posted in the MPO's Web Site at [www.leempo.com](http://www.leempo.com).

<b>Federally Obligated Highway Projects</b>	<b>Page 1-12</b>
<b>Federally Obligated Planning Projects</b>	<b>Page 13</b>
<b>Federally Obligated Transit Projects</b>	<b>Page 14</b>
<b>Federally Obligated Misc. Projects</b>	<b>Page 15</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:406225 6  
DISTRICT:01  
ROADWAY ID:12075000

PROJECT DESCRIPTION:I-75 AT CORKSCREW INTERCHANGE  
COUNTY:LEE  
PROJECT LENGTH: 1.392MI

\*SIS\*  
TYPE OF WORK:ADD TURN LANE(S)  
LANES EXIST/IMPROVED/ADDED: 6/ 2/ 2

FUND  
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA  
SU

-17,161  
166,605

TOTAL 406225 6

149,444

TOTAL 406225 6

149,444

ITEM NUMBER:412636 4  
DISTRICT:01  
ROADWAY ID:12000000

PROJECT DESCRIPTION:LEE COUNTY COMPUTER SIGNAL SYSTEM UPDATE PHASE II  
COUNTY:LEE  
PROJECT LENGTH: .002MI

\*NON-SIS\*  
TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU

-610

TOTAL 412636 4

-610

TOTAL 412636 4

-610

ITEM NUMBER:413065 1  
DISTRICT:01  
ROADWAY ID:12075000

PROJECT DESCRIPTION:I-75 (SR 93) AT SR 884 (COLONIAL BLVD) INTERCHANGE  
COUNTY:LEE  
PROJECT LENGTH: .500MI

\*SIS\*  
TYPE OF WORK:INTERCHANGE - ADD LANES  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 2

FUND  
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP

8,666,431

TOTAL 413065 1

8,666,431

TOTAL 413065 1

8,666,431

ITEM NUMBER:429823 1  
DISTRICT:01  
ROADWAY ID:12020000

PROJECT DESCRIPTION:SR 80 FROM SHORELAND DRIVE TO CR 80 (BUCKINGHAM RD)  
COUNTY:LEE  
PROJECT LENGTH: 4.488MI

\*SIS\*  
TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND  
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA  
SU

-5,502  
24,976

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA  
SU

64,561  
2,530,855

TOTAL 429823 1

2,614,890

TOTAL 429823 1

2,614,890

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**HIGHWAYS**  
 =====

ITEM NUMBER:430886 1	PROJECT DESCRIPTION:SR 865 (SIX MILE CYPRESS PKWY) AT US 41 (SR 45)	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12004000	PROJECT LENGTH: .358MI	TYPE OF WORK:INTERSECTION IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-11,863
<b>TOTAL 430886 1</b>		<b>-11,863</b>
<b>TOTAL 430886 1</b>		<b>-11,863</b>

ITEM NUMBER:430887 1	PROJECT DESCRIPTION:SR 867 (MCGREGOR BLVD) FROM ROYAL PALM SQ TO CR 884 (COLONIAL)	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12040000	PROJECT LENGTH: .222MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		3,023
SU		-554
<b>TOTAL 430887 1</b>		<b>2,469</b>
<b>TOTAL 430887 1</b>		<b>2,469</b>

ITEM NUMBER:430892 1	PROJECT DESCRIPTION:CHIQUITA BLVD FROM SR 78 (PINE ISLAND) NW 4TH ST	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000141	PROJECT LENGTH: 1.403MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL		
TALU		-67,050
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALU		-1,000
<b>TOTAL 430892 1</b>		<b>-68,050</b>
<b>TOTAL 430892 1</b>		<b>-68,050</b>

ITEM NUMBER:433221 1	PROJECT DESCRIPTION:SR 867 MCGREGOR BLVD FROM TANGLEWOOD PARKWAY TO BRENTWOOD PARKWAY	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12040000	PROJECT LENGTH: .256MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		12,324
<b>TOTAL 433221 1</b>		<b>12,324</b>
<b>TOTAL 433221 1</b>		<b>12,324</b>



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ITEM NUMBER:433726 2 PROJECT DESCRIPTION:SR 865 (SAN CARLOS) FROM N CRESCENT ST TO N OF HURRICANE PASS BRIDGE \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:INTERSECTION IMPROVEMENT  
ROADWAY ID:12004000 PROJECT LENGTH: 1.149MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	10,676
<b>TOTAL 433726 2</b>	<b>10,676</b>
<b>TOTAL 433726 2</b>	<b>10,676</b>

ITEM NUMBER:434989 1 PROJECT DESCRIPTION:RAY V. POTTORF ELEMENTARY AT VARIOUS LOCATIONS \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12000570 PROJECT LENGTH: .302MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS	
TALT	-23,499
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-512
<b>TOTAL 434989 1</b>	<b>-24,011</b>
<b>TOTAL 434989 1</b>	<b>-24,011</b>

ITEM NUMBER:434995 1 PROJECT DESCRIPTION:CHIQUITA BLVD FROM GLEASON PKWY TO SW 12TH TERRACE \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12000141 PROJECT LENGTH: 2.587MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL	
SU	-440
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-277
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL	
SU	82,184
<b>TOTAL 434995 1</b>	<b>81,467</b>
<b>TOTAL 434995 1</b>	<b>81,467</b>

ITEM NUMBER:435007 1 PROJECT DESCRIPTION:ALLEN PARK ELEMENTARY SIDEWALK AT VARIOUS LOCATIONS \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS	
SU	-29,234
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-866
<b>TOTAL 435007 1</b>	<b>-30,100</b>
<b>TOTAL 435007 1</b>	<b>-30,100</b>

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ITEM NUMBER:435021 1 PROJECT DESCRIPTION:TROPICANA PKWY FROM CHIQUITA BLVD TO SANTA BARBARA BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12000145 PROJECT LENGTH: 1.921MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-444
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF CAPE CORAL SU	241,737
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-912
<b>TOTAL 435021 1</b>	<b>240,381</b>
<b>TOTAL 435021 1</b>	<b>240,381</b>

ITEM NUMBER:435022 1 PROJECT DESCRIPTION:SIX MILE CYPRESS PKWY FROM WINKLER AVE EXT TO CHALLENGER BLVD \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID:12570000 PROJECT LENGTH: .837MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS SU	182,102
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	733
<b>TOTAL 435022 1</b>	<b>182,835</b>
<b>TOTAL 435022 1</b>	<b>182,835</b>

ITEM NUMBER:435114 1 PROJECT DESCRIPTION:BONITA SPRINGS ELEMENTARY VARIOUS LOCATIONS \*NON-SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12900003 PROJECT LENGTH: .677MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	20,114
<b>TOTAL 435114 1</b>	<b>20,114</b>
<b>TOTAL 435114 1</b>	<b>20,114</b>

ITEM NUMBER:435341 1 PROJECT DESCRIPTION:SR 80 SIDEWALK AT VARIOUS LOCATIONS \*SIS\*  
DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
ROADWAY ID:12020000 PROJECT LENGTH: 4.221MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSU	181,212
SU	120,225
<b>TOTAL 435341 1</b>	<b>301,437</b>
<b>TOTAL 435341 1</b>	<b>301,437</b>

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ITEM NUMBER:435351 1	PROJECT DESCRIPTION:ABLE CANAL FROM HARNS MARSH TO JOEL BOULEVARD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000000	PROJECT LENGTH: .001MI	TYPE OF WORK:PD&E/EMO STUDY
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	1,000
<b>TOTAL 435351 1</b>		<b>1,000</b>
<b>TOTAL 435351 1</b>		<b>1,000</b>

ITEM NUMBER:435351 2	PROJECT DESCRIPTION:ABLE CANAL FROM HARNS MARSH TO JOEL BOULEVARD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:	PROJECT LENGTH: .000	TYPE OF WORK:BIKE PATH/TRAIL
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LEE CNTY BOCC		
	GFSU	425,686
	SU	67
<b>TOTAL 435351 2</b>		<b>425,753</b>
<b>TOTAL 435351 2</b>		<b>425,753</b>

ITEM NUMBER:435358 1	PROJECT DESCRIPTION:CONNECTICUT STREET FROM ESTERO BLVD TO SHELL MOUND BLVD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000000	PROJECT LENGTH: .161MI	TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	TALT	-1,968
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	TALT	-3,205
<b>TOTAL 435358 1</b>		<b>-5,173</b>
<b>TOTAL 435358 1</b>		<b>-5,173</b>

ITEM NUMBER:436547 1	PROJECT DESCRIPTION:US 41 AT COLLEGE PKWY/WOODLAND BLVD	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12010000	PROJECT LENGTH: .053MI	TYPE OF WORK:INTERSECTION IMPROVEMENT
		LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	-23,026
	SA	1,000
<b>TOTAL 436547 1</b>		<b>-22,026</b>
<b>TOTAL 436547 1</b>		<b>-22,026</b>

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ITEM NUMBER:436798 1	PROJECT DESCRIPTION:HANSON ST FROM VISTA CT TO MONTCLAIRE AVE	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000040	PROJECT LENGTH: .317MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF FORT MYERS		
SU	115,607	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-51	
<b>TOTAL 436798 1</b>	<b>115,556</b>	
<b>TOTAL 436798 1</b>	<b>115,556</b>	

ITEM NUMBER:436926 1	PROJECT DESCRIPTION:PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12060000	PROJECT LENGTH: 5.466MI	
		TYPE OF WORK:BIKE PATH/TRAIL
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	39,159	
<b>TOTAL 436926 1</b>	<b>39,159</b>	
<b>TOTAL 436926 1</b>	<b>39,159</b>	

ITEM NUMBER:436928 1	PROJECT DESCRIPTION:BURNT STORE RD FROM VAN BUREN PARKWAY TO CHARLOTTE CO/LINE	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12630000	PROJECT LENGTH: 5.533MI	
		TYPE OF WORK:PD&E/EMO STUDY
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2
FUND CODE	2022	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	264,690	
<b>TOTAL 436928 1</b>	<b>264,690</b>	
<b>TOTAL 436928 1</b>	<b>264,690</b>	

ITEM NUMBER:436931 1	PROJECT DESCRIPTION:SR 45 (US 41) FROM SR 78 TO NORTH FORK DRIVE	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12010000	PROJECT LENGTH: 2.118MI	
		TYPE OF WORK:SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-121,528	
<b>TOTAL 436931 1</b>	<b>-121,528</b>	
<b>TOTAL 436931 1</b>	<b>-121,528</b>	

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ITEM NUMBER:436955 1  
DISTRICT:01  
ROADWAY ID:12005000

PROJECT DESCRIPTION:SR 884 (COLONIAL BLVD) AT FOWLER ST  
COUNTY:LEE  
PROJECT LENGTH: .472MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND  
CODE  
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2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSU  
SU

17,995  
8,000

TOTAL 436955 1

25,995

TOTAL 436955 1

25,995

ITEM NUMBER:436955 2  
DISTRICT:01  
ROADWAY ID:12005000

PROJECT DESCRIPTION:SR 884 (COLONIAL BLVD) AT FOWLER ST  
COUNTY:LEE  
PROJECT LENGTH: .472MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND  
CODE  
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2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSU  
SU

1,785,127  
1,999,127

TOTAL 436955 2

3,784,254

TOTAL 436955 2

3,784,254

ITEM NUMBER:438007 1  
DISTRICT:01  
ROADWAY ID:12100000

PROJECT DESCRIPTION:SR 876 (DANIELS PKWY) FROM WEST OF I-75 TO REST AREA  
COUNTY:LEE  
PROJECT LENGTH: .513MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 7/ 7/ 0

FUND  
CODE  
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2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHRE  
SA

-102,440  
-51,400

TOTAL 438007 1

-153,840

TOTAL 438007 1

-153,840

ITEM NUMBER:438101 1  
DISTRICT:01  
ROADWAY ID:12010000

PROJECT DESCRIPTION:SOUTH ST SIDEWALK FROM US 41/CLEVELAND AVE TO SR 739/FOWLER ST  
COUNTY:LEE  
PROJECT LENGTH: .060MI

\*NON-SIS\*  
TYPE OF WORK:SIDEWALK  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND  
CODE  
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2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

TALU

81,002

TOTAL 438101 1

81,002

TOTAL 438101 1

81,002

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ITEM NUMBER:438151 1	PROJECT DESCRIPTION:SUMMERLIN RD SHARED USE PATH FROM LAKEWOOD BLVD TO CYPRESS LAKE DR	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12000182	PROJECT LENGTH: 1.014MI	TYPE OF WORK:SIDEWALK LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-1,883
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		34,884
TALU		7,918
<b>TOTAL 438151 1</b>		<b>40,919</b>
<b>TOTAL 438151 1</b>		<b>40,919</b>

ITEM NUMBER:440119 1	PROJECT DESCRIPTION:MCGREGOR BLVD (SR867) INTERSECTION LIGHTING RETROFIT	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12040000	PROJECT LENGTH: 3.081MI	TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-3,752
<b>TOTAL 440119 1</b>		<b>-3,752</b>
<b>TOTAL 440119 1</b>		<b>-3,752</b>

ITEM NUMBER:440130 1	PROJECT DESCRIPTION:SR 865 (SAN CARLOS) INTERSECTION LIGHTING RETROFIT	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12004000	PROJECT LENGTH: 3.741MI	TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2022	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		360,464
<b>TOTAL 440130 1</b>		<b>360,464</b>
<b>TOTAL 440130 1</b>		<b>360,464</b>

ITEM NUMBER:440134 1	PROJECT DESCRIPTION:S TAMIAMI TR (SR 45) INTERSECTION LIGHTING RETROFIT	*NON-SIS*
DISTRICT:01	COUNTY:LEE	
ROADWAY ID:12010000	PROJECT LENGTH: 24.749MI	TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 7/ 0/ 0
FUND CODE	2022	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-2,485
<b>TOTAL 440134 1</b>		<b>-2,485</b>
<b>TOTAL 440134 1</b>		<b>-2,485</b>

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ITEM NUMBER:440337 1 PROJECT DESCRIPTION:SR 45 / US 41 FROM TARA BLVD TO N OF FRENCH CREEK LN \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:SIDEWALK  
 ROADWAY ID:12010000 PROJECT LENGTH: .751MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	45,930
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	387,007
TALU	311,718
<b>TOTAL 440337 1</b>	<b>744,655</b>
<b>TOTAL 440337 1</b>	<b>744,655</b>

ITEM NUMBER:442123 2 PROJECT DESCRIPTION:GUNNERY ROAD AT BUCKINGHAM ROAD \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:ROUNDAABOUT  
 ROADWAY ID:12000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
-----	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	52,365
<b>TOTAL 442123 2</b>	<b>52,365</b>
<b>TOTAL 442123 2</b>	<b>52,365</b>

ITEM NUMBER:444640 1 PROJECT DESCRIPTION:SR 45 (US 41) FROM S OF HICKORY DR TO EMERSON SQUARE BLVD \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:RESURFACING  
 ROADWAY ID:12010000 PROJECT LENGTH: 2.370MI LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2022
-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	1,078,220
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	358,508
<b>TOTAL 444640 1</b>	<b>1,436,728</b>
<b>TOTAL 444640 1</b>	<b>1,436,728</b>

ITEM NUMBER:444923 1 PROJECT DESCRIPTION:ESTERO BLVD AT OLD SAN CARLOS BLVD \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC SIGNALS  
 ROADWAY ID:12000588 PROJECT LENGTH: .012MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY TOWN OF FORT MYERS BEACH	
SU	286,580
<b>TOTAL 444923 1</b>	<b>286,580</b>
<b>TOTAL 444923 1</b>	<b>286,580</b>

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ITEM NUMBER:444937 1  
 DISTRICT:01  
 ROADWAY ID:12060000

PROJECT DESCRIPTION:SR 78 FROM I-75 TO SR 31 CAPACITY STUDY  
 COUNTY:LEE  
 PROJECT LENGTH: 3.137MI

\*NON-SIS\*  
 TYPE OF WORK:PD&E/EMO STUDY  
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND  
 CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU

-16,274

**TOTAL 444937 1**

**-16,274**

**TOTAL 444937 1**

**-16,274**

ITEM NUMBER:446240 1  
 DISTRICT:01  
 ROADWAY ID:12075034

PROJECT DESCRIPTION:WRONG WAY DRIVING SIGNS BUNDLE A  
 COUNTY:LEE  
 PROJECT LENGTH: .620MI

\*SIS\*  
 TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
 LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND  
 CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

1,000

**TOTAL 446240 1**

**1,000**

**TOTAL 446240 1**

**1,000**

ITEM NUMBER:446240 2  
 DISTRICT:01  
 ROADWAY ID:12075030

PROJECT DESCRIPTION:WRONG WAY DRIVING SIGNS BUNDLE B  
 COUNTY:LEE  
 PROJECT LENGTH: .265MI

\*SIS\*  
 TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM  
 LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

FUND  
 CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

1,000

**TOTAL 446240 2**

**1,000**

**TOTAL 446240 2**

**1,000**

ITEM NUMBER:446344 1  
 DISTRICT:01  
 ROADWAY ID:12075000

PROJECT DESCRIPTION:I-75 (SR 93) FROM S OF BONITA BEACH RD TO N OF ALICO RD  
 COUNTY:LEE  
 PROJECT LENGTH: 13.882MI

\*SIS\*  
 TYPE OF WORK:RESURFACING  
 LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND  
 CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

NHPP

664,752

**TOTAL 446344 1**

**664,752**

**TOTAL 446344 1**

**664,752**



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ITEM NUMBER:447875 1  
 DISTRICT:01  
 ROADWAY ID:12060000

PROJECT DESCRIPTION:SR 78 FROM EVALENA LN TO NEW POST RD  
 COUNTY:LEE  
 PROJECT LENGTH: .635MI

\*NON-SIS\*  
 TYPE OF WORK:MEDIAN MODIFICATION  
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND  
 CODE  
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2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
 HSP

3,463

TOTAL 447875 1

3,463

TOTAL 447875 1

3,463

ITEM NUMBER:447880 1  
 DISTRICT:01  
 ROADWAY ID:12004000

PROJECT DESCRIPTION:SR 865 FROM LINDA LOMA DR TO KELLY RD  
 COUNTY:LEE  
 PROJECT LENGTH: .868MI

\*NON-SIS\*  
 TYPE OF WORK:MEDIAN MODIFICATION  
 LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND  
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2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
 HSP

1,362

TOTAL 447880 1

1,362

TOTAL 447880 1

1,362

ITEM NUMBER:447886 1  
 DISTRICT:01  
 ROADWAY ID:12020000

PROJECT DESCRIPTION:SR 80 FROM SR 31 TO BUCKINGHAM RD  
 COUNTY:LEE  
 PROJECT LENGTH: 2.492MI

\*SIS\*  
 TYPE OF WORK:MEDIAN MODIFICATION  
 LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND  
 CODE  
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2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
 HSP

1,728

TOTAL 447886 1

1,728

TOTAL 447886 1

1,728

TOTAL DIST: 01

20,155,181

TOTAL HIGHWAYS

20,155,181



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**TRANSIT**  
=====

ITEM NUMBER:440343 1  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:LEE TRAN BUS PURCHASE  
COUNTY:LEE  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
SU	1,500,000
<b>TOTAL 440343 1</b>	<b>1,500,000</b>
<b>TOTAL 440343 1</b>	<b>1,500,000</b>

ITEM NUMBER:450527 1  
DISTRICT:01  
ROADWAY ID:

PROJECT DESCRIPTION:LEE TRAN BUS PURCHASE  
COUNTY:LEE  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
GFSU	1,120,000
SU	980,000
<b>TOTAL 450527 1</b>	<b>2,100,000</b>
<b>TOTAL 450527 1</b>	<b>2,100,000</b>
<b>TOTAL DIST: 01</b>	<b>3,600,000</b>
<b>TOTAL TRANSIT</b>	<b>3,600,000</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
 OFFICE OF WORK PROGRAM  
 ANNUAL OBLIGATIONS REPORT  
 =====  
**MISCELLANEOUS**  
 =====

ITEM NUMBER:419731 1 PROJECT DESCRIPTION:HURRICANE IRMA COUNTYWIDE (12) DISASTER RECOVERY \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:EMERGENCY OPERATIONS  
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	-12,864
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17	-38,348
<b>TOTAL 419731 1</b>	<b>-51,212</b>
<b>TOTAL 419731 1</b>	<b>-51,212</b>

ITEM NUMBER:438098 1 PROJECT DESCRIPTION:SIGNAL TIMING & COORDINATION W/ LEE COUNTY AT VARIOUS LOCATIONS \*NON-SIS\*  
 DISTRICT:01 COUNTY:LEE TYPE OF WORK:TRAFFIC SIGNAL UPDATE  
 ROADWAY ID:12000000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	922
<b>TOTAL 438098 1</b>	<b>922</b>
<b>TOTAL 438098 1</b>	<b>922</b>
<b>TOTAL DIST: 01</b>	<b>-50,290</b>
<b>TOTAL MISCELLANEOUS</b>	<b>-50,290</b>

GRAND TOTAL 25,089,699

**APPENDIX E**  
**FEDERAL LANDS APPROPRIATIONS**  
(Eastern Federal Lands Highway Division)



This section of the Transportation Improvement Plan (TIP) consists of the Eastern Federal Lands Highway Division (EFLHD) FY 2023-2025 Transportation Improvement Program (TIP) developed for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. Please note that this TIP is not an all-inclusive transportation program for all Federal agencies. Rather, it is representative of those projects that are approved by the FHWA to utilize FLHP funding.

### **Funding Sources**

- Park Roads and Parkways PRP Program (PRP)
- Public Lands Highway-Forest Highway Program (PFH)
- Public Lands Highway Discretionary Program (PLH-D)
- Refuge Roads Program (RR)
- Indian Reservation Roads Program (IRR)
- Emergency Relief for Federally Owned Roads Program (ERFO)
- FLMA Funds (NPS, FS, FWS, DOD, ETC.)
- Miscellaneous Department of Transportation (DOT) Appropriations (Misc)
- Surface Transportation Program (STP)
- National Highway Systems (NHS)
- Highway Bridge Replacement and Rehabilitation Program (HBRR)

## **Transportation Improvement Program (TIP) Overview Selection Process**

### **National Park Service**

#### **Park Road and Parkway Program (PRP)**

Identified transportation projects to be funded under each funding category of the Park Roads and Parkways Program must be nominated through a call for projects and selected based on eligibility under the program and by priority, either nationwide or within the Region.

The Parks will nominate projects but the Region or Washington Support Office (WASO) will be responsible for selecting and prioritizing candidate projects. All projects utilizing FLHP funding must be submitted to the FHWA for approval. The selection processes for each Category are described as follows:

Category I: Resurfacing, Rehabilitation, Restoration (3R), and Reconstruction Projects (4R): Regions will call for and select projects on a maximum four-year cycle (3-years recommended). 4R projects shall be selected using the Choosing By Advantage (CBA) process and criteria. 3R projects are evaluated using these same broad criteria, but Regions may use other procedures other than CBA for prioritization. For more information relative to the CBA criteria visit [http://www.nps.gov/transportation/roads/manual/appendix\\_d.htm](http://www.nps.gov/transportation/roads/manual/appendix_d.htm).

For Category 1 projects, representatives from the Region, Federal Lands Highway Division (FLHD), and Parks will meet to form a selection committee to select and prioritize projects. Projects selected are summarized and forwarded to the Regional Director for approval. For eligibility guidelines visit [http://www.nps.gov/transportation/roads/manual/revise\\_cat1.htm](http://www.nps.gov/transportation/roads/manual/revise_cat1.htm).



Category II, System Completion: The WASO will call for and select projects on a four-year cycle using CBA criteria. To complete congressionally authorized parkways, projects will be selected by the WASO based on prioritized projects, congressional interest, project scheduling, and availability of funds. The Parks, Regions and FLHDs will work together to nominate projects, develop, and update a five-year program and schedule of these projects, for use by the WASO for congressional inquiries, funding legislation, and planning.

Category III, Transportation Systems Projects: The WASO will call for and select planning, construction, or procurement projects on a four-year cycle using CBA criteria. Parks identify their transportation issues generated from General Management Plans, transportation planning, engineering studies or TEA-21 'Section 3039' transits need studies for the Parks requiring further study and analysis. Parks forward their project proposals to the corresponding Regions for regional approval. Regions prioritize the projects proposals and forward a selected number of project proposals to WASO for consideration. All project proposals are then evaluated service wide by using the CBA process and Alternative Transportation Program eligibility criteria by a committee consisting of Regional Federal Lands Highway Program Coordinators and Washington office staff. For more information visit <http://www.nps.gov/transportation/alt/eval-plan.htm>

## **Fish and Wildlife Service**

### **Refuge Road Program (RRP)**

23 USC 202 (e) and 204 (k) (3) provides guidance on criteria for selection of projects to be improved under the Refuge Roads Program. Projects are selected taking into consideration the following criteria:

1. The comprehensive conservation plan for each refuge.
2. The need for access as identified through land use planning
3. The impact of land use planning on existing transportation facilities
4. The National Wildlife Refuge System Administration Act of 1966

Since the transportation act requires funding to be eligible based upon the relative needs of the various refuges, the selection process favors project items that improve the condition rating factors that help establish the needs. These factors include the road condition rating which considers the number of miles of fair, poor, and failed (deficient) roads, and the bridge condition rating.

The basic eligibility requirements were established by the Transportation Equity Act for the 21st Century (TEA-21) and are included in Title 23 - United States Code (23 USC). Section 204 of 23 USC requires that funds made available for refuge roads shall be used only to pay the cost of certain maintenance and improvement activities. Construction of new roads is not authorized by TEA-21. For more information visit the following Web page:

<http://refuges.fws.gov/roads/guidance/index.html>

The FWS Regional Offices are required to consider condition, congestion and safety in project selection, and identify any areas of specific concern to the national refuge roads coordinator. Projects related to human safety and welfare are given greater consideration. Regional Offices review all project submissions, develop five-year project lists and coordinate project proposals with the Federal Lands Highway Division Offices. The five-year lists are submitted to the Washington Office for review. The FWS provides the five-year list to the Federal Lands Highway Office for review and approval.

## **Forest Service**

### **Forest Highway Program (PFH)**

The Forest Highway Program is managed through the "tri-party" partnership of the Federal Lands Highway Divisions (FLHD), State highway agency (SHA), and the Forest Service (FS). The Federal Highway Administration (FHWA) is required to arrange and conduct annual program meetings with the FS and each SHA to jointly select the projects which will be included in the programs for the current fiscal year and at least the next 4 years (23 CFR 660). Projects included in each year's program will be selected considering the following criteria:

1. The development, utilization, protection, and administration of the National Forest System (NFS) and its resources;
2. The enhancement of economic development at the local, regional, and national level, including tourism and recreational travel;
3. The continuity of the transportation network serving the NFS and its dependent communities;
4. The mobility of the users of the transportation network and the goods and services provided;
5. The improvement of the transportation network for economy of operation and maintenance and the safety of its users;
6. The protection and enhancement of the rural environment associated with the NFS and its resources; and
7. The results for FHs from the pavement, bridge, and safety management systems.

The recommended program will be prepared and approved by the FHWA with concurrence by the FS and the SHA. Following approval, the SHA will advise any other cooperators in the State of the projects included in the final program and shall include the approved program in the State's process for development of the Statewide Transportation Improvement Program. For projects located in metropolitan areas, the FHWA and the SHA will work with the Metropolitan Planning Organizations (MPO) to incorporate the approved program into the MPO's Transportation Improvement Program.

#### **Public Lands Highways Discretionary Program (PLH)**

Each year, a memorandum is sent from the Federal Highway Administration (FHWA) Headquarters Office to the FHWA division offices requesting the submission of candidate projects for the following fiscal year's funding. The FHWA division offices provide this solicitation request to the State transportation departments, who are the only agencies that can submit candidates for this program under the provisions of 23 U.S.C. 202(b). The State transportation department coordinates with local and Federal agencies within their State to develop viable candidate projects. The State transportation department submits the candidate applications to the FHWA division office. After the division office has reviewed the submission and ensured that the submission and all applications meet the requirements, they send the applications to the

Office of Program Administration in Headquarters. The candidate project applications are reviewed and evaluated by the Office of Program Administration and an allocation plan is prepared for presentation of the candidate projects to the Office of the Federal Highway Administrator, where the final selection of projects for funding is made. Note that, often Congress specifies in the legislative process that funding be designated for specific projects. This congressional intent is honored provided that the designated projects meet the statutory eligibility criteria for the program. For more information relative to the selection criteria visit the FHWA's website at <http://www.fhwa.dot.gov/discretionary/012304a3.htm>



## FY2023-FY2026 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 12/13/2022

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Florida</b>													
FL FLAP ESCMB FER(1) Quietwater Beach Ferry Landing Site	2023	FL	Escambia	Gulf Islands National Seashore- Ft. Pickens area	Construct ferry dock with decking & access gate,	Other	FLAP	\$1,300,000	Title 23	local	Construction	FL-01	NPS-SER
FL FLAP ESCMB FER(2) Quietwater Beach Ferry Dock Safety Improvements	2023	FL	Escambia	Gulf Islands National Seashore	Safety upgrade and widening Quietwater Beach Ferry Dock.	Other	FLAP	\$1,000,000	Title 23	local	Construction	FL-01	NPS-SER
FL FLAP JKSVL A1A(1) St. Johns River Ferry Improvement	2023	FL	Duval	Timucuan Ecological & HP/Mayport Naval St	Improvements to queuing areas for bicyclists and pedestrians, parking area improvements, restroom facilities	Other	FLAP	\$1,308,840	Title 23	local	Construction	FL-04	NPS-SER
FL FLAP JKSVL TRL(1) Cedar Point Creek Pedestrian Bridge	2023	FL	Duval	Timucuan Ecological & Historic Preserve	Construct 245 foot wooden pedestrian bridge across Cedar Point Creek, Jacksonville, FL.	Trail	FLAP	\$793,429	Title 23	local	Construction	FL-04	NPS-SER
FL FLTP FW CRY(1) Replace Storm Damaged Dock	2023	FL	Citrus	Crystal River NWR	Dock became unstable due to deteriorating piling and damages sustained during Hurricane Hermine in 2016.	4R	FLTP - FWS	\$1,149,000	Title 23	FWS	Construction	FL-11	FWS-4-SE
FL FTNP CASA 305080 Replace FOMA ferry	2023	FL	St. Johns	CASA	Replace FOMA ferry	Transit	FLTP - NPS	\$120,000	Title 23	NPS	Construction	FL-06	NPS-SER
FL NP DESO 900(1) Rehabilitate DESO Rt. 0900	2024	FL	Desoto	DESO	Rehabilitate DESO Rt. 0900	3R	FLTP - NPS	\$670,123	Title 23	EFL	In design	FL-09	NPS-SER
FL FLAP 26 Crystal River NWR Headquarters Bypass Road	2025	FL	Citrus	Crystal River NWR	The project would complement capital improvements already implemented by the City, Southwest Florida Water Management District (SWFWMD), and Refuge in the local community.	3R	FLAP - EFL	\$1,700,000	Title 23	EFL	In design	FL-11	FWS-4-SE
FL FW HBS 900(1) 901(1) TRL(1) HQ/VC and Beach Parking and South and North End Boardwalks	2026	FL	Martin	Hobe Sound NWR	Rehab RT# 900, HQ/VC and RT# 901, Beach Pkg and North and South End Boardwalks.	3R	FLTP - FWS	\$1,525,500	Title 23	EFL	Planned	FL-07	FWS-4-SE
FL FW SMK TRL(1) Plum Orchard Pond Trail Boardwalks	2026	FL	Wakulla	St. Marks NWR	Replace Plum Orchard Pond Trail Boardwalks	Trail	FLTP - FWS	\$380,000	Title 23	EFL	In design	FL-02	FWS-4-SE
FL FLTP FW LHX3) Funds to develop Alternative Transportation Projects	2027	FL	Palm Beach	ARM Loxahatchee NWR	Develop Alternative Transportation Projects at refuge	Transit	FLTP - FWS	\$163,000	Title 23	FWS	Planned	FL-22	FWS-4-SE

# **APPENDIX F**

## **PROGRAMMED LOCAL GOVERNMENTS HIGHWAY IMPROVEMENTS**

This section lists programmed capacity improvements, intersection improvements, system preservation, and bicycle/pedestrian projects, as submitted by Lee County BOCC, the Cities of Bonita Springs, Cape Coral, Fort Myers and Sanibel, the Village of Estero, and the Town of Fort Myers Beach. This listing includes project limits, the project type, the amount of funding, and years for which funding is currently programmed in each of the local Capital Improvement Programs.

**SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26**

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
<b>MAJOR PROJECTS</b>														
209245	Alico Rd. Connector/Alico Rd. to SR 82 opposite Sunshine Blvd.	People-to-jobs link, Daniels Pkwy. relief NM - Core Critical	6,180,573 ROW	12,397,200 ROW/DES	0	0	10,759,314 DES/CST	0	0	10,759,314	106,540,155	135,877,242	IF 25 GT Debt	Vince Miller <a href="mailto:vmiller@leegov.com">vmiller@leegov.com</a>
206002	Bicycle/Pedestrian Facilities Annual project for facilities on existing County-maintained roads  <i>Specific Projects:</i>	Implementation of bike-ped plan, BPAC priorities, Complete Streets principals											IF/GT	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
	<i>Veterans Pkwy.SW 10th St. to Skyline Blvd.</i>	<b>2016 Priority #22</b>		40,500 DES/SUR	232,850 CST/CEI	0	0	0	0	273,350		313,850	IF22	
	<i>Veterans Pkwy.SW 3rd Pl to SW 2nd Ave</i>	<b>2016 Priority #23</b>		44,910 DES/SUR	258,225 CST/CEI	0	0	0	0	303,135		348,045	IF22	
	<i>Hancock Bridge Pkwy Orange Grove to 4055 Hancock</i>	<b>2017 Priority #4</b>			495,000 ROW DES/SUR	0	546,250 CST/CEI	0	0	1,041,250		1,041,250	IF22	
	<i>Hancock Bridge Pkwy Hunter Blvd - Orange Grove</i>	<b>2020 Priority #13</b>			137,293 DES/SUR		789,433 CST/CEI			926,726		926,726	IF22	
	<i>Plantation Daniels - Idlewild</i>	<b>2019 Priority #2</b>			0	1,369,367 DES/SUR	0	6,846,833	0	8,216,200		8,216,200	GT	
	<i>Orange River Blvd. Palm Beach Blvd. to Lorraine Dr.</i>	<b>2016 Priority #4</b>			1,354,571 DES/SUR		2,268,782 CST/CEI	0	0	3,623,353		3,623,353	GT	
	<i>Tice St. Sidewalk/South Side, Ortiz to SR 80</i>	<b>2015 Priority #2</b>		268,513 DES/SUR	1,543,947 CST/CEI	0	0	0	0	1,543,947		1,812,460	IF23	
	<i>Bell Blvd. SR 82 to Sunrise</i>	<b>2016 Priority #3</b>			623,080 DES/SUR/ROW	0	3,557,183 CST/CEI	0	0	4,180,263		4,180,263	GT	
	<i>Bell Blvd Sunrise to Joel</i>	<b>2016 Priority #3</b>			0	398,688 DES/SUR	0	2,290,078 CST/CEI	0	2,290,078		2,290,078	FDOT	
	<i>Westgate Blvd. East Lee -4th St</i>	<b>2020 Priority #3</b>			0	0	128,138 DES/SUR	0	736,799 CST/CEI	864,937		864,937	IF23	
	<i>Alico Rd. Sidewalk/North Side, RR Crossing to Quaker Ln.</i>	<b>2015 Priority #27</b>			1,139,782 DES/SUR/ROW	0	1,091,247 CST/CEI	0	0	2,231,029		2,231,029	IF24	
	<i>Pine Rd. Allaire Ln to US 41</i>	<b>2016 Priority #28</b>			0	0	135,801 DES/SUR	780,858 CST/CEI	0	916,659		916,659	IF24	
	<i>Jetport Loop Allaire Ln - US 41</i>	<b>2020 Priority #97</b>			0	138,793 DES/SUR	0	798,057 CST/CEI	0	936,850		936,850	IF24	
	<i>Pine Ridge Rd San Carlos - Summerlin</i>	<b>2020 Priority #5</b>					337,511 DES/SUR		1,940,688 CST/CEI	2,278,199		2,278,199	IF25 GT	
205724	Big Carlos Pass Bridge	Age Condition of bridge (Bridge Health Index)  Mandated	4,012,244 PD&E Study	5,008,972 PD&E Study  DES/CST	45,137,536 CST/CEI	0	0	0	0	45,137,536		54,158,752	Sanibel SURP. TOLLS DEBT	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
209248	Cape Coral Bridge WB Span Replacement	Age/condition, escalating maintenance costs Mandated	0	0	13,148,702 DES	0 DES	0	0	0	13,148,702	111,808,571 CST/CEI	124,957,273	CAPE/MP SURP. TOLLS	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
TBD	Colonial Summerlin Flyover - Midpoint Bridge	Concurrency, LOS	0	0	0	0	0	0	0	0	137,000,000	137,000,000	CAPE/MP SURP. TOLLS DEBT	TBD
200669	Corkscrew Road	Reduce congestion/wait time, Improved safety	1,825,431 DES	24,525,823 ROW/DES/MIT	1,000,000 ROW	16,068,116 CST/CEI	0	1,400,000 LS	0	18,468,116	0	44,819,370	IF25 Debt GT FDOT CON	Dave Murphy <a href="mailto:dmurphy@leegov.com">dmurphy@leegov.com</a>
205067	Estero Blvd. Improvements	Town request, congestion, infrastructure conditions, Complete Streets principals	48,370,003 PRELIM/DES CST/CEI	31,318,170 DES/CST/CEI	0	0	0	0	0	0		79,688,173	SANIBEL SURP. TOLLS	Rob Phelan <a href="mailto:rphelan@leegov.com">rphelan@leegov.com</a>

**SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26**

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
		NM - Essential											GT	
200671	Gateway at Griffin Roundabout	Improve safety without adding delay	159,603 DES	390,396 DES/ROW	3,220,000 CST/CEI	0	0	0	0	3,220,000		3,769,999	GT	Dave Murphy <a href="mailto:dmurphy@leegov.com">dmurphy@leegov.com</a>
205083	Hickory Bridge Replacements Project combines New Pass, Little Carlos and Big Hickory bridge, including demolition and disposal of the old bridges.	Age Condition of bridge (Bridge Health Index)	0	0	0	6,527,180 DES	0	0	0	6,527,180	58,485,805 CST/CEI	65,012,985	SANIBEL SURP. TOLLS	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
200637	Build two new signals on Lee Boulevard Lee Boulevard/Lee Street Traffic Signal Lee Boulevard/Joan Avenue Traffic Signal	Improve safety Intersections meet signal warrants and almost meet crash warrants	90,967 DES	609,033 DES, CST	0	0	0	0	0	0	0	14,859,999	IF22 GT FDOT	Mike Padgett <a href="mailto:mpadgett@leegov.com">mpadgett@leegov.com</a>
205028	Littleton Road	Congested Expected to worsen with Kismet/Littleton	1,048,073 Study	13,411,926 DES/ROW	0	0	0	0	0	0	400,000 LS	14,859,999	GT IF22 FDOT	Vince Miller <a href="mailto:vmiller@leegov.com">vmiller@leegov.com</a>
240613	Ortiz 4L/Colonial-MLK	Parallel reliever to I-75, access to jail and EMS, LOS per Concurrency Rpt, City tie-in of Hanson St.ext	822,102 ROW/DES	4,022,398 DES/MIT	16,519,798 CST/CEI	0	519,000 LS	0	0	17,038,798	0	21,883,298	IF23 GT BP	Rob Phelan <a href="mailto:rphelan@leegov.com">rphelan@leegov.com</a>
204072	Ortiz 4L/MLK-Luckett/Luckett-I75	Parallel relief to I-75 improve area circulation improve LOS NM - Essential	9,237,336 DES/ROW Project Mgmt	554,659 ROW	0	3,714,078 DES	0	28,474,599 CST/CEI	0	32,188,677	544,000 LS	42,524,672	IF23 GT	Rob Phelan <a href="mailto:rphelan@leegov.com">rphelan@leegov.com</a>
206759	Signal System ATMS Upgrade	Maximizes efficient use of existing capacity NM - Core Critical	5,426,932 CST & Equipment	1,464,400 CST	750,000 CST	750,000 CST	750,000 CST	750,000 CST	750,000 CST	3,750,000	0	10,641,332	GT	Mike Padgett <a href="mailto:mpadgett@leegov.com">mpadgett@leegov.com</a>
204053	Three Oaks Parkway Extension North	Extends major arterial, parallel reliever to I-75 NM - Essential	11,370,288 DES/ROW Project Mgmt	37,998,483 DES/ROW CST/CEI	22,776,619 CST/CEI	31,720,000 CST/CEI	0	1,050,000 LS	0	55,546,619	0	104,915,390	IF23,24 GIF/GT	Vince Miller <a href="mailto:vmiller@leegov.com">vmiller@leegov.com</a>
205818	Toll Interoperability	Age of equipment, rapid technology changes NM - Core Critical	502,082 CST	318,086 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	750,000	0	1,570,168	SURP. TOLLS	Sue Drotleff <a href="mailto:sdrotleff@leegov.com">sdrotleff@leegov.com</a>
200615	Toll System Replacement	Age of equipment, rapid technology changes NM - Core Critical	0	250,000 DES	0	13,000,000 CST	0	0	0	13,000,000	0	13,250,000	SURP. TOLLS	Sue Drotleff <a href="mailto:sdrotleff@leegov.com">sdrotleff@leegov.com</a>
TBD	Veterans Parkway 6L Chiquita to Skyline Boulevard	LOS per Concurrency Report	0	0	0	0	0	0	0	0	8,500,000	8,500,000	CAPE/MP SURP. TOLLS GT	TBD
<b>MAJOR MAINTENANCE PROJECTS</b>														
404683	Road Resurface/Rebuild Program	Pavement rating system, complaints, asset prot.	58,486,172 CST	4,537,799 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	4,000,000 CST	20,000,000	0	83,023,971	GT	Dirk Danley <a href="mailto:ddanley@leegov.com">ddanley@leegov.com</a>
406715	Road Resurface/Rebuild Program - Lehigh Acres	Pavement rating system, complaints, asset prot.	17,925,369 CST	6,679,949 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	5,000,000 CST	25,000,000	0	49,605,318	GIF	Dirk Danley <a href="mailto:ddanley@leegov.com">ddanley@leegov.com</a>
403304	Major Arterials Resurfacing	Paving rating system	0	1,150,000	1,150,000 CST	1,150,000 CST	1,150,000 CST	1,150,000 CST	1,150,000 CST	5,750,000	0	6,900,000	GT	Dirk Danley <a href="mailto:ddanley@leegov.com">ddanley@leegov.com</a>
405714	Master Bridge Project	Bridge conditions, asset protection Mandated	9,840,979 CST	1,652,799 CST	815,000 CST	825,000 CST	825,000 CST	825,000 CST	825,000 CST	4,115,000	0	15,608,778	GT	Avelino Cancel <a href="mailto:acancel@leegov.com">acancel@leegov.com</a>
406024	Roadway Beautification	Leescape Master Plan, RLAC priorities, community interest NM - Essential	4,992,430 LS	186,866 LS	100,000 LS	100,000 LS	100,000 LS	100,000 LS	100,000 LS	500,000	0	5,679,296	GIF	Bob DeBrock <a href="mailto:bdebrock@leegov.com">bdebrock@leegov.com</a>
406670	Signal Upgrades/Equipment Replacement	Signal equipment condition, safety Mandated	2,419,929 DES,CST	644,630 CST	350,000 CST	350,000 CST	350,000 CST	350,000 CST	350,000 CST	1,750,000	0	4,814,559	GT	Ryan Kirsch <a href="mailto:rkirsch@leegov.com">rkirsch@leegov.com</a>



**SUMMARY OF MAJOR ROAD PROJECTS PROGRAMMED BY LEE COUNTY - FY21/22-25/26**

PROJ. #	PROJECT NAME	DRIVER	FY 98-20 PRIOR EXP.	20/21 BUDGET	21/22	22/23	24/24	24/25	25/26	5-YEAR TOTAL	6-10	PROJECT TOTAL	REVENUE SOURCE	PROJECT MANAGER
406713	Master Signal Project/Major Intersections	Intersection conditions/needs NM - Core Critical	13,207,653 CST	2,905,989 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	1,500,000 CST	7,500,000	0	23,613,642	GT	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
406079	ADA Plan Implementation	Federal Law, ADA plan County ADA Transition Plan Mandated	1,109,288 DES,CST	640,710 CST	250,000 CST	250,000 CST	250,000 CST	250,000 CST	250,000 CST	1,250,000	0	2,999,998	GT	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>
406080	Roadway Lighting Upgrade	Sustainability, operating cost reduction NM - Core Critical	1,199,979 CST	1,050,021 CST	450,000 CST	450,000 CST	450,000 CST	450,000 CST	450,000 CST	2,250,000	0	4,500,000	GT	Ryan Kirsch <a href="mailto:rkirsch@leegov.com">rkirsch@leegov.com</a>
406763	Sign Replacement Program/Raised Pavement Markers	Sign conditions, safety, liability Mandated	731,192 CST	170,925 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	150,000 CST	750,000	0	1,652,117	GT	Dan Vasiloff <a href="mailto:dvasiloff@leegov.com">dvasiloff@leegov.com</a>
408944	Overhead Sign Structures Evaluation	Maintenance obligations, liability, FDOT standards Mandated	145,974 Eval	634,026 CST	130,000 CST	130,000 CST	130,000 CST	130,000 CST	130,000 CST	650,000	0	1,430,000	GT	Ryan Kirsch <a href="mailto:rkirsch@leegov.com">rkirsch@leegov.com</a>
406714	Signal Network	Need to keep the network secure NM - Essential	331,879 CST	206,333 CST	120,000 CST	120,000 CST	120,000 CST	120,000 CST	120,000 CST	600,000	0	1,138,212	GT	Rob Radford <a href="mailto:rradford@leegov.com">rradford@leegov.com</a>
400950	Traffic Signal Technology	Help drivers with real time warnings to pedestrians, bicycles and drivers using Smart Car connected vehicles	0	0	250,000	250,000	250,000	250,000	250,000	1,250,000	0	1,250,000	GT	Rob Price <a href="mailto:rprice@leegov.com">rprice@leegov.com</a>
TBD	Sidewalk Repair	Repair sidewalks countywide	0	0	1,000,000 CST	1,000,000 CST	1,000,000 CST	1,000,000 CST	1,000,000 CST	5,000,000	0	5,000,000	GT	Joey Wilson <a href="mailto:jwilson@leegov.com">jwilson@leegov.com</a>
406713	Colonial Safety Improvements US41/McGregor	Safety Improvements	0	860,000 CST	0	0	0	0	0	0	0	860,000	CAPE MP SURP/ TOLLS	Tom Marquardt <a href="mailto:tmarquardt@leegov.com">tmarquardt@leegov.com</a>

PRELIM = Preliminary Study; PD&E = Project Development & Environmental Study; DES = Design; ROW = Right-of-Way Acquisition; CST = Construction; CEI = Construction Engineering Inspection; PM = Project Management; LS = Landscaping; MIT = Mitigation  
 IF23 = Road Impact Fees from District 23; GT = Local Option Gas Taxes; FDOT = Florida Dept. of Transportation; GIF = Growth Increment Funding

**CITY OF BONITA SPRINGS**

**CAPITAL IMPROVEMENT PLAN**

**Fiscal Year 2022-2023**

Account	Project Description	Project Phase	Funding/ Revenue Source	Budgeted Capital Carryover Estimated as of 9/30/22	Fiscal Year 2022-2023	Fiscal Year 2023-2024	Fiscal Year 2024-2025	Fiscal Year 2025-2026	Fiscal Year 2026-2027	Fiscal Years 2027-2028 to 2031-2032	Total Ten Year Plan
<b>TRANSPORTATION (2nd STRATEGIC PRIORITY)</b>											
<i>Bonita Beach Road Visioning and Quadrant:</i>											
30.250.541.6317	Bonita Bch Rd/US 41 Quadrant	Design	Road Impact Fee	6,764,421	-	-	1,000,000	300,000	500,000	19,704,233	28,268,654
			<b>Project Total</b>	<b>6,764,421</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>300,000</b>	<b>500,000</b>	<b>19,704,233</b>	<b>28,268,654</b>
30.250.541.6318	Bonita Bch Rd Vision Implementation	Planning	General Fund	859,511	-	-	-	-	-	1,000,000	1,859,511
			<b>Total Bonita Beach Road Visioning and Quadrant</b>	<b>7,623,932</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>300,000</b>	<b>500,000</b>	<b>20,704,233</b>	<b>30,128,165</b>
<i>Sidewalks and Multi-Use Pathways:</i>											
30.250.541.6320	Multi-Use Pathways & Sidewalks	Planning	Road Impact Fee	-	750,000	-	550,000	75,000	-	1,600,000	2,975,000
			Grant - CDBG	300,000	300,000	200,000	300,000	300,000	-	1,500,000	2,900,000
			Park Impact Fee	-	-	-	-	-	-	1,000,000	1,000,000
			<b>Project Total</b>	<b>300,000</b>	<b>1,050,000</b>	<b>200,000</b>	<b>850,000</b>	<b>375,000</b>	<b>-</b>	<b>4,100,000</b>	<b>6,875,000</b>
30.250.541.6323	W. Terry St. Multi-Use Pathway	Construction	General Fund	174,715	-	-	-	-	-	-	174,715
			Gas Tax	899,988	-	-	-	-	-	-	899,988
			Park Impact Fee	697,579	-	-	-	-	-	-	697,579
			Road Impact Fee	-	899,988	-	-	-	-	-	899,988
			<b>Project Total</b>	<b>1,772,282</b>	<b>899,988</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,672,270</b>
30.250.541.6324	Sun Trail (Rails to Trails)	Planning	Park Impact Fee	50,000	-	-	-	-	-	-	50,000
			Road Impact Fees	4,938,995	-	-	-	-	-	-	4,938,995
			<b>Project Total</b>	<b>4,988,995</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,988,995</b>
30.250.541.6327	Goodwin Street Sidewalk & Drainage	Design	Gas Tax	552,777	-	-	-	-	-	-	552,777
			General Fund	1,492,220	-	821,924	-	-	-	-	2,314,144
			Road Impact Fees	407,742	2,807,300	-	-	-	-	-	3,215,042
			<b>Project Total</b>	<b>2,452,739</b>	<b>2,807,300</b>	<b>821,924</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,081,963</b>
30.250.541.6300	Minor Road, Sidewalk & Drainage Improvements	Recurring	General Fund	385,416	350,000	350,000	-	-	-	-	1,085,416
			Gas Tax	2,087	-	-	350,000	350,000	350,000	1,750,000	2,802,087
			<b>Project Total</b>	<b>387,503</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>1,750,000</b>	<b>3,887,503</b>
30.250.541.6331	Pine Ave. Multi-use Pathway	Design	Road Impact Fees	-	-	-	-	-	-	858,130	858,130
30.250.541.6333	Bonita Dr Pathway-Old 41 to Streetsboro Ln	Completed	Park Impact Fee	48,769	-	-	-	-	-	-	48,769
			Road Impact Fee	292,574	-	-	-	-	-	-	292,574
			General Fund	23,677	-	-	-	-	-	-	23,677
			<b>Project Total</b>	<b>365,020</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>365,020</b>
30.250.541.6334	Maddox Lane Sidewalk	Construction	Road Impact Fee	77,674	-	-	-	-	-	-	77,674
			<b>Project Total</b>	<b>77,674</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>77,674</b>

**CAPITAL IMPROVEMENT PLAN**

**Fiscal Year 2022-2023**

Account	Project Description	Project Phase	Funding/ Revenue Source	Budgeted Capital Carryover Estimated as of 9/30/22	Fiscal Year 2022-2023	Fiscal Year 2023-2024	Fiscal Year 2024-2025	Fiscal Year 2025-2026	Fiscal Year 2026-2027	Fiscal Years 2027-2028 to 2031-2032	Total Ten Year Plan
30.250.541.6336	Imperial Shores Blvd Sidewalk	Construction	Road Impact Fee	962,808	550,067	-	-	-	-	-	1,512,875
			Gas Tax	314,538							314,538
			BSU	249,902							249,902
			General Fund	-							-
			<b>Project Total</b>	<b>1,527,248</b>	<b>550,067</b>	-	-	-	-	<b>2,077,315</b>	
30.250.541.6337	Dean Street Path & Sidewalk	Planning	General Fund	141,843	-	-	-	-	-	-	141,843
			Road Impact Fee	-						2,624,892	2,624,892
			<b>Project Total</b>	<b>141,843</b>	-	-	-	-	-	<b>2,624,892</b>	<b>2,766,735</b>
30.250.541.6338	W. Terry Street South Sidewalk	Design	Road Impact Fees	109,867	330,410	500,000	755,660	2,500,000			4,195,937
			General Fund	-	-	-	-	-	-		
			<b>Project Total</b>	<b>109,867</b>	<b>330,410</b>	<b>500,000</b>	<b>755,660</b>	<b>2,500,000</b>			<b>4,195,937</b>
30.250.541.6345	Cockleshell Sidewalk	Construction	Park Impact Fee	49,342	-	-	-	-			49,342
30.250.541.6346	Old 41 & Strike Lane Intersection Improvements	Planning	Road Impact Fees	48,995	830,918	-	-	-			879,913
30.250.541.6347	Old 41 & BB Rd Quadrant	Planning	Road Impact Fees	4,320,030	339,260	339,260	-	-		5,201,900	10,200,450
30.250.541.6348	Rosemary Drive	Planning	Road Impact Fees	364,210	1,166,580	1,166,580	-	-			2,697,370
30.250.541.6364	E. Terry Street Multi-use Pathway	Planning	Grant - CDBG	-	16,833,197	-	-	-			16,833,197
<b>Total Sidewalks and Multi-Use Pathways</b>				<b>16,905,747</b>	<b>25,157,720</b>	<b>3,377,764</b>	<b>1,955,660</b>	<b>3,225,000</b>	<b>350,000</b>	<b>14,534,922</b>	<b>65,506,813</b>
30.250.541.6308	Asphalt Overlays	Recurring	Gas Tax	500,000	500,000	200,000	125,000	125,000	200,000	750,000	2,400,000
30.250.541.6319	Roadway Restriping	Recurring	Gas Tax	189,343	250,000	188,990	188,990	100,000	100,000	944,940	1,962,263
30.250.541.6328	Decorative Street Lights conversion to LED	Construction	Gas Tax	29,892	-	-	-	-			29,892
30.250.541.6342	Traffic Calming	Construction	Gas Tax	90,000	50,000	15,000	15,000	50,000	50,000	250,000	520,000
30.250.541.6343	Bridge Maintenance	Recurring	Gas Tax	249,518	300,000	400,000	50,000	50,000	50,000	300,000	1,399,518
30.250.541.6349	Forrester Drive Drainage	Planning	General fund	10,080	-	-	-	-			10,080
			Gas Tax	314,538	-	-	-	-			314,538
			<b>Project Total</b>	<b>324,618</b>	-	-	-	-			<b>324,618</b>
30.250.541.6357	Old 41 Bike Ped Improv. Terry	Planning	General Fund	-	100,000	541,612	3,014,618	4,500,000	1,629,235		9,785,465
30.250.541.6358	Paradise Road Bike Ped Improvements	Planning	Road Impact Fees	-	100,000	200,000	663,675	5,000,000	6,163,675	806,513	12,933,863
<b>Total Transportation</b>				<b>\$ 25,913,050</b>	<b>\$ 26,457,720</b>	<b>\$ 4,923,366</b>	<b>\$ 7,012,943</b>	<b>\$ 13,350,000</b>	<b>\$ 9,042,910</b>	<b>\$ 38,290,608</b>	<b>\$ 124,990,597</b>

# ASSET MANAGEMENT PROGRAM

## CITY OF CAPE CORAL

### Capital Projects- Non Recurring

Department	Funding Source	Description	2023 Adopted	2024 Forecasted	2025 Forecasted	2026 Forecasted	2027 Forecasted	2028 Forecasted
CRA	CRA - TIF Tax	Founders Park	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
		Operating Costs	-	-	-	-	-	-
		Property Acquisition	398,799	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
Fire	Fire Impact Fees	Sidewalks Miramar	413,200	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Everest Boat Lift Compound	80,520	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
	Fire Operations Fund	Fire Training Facility	6,236,650	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Training Facility Phase 2	-	515,000	3,090,000	-	-	-
		Operating Costs	-	-	98,337	-	-	-
		Training Facility Phase 3	-	-	-	-	721,000	6,180,000
		Operating Costs	-	-	-	-	-	-
Govt Services	General Fund	Fire Headquarters/EOC	-	-	-	-	-	3,090,000
		Operating Costs	-	-	-	-	-	-
		Fire Station #13	5,406,060	-	-	-	-	-
		Operating Costs	422,117	323,221	354,941	-	-	-
Parks & Rec	General Fund	Fire Station 10	1,000,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		City Fiber and Wireless	2,197,687	2,534,297	2,323,742	2,323,742	2,323,742	-
		Operating Costs	-	-	-	-	-	-
		Aquatic/Community Center	400,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Coral Oaks Renovation (Clubhouse, Course, Range)	-	1,596,500	15,635,400	-	-	-
		Operating Costs	-	-	75,000	161,800	176,242	-
		D&D Marina Construction	-	-	-	-	10,300,000	-
		Operating Costs	-	-	-	-	-	-
Police	Police Impact Fees	Jaycee Park Shoreline	-	2,575,000	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Oasis Football Field Design	800,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
Public Works	5 Cent Gas Tax	Pocket Parks - Boat Ramps	100,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Skate Park Building Replacement	1,236,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
Police	Police Impact Fees	Police Training Facility	7,107,000	-	-	-	-	-
		Operating Costs	162,500	165,750	169,065	172,446	340,643	-
		N3 UEP Nonassessed Transport Improvements	-	15,759,000	-	-	-	-
		Operating Costs	-	-	-	-	-	-
Public Works	5 Cent Gas Tax	N4 UEP Nonassessed Transport Improvements	-	-	-	16,074,180	-	-
		Operating Costs	-	-	-	-	-	-
		N5 UEP Nonassessed Transport Improvements	-	-	-	-	-	16,395,664
		Operating Costs	-	-	-	-	-	-

# ASSET MANAGEMENT PROGRAM

## Capital Projects- Non Recurring- Continued

Department	Funding Source	Description	2023 Adopted	2024 Forecasted	2025 Forecasted	2026 Forecasted	2027 Forecasted	2028 Forecasted	
Public Works	6 Cent Gas Tax	N1 UEP Nonassessed Transport Improvements	12,550,647	-	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	General Fund	North 2 UEP 2nd Paving ADS	Operating Costs	275,000	275,000	275,000	275,000	275,000	275,000
			Operating Costs	-	-	-	-	-	-
		CTAC-Median Improvements	Operating Costs	2,000,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		Fleet Building	Operating Costs	10,300,000	15,450,000	-	-	-	-
			Operating Costs	-	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000
		Intersection Improvements	Operating Costs	2,000,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		Pine Island PD&E	Operating Costs	2,250,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
	Road Impact Fees	Sidewalks - additional School area	Operating Costs	2,500,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		Andalusia Blvd (Industrial Park to Jacaranda) 4 lane	Operating Costs	8,343,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		N1 NE 24th Ave (Kismet to Diplomat) 2 to 3 lane	Operating Costs	-	10,279,400	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		NE 24th Ave (Diplomat to Pine Island) 2 to 3 lane	Operating Costs	-	5,407,500	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		N1 UEP Nonassessed Stormwater	Operating Costs	12,876,277	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
N3 UEP Nonassessed Stormwater	Operating Costs	-	18,385,500	-	-	-	-		
	Operating Costs	-	-	-	-	-	-		
N4 UEP Nonassessed Stormwater	Operating Costs	-	-	-	18,753,210	-	-		
	Operating Costs	-	-	-	-	-	-		
N5 UEP Nonassessed Stormwater	Operating Costs	-	-	-	-	-	19,128,274		
	Operating Costs	-	-	-	-	-	-		
Utilities	Irrigation CIAC	IRR-17 Reuse River Crossing	250,000	-	-	-	-	-	
		Operating Costs	-	-	-	-	-	-	
	W&S Spec Assmt	North 1 UEP Water, Sewer, Irrigation C&D	Operating Costs	32,960,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		North 1 UEP Water, Sewer, Irrigation Transmission	Operating Costs	18,540,000	-	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		North 3 UEP Water, Sewer, Irrigation C&D	Operating Costs	3,956,805	136,381,243	-	-	-	-
			Operating Costs	-	-	-	-	-	-
		North 3 UEP Water, Sewer, Irrigation Transmission	Operating Costs	5,407,886	76,714,449	-	-	-	-
			Operating Costs	-	-	-	-	-	-
North 4 UEP Water, Sewer, Irrigation C&D	Operating Costs	-	-	8,361,031	118,147,520	-	-		
	Operating Costs	-	-	-	-	-	-		

# ASSET MANAGEMENT PROGRAM

## Capital Projects- Non Recurring- Continued

Department	Funding Source	Description	2023 Adopted	2024 Forecasted	2025 Forecasted	2026 Forecasted	2027 Forecasted	2028 Forecasted
Utilities	W&S Spec Assmt	North 4 UEP Water, Sewer, Irrigation Transmission	-	-	4,703,080	66,457,980	-	-
		Operating Costs	-	-	-	-	-	-
		North 5 UEP Water, Sewer, Irrigation C&D	-	-	-	-	8,665,877	116,989,336
		Operating Costs	-	-	-	-	-	-
		North 5 UEP Water, Sewer, Irrigation Transmission	-	-	-	-	4,874,555	65,806,501
		Operating Costs	-	-	-	-	-	-
	Water & Sewer Fund	ADM-56 US 41 Conveyance	6,000,000	6,000,000	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		Country Club Pipe Replacement	-	-	-	10,000,000	-	-
		Operating Costs	-	-	-	-	-	-
		Gleason Parkway WAS & FO	2,700,000	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		North 1 UEP Fiber Conduit	4,572,586	-	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		North 3 UEP Fiber Conduit	-	4,727,700	-	-	-	-
		Operating Costs	-	-	-	-	-	-
		North 4 UEP Fiber Conduit	-	-	-	4,822,357	-	-
		Operating Costs	-	-	-	-	-	-
		North 5 UEP Fiber Conduit	-	-	-	-	-	4,918,699
		Operating Costs	-	-	-	-	-	-
	North Util Complex Admin Bld	-	-	1,200,000	6,000,000	4,000,000	-	
	Operating Costs	-	-	-	-	-	-	
	NRO-6 Perimeter Wall	1,000,000	-	-	-	-	-	
	Operating Costs	-	-	-	-	-	-	
	Pine Island Corridor	7,500,000	30,000,000	-	-	-	-	
	Operating Costs	-	-	-	-	-	-	
	Veterans Pkwy Transmission	1,000,000	5,000,000	5,000,000	-	-	-	
	Operating Costs	-	-	-	-	-	-	
	Viscaya Water Line Replacement- Nicholas Pkwy to Del Prado	-	7,300,000	-	-	-	-	
	Operating Costs	-	-	-	-	-	-	
	WRC-7 Rehab Master LS 200	1,500,000	300,000	-	-	-	-	
	Operating Costs	-	-	-	-	-	-	
<b>Grand Total</b>			<b>\$ 164,492,734</b>	<b>\$ 341,489,560</b>	<b>\$ 43,085,596</b>	<b>\$ 244,988,235</b>	<b>\$ 33,477,059</b>	<b>\$ 234,583,474</b>

## Capital Projects-Recurring

Department	Funding Source	Description	2023 Adopted	2024 Forecasted	2025 Forecasted	2026 Forecasted	2027 Forecasted	2028 Forecasted
Public Works	5 Cent Gas Tax	Median Curbing	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
		Sidewalks - additional costs not covered by grants	300,000	300,000	300,000	300,000	300,000	300,000
	General Fund	Community Beautification / Median Landscape	312,000	312,000	312,000	312,000	312,000	312,000
	Stormwater	Environmental Projects	100,000	100,000	100,000	100,000	100,000	100,000
<b>Grand Total</b>			<b>\$ 912,000</b>	<b>\$ 912,000</b>	<b>\$ 912,000</b>	<b>\$ 912,000</b>	<b>\$ 912,000</b>	<b>\$ 912,000</b>

Capital Improvement Program - FY 2022-2023									
	Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Roadway Improvements</b>									
1	Corkscrew Rd Paths, Landscaping & Street Lighting	\$ 13,663,100	RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1			GF	\$ 5,441,000	\$ 4,485,900	\$ -	\$ -	\$ -	\$ 9,926,900
1			LDOT		\$ 3,046,200	\$ -	\$ -	\$ -	\$ 3,046,200
2	River Ranch Road Improvements (Drainage, Road, Bike/Ped)	\$ 5,827,100	RIF	\$ 2,948,350	\$ -	\$ -	\$ -	\$ -	\$ 2,948,350
2			GF	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
2			GT	\$ 1,227,000	\$ -	\$ -	\$ -	\$ -	\$ 1,227,000
3	Broadway W. Phase 1 Improvements (US41-Breckenridge)	\$ 2,615,000	GT	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ 900,000
3	(Road, Bike/Ped, Drainage)		RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3			GF	\$ -	\$ 972,900	\$ -	\$ 742,100	\$ -	\$ 1,715,000
4	Broadway W. Phase 2 Improvements (Breckenridge-Pine Tree Ln.)(Road, Bike/Ped, Drainage)	\$ 2,463,200	GT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Williams Road Widening (US41 - Via Coconut)	\$ 4,429,300	RIF	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
5			GT	\$ 267,500	\$ -	\$ -	\$ -	\$ -	\$ 267,500
6	Via Coconut Point Extension (South)	\$ 2,784,600	RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)				\$ 11,983,850	\$ 5,458,800	\$ -	\$ 1,642,100	\$ -	\$ 19,084,750

Capital Improvement Program - FY 2022-2023									
	Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Intersection Improvements</b>									
1	US-41 - Pelican Colony Traffic Signal	\$ 960,000	Developer	\$ 828,000	\$ -	\$ -	\$ -	\$ -	\$ 828,000
2	Williams Road-Atlantic Gulf Drive Intersection	\$ 3,757,800	RIF	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
2			GT	\$ 460,000	\$ -	\$ 2,389,600	\$ -	\$ -	\$ 2,849,600
2			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Corkscrew Rd-Three Oaks Pkwy. Intersection Improvements	\$ 428,000	LDOT	\$ -	\$ 428,000	\$ -	\$ -	\$ -	\$ 428,000
4	US41-Coconut Road Intersection Improvements	\$ 746,400	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	US41-Williams Rd Intersection Improvements	\$ 288,500	RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5			GT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Coconut Road - Coconut Shores Roundabout	\$ 879,400	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6			RIF	\$ -	\$ 144,300	\$ -	\$ -	\$ -	\$ 144,300
6			GT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	US41-Pelican Sound Intersection Improvements	\$ 1,257,900	Developer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	US41-Corkscrew Rd Intersection Improvements	\$ 510,300	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Coconut Road - Meadowbrook Roundabout	\$ 960,500	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9			RIF	\$ -	\$ -	\$ -	\$ 155,900	\$ -	\$ 155,900
9			GT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10	North Point Railroad Crossing	\$ 250,000	RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	Coconut Road - El Dorado Roundabout	\$ 1,022,400	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11			GT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11			GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)				\$ 460,000	\$ 144,300	\$ 2,989,600	\$ 155,900	\$ -	\$ 3,749,800

Capital Improvement Program - FY 2022-2023									
	Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Bike-Pedestrian Improvements</b>									
1	Coconut Road Crosswalks	\$ 252,800	GF	\$ 177,800	\$ -	\$ -	\$ -	\$ -	\$ 177,800
2	Williams Road Bike-Ped Improvements (East of Via Coconut)	\$ 5,348,300	GF		\$ 2,384,150	\$ -	\$ -	\$ -	\$ 2,384,150
2			RIF	\$ 2,914,150	\$ 290,000	\$ -	\$ -	\$ -	\$ 3,204,150
3	Intersection Safety Improvement Study	\$ 110,000	GF	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
4	Sandy Lane & Broadway E Bike-Ped Improvements	\$ 3,951,510	GF	\$ 483,480	\$ -	\$ -	\$ -	\$ -	\$ 483,480
4			RIF	\$ 1,572,900	\$ 1,572,900	\$ -	\$ -	\$ -	\$ 3,145,800
5	Corkscrew Road Shared Use Path (3Oaks-Sandy)	\$ 7,175,600	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Coconut Rd Sidewalk (Oakwild to Via Coconut)	\$ 833,600	GF	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
6			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6			FDOT	\$ -	\$ -	\$ 330,000	\$ -	\$ 353,600	\$ 683,600
7	Coconut Sidewalk (Via Coconut to U S41)	\$ 570,600	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7			FDOT	\$ -	\$ -	\$ -	\$ 190,000	\$ -	\$ 190,000
8	Corkscrew Shared Use Path (Koreshan to U S 41)	\$ 624,600	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8			FDOT	\$ -	\$ -	\$ -	\$ 190,000	\$ -	\$ 190,000
9	Corkscrew Palms Blvd. Sidewalks	\$ 109,800	County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Capital Improvement Program - FY 2022-2023									
	Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
10	Via Coconut Point Roundabouts Improvements	\$ 1,278,200	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10			FDOT	\$ -	\$ -	\$ 524,000	\$ -	\$ 754,200	\$ 1,278,200
11	Corkscrew Rd Bike-Ped Improvements (E of US41)	\$ 14,682,500	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11			Lee County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Coconut Rd Shared Use Path	\$ 2,175,800	GF	\$ -	\$ -	\$ 313,300	\$ -	\$ 1,862,500	\$ 2,175,800
12			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Williams Rd West Bike-Ped Improvements (West of US41)	\$ 1,920,600	GF	\$ -	\$ -	\$ -	\$ -	\$ 303,600	\$ 303,600
13			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14	Broadway E. Shared Use Path (Sandy Ln to Three Oaks & Estero Pkwy)	\$ 3,292,700	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
14			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15	SUN Trail Estero Parkway South	\$ 7,139,500	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
15			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16	SUN Trail Estero Parkway North	\$ 5,773,800	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17	FPL Shared Use Path (East I-75)	\$ 2,396,300	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	Utility Shared Use Path (West US 41)	\$ 5,221,700	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18			RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)				\$ 5,258,330	\$ 4,247,050	\$ 313,300	\$ -	\$ 2,316,100	\$ 12,134,780



**Capital Improvement Program - FY 2022-2023**

Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Landscaping Improvements</b>								
1 US41 Median Landscaping	\$ 540,000	FDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1 US41 Median Landscaping		GF	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ 540,000
2 US-41 Monument Signs	\$ 552,000	GF	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ 480,000
3 I-75 Monument Signs	\$ 816,000	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 Three Oaks Parkway Monument Signs	\$ 492,000	GF	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ 420,000
5 Ben Hill Griffin Monument Sign	\$ 276,000	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 Corkscrew Road Monument Sign	\$ 276,000	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 Via Coconut Point Landscape Improvements (Williams - Coconut)	\$ 5,624,300	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8 Ben Hill Griffin Pkwy Landscape Improvements	\$ 2,274,000	GF	\$ 2,094,000	\$ -	\$ -	\$ -	\$ -	\$ 2,094,000
9 I-75 Landscaping	\$ 1,680,000	FDOT	\$ 825,000	\$ -	\$ -	\$ -	\$ -	\$ 825,000
9 I-75 Landscaping		GF	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
10 US41 Shoulder Landscape Improvements	\$ 4,448,800	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11 Three Oaks Parkway Landscape Improvements (Excluding Brooks)	\$ 4,009,400	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 Corkscrew Road Landscape Improvements West (US-41 to I-75)	\$ 4,208,000	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)			\$ 3,634,000	\$ -	\$ -	\$ -	\$ -	\$ 3,634,000

**Capital Improvement Program - FY 2022-2023**

Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Parks &amp; Recreation</b>								
1 Estero on the River Master Plan	\$ 252,000	GF	\$ 252,000	\$ -	\$ -	\$ -	\$ -	\$ 252,000
2 Estero Community Park Expansion Master Plan	\$ 150,000	GF	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
3 Estero Community Park Improvements	\$ 24,725,900	Partner	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Estero Community Park Improvements		PIF	\$ 600,000	\$ -	\$ 300,000	\$ -	\$ -	\$ 900,000
3 Estero Community Park Improvements		RIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Estero Community Park Improvements		GF	\$ 4,950,000	\$ 1,600,000	\$ 2,800,000	\$ -	\$ -	\$ 9,350,000
4 Estero on the River Improvements	\$ 4,700,000	GF	\$ 2,250,000	\$ -	\$ 2,200,000	\$ -	\$ -	\$ 4,450,000
4 Estero on the River Improvements		PIF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)			\$ 8,202,000	\$ 1,600,000	\$ 5,300,000	\$ -	\$ -	\$ 15,102,000

Project Name	Estimated Project Cost	Funding Source	Budget FY 22-23	Budget FY 23-24	Budget FY 24-25	Budget FY 25-26	Budget FY 26-27	Total Cost
<b>Stormwater Improvements</b>								
1 Estero River North Branch Drainage Improvements	\$ 2,072,300	GF	\$ 1,964,250	\$ -	\$ -	\$ -	\$ -	\$ 1,964,250
3 Estero River Sediment Removal (West of US 41)	\$ 2,705,500	GF	\$ 30,000	\$ -	\$ -	\$ 2,556,400	\$ -	\$ 2,586,400
4 Estero River Sediment Removal (Railroad to Sandy Ln)	\$ 766,800	GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5 Villagio-Estero Pkwy Drainage Improvements	\$ 2,050,500	Estero/Lee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 US-41 Drainage Improvements Design (Williams Corkscrew)	\$ 72,000	FDOT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Estero Sub-total (all funding sources)			\$ 1,994,250	\$ -	\$ -	\$ 2,556,400	\$ -	\$ 4,550,650

**CITY OF FORT MYERS**  
**CIP FY2023-2027**

Ward	Category	Funding Source	Project Name	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Five Year Total
1	City Structures	Future Debt	Cemetery Galilee Way Bridge Rehab	-	-	200,000	-	-	200,000
1	City Structures	Future Debt	Cemetery Repaving	-	-	286,000	286,000	286,000	858,000
4	City Structures	Future Debt	City Hall Asbestos Removal	-	-	-	-	424,000	424,000
2	City Structures	Line of Credit	Dr Ella Piper Building	-	500,000	-	-	-	500,000
4	City Structures	2018 Bonds	Edison Restaurant Repairs, Improvements and Compliance	700,000	-	-	-	-	700,000
2	City Structures	Solid Waste Fund	PW Utility Vehicle Wash Station	-	-	-	700,000	-	700,000
2	City Structures	Future Debt	PWC Fencing	-	-	-	-	750,000	750,000
All	City Structures	Line of Credit	City Welcome Signs	400,000	-	-	-	-	400,000
4	City Structures	Parking Fund	City of Palms Parking Garage Improvements	100,000	1,600,000	-	-	-	1,700,000
1	City Structures	Grants	Shady Oaks Renovation	2,400,000	-	-	-	-	2,400,000
2	City Structures	Solid Waste Fund	Solid Waste Office Building	150,000	600,000	-	-	-	750,000
-	<b>City Structures Total</b>			<b>3,750,000</b>	<b>2,700,000</b>	<b>486,000</b>	<b>986,000</b>	<b>1,460,000</b>	<b>9,382,000</b>
1	Infrastructure	Line of Credit	Expansion of Calvary Gardens- Phase II	432,000	-	-	-	-	432,000
2	Infrastructure	Line of Credit	Junkyard Buyout	1,500,000	-	-	-	-	1,500,000
2	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Junkyard Buyout	500,000	-	-	-	-	500,000
3	Infrastructure	Street Maintenance Fund	Maravilla Street Lighting Improvements	-	57,500	-	-	-	57,500
4	Infrastructure	Future Debt	McGregor Traffic Safety Improvements	-	750,000	750,000	-	-	1,500,000
2,4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Riverwalk Connections	-	-	-	1,000,000	-	1,000,000

## CIP FY2023-2027

Ward	Category	Funding Source	Project Name	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Five Year Total
3	Infrastructure	Bank Note - Special Assessment Distr.	Serena Park Subdivision	1,600,000	3,000,000	3,000,000	-	-	7,600,000
2	Infrastructure	Fleet Fund	Underground Fuel Tanks Replacement	-	575,000	-	-	-	575,000
3,4	Infrastructure	Road Impact Fees	Carroll Canal Box Culvert - US41-TenMile	600,000	4,000,000	4,000,000	-	-	8,600,000
5	Infrastructure	Road Impact Fees	Challenger Blvd Extension - Colonial to Winkler	850,000	1,200,000	5,500,000	5,000,000	-	12,550,000
2	Infrastructure	Road Impact Fees	Dani Drive Extension	-	100,000	-	-	-	100,000
2	Infrastructure	Line of Credit	Dora Street Improvements	-	550,000	-	-	-	550,000
2	Infrastructure	Road Impact Fees	Edison Extension - Arcadia to Ortiz	1,700,000	5,000,000	2,000,000	-	-	8,700,000
4	Infrastructure	2006 Bonds	Edison Park Elementary Sidewalk	39,600	-	-	-	-	39,600
4	Infrastructure	FDOT	Edison Park Elementary Sidewalk	151,100	-	-	-	-	151,100
4	Infrastructure	Road Impact Fees	Edison Realign/Virginia-Cleveland-Cortez	3,900,000	-	-	-	-	3,900,000
1,4	Infrastructure	Future Debt	First & Second St Improvements - Fowler to Seaboard - Phase II	-	500,000	-	-	7,936,000	8,436,000
3	Infrastructure	Line of Credit	Hanson Street/Work Drive Intersection Traffic Signal	350,000	1,000,000	-	-	-	1,350,000
4	Infrastructure	5-Cent Fuel Tax Fund	Hill Avenue/Combined Network Shared Use Path	100,000	-	-	-	-	100,000
4	Infrastructure	Line of Credit	Hill Avenue/Combined Network Shared Use Path	-	750,000	-	-	-	750,000
3,5	Infrastructure	FDOT	J. Yarborough Linear Pk IV Feasibility	-	-	-	5,563,800	-	5,563,800
3,4	Infrastructure	New Market Tax Credits	Midtown Streetscape Improvements	1,977,237	-	-	-	-	1,977,237
3,4	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	Midtown Streetscape Improvements	-	2,500,000	5,500,000	3,000,000	-	11,000,000
4	Infrastructure	Sidewalk Construction Fund	Sidewalks (Phase III, IV Utility Improvements)	167,000	-	-	-	-	167,000

## CIP FY2023-2027

Ward	Category	Funding Source	Project Name	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Five Year Total
4	Infrastructure	Road Impact Fees	Sidewalks (Phase III, IV Utility Improvements)	-	460,000	230,000	230,000	-	920,000
3,4	Infrastructure	2006 Bonds	South Street Sidewalk	9,500	-	-	-	-	9,500
3,4	Infrastructure	2014 Bonds	South Street Sidewalk	14,000	-	-	-	-	14,000
3,4	Infrastructure	FDOT	South Street Sidewalk	390,000	-	-	-	-	390,000
6	Infrastructure	Future Debt	Treeline Avenue/Plantation Gardens Traffic Signal	-	150,000	1,000,000	-	-	1,150,000
3,4,5	Infrastructure	CRA with funds on deposit within the Community Redevelopment Trust fund	US 41 Landscape Improvements	500,000	-	-	-	-	500,000
1,2	Infrastructure	Road Impact Fees	Veronica Shoemaker Improvement - Michigan to SR 80.	400,000	-	925,000	3,000,000	-	4,325,000
2,3,5	Infrastructure	Line of Credit	Winkler Avenue Corridor Improvements - Metro to Colonial	700,000	2,100,000	-	-	-	2,800,000
2,5	Infrastructure	Road Impact Fees	Winkler/Challenger Roundabout	550,000	-	-	-	-	550,000
-	<b>Infrastructure Total</b>			<b>16,430,437</b>	<b>22,692,500</b>	<b>22,905,000</b>	<b>17,793,800</b>	<b>7,936,000</b>	<b>87,757,737</b>



PROJECT DESCRIPTION		FUNDING SOURCE					
		2023	2024	2025	2026	2027	5-YR TOTAL
<b>Roadway Improvements</b>							
<i>Old San Carlos Repaving</i>							
	Impact Fees	\$ 125,000.00					\$ 125,000
	Gas Taxes						\$ -
	Grants - LAP						\$ -
	General Revenue						\$ -
<b>Stormwater Improvements</b>							
<i>Swale Reclamation</i>		Construct.	Construct.	Construct.	Construct.		
	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue						\$ -
	Stormwater Utility	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000		\$ 600,000
<b>Water Improvements</b>							
<i>Waterline Replacement</i>				Construct.	Construct.		\$ -
	LCU						\$ -
	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue						\$ -
	Water Utility			\$ 5,000,000	\$ 6,000,000		\$ 11,000,000
	Stormwater Utility						\$ -
<b>Multi-Purpose Infrastructure</b>							
<i>Tier 1 Streets</i>		Construct.	Construct.				\$ -
	LCU	\$ 335,530					\$ 335,530
	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants	\$ 536,513	\$ 500,000				\$ 1,036,513
	General Revenue						\$ -
SRF Funding	Water Utility	\$ 5,391,200					\$ 5,391,200
SRF Funding	Stormwater Utility	\$ 3,310,514	\$ 1,098,756				\$ 4,409,270
<i>Bay Oaks Redevelopment</i>		Construct.					
Site work, Building, Front Parcel	Impact Fees	\$ 200,000					\$ 200,000
	Gas Taxes						\$ -
	Grants	\$ 1,000,000					\$ 1,000,000
	General Revenue						\$ -
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan	\$ 8,800,000					\$ 8,800,000
<i>Times Square Redevelopment</i>		Construct.					
Utilities, Pavers, Furnishings	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue	\$ 1,000,000					\$ 1,000,000
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan	\$ -					\$ -
<i>Mooring Field Expansion/Upland Services</i>							
	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue	\$ 100,000					\$ 100,000
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan						\$ -



**CAPITAL IMPROVEMENT PLAN**

PROJECT DESCRIPTION		FUNDING SOURCE					
		2023	2024	2025	2026	2027	5-YR TOTAL
<b>Lighting Improvements</b>							
<i>Estero Boulevard Lighting</i>							
	Impact Fees	\$ 100,000					\$ 100,000
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue						\$ -
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan						\$ -
<i>Old San Carlos Lighting</i>							
	Impact Fees	\$ 100,000					\$ 100,000
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue						\$ -
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan						\$ -
<b>Landscaping Improvements</b>							
<i>Estero Boulevard Landscaping</i>							
	Impact Fees						\$ -
	Gas Taxes						\$ -
	Grants						\$ -
	General Revenue	\$ 100,000					\$ 100,000
	Water Utility						\$ -
	Stormwater Utility						\$ -
	Bank Loan						\$ -

# CAPITAL IMPROVEMENT PLAN - FIVE YEAR SCHEDULE BY DEPARTMENT/FUND

			FY 2022			FY 2023								
Fund Dept.			Adopted Budget	Amended Budget	Estimated Actual	Carry Forward From Prior	New Funding Required	Total Budget FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 5 Year CIP Plan	
<i>Public Works (Improvements)</i>														
BEACH PARKING FUND	470	4100	Shared use path repairs and widenings	150,000	150,000	150,000	-	150,000	150,000	150,000	150,000	150,000	750,000	
	470	4100	Dune Walkover Repairs (TDC Grant # 401897)	-	-	-	-	-	150,000	150,000	150,000	150,000	600,000	
	470	4100	Lighthouse Tower Painting	-	-	-	-	300,000	-	-	-	-	300,000	
	470	4100	Lighthouse Cottage Rehabilitation	-	-	-	-	-	200,000	300,000	-	-	500,000	
	470	4100	Bowman's Beach Park Main Access Bridge Replacement (TDC Grant # 401708) &	225,000	650,000	815,000	-	-	-	-	-	-	-	
	470	4100	Bowman's Changing Area Rehabilitation Project. (TDC Grant # 403284)	212,050	212,050	-	212,050	200,000	412,050	-	-	-	-	412,050
	470	4100	Bowman's Beach Park Kayak Launch Replacement Project	-	-	-	-	180,000	180,000	-	-	-	-	180,000
	Subtotal Improvements			587,050	1,012,050	965,000	212,050	830,000	1,042,050	500,000	600,000	300,000	300,000	2,742,050
TOTAL BEACH PARKING ENTERPRISE FUND			\$ 775,050	\$ 1,200,050	\$ 1,003,000	337,050	1,242,000	1,579,050	\$ 754,000	\$ 784,000	\$ 494,000	\$ 464,000	\$ 4,000,050	
TOTAL ENTERPRISE FUNDS			\$ 6,019,702	\$ 13,609,944	\$ 9,572,460	4,706,416	3,578,500	8,284,916	\$ 4,619,000	\$ 5,640,500	\$ 1,594,000	\$ 1,264,000	\$ 21,327,416	
<b>CITY WIDE TOTAL CAPITAL IMPROVEMENTS</b>			<b>\$ 12,001,504</b>	<b>\$ 20,737,222</b>	<b>\$ 11,059,087</b>	<b>8,586,727</b>	<b>6,183,857</b>	<b>14,770,584</b>	<b>\$ 9,284,499</b>	<b>\$ 9,104,750</b>	<b>\$ 2,642,650</b>	<b>\$ 3,471,350</b>	<b>\$ 39,198,833</b>	

# CAPITAL IMPROVEMENT PLAN

## FISCAL YEAR 2023 JUSTIFICATIONS

	Fund	Dept.	Project	FY 2023	Description of Project	Impact on Operating Costs
<b>BUILDING</b>	169	2400	Building department facility improvements	\$ 200,000	These funds are being requested to improve the physical space in the department to enable staff to work more efficiently.	None recurring.
	<b>TOTAL BUILDING DEPARTMENT</b>			<b>\$ 200,000</b>		
	370	7200	Recreation Center Building and Equipment Replacements	\$ 386,605	All items scheduled in Fiscal Year 2023 are included in the long term sinking fund asset replacement/maintenance schedule	None recurring.
	<b>TOTAL RECREATION SINKING FUND</b>			<b>\$ 386,605</b>		
<b>TRANSPORTATION</b>	301	4100	Utility vehicle	\$ 18,000	Public Works has two utility vehicles (small John Deere gators), one is a 2016 model and the other is a 2008 model. These vehicles have proven invaluable in performing minor maintenance in the non-beach parks and for vegetation maintenance along the major roadways. These vehicles are on a 8-year replacement schedule and the 2008 model will be two years overdue for replacement in 2018. The timely replacement of vehicles is necessary to prevent excessive downtime and thus improve operational efficiency.	Approximately \$300 per year
	301	4100	Trucks	\$ 37,500	Replacement of pickup trucks	Approximately \$300 per year
	301	4100	Sweeper	\$ 170,000	Replacement of current street sweeper	None recurring.
	301	4100	Palm Ridge Road improvements	\$ 400,000	This project involves roadway, shared use path, access and landscaping improvements in accordance with recommendations of the Periwinkle Corridor Study. The purpose of the project are to improve roadway aesthetics and shared use path safety. Survey and design phase in FY-22 with construction phase in FY-23. Funds for this project are being transferred from the Road Impact Fee Fund.	None recurring.
	301	4100	Periwinkle Way bridge scour protection project	\$ 200,000	Bridge is deemed scour critical by FDOT inspections	None recurring.
	301	4100	Dredget Sanibel Slough	\$ 100,000	As a part of the Watershed Management Plan, Johnson Engineering did surveys and modeling as part of the City's Community Rating System. The results of the modeling and surveying identified choke points and areas requiring enhancements to maintain stormwater for a 25 year storm event as required by City's NPDES Permit	None recurring.
	301	4100	Tahiti-Jamaica Drainage Improvements	\$ 963,895	Tradewinds Subdivision (Tahiti –Jamaica Dr.) was first platted in 1958 prior to current stormwater regulations. At that time, the water was stored in drainage areas and discharged into the Gulf of Mexico. Current regulations required discharge to the Gulf of Mexico to be removed. Subsequent City projects attempted to direct overflow to a swale on Sanibel Captiva Road eastward to a canal that connects to the Sanibel River system. During the January rains, a significant amount of water built up in the southernmost (Gulf) portion of the subdivision creating a pocket that flooded across several subdivisions. HMGP GRANT FUNDING IN THE AMOUNT OF \$240,973 IS AVAILABLE FOR THIS PROJECT.	None recurring.
	301	4100	East Rocks Area Drainage Improvements	\$ 372,529	East Rocks Subdivision has an outfall to the Sanibel Slough Drainage System. The front of the subdivision at West Gulf Drive sits lower than the surrounding area and does not interconnect with the subdivision drainage possibly due to phasing. This project will redirect the flow by grading and paving; add additional catch basins; and extend the existing drainage to the front of the subdivision. HMGP GRANT FUNDING IN THE AMOUNT OF \$93,132.18 IS AVAILABLE FOR THIS PROJECT.	None recurring.
	<b>TOTAL TRANSPORTATION</b>			<b>\$ 2,261,924</b>		



# CAPITAL IMPROVEMENT PLAN

## FISCAL YEAR 2023 JUSTIFICATIONS

	Fund	Dept.	Project	FY 2023	Description of Project	Impact on Operating Costs
C4L	302	7200	Center 4 Life Relocation and Renovation	\$ 1,788,800	Purchase of land and building and construction costs for the relocation of the Center 4 Life (Senior Center)	Increase yet to be determined
	<b>TOTAL CENTER 4 LIFE</b>			<b>\$ 1,788,800</b>		
	450	3500	Donax WRF Existing System Improvements	\$ 300,000	Rehabilitation of grit classifier and installation of new drives for all three Digester Blowers. Effluent diversion and reuse automation upgrades.	None recurring.
	450	3500	Donax WRF Process Improvement - Construcion	\$ 1,159,986	There is an overall Citywide effort to improve water quality, which includes reducing nitrogen and phosphorus in inland and adjacent water bodies. The Donax Water Reclamation Facility produces an effluent which is used to irrigate the 3 golf courses on the island and condominium along Middle and West Gulf Drives which contain nitrogen and phosphorus. Although the levels are well within the Florida Dept. of Environmental Protection permit, as a steward of the land, the City could reduce the amount of nitrogen and phosphorus in the effluent. The simplest modification would be to retrofit the existing sand filters to de-nitrification filters. This would result in the removal of nitrogen to approximately 1.5 mg/L and have the lowest capital investment. It should be noted however, that these improvements will likely NOT result in effluent which meets the strict requirements of the Numeric Nutrient Criteria rule. The plant does not directly discharge to State and Federal inland water bodies or estuaries and is not required. HMGP GRANT FUNDING IN THE AMOUNT OF \$712,500 IS AVAILABLE FOR THIS PROJECT.	None recurring.
	450	3500	Phase 4B Sewer Expansion Project	\$ 1,842,752	This project involves the construction of sewer in remaining unsewered areas. Central sewer and advanced on-site sewer systems will be considered. Water quality improvement through the elimination of old septic systems is the goal of this project.	None recurring.
	450	3500	Metal tank replacement - Wulfert plant	\$ 1,266,628	Aquastore metal tanks are beyond the recommended lifespan for a metal tank. The Donax tank will be removed with the Donax Plant Improvements and Wulfert tank will need to be replaced for an increase in durability and lifespan.	None recurring.
	450	3500	Replacement vaccuum trucks - 748 & 757	\$ 475,000	This project involves the replacement of the existing 2008 vacuum truck in 2026. The 2004 Vacuum truck is planed for replacement in 2023 with a vaccon type truck. During Lift Station pump failures, these trucks pump down the stations to protect public health as well as the environment by preventing wastewater from getting on the ground. If a spill does occur these trucks are used to remove the spillage. In addition, these trucks are utilized to pump down lift stations for pump repair and replacement.	None recurring.
	450	3500	Replacement pickup truck (3/4 ton) - 759	\$ 36,500	Standard equipement replacement schedule	None recurring.
	450	3500	Donax WRF emergency generator replacement	\$ 600,000	Critical equipment standard replacement schedule	None recurring.

# CAPITAL IMPROVEMENT PLAN

## FISCAL YEAR 2023 JUSTIFICATIONS

Fund	Dept.	Project	FY 2023	Description of Project	Impact on Operating Costs
450	3500	Cured-in-Place Pipe (CIPP) Lining of Clay Gravity Sewers	\$ 500,000	Closed circuit television inspection (CCTV) of clay gravity sewers has revealed widespread cracks and other pipe defects causing groundwater to infiltrate into the wastewater collection system.	None recurring.
450	3500	West & East Wastewater System Flow & Pressure Monitoring	\$ 225,000	Currently there are no wastewater flow or pressure monitoring instruments in the collection/transmission system. Adding the capability to locally and remotely monitor transmission system flow, pressure, and wet well level will better insure that wastewater is conveyed to the Donax WRF without overflows or spills.	None recurring.
450	3500	Force Main from MLS 3 to Connection to 16in Force Main	\$ 300,000	MLS 3 conveys all flows from the West Wastewater System to the Donax WRF via approximately 4,100 linear feet of 12-inch force main and 12,500 linear feet of 16-inch force main. The 12-inch force main does not have adequate capacity to convey peak hourly flows to the Donax WRF and a new parallel force main with inside diameter of 12 inchers or larger is needed to provide the necessary hydraulic capacity and would provide system redundancy.	None recurring.
<b>TOTAL SEWER SYSTEM</b>			<b>\$ 6,705,866</b>		

470	2100	ATV Replacements	\$ 75,000	ATV vehicles for beach patrol purposes are on a regular replacement cycle due to wear and tear.	None recurring.
470	2100	Police Aide Vehicles	\$ 30,000	The parking enforcement vans are used to patrol the beach parking lots and transport the parking money. The 3 vans are on a 3-year replacement schedule since they are high usage vehicles. These vans are an essential part of the beach parking program.	None recurring.
470	2100	Pickup truck	\$ 75,000	Vehicles for beach patrol purposes are on a regular replacement cycle due to wear and tear. The 2 pickup trucks are on 3 year replacement cycle.	None recurring.
470	2100	Marine patrol boat	\$ 175,000	Existing marine patrol boat is past it's useful life	None recurring.
470	4100	Bowman's Beach Park Playground Equipment	\$ 10,000	The timely replacement of the playground equipment is needed for safety.	None recurring.
470	4100	Utility vehicle/Gator (TDC funded)	\$ 20,000	Public Works has two utility vehicles (small John Deere gators on a 5 year replacement schedule), one is a 2015 model and the other is a 2016 model. These vehicles have proven invaluable in performing minor maintenance in the parks and for vegetation maintenance along the paths, as well as, litter pickup on the beaches. The 2016 model at Bowman's is utilized more on a day to day basis due to the size of the park and is in need of replacement. The timely replacement of vehicles is necessary to prevent excessive downtime and thus improve operational efficiency.	None recurring.
470	4100	Mower (TDC funded)	\$ 30,000	Public Works has two Mowers, one is a 2015 model and the other is a 2016 Model. The mowers used for beach park maintenance are on a 5-year replacement schedule. The timely replacement of equipment is necessary to prevent excessive downtime and thus improve operational efficiency. (**TDC does not allow Carry Forward of Facility Maintenance Funds)	None recurring.

# CAPITAL IMPROVEMENT PLAN

## FISCAL YEAR 2023 JUSTIFICATIONS

Fund	Dept.	Project	FY 2023	Description of Project	Impact on Operating Costs
470	4100	Dump body for pick-up (TDC funded)	\$ 4,000	Parks maintenance personnel trim vegetation at the various parks. The vegetation is loaded into the back of pickup trucks for disposal. Dump bodies fit into the bed of the pickup truck to allow the load to be mechanically dumped rather than removed manually. This increases productivity.	None recurring.
470	4100	Trash/recycling bins (TDC funded)	\$ 12,000	The parks utilize Bear Proof Trash / Recycling Bins to prevent animals from getting into the cans. Updating these cans and installing new ones in various locations will help with litter pick up and save time.	None recurring.
470	4100	Water fountain for beaches (TDC funded)	\$ 4,000	Improve ADA accessibility at all beach parks and repair existing ADA equipment.	None recurring.
470	4100	Beach accessible wheelchairs (TDC funded)	\$ 15,000	Improve ADA accessibility at all beach parks and repair existing ADA equipment.	None recurring.
470	4100	ADA Accessibility Equipment (TDC Grant # 401656)	\$ 12,000	Improve ADA accessibility at all beach parks by providing Beach Accessible Wheelchairs. (**TDC does not allow Carry Forward of Facility Maintenance Funds)	None recurring.
470	4100	Cat Skid Steere (TDC Grant # 401656)	\$ 75,000	The parks maintenance personnel utilizes a 2013 Cat Skid Steere to perform a variety of maintenance tasks, such as parking lot grading. The Skidsteere is on a 10 year replacement schedule. The timely replacement of equipment prevents excessive downtime and thus improves operational efficiency. (**TDC does not allow Carry Forward of Facility Maintenance Funds)	None recurring.
470	4100	Shared use path repairs and widenings	\$ 150,000	Repairs are needed to help keep our paths in good shape which provide pedestrians access to our beach parks. Many of the City's shared use paths are utilized by beach park users. Wider paths are safer and more enjoyable to use.	None recurring.
470	4100	Lighthouse cottage interior rehabilitation	\$ 300,000	The interior lighthouse cottage rehabilitation project is important for the upkeep of the old historical buildings. Improvements are needed to reduce energy costs and maintenance of the buildings.	None recurring.
470	4100	Bowman's Changing Area Rehabilitation Project. (TDC Grant # 403284)	\$ 412,050	The existing changing area at Bowman's Beach Park needs to be updated. It will be upgraded to a more family friendly facility and provide more privacy and security. The project was Bid and came in over budget. Additional Funded was requested and approved through TDC to cover the higher cost for FY23	None recurring.
470	4100	Bowman's Beach Park Kayak Launch Replacement Project	\$ 180,000	The existing structure has outlived its life and needs to be repaired for safety.	None recurring.
<b>TOTAL BEACH PARKING</b>			<b>\$ 1,579,050</b>		
<b>CITY WIDE TOTAL CAPITAL OUTLAY</b>			<b>\$ 14,770,584</b>		

# APPENDIX G

## TRANSIT ASSET MANAGEMENT PLAN

The Federal Transit Administration (FTA) requires public transportation providers to develop and implement transit asset management plans (TAMP) and establish performance measure targets for four asset categories - *Equipment, Rolling Stock, Transit Infrastructure* and *Facilities*. Accordingly, LeeTran which is the only public transit provider in the Lee County metropolitan area, developed a TAMP on September 5, 2018.

In January 2022, LeeTran updated its TAMP in its entirety with the TAMP targets now covering FY 2022 through FY 2026. The Lee MPO adopted a resolution supporting the new targets at its March 18, 2022 Board meeting, thereby committing to plan and program projects to help LeeTran meet the targets. The updated TAMP Plan is included in this appendix.



# TAM Plan



**TAM Plan Name:** Lee County Transit (Transit Asset Management Plan)

**TAM Plan Type:** Tier II

**Agency Name:** Lee County Transit

**Account Executive Name:** Robert L. Codie III

**Last Modified Date:** 01/10/2022

## Introduction

Lee County Transit (LeeTran) is located in Ft Myers Florida and provides both Fixed Route and Para-transit service to the citizens and visitors of Lee County. The total life cycle of our Fleet is managed by the LeeTran Maintenance Department and LeeTran Fiscal Department; which includes funding allocation, procurement, specifications, in-service, maintenance, and disposal. Revenue and non-revenue producing vehicles are purchased utilizing Federal Transit Administration (FTA), Florida Department of Transportation (FDOT), Lee County Visitor & Convention Bureau (VCB) and/or other local funding. LeeTran follows all FTA & FDOT guidelines in accordance with FTA 5010.1E Circular and FDOT 14-90 Administrative Code, which ensure vehicles and equipment are in a safe state of good repair and that assets meet their useful life parameters.

## Performance Targets & Measures

Agency Name	Asset Category	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
Lee County Transit	Equipment	Other Rubber Tire Vehicles	23%	44%	44%	39%	31%	31%
Lee County Transit	Equipment	Non Revenue/Service Automobile	90%	100%	100%	100%	100%	100%
Lee County Transit	Facilities	Administrative(s) / Maintenance Facilities / Fuel Building / Bus Wash	0%	20%	20%	20%	20%	20%
Lee County Transit	Facilities	Passenger Facilities	0%	0%	0%	0%	0%	0%
Lee County Transit	Revenue Vehicles	BU - Bus	0%	0%	0%	0%	0%	0%
Lee County Transit	Revenue Vehicles	CU - Cutaway Bus	0%	0%	0%	0%	0%	0%
Lee County Transit	Revenue Vehicles	OR - Other	0%	0%	0%	0%	0%	0%
Lee County Transit	Revenue Vehicles	VN - Van	0%	0%	0%	0%	0%	0%

## TAM and State of Good Repair (SGR) Policy

Lee Tran is a Tier II provider and this plan will be in effect from October 1, 2018 to September 30, 2023. This plan will comply with FTA MAP 21 requirements, FAST Act of 2015, and 2016 Final Rule, and 49 CFR. The performance targets for this plan will be updated annually as required by 49 CFR part 625-630. The TAM Plan will provide all assets owned by Lee Tran used in the provision of public transportation. Assets include rolling stock, equipment, and facilities. As part of Moving Ahead for Progress in the 21st Century, (MAP21) and the subsequent Fixing America's Surface Transportation (FAST) Act, FTA has enacted regulations for transit asset management (TAM) that require transit service providers to establish asset management practices and develop an asset management plan. Lee Tran will comply with FTA's TAM Plan and state of good repair (SGR) policy.

## Continuous Improvement

Lee Tran has established key personnel to manage the TAM Plan to ensure accurate data is entered and maintained. Lee Tran will update the TAM plan Quarterly in conjunction with Lee Tran's internal asset management documents or when there are updates to the asset inventory.

## TAM Vision

The goal LeeTran strives to achieve with the TAM plan is to allow for effective communication of our assets and strategic plan to key stakeholders.

## TAM Goals

Goal	Objectives
------	------------

Lee Tran's goal is to provide safe and reliable transportation to the citizen and visitors of Lee County FL. To achieve this goal Lee Tran utilize an asset plan to continuously replace assets in phases to increase uptime, reduce operating budgetary requirements and stay current with latest technological advancements.

Replace rolling stock utilizing pre-determined Useful Life (UL) parameters, purchase rolling stock in phases, maintain assets as per State of Good Repair (SGR) guidelines, stay compliant with FDOT FTA and local regulations

### TAM Roles and Responsibilities

Department / Individual	Role (Title and/or Description)	Sub-Recipient
Robert L. Codie III	Transit Director	Lee County Transit
Paul Clark	Maintenance Manager	Lee County Transit
Trayeelaunda Smith-Chaney	Fiscal Manager	Lee County Transit
Dominic Gemelli	Planning Manager	Lee County Transit
Jon Beard	Facilities Supervisor	Lee County Transit
Julie Parker	Senior Administrator of Supply & Inventory	Lee County Transit

## Capital Asset Inventory

### Asset Inventory Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Total Replacement Cost/Value
<b>Revenue Vehicles</b>	<b>134</b>	<b>6.4</b>	<b>106,285</b>	<b>\$0.00</b>
BU - Bus	71	8.3	41,253	\$0.00
CU - Cutaway Bus	50	4.8	26,216	\$0.00
VN - Van	8	5.0	34,688	\$0.00
Other	5	7.5	4,128	\$0.00
<b>Equipment</b>	<b>49</b>	<b>9.5</b>	<b>0</b>	<b>\$1,078,107.00</b>
Non Revenue/Service Automobile	11	10.3	-	\$180,550.00
Other Rubber Tire Vehicles	38	8.8	-	\$897,557.00
<b>Facilities</b>	<b>9</b>	<b>15.3</b>	<b>N/A</b>	<b>\$0.00</b>
Administration	2	24.0	N/A	\$0.00
Maintenance	3	7.0	N/A	\$0.00
Passenger Facilities	4	15.0	N/A	\$0.00

## Condition Assessment

### Asset Condition Summary

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Total Replacement Cost/Value	% At or Exceeds ULB	% of Track Miles in Slow Zone	Number of Facilities less than 3 on TERM scale
<b>Revenue Vehicles</b>	<b>134</b>	<b>6.4</b>	<b>106,285</b>	<b>\$0.00</b>	<b>0%</b>	<b>N/A</b>	<b>N/A</b>
BU - Bus	71	8.3	41,253	\$0.00	0%	N/A	N/A
CU - Cutaway Bus	50	4.8	26,216	\$0.00	0%	N/A	N/A
VN - Van	8	5.0	34,688	\$0.00	0%	N/A	N/A
Other	5	7.5	4,128	\$0.00	0%	N/A	N/A
<b>Equipment</b>	<b>49</b>	<b>9.5</b>	<b>0</b>	<b>\$1,078,107.00</b>	<b>74%</b>	<b>N/A</b>	<b>N/A</b>
Non Revenue/Service Automobile	11	10.3	-	\$180,550.00	100%	N/A	N/A
Other Rubber Tire Vehicles	38	8.8	-	\$897,557.00	68%	N/A	N/A
<b>Facilities</b>	<b>9</b>	<b>15.3</b>	<b>N/A</b>	<b>\$0.00</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
Administration	2	24.0	N/A	\$0.00	N/A	N/A	1
Maintenance	3	7.0	N/A	\$0.00	N/A	N/A	0
Passenger Facilities	4	15.0	N/A	\$0.00	N/A	N/A	0

## Decision Support

### Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Rolling stock is replaced based on Useful Life (UL) parameters tracked in Lee Tran's 5 yr. replacement plan. Facilities are replaced or renovated based on Transit Economic Requirements Model (TERM)	Lee Tran rolling stock data is stored electronically in FIM system called TMT. Replacement plan is tracked via excel spreadsheet and added to Maintenance Plan.

### Investment Prioritization

Lee Tran's prioritization of investments is based on a phase approach to not burden our budgetary restraints and our operational efficiency. Lee Tran cycles rolling stock annually to ensure safe, reliable vehicles are available. Lee Tran will delay support staff vehicle orders to ensure funding is available for revenue vehicles.

### Proposed Investments

Project Name	Project Year	Asset Category	Asset Class	Cost	Priority	Updated Date
3 Battery Electric Buses with infrastructure	2024	Revenue Vehicles	BU - Bus	\$3,399,600.00	Medium	
8 Gasoline Para-transit cutaway 23ft vans	2023	Revenue Vehicles	CU - Cutaway Bus	\$800,000.00	Medium	
6 Diesel 35ft Low Floor Gillig Buses ( 4 with Trolley packages)	2023	Revenue Vehicles	BU - Bus	\$3,564,000.00	Medium	
3 Support non-revenue vehicles (Maint Shop & Route Maintenance)	2023	Equipment	Other Rubber Tire Vehicles	\$120,000.00	Medium	
5 Gasoline Para-transit cutaway 23ft van (expansion of service units)	2022	Revenue Vehicles	CU - Cutaway Bus	\$500,000.00	High	
8 Gasoline Para-transit 23ft cutaway vans	2022	Revenue Vehicles	CU - Cutaway Bus	\$756,064.00	High	
8 Diesel 35ft Low Floor Gillig Buses (Includes 3 Trolley packages)	2022	Revenue Vehicles	BU - Bus	\$4,247,000.00	High	



# **APPENDIX H**

## **PUBLIC TRANSIT AGENCY SAFETY PLAN**

LeeTRAN's Public Transit Agency Safety Plan (PTASP) was adopted by the Lee County BOCC on March 1, 2022. The Plan specifies safety performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. The Plan is included in this appendix. The 2022 PTASP targets from this Plan are supported by the Lee MPO through a resolution that was adopted by the MPO Board at its March 18, 2022 meeting.



# LeeTran's Public Transportation Agency Safety Plan (PTASP)

W/CHAPTER 14-90, FAC

McCabe, Joseph

LEETRAN | 3401 METRO PKWY, FT. MYERS, FL 33901

BUS TRANSIT SYSTEM

ANNUAL SAFETY CERTIFICATION AND ADOPTION

Name: Lee County Transit (LeeTran)

Address: 3401 Metro Parkway  
Fort Myers, Florida 33901

In accordance with FTA 49 CFR Part 673 Final Rule, the bus system named above hereby adopts and certifies to the following:

1. The adoption of the LeeTran Safety Management System for calendar year 2022
2. Compliance with adopted standards of the Public Transportation Agency Safety Plan (PTASP) for calendar year 2022
3. Performance of safety inspections on all buses operated in accordance with Rule 14-90.009 for calendar year 2022

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Title: Chairman of the Board of County Commissioners, Lee County, FL

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name: Robert L. Codie, III

Title: Transit Director, Lee County Transit (LeeTran)

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## PTASP Elements

### List of Acronyms Used in the Safety Plan

Acronym	Word or Phrase
LEETRAN	Lee County Transit
SSPP	System Safety Program Plan
SSP	System Safety Plan
SSES	Safety, Security, and Environmental Services Division
SMS	Safety Management System
RSA	Request for Safety Assessment
SRM	Safety Risk Mitigation
SEAC	Safety and Environmental Advisory Council

**Safety Performance Targets**

<b>Safety Performance Targets</b>							
Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. *Safety event and injury targets are based on a reducing each by one event for every mode from CY 2021 NTD data. Every year target is met it will be reduced by one event until reaching zero. *Reliability based on NTD reported road calls verses revenue miles.							
Mode of Transit Service	Total Fatalities	Fatality Rate per 100,000 mi.	Total Injuries	Injury Rate per 100,000 mi.	System Reliability Mean distance between Mechanical failure	Total Safety Events	Safety Event Rate per 100,000 mi
MB - Bus	0	0	15	≤ 0.5	≤ 63,533	14	≤ 0.47
DR-Demand Response	0	0	0	0	≤ 75,696	0	0

**Safety Performance Target Coordination**  
 Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

**To manage, support and coordinate transit related activities included the development of a plan for grant compliance, financial plans and the TDP in order to maintain the current Lee County transit operations and plan for its growth.**

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	FDOT/CUTR	Not applicable at this time.
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Lee County Metropolitan Planning Organization	2/1/2022

Resources used to determine:  
 \* "TCRP report 88 – A Guide for Developing a Transit Performance-Measurement System"  
 \* "FTA Safety Performance Targets Guide"  
 \* "FTA Safety Performance Targets Webinar 2-4-2020"

**Safety Management Policy**

**Safety Management Policy Statement**

Safety is a core value and business function, and LeeTran is committed to developing, implementing as practical, maintaining, and continually improving processes to ensure the highest level of safety performance. All transit service activities, from project planning through operations and maintenance, will occur with a balanced allocation of organizational resources to support this goal.

LeeTran is committed to:

- Integrating safety management among the primary responsibilities of all managers and employees
- Clearly defining accountabilities and responsibilities for the delivery of LeeTran’s SMS performance for all levels of staff
- Supporting safety management with appropriate resources
- Regarding safety management as equal to other LeeTran management systems
- Developing an organizational culture that fosters safe practices, and encourages effective employee safety reporting and communication
- Enhancing hazard identification and analysis, and safety risk evaluation activities, including an employee safety reporting program, to eliminate or mitigate the safety risks resulting from all activities to as low as reasonably practical (ALARP)
- Complying with federal, state, and LeeTran safety-related requirements, rules, and standards
- Ensuring that all staff are provided with adequate and appropriate safety-related information and training
- Establishing and measuring our safety performance against realistic, data-driven safety performance indicators and targets
- Continually improving our safety performance through management processes that ensure appropriate actions are taken and assuring effectiveness
- Ensuring externally supplied systems and services meet LeeTran’s safety performance standards

All levels of management and all employees are accountable for the delivery of the highest level of safety performance, starting with the Director of Transit

\_\_\_\_\_  
Robert L. Codie, III, Transit Director

\_\_\_\_\_  
Date



<p><b>Safety Management Policy Communication</b></p> <p><i>Describe how the safety management policy is communicated throughout the agency's organization. Include dates where applicable.</i></p>	
<p>LeeTran is committed to providing safe, secure, clean, reliable and efficient transportation services to the residents and visitors of Lee County. This policy statement serves to express management's commitment to and involvement in providing and maintaining a safe and secure transit system. LeeTran's Safety Management Policy Statement will be added to LeeTran's policies and procedures 2020 update and distributed to all employees. All new hires sign for LeeTran's policies and procedures during new hire training. Policy will be signed off on for every LeeTran's policies and procedures future updates.</p>	
<p><b>Authorities, Accountabilities, and Responsibilities</b></p> <p><i>Describe the authorities, accountabilities, and responsibilities of the following individuals for the development and management of the transit agency's Safety Management System (SMS).</i></p>	
<p><b>Accountable Executive</b></p>	<p>The Transit Director is the Accountable Executive and SMS Executive. The Transit Director is responsible for:</p> <ul style="list-style-type: none"> <li>• Facilitating full implementation of the SMS across LeeTran</li> <li>• Advocating for a safety culture</li> <li>• Conducting strategic planning for the SMS</li> <li>• Allocating resources for safety when necessary</li> </ul>
<p><b>Chief Safety Officer or SMS Executive</b></p>	<p>The LeeTran Safety and Training Coordinator is designated the Chief Safety Officer for the SMS. The Safety and Training Coordinator is responsible for ensuring that the SMS is effectively implemented and resourced throughout LeeTran, and for ensuring action is taken, as necessary, to address any degradation in safety performance at LeeTran.</p>
<p><b>Agency Leadership and Executive Management</b></p>	<p>The Safety and Training Specialist is responsible for the safety of all LeeTran operations and implementing the SMS within the Transportation and Maintenance Divisions (including contracted operations and maintenance) and Information Technologies Department. The Safety and Training Specialist will:</p> <ul style="list-style-type: none"> <li>• Require the Managers for transportation, maintenance services and information technology (including the Technology Systems Specialist) to establish and maintain clear and unambiguous lines of authority and responsibility for ensuring safety measures and procedures are in place for meeting safety performance targets</li> <li>• Promote the safety culture</li> <li>• Require that all relevant safety-related information be communicated and used in decision-making</li> <li>• Conduct Safety Assurances</li> </ul>

<p><b>Key Staff</b></p>	<p>The Department Managers are responsible for:</p> <ul style="list-style-type: none"> <li>• Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols</li> <li>• Developing safety performance measures and targets</li> <li>• Holding department directors and managers accountable for the safety performance within their respective divisions/departments</li> <li>• Fostering a strong safety culture within their divisions/department</li> <li>• Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements</li> <li>• Identifying the necessary funds to meet the safety performance requirements and incorporating them into budgeting plans, prioritizing and allocating expenditures according to safety risk</li> </ul>
<p><b>Employee Safety Reporting Program</b></p> <p><i>Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).</i></p>	
<p>The Request for Safety Assessment (RSA) is a process that allows all LeeTran employees to submit safety concerns, as a non-punitive safety reporting system. Hazards that are deemed by Operations and/or the SSES to be an immediate threat to safety, for example cracked platforms, are expected to be immediately corrected. The RSA process is as follows:</p> <ol style="list-style-type: none"> <li>1. Employee makes request - employee enters request on LeeTran form, via telephone, or email.</li> <li>2. Report entry and tracking             <ol style="list-style-type: none"> <li>a. Once entered into the database, a tracking number is assigned, and a receipt is sent to the requester via email.</li> <li>b. Primary Safety staff notified via email, review for complete information, and route assignments; post updates as progress is made</li> </ol> </li> <li>3. Review of issues - issues reviewed by Safety and other experts as needed.</li> <li>4. Conclusions and actions to be taken - conclusions of the review guide follow-up actions to be taken.</li> <li>5. Actions taken will then be reviewed for safety issues.</li> <li>6. Response to the requester - Primary Safety staff send written report of conclusions and actions taken, once determined and completed.</li> </ol>	

**Safety Risk Management**

**Safety Risk Management Process**

Describe the Safety Risk Management process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.*

SRM is a formalized, proactive approach to safety risk analysis and assessment. SRM is a methodology applied to all LeeTran significant operational or risk environment changes that ensures hazardous conditions are identified and significant risk is mitigated to an acceptable level prior to those changes being made.

Impact	Severe					
	Major					
	Moderate					
	Minor					
	Insignificant					
<b>Risk Heat Map</b>		Rare	Unlikely	Possible	Likely	Almost Certain
		Likelihood				

The SRM process is a means to:

- Document proposed transit services and changes, regardless of anticipated safety impact
- Identify hazards associated with a proposed change
- Analyze and assess the safety risk of identified hazards
- Mitigate significant safety risk and reduce the identified risks to the lowest practical level
- Accept residual risks prior to implementation of mitigation(s)
- Implement the mitigation measures and track to resolution
- Assess and monitor the effectiveness of the risk mitigation strategies
- Reassess service or changes based on the effectiveness of the mitigations

**Safety Assurance**

<b>Safety Performance Monitoring and Measurement</b>
<i>Describe activities to monitor the system for compliance with procedures for operations and maintenance.</i>
<ul style="list-style-type: none"> <li>• Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols</li> <li>• Developing safety performance measures and targets</li> <li>• Holding department directors and managers accountable for the safety performance within their respective divisions/departments</li> <li>• Fostering a strong safety culture within their divisions/department</li> <li>• Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements</li> <li>• Identifying the necessary funds to meet the safety performance requirements and incorporate them into budgeting plans, prioritizing and allocating expenditures according to safety risk</li> </ul>
<i>Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.</i>
<ul style="list-style-type: none"> <li>• Upholding and promoting safety policies, and safety risk management, safety assurance, and safety training and communication protocols</li> <li>• Developing safety performance measures and targets</li> <li>• Holding department directors and managers accountable for the safety performance within their respective divisions/departments</li> <li>• Fostering a strong safety culture within their divisions/department</li> <li>• Allocating the appropriate staffing resources necessary to become compliant with and maintain compliance with the SMS requirements</li> <li>• Identifying the necessary funds to meet the safety performance requirements and incorporate them into budgeting plans, prioritizing and allocating expenditures according to safety risk</li> </ul>
<i>Describe activities to conduct investigations of safety events to identify causal factors.</i>
<p>Continuous and complete extensive hazard identification, analysis and resolution through data collection and analysis. Many of the identified hazards expected to come from Safety Assurance related to investigations, audits, and risk monitoring. Revisit/increase Hazard Identification and Analysis for bus modes, specifically an analysis of the routes and bus stops. Further develop the Hazard log/Risk register for all hazards identified, analyzed, and mitigated as an ongoing record of those risk decisions.</p>

*Describe activities to monitor information reported through internal safety reporting programs.*

1. Employee makes request - employee enters request on LeeTran form or via telephone.
2. Report entry and tracking
  - a. Once entered into the database, a tracking number is assigned, and a receipt is sent to the requester via email.
  - b. Primary Safety staff notified via email, review for complete information, and route assignments; post updates as progress is made
3. Review of issues - issues reviewed by Safety and other experts as needed.
4. Conclusions and actions to be taken - conclusions of the review guide follow-up actions to be taken
5. Response to the requester - Primary Safety staff send written report of conclusions and actions taken, once determined and completed.
6. Consider adding a follow up as part of safety assurance

**Management of Change (Not Required for Small Public Transportation Providers)**

*Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.*

Change Management is critical to an effective Safety Assurance program. The primary purpose of change management, system modification, and safety and security certification is to ensure that changes to the baseline/existing or significant capital projects for the transit system are reviewed for conformance with existing LeeTran standards and to identify and assess potential hazards before making changes to documents, equipment, facilities, or transit routes. Safety critical operational documents, fixed facilities, revenue and non-revenue vehicles equipment, and transit routes are subject to change management and formal document control procedures. They include, but are not limited to, agency policies standard operating procedures, emergency operating procedures, safety and operating rules, training materials, drawings, and engineering reference information. These documents are subject to review or revision as a result of (not exclusive):

- Incidents or mishaps
- Major service changes, excluding routine schedule adjustments
- Line extensions
- Accumulation of special instructions or notices, which warrant revision to a “parent” document
- Proposed design changes to facilities, equipment, or vehicles
- External TOD, improvements, right of way permit requests, etcetera
- Policy changes

Changes to organizational structure; the nature or extent of operations; or to facility or equipment assets; as well as mergers and acquisitions of new businesses are proactively managed through this process to avoid introducing or increasing safety risks.

- The resources required to complete the validation process, in terms of people, finance and materials is included in this validation process.
- The allocation of responsibilities considers the competence of the individuals that are required to carry out the safety validation roles.
- All employees who may be affected by the proposed changes are consulted as part of the process.

The extent and scope of safety validation applied to any change proposal is proportional to the risks (safety, operational, and other risks) associated with its introduction. In the case of smaller, less complex or well understood changes, the safety validation of change process may be implemented as part of normal operations, using existing organizational arrangements and meeting structures to deliver the required level of assurance.

Changes shall be classified as either Class I or Class II levels of safety validation. The originator may make an initial determination of the class of a proposed change, however, the Accountable Executive or the Chief Safety Officer may make changes to the original classification. The Accountable Executive has final decision-making authority as to the Class of the configuration change.

#### Class I Changes

Class I Changes are all changes that are defined as an FTA Capital Funded Project. These projects will continue to utilize LeeTran's previously established Project Management Plan. In addition, the LeeTran Transit Asset Management (TAM) Plan and State of Good Repair efforts are managed separately, but are inputs to the SMS processes.

#### Class II Changes

Class II changes are all changes which are not classified as a Class I change. Generally, Class II changes are those required to amend, update, or add clarification to documents and drawings. All Class II changes are to be submitted individually on a standardized form, and/or through a documented request, with a detailed description of the proposed change. The process is generally described in the following:

- Identify Proposal for Change
- Determine Classification of Change Significance
- Submit Change Proposal Form
- Prepare Safety Validation
- Monitoring and Review

As part of the process to ensure specific safety concerns have been identified and addressed. Additional responsibilities in the Safety Validation of Change process include:

- CSO provides safety expertise/support to those carrying out the safety validation.
- Reviews and approves each safety validation of change process  
Decides on the level of safety validation required (consulting with other functional heads as necessary).
- Provides safety expertise/support during safety validation activities as required.

Provides safety expertise/support to those carrying out the safety validation.

**Continuous Improvement (Not Required for Small Public Transportation Providers)**

*Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.*

Continuous improvement is defined by FTA as a process by which a transit agency examines safety performance to identify safety deficiencies and carry out a plan to address the identified safety deficiencies. LeeTran will be reinstituting a Safety Committee in 2020 of managers, supervisors, and frontline employees assembled to address specific safety and security issues. The teams are temporary, typically lasting several weeks or months; until the team actions are fully implemented. This Committee’s activities are also expected to include any improvements and changes needed for the LeeTran SMS based on experience and changes in the risk environment.

Additionally, safety hazard identification data is used to implement immediate corrective actions and to proactively identify hazards before they cause future accidents or incidents. The objective of hazard identification is to distinguish those conditions that can cause an accident or create an unsafe condition. LeeTran routinely analyzes records from our operation to identify accident causation based on history. Current traffic conditions are periodically analyzed, and management inspections of established prevention processes are routinely performed.

**Safety Promotion**

**Competencies and Training**

*Describe the safety training program for all agency employees and contractors directly responsible for safety.*

- **Training for SMS.** SMS awareness training for all employees, including Safety Accountabilities and Responsibilities, so that all employees understand their safety-related responsibilities and have access to additional information and resources. This training topic will be integrated into existing and ongoing training efforts.
- **Employee SMS Awareness Brochure.** Develop and distribute an SMS-specific Employee SMS brochure, focusing on safety-related expectations and responsibilities for all LeeTran employees. This is intended to be a handout for the SMS Training activities.
- **Training Matrix and Implementation.** Focus on safety training for all employees and assuring that all aspects of safety and competencies are addressed.

- **Training for Hazard Identification and Analysis.** Develop and implement training specific to the desired expansion of hazard identification and analysis techniques. Effective communication of safety risks is critical and a key component of the safety culture. When reporting on the risk, the communication should:
  - Raise the level of understanding of relevant issues
  - Be tailored to audience needs
  - Place the risk in the appropriate context
  - Present the risk in order of concern
  - Be respectful in tone
  - Be forthright about any limitations
  - Deal with trust and reliability
  - Be focused on specific issues

A positive safety culture depends on voluntary reporting. It is essential that management support and encourage reporting. Individual and organizational safety should be recognized and promoted.

A Safety Promotion Communication Plan will be established by the Communications Department with assistance of SSES. The Safety Promotion Communication Plan will include at least the following topics:

- Dissemination of safety messages, progress towards safety performance targets, and lessons learned
- Measuring or assessing safety culture
- Safety culture promotion

Safety Communication also includes the riders of the transit systems and the public that interacts with the transit system. LeeTran leads and participates in several safety outreach activities and provides safety awareness messages for riders and the public. This includes LeeTran's participation in the Safety Education Advisory Committee (SEAC) to collaborate on promotion of driver, pedestrian, and bicycle safety programs in the region.

- **Training for Specialized SMS Implementation.** Develop and implement training specific to data acquisition, analyses, performance measures, and targets as well as Management of Change, and Continuous Improvement of the SMS, as these SMS activities and related documents are rolled out.

**Safety Communication**

*Describe processes and activities to communicate safety and safety performance information throughout the organization.*

Effective communication of safety risks is critical and a key component of the safety culture. When reporting on the risk, the communication should:

- Raise the level of understanding of relevant issues
- Be tailored to audience needs
- Place the risk in the appropriate context



- Present the risk in order of concern
- Be respectful in tone
- Be forthright about any limitations
- Deal with trust and reliability
- Be focused on specific issues

A positive safety culture depends on voluntary reporting. It is essential that management support and encourage reporting. Individual and organizational safety should be recognized and promoted.

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## Additional Information

### Supporting Documentation

*Include or reference documentation used to implement and carry out the Safety Plan that are not included elsewhere in this Plan.*

[..\Risk Registry\LeeTran Risk Registry.xlsx](#)  
[system security and emergency preparedness plan \(SSEPP\).doc](#)  
[LeeTran System Safety Program Plan \(SSPP\) January 2019.docx](#)  
[LeeTran SMS Implementation Plan 10-1-18.docx](#)  
[LeeTran Safety Management Policy Statement.docx](#)  
[LeeTran Emergency Response Plan January 2019.docx](#)  
[LeeTran All Hazards Emergency Plan January 2019.docx](#)  
[CPManual.pdf](#)  
[COOP AnnexB FacilityEvacuation.pdf](#)  
[Attachment D Emergency Transportation Plan NO COMMENTS 2017.docx](#)  
[..\Safety Guidance\14-90.doc](#)  
[LeeCountyAPPROVED 2019CEMP.pdf](#)  
[LeeTran Policies and Procedures-Final w Cover 11-2016.pdf](#)  
[S:\LeeTran\Policies and Procedures\SOPs-Maintenance\LEE COUNTY TRANSIT MAINTENANCE PLAN SAFETY STANDARDS MANUAL 11-12-2019.docx](#)

## Chapter 14-90, FAC Requirements

### Emergency Response Planning and Emergency Management Section

#### All Hazards Emergency Plan (AHEP)

LeeTran Maintains an All Hazards Emergency Plan (AHEP). The purpose of this ALL HAZARDS EMERGENCY PLAN (AHEP) is to set out Lee County Transit’s procedures for maintaining; safe, secure operations, service environment for passengers, employees, volunteers, and the surrounding community.

The AHEP contains information about mitigation, preparedness, response, recovery, and organizational structure. It includes the following specific elements:

- Actions required of Lee County Transit employees on a daily, weekly, monthly, and annual basis to prevent security and emergency events from occurring, and to *mitigate* the effects of those events that do occur
- Measures needed to *prepare* for incidents occurring at Lee County Transit and in the surrounding community
- Agency procedures that should be established to enable Lee County Transit to *respond* to security hazards and emergencies that affect the system and its customers
- Formal processes to *recover* from routine security events or major emergencies such as Hurricane evacuations
- Roles, responsibilities, and interagency coordination (E.O.C.) that Lee County Transit will undertake as part of the larger community-wide team efforts that will respond to a disaster or security event

The activities documented in Lee County Transit’s All Hazard Emergency Plan form the basis of practices reflected in Lee County Transit’s standard operating procedures, training programs, orientation materials, and maintenance procedures.

Lee County Transit will inevitably encounter situations that threaten transportation operations and the security and well-being of patrons, employees, and the public. These situations include natural and security-related emergencies as well as routine security events (such as property crimes).

Lee County Transit and the surrounding communities of LEE County are vulnerable to a variety of hazards, security incidents, and emergency circumstances that could occur locally and that would require a response. The AHEP covers the following emergency events:

- |                              |                            |
|------------------------------|----------------------------|
| ▪ VANDALISM/GRAFFITI         | ▪ WINDSTORMS/HURRICANES    |
| ▪ THEFT/BURGLARIES           | ▪ TORNADOES                |
| ▪ ASSAULT/WORKPLACE VIOLENCE | ▪ THUNDERSTORMS            |
| ▪ DISRUPTIVE BEHAVIOR        | ▪ WILDFIRE                 |
| ▪ TRESPASSING                | ▪ EARTHQUAKE               |
| ▪ FLOODS                     | ▪ TERRORISM                |
| ▪ WINTER STORMS              | ▪ ACTS OF EXTREME VIOLENCE |

## LeeTran PTASP 2022

- HOSTAGE SITUATION
- RIOT
- NATIONAL EMERGENCY
- WEAPONS OF MASS DESTRUCTION (WMD)
- HAZARDOUS MATERIALS ACCIDENTS
- RADIOLOGICAL EMERGENCIES
- TRANSPORTATION ACCIDENTS
- NATURAL GAS/PETROLEUM
- ELECTRICAL TRANSMISSION
- POWER SHORTAGES/OUTAGES
- ENERGY/FOOD SHORTAGES
- WATER SHORTAGES
- EVACUATIONS THROUGH SERVICE AREA

### Emergency Response Plan

In the interest of safety and security, and in order to comply with statutory requirements, LeeTran has developed and adopted this Emergency Response Plan which complies with the established security standards set forth in FL State Rule 14-90 and 49 CFR. The goals of the LeeTran Emergency Response Plan are to protect the safety of employees, visitors, contractors and others at risk from hazards at the facility; and define what the emergency response team is expected to do during an emergency. The plan covers:

- Evacuation Plan
- Shelter in Place Plan
- Medical Emergency Plan
- Small Fuel Spill Plan
- Fire Emergency Plan
- Suspicious Package/Bomb Threat Plan
- Active Shooter Plan
- Robbery Plan
- Warning, Notification & Communications Systems
- Emergency Response Contact List
- Public Emergency Services Contact List
- Revision History and Plan Distribution
- Outdoor Lightning Safety

LeeTran being an entity of Lee County Board of County Commissioners falls under the Lee County Emergency Operations Center (EOC) and thus follows Lee County's Comprehensive Emergency Management Plan. Lee County's Comprehensive Emergency Management Plan (CEMP) explains the processes, procedures, and tools put in place to prevent, prepare for, respond to, recover from, and mitigate against the hazards identified in the Hazard Identification and Risk Assessment (HIRA), but will also be utilized for all hazards. Lee County uses the Incident Command System built on the National Incident Management System (NIMS) framework, to standardize all incident responses, and to prepare for and respond to disasters. Using ICS provides accountability for each phase of an incident, as well as a written history of the event. NIMS was officially adopted as the standard for incident management by Lee County Resolution No. 05-12-29 in 2005. The Local Mitigation Strategy (LMS) describes in depth the measures that regularly and systematically utilize resources to mitigate the effects of

emergencies/disasters associated with the risks identified in the HIRA. The CEMP contains the following:

**Comprehensive Emergency Management Plan (CEMP)**

- Introduction to Lee County
- Overview of Response and Recovery Phases
- Post Disaster Redevelopment Plan
- Direction, Control, and Coordination
- Federal, State, and Local Coordination
- Incident Command Section
- Operations Section
- Planning Section
- Logistics and Resource Management
- Finance – Administration Section
- Disaster Recovery Coordination
- Mitigation Functions
- Terrorism Plan
- Cyber Disruption Response Plan
- Public Information Operating Procedures
- Geographical Response Division
- Evacuation Decision Making
- Search and Rescue
- Re-Entry Plan
- Special Needs Shelter Program
- Public Health Response Plan
- Power Restoration
- Air Operations
- Emergency Information Hotline
- Mass Care
- Mass Casualty/Fatalities
- Foreign Nationals & International Visitors
- Debris Management
- Damage Assessment
- Recovery Planning
- Disaster Housing

**Security Program Plan (SPP)**

In the interest of Safety and Security, and in order to comply with statutory requirements, LeeTran has developed and adopted this Security Program Plan which complies with the established security standards set forth in FL State Rule 14-90 and 49 CFR. The purpose of this Security Program Plan (SPP) is to set out Lee County Transit’s procedures for maintaining a safe and secure operations and service environment for passengers, employees and volunteers, and the surrounding community. The SPP contains information about mitigation, preparedness, response, recovery, and organizational structure. It includes the following specific elements:

- Actions required of Lee County Transit (LeeTran) employees on a daily, weekly, monthly, and annual basis to prevent security and emergency events from occurring, and to mitigate the effects of those events that do occur.
- Measures needed to prepare for incidents occurring at LeeTran and in the surrounding community.
- Agency procedures that should be established to enable LeeTran to respond to security and emergencies that affect the system, its passengers and employees.
- Formal processes to recover from routine security events or major emergencies.
- Roles, responsibilities, and interagency coordination that LeeTran will undertake as part of the larger community-wide team that will respond to a disaster or security event.

The SPP has been adopted separately from the SMS. Bus transit systems are prohibited by Section 119.071(3) (2), Florida Statutes, from publicly disclosing the SPP, as applicable under any

circumstance. The document is maintained in a secure location by the management and access to the document is restricted to select agency personnel and appropriate FDOT personnel exercising oversight in this area. On-site access to the SPP is granted to regulatory authorities (FDOT, FTA, etc.) on as-needed basis.

Select portions of the SPP may be shared with employees depending on their job responsibilities.

## **Operator Selection, Qualification, Training and Testing**

### **Qualification and Selection of Drivers**

LeeTran is responsible for ensuring that the following minimum standards are met when hiring new drivers.

- Must possess a valid Florida driving license of appropriate class.
- Criminal background check with local law enforcement and the Florida Department of Law Enforcement and driving records check including, but limited to, the following items:
  - Driving records
  - Social Security number validations
  - Identification of applicant's county of residence for the past 10 years
  - Criminal background checks including an additional Level 2 federal background check for the LeeTran Passport Paratransit drivers.
  - Education verification
  - Employment reference checks
- Complete employment application
- Successful completion of pre-employment physical including an eye examination and drug screening test
- Signed acknowledgement of receipt and agreement to comply with drug-free workplace policy
- Signed acknowledgment of receipt and agreement to comply with State requirements per the 14-90 FAC
- Successful completion of required orientation, training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised
- Signed acknowledgment of receipt and compliance with the following written operational and safety procedures **before** driving on a street or highway unsupervised
  - Communication and handling of unsafe conditions, security threats, and emergencies
  - Familiarization and operation of safety and emergency equipment, wheelchair lift equipment and restraining devices
  - Application and compliance with all applicable federal and state laws, rules and regulations

- Drivers are required to write and submit daily bus inspection report pursuant to Rule 14-90.006, FAC
- Personnel licensed and authorized by the bus transit system to drive, move, or road test a bus in order to perform repairs or maintenance services when it has been determined that such temporary operation does not create unsafe operating conditions or create a hazard to public safety are not bound to the following 2 provisions:
  - Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.
  - Bus transit systems shall provide written operation and safety procedure to all bus drivers before driving on streets or highways unsupervised.

Non-compliance with any regulatory or agency specific requirement may result in an employee administrative action up to and including suspension or termination of employment. It is the policy of LeeTran to screen applicants to eliminate those that pose a safety or security threat to the agency or who would not be capable of carrying out agency safety and security policies.

All employees and drivers of LeeTran are required to complete all training and testing requirements to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised.

### **Initial Driver Training and Testing**

New operators receive a minimum of 64 hours of classroom instruction and training. Operators are instructed on various topics including: Substance Abuse Policies, Defensive Driver Training, Smith System Techniques, Advanced Driving Techniques, requirements of the State requirements per the 14-90 FAC , Pre- and Post- Trip Inspection requirements, Sensitivity Training, System Security Training, Fare-box Training, including fares and passes, Blood Borne Pathogens awareness, Responding to Epileptic Seizures, Customer Service, Responding to Emergencies and a CPR/First Aid refresher certification.

Training for new operators also includes a review of Lee County and LeeTran policies and procedures. In addition to classroom training, new operators receive a minimum of 32 hours of vehicle orientation and training. Vehicle orientation includes familiarizing with all vehicle functions, identifying all safety equipment, operating the bus, practicing service stops and other important information. New operators will also receive a minimum of 10 hours of training with a certified instructor.

Upon successful completion of classroom instruction and vehicle orientation training, drivers complete an additional 120 hours of supervised on-the-job and on-the-road route training. Vehicle Orientation will only be 26 Hours and on-the-road will be 115 hours with new fixed route training.

### **On-going and Refresher Training and Testing**

Ongoing training is considered essential to a safe and efficient transit operation. All LeeTran operators are required to complete an annual re-fresher course which includes reviews of Defensive Driving techniques and/or Substance Abuse as the main topic. Refresher courses also include targeted training goals which focus on safety. These may include Fatigue Awareness, Distracted Driving, Stress Management, ADA Training, Sensitivity Training, and review of any changes in policies, and other topics.

### **Remedial Training and Testing**

Remedial training is provided on as-needed basis and specific to the operator's need. Remedial training is targeted at correcting a deficiency and may include classroom instruction, supervised operating or other instructional guidance and actions as deemed necessary.

### **National Incident Management System**

LeeTran provides safety, security and basic Incident Command training to all bus operators at the time of hire and periodically during re-training sessions. Supervisors can complete online FEMA Incident Command courses for IS 100, 200, and 700. Bus operators receive only basic incident command training directly related to emergencies, accidents and incidents.

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### **Records Management**

LeeTran Administration is responsible for implementing a record management program that includes maintenance, retention, distribution, and safe disposal of all safety and security records of the agency in compliance with state and federal regulations.

All safety and security documents including the SSPP and SSP will be periodically reviewed and revised as needed to ensure that they remain current. Revisions and updates will be communicated with employees, contractors, and regulatory agencies as they occur or as deemed necessary by management, depending upon the nature of the revision or update. The SSP is not considered a public document and will be retained in a secure location by management.

LeeTran will maintain and retain the following records for at least 4 years\*

- Records of bus driver background checks and qualifications
- Detailed descriptions of training administered and completed by each bus driver
- Records of each bus driver's duty status which includes total days worked, on-duty hours, driving hours and time of reporting on and off duty each day
- Event investigations reports, corrective action plans and related supporting documentation
- Records of preventative maintenance, regular maintenance, inspections, lubrication and repairs performed for each bus
- Records of annual safety inspections and documentation of any required corrective actions
- Completed and signed medical examination reports for each bus driver

*\*Some records are maintained by other county departments in accordance with Lee County Policy.*

In addition, LeeTran will retain records of daily bus inspections and any corrective action documentation for a minimum of 2 weeks.

An organized paper and electronic filing system will be maintained by the agency, adequately protected to prevent potential loss of information. All sensitive personnel records will be protected from public access. When ready for disposal, both paper and electronic data will be disposed of in a secure manner ensuring that critical information is protected.

### **Drug and Alcohol Program**

Lee County has established a zero-tolerance substance abuse policy statement in accordance with 49 CFR Part 32 and a substance abuse management and testing program in accordance with 49 CFR Parts 40 and 655, as amended, a copy of which is included in the Appendix. The program manager is responsible for ensuring the implementation of a drug and alcohol testing program for all safety-sensitive employees as identified and described within the subject policy.

The intent of the policy is to:

- Assure that employees are not impaired in their ability to perform assigned duties in a safe, productive and healthy manner
- Create a workplace environment free from the adverse effects of drug and alcohol abuse or misuse
- Prohibit the unlawful manufacture, distribution, dispensing, possession or use of controlled substances and
- Encourage employees to seek professional assistance when substance abuse adversely affects their ability to perform their assigned duties.



Violations of Lee County and LeeTran's Substance Abuse Policy are subject to disciplinary action up to and including termination.

Lee County's complete Drug and Alcohol Policy, adopted by the Board of County Commissioners of Lee County is included in the Appendix section of this document.

## **Maintenance Plan**

The function of the maintenance plan is to provide a consistent systematic program to properly maintain and service vehicles to meet or exceed the manufacturer's recommended maintenance schedule. LeeTran's vehicle maintenance program ensures that all buses operated, and all parts and accessories on such buses, including those specified in Rule 14-90.007, FAC and any additional parts and accessories which may affect safety of operation, including frame and frame assemblies, suspension systems, axles and attaching parts, wheels and rims, and steering systems are regularly and systematically inspected maintained, and lubricated to standards that meet or exceed the bus manufacturers' recommendations and requirements. The maintenance manager or designee is responsible for ensuring that the maintenance plan consistent with 14-90 has been developed and implemented by the agency and that all vehicles operated are regularly and systematically inspected, maintained, and lubricated according to the agency's maintenance and preventative maintenance guidelines. Reference: <S:\LeeTran\Policies and Procedures\SOPs-Maintenance\LEE COUNTY TRANSIT MAINTENANCE PLAN SAFETY STANDARDS MANUAL 11-12-2019.docx>

## **Pre-Post Trip Inspections**

As part of the preventative maintenance program bus driver inspections play a vital role. Every day of the week, bus operators perform a pre-post trip inspection prior to the start of their shift. The first driver to pull the bus out of the garage for the day performs the pre-service cycling of the wheelchair lift. The pre-post trip inspection forms shall be legibly completed and signed by the vehicle driver.

Pre-post trip inspections includes:

**Service and Parking Brakes** - Both service and parking brakes will be capable of effectively stopping or restraining the vehicle. Brake pedal will be firm on a single down stroke. No noises, vibration or steering changes will result from applying the brakes while moving.

**Camera operation display** - Check the camera indicator to ensure the surveillance camera display indicates the system is operational.

**All Mirrors** - All rear vision mirrors must be clean, properly adjusted and unobstructed. Outside mirrors must be mounted on both sides.

**Lights, controls, chimes and reflectors** - High/low beams, tail lights, turn signals, 4-way hazard flashers, marker lights, license plate light, reflectors and door chimes will be operational.

**Front and rear door operation/ sensitive edge** - Capable of being opened and closed as required. Check if the rear door sensitive edge is operational.

**Windshield, Washer, Wipers and Defroster** - Surfaces must be clean and unobstructed, inside and outside. Washer reservoirs are to be filled as needed.

**Wheelchair lift/Kneeler/Securement** - Check operating and structural condition by operating through one complete cycle. Ensure all securement equipment is available and operational.

**Fare box/trim** – Check operation of the fare box and print an all-day pass.

**Safety Emergency Equipment** – The following items will be present and operational:

- Fire extinguisher
- Reflective triangles

**Steering** – Check steering for smooth operation.

**Horn** - Gives an adequate and reliable warning signal.

**Tires** - Tires shall be inflated to recommended pressures and compatible with each set (i.e., all radials or all bias ply; no mixed sets). Tire wear surfaces and sidewalls shall be inspected daily for debris, damage and wear.

**Exhaust system**- Inspect and ensure the exhaust system is not damaged or exhaust is leaking in to the passenger areas.

## **Defect Card**

The reporting of Equipment problems to the maintenance staff from Operators and transportation staff may be accomplished through a defect card, log, or other means.

All Equipment problems identified during the pre-post trip inspection or driving shifts are recorded by the driver on the Defect Card. The Defect Card specifically identifies the driver, the route, the run, the bus, and what the problem is. The Defect Card is forwarded to the Maintenance Department for repair coordination. Repairs completed will be noted on the Defect Card along with a corresponding Work Order. Defect Cards will be reviewed on a daily basis. (All Defect cards are stored electronically in Kwiktag documentation purposes).

The following are items inspected daily as part of the driver safety check:

### **INTERIOR**

- Engine start, oil pressure builds, volt amp;
- Low air warning, air pressure gauge;
- Radio/Public Address;

- Fare box (if applicable);
- Horn;
- All lights including four way flashers;
- Dashboard indicator lights;
- Passenger signals;
- Mirrors;
- Windows and seats;
- Fire extinguisher and triangles;
- Registration and insurance;
- Driver's Seat/Seat Belt;
- Heater, defroster, A/C;
- Windshield wipers and washer;
- Front and rear doors;
- Interlock with rear door open;
- Parking brake;
- Brakes—Check for air loss;
- Accelerator interlock (if applicable);
- Fast Idle/Kneeler;
- Surveillance System (if applicable);
- Wheelchair seatbelts, restraints, and/or tie-down straps;
- Wheelchair Ramp/Lift;
- Wheelchair securement area.

### **EXTERIOR**

- Muffler/exhaust;
- Destination signs (if applicable);
- Clearance lights/reflectors;
- Fluid leaks;
- Tires/mud flaps;
- Wheels, rims, and lug nuts;
- License plate light;
- Doors;
- Exterior damage;
- All lights including four way reflectors.

If a problem may affect safety, service, accessibility or cause further component damage, the vehicle will be immediately removed from service and brought to the attention of the Maintenance Department.

### **Vehicle Preventative Maintenance Section**

PM inspections are scheduled to provide maintenance personnel with an opportunity to detect and repair damage or wear conditions before major repairs are necessary. A common way to conduct PM inspections is to use a checklist where each operation requires a check and a signature for completion.

The inspection checklist will contain several of the following items listed below:

- Specify each item to be checked
- Record repairs for
- Inspection interval (i.e., daily or weekly)
- Inspection procedures for each item on the checklist
- Pass/fail standard for each item
- Detail actions to correct each problem

Using this information routine preventative maintenance is scheduled and is automatically generated using our operating system (TMT).

Below is an example of a preventative maintenance inspection schedule for our vehicles which travels 50,000 miles per year. The Maintenance Department will adjust the schedule relative to its needs and requirements.

INSPECTION TYPE	INTERVAL	INSPECTION METHOD
PM INSPECTION "A"	6,000 miles	Oil Change, Air Filter Replacement, Safety Inspection, Wheel Chair Lift Inspection, Oil Sample, etc. (130 point inspection)
PM INSPECTION "B"	24,000 miles	Includes "A" Service Items, in addition to Rear Axle Fluid Change, Brake Component Inspection, Repack Wheel Bearings, Diesel Particulate Filter Regeneration (130 point inspection)
PM INSPECTION "C"	48,000 miles	Includes "B" Service Items, in addition to Transmission Fluid Change, Brake Inspection/Replacement, Engine Tune Up if required, Coolant Additive Test, Diesel Particulate Filter Regeneration, Air Dryer Element Change if required, Annual Safety Inspection (160 point inspection)

The preventative maintenance schedule is A, B, A, C, A, B, A, C and the cycle continues repeating. Additional maintenance may be performed seasonally or as needed such as washing out of

radiators/charge coolers, servicing of HVAC Systems prior to summer and winter, cleaning of wheelchair lift tracks, etc.

**PM INSPECTION LEVELS**

<b>PM LEVEL</b>	<b>CUMULATIVE MILEAGE</b>	<b>PM DESCRIPTION</b>
A	6,000	See Form
B	12,000	See Form
A	18,000	See Form
C	24,000	See Form
A	30,000	See Form
B	36,000	See Form
A	42,000	See Form
C	48,000	See Form
A	54,000	See Form
B	60,000	See Form

PM levels will be scheduled based on a vehicles projected mileage, estimated time for completion, and level of effort and expertise. As each level of PM Service require more time to complete, PM levels will be assigned in such a manner as to provide a balanced workload for the shop.

Example: A vehicle operates an average of 200 miles per day for five days per week. At 1000 miles/week, the vehicle would accumulate 6,000 miles in six weeks. This would set the PM Service intervals at every six weeks or approximately every month. LeeTran’s goal is to perform PM inspection no sooner than 97% of the PM interval and no more than 105% of the PM interval.

In this manner, the time consumption and labor efforts for PM levels are established. This permits maintenance management to assign shop work schedules and resources in an orderly and cost effective fashion. All PM inspections and services will be consistent with the available daily manpower.

**Annual Inspections**

An Annual Safety Inspection is similar to an FDOT “C” level inspection. An agency may use a “C” level inspection for a vehicle to serve as the Annual Safety Inspection as long as the vehicle receives a “C” level inspection at least once annually. An agency may make a copy of the “C” level inspection and write: “Annual Safety Inspection” across the top of the page to identify it and place the inspection in the vehicle’s history file, or a separate filing area for all Annual Safety Inspections.

All vehicle components for an Annual Safety Inspection must be checked at the same time, or within 48 hours if the inspection is being performed by utilizing partial inspections, for the inspection to be determined complete.

Chapter 14-90 requires that all agencies perform an Annual Safety Inspection on each public transit vehicle. These inspections must be performed once a year using a certified mechanic and proper lift equipment. (Refer to Chapter 14-90 of the Florida Statutes.)

## Staff Vehicles Preventative Maintenance and Inspection

Vehicle inspections will be performed at prescribed intervals and verified by maintenance personnel. At a minimum, the following information will be recorded for the inspection.

1. Inspector - the mechanic performing the inspection
2. Work Order No. - serial number of the work order being used during this inspection
3. Vehicle No. - assigned serial number of the vehicle
4. Odometer - mileage at the time the vehicle was inspected.
5. Date - date the inspection was performed
6. Type of Inspection - type of inspection due (either "A" 6,000, "B" 12,000 or "C" 24,000 mile Inspection)
7. Inspection Checklist - Inspect those items listed in the checklist and replace or repair as required
8. Mileage Due - next mileage due an inspection
9. Type - type of inspection due during the next mileage due
10. Notes, Remarks - notes or remarks pertinent to the inspection being performed

Drivers are required to perform daily vehicle inspections prior to operating the assigned vehicle, during routes, and after all route schedules are completed. The pre-trip inspection includes an inspection of the following parts and devices to ascertain that they are in safe condition and in good working order:

- Service brakes
- Parking brakes
- Tires and wheels
- Steering
- Horn
- Lighting devices
- Windshield wipers
- Rear vision mirrors
- Passenger doors
- Exhaust system
- Equipment for transporting wheelchairs
- Safety, security and emergency equipment

During the scheduled trips and at the end of the day, the operator will note any additional findings and submit the daily vehicle inspection forms. The process and forms to be utilized for daily vehicle inspections are included in the preventative maintenance guidelines. The daily vehicle inspection forms must be complete with the operator's signature and a check in each box to document items are in working condition or a defect is noted in the comments section. If the driver finds any mechanical or other problems that could compromise the safety of the vehicle at any point, the drivers will immediately inform the maintenance manager, or designee and the

vehicle will not be schedule for service until repaired. Failure to report deficiencies by drivers may result in an administrative action taken against the employee.

The maintenance manager or designee will review the daily inspections and document the corrective actions taken as a result of any deficiencies identified by the operator. Daily inspection records will be retained for a minimum of two weeks. The maintenance manager or designee will periodically conduct vehicle inspections behind the drivers who have completed the vehicle inspections to ensure that the daily vehicle inspections are adequately performed. Noted defects will be prioritized and sorted into categories for repairs. As defects noted on the inspection form are repaired, documentation will be attached to the work/repair order and filed in the maintenance files.

## **Bus Safety Inspections and Safety/Security Inspections and Reviews Section**

### **Bus Safety Inspections**

Safety inspections are part of the maintenance inspections and are performed at least one every year on all buses operated by LeeTran. The maintenance manager or designee is responsible for ensuring that each individual performing a bus safety inspection is qualified as follows:

- Understands the requirements set forth in Rule 14-90 and can identify defective components.
- Is knowledgeable of and has mastered the methods, procedures, tools and equipment used when performing an inspection

Has at least one year of training and/or experience as a mechanic or inspector in a vehicle maintenance program and has sufficient general knowledge of buses owned and operated by the bus transit system to recognized deficiencies or mechanical defects

Each bus receiving a safety inspection shall be checked for compliance with the requirements for safety devices and equipment as referenced or specified by Rule 14-90. Specific operable equipment and devices as required by Rule 14-90 include the following as applicable to Type I and Type II buses:

- Horn
- Windshield wipers
- Mirrors
- Wiring and batteries
- Service and parking brakes
- Warning devices
- Directional signals
- Hazard warning signals

- Lighting systems and signaling devices
- Handrails and stanchions
- Standee line and warning
- Doors and brake interlock devices
- Step-wells and flooring
- Emergency exits
- Tires and wheels
- Suspension system
- Steering system
- Exhaust system
- Seat belts
- Safety equipment
- Equipment for transporting wheelchairs
- Working speedometer

A safety inspection report will be prepared by the individuals performing the inspection and will include the following:

- Identification of the individual performing the inspection
- Identification of the bus transit system operating the bus
- The date of inspection
- Identification of the bus inspected
- Identification of the equipment and devices inspected including the identify of equipment and devices found deficient or defective
- Identification of corrective action for any deficient or defective items found and date of completion of corrective action

Records of annual safety inspections and documentation of any required corrective actions will be retained for a minimum of 4 years for compliance review.

### **Medical Examinations for Bus Transit System Drivers**

LeeTran, in accordance with State Statutes, has established medical examination requirements for all applicants for driver positions and for existing drivers.

- Medical examination requirements include pre-employment examination for applicants, an examination at least once every two years for existing drivers and a return to duty examination for any driver prior to returning to duty after having been off duty for 30 or more days due to an illness, medical condition or injury.
- Medical examinations will be performed and recorded according to FMCSA Form MCSA-5876, Medical Examination Report for Bus Transit System Driver, included in the appendix.



- Medical examinations will be performed by a Doctor of Medicine or Osteopathy, Physician Assistant, or Advanced Registered Nurse Practitioner licensed or certified by the State of Florida. If medical examinations are performed by a Physician Assistant or Advanced Registered Nurse Practitioner, they must be performed under the supervision or review of a Doctor of Medicine or Osteopathy.
- An ophthalmologist or optometrist licensed by the State of Florida may perform as much of the medical examination as it pertains to visual acuity, field of vision and color recognition.
- Upon completion of the medical examination, the examiner shall complete, sign and date the medical examination form and maintain the original at their office.
- Upon completion of the medical examination, the examiner shall complete, sign and date the medical examination form and provide a copy to LeeTran.
- Upon completion of the medical examination, the driver shall provide their driver license number, signature and date on the medical examination certificate.
- Completed and signed medical examination certificates for each bus driver, dated within the past 24 months, will be maintained on file for a minimum of 4 years from the date of the examination.
- LeeTran will not allow a driver to operate a transit bus without having on file a completed medical examination certificate dated within the past 24 months.

LeeTran requires all safety sensitive employees to maintain Medical examination requirements including pre-employment examination for applicants, an examination at least once every two years and a return to duty examination for any driver prior to returning to duty after having been off duty for 30 or more days due to an illness, medical condition or injury.

### **Operating and Driving Requirements**

The Deputy Directors are responsible for overall compliance with all operating and driving requirements of the SSPP. It is the responsibility of every LeeTran employee who performs driving and or operational duties to strictly adhere to the following requirements:

- Under no circumstances is a driver allowed to operate a vehicle without having the appropriate and valid driver license in his or her possession.
- Drivers are not permitted to drive a bus when their driver license has been suspended, canceled or revoked. A driver who received a notice that their license to operate a motor vehicle has been suspended, canceled or revoked is required to notify their supervisor of the contents of the notice immediately if possible and no later than the end of the business day following the day the notice was received. Violation of this policy may result in disciplinary actions up to and including suspension or termination of employment.
- LeeTran's Office Manager will annually check Motor Vehicle Records (MVR) for all drivers for investigating information on license suspensions, revocations, accidents, traffic violations, unpaid summons, etc.
- Buses must be operated at all times in compliance with applicable traffic regulations, ordinance and laws of the jurisdiction in which they are being operated.

Rule 14-90 defines “on-duty” and “off-duty” status of drivers as follows:

- On-duty means the status of the driver from the time they begin work or is required to be in readiness to work until the time the driver is relieved from work and all responsibility for performing work. On-duty includes all time spent by the driver as follows:
  - Waiting to be dispatched at bus transit system terminals, facilities or other private or public property unless the driver has been completely relieved from duty by the bus transit system.
  - Inspecting, servicing or conditioning any vehicle
  - Driving
  - Remaining in readiness to operate a vehicle (stand-by)
  - Repairing, obtaining assistance or remaining in attendance in or about a disabled vehicle.
- Off-duty means any time the driver is not on duty, required to be in readiness to work or under any responsibility to perform work. This time shall not be counted towards the maximum allowed on-duty hours within a 24-hour period.
- Drivers are not permitted to drive more than 12 hours in a 24-hour period, or drive after having been on duty for 16 hours in a 24-hour period. A driver is not permitted to drive until the requirement of a minimum eight consecutive hours of off-duty time has been fulfilled. A driver’s work period begins from the time he or she first reports for duty to his/her employer. A driver is permitted to exceed his or her regulated hours in order to reach a regularly established relief or dispatch point, provided the additional driving time does not exceed one hour.
- Drivers are not be permitted or required to be on duty more than 72 hours in any period of seven consecutive days; however, any 24 consecutive hours of off duty time shall constitute the end of any such period of seven consecutive days. A driver who has reached the maximum 72 hours of on duty time during the seven consecutive days shall be required to have a minimum of 24 consecutive hours off duty prior to returning to on duty status.
- Drivers are not permitted to drive for more than the regulated hours for the safety and protection of the public when conditions such as adverse weather, disaster, security threat, a road or traffic condition, medical emergency or an accident occur.
- Drivers are not permitted to drive a bus when his or her ability is impaired or likely to be impaired by fatigue, illness or other causes likely to create an unsafe condition.
- Drivers will not report for duty or operate any vehicle while under the influence of alcohol or any other substance, legal or illegal, that may impair driving ability. All employees are required to comply with Lee County and LeeTran’s Substance Abuse Policy.
- Drivers are required to conduct daily vehicle inspections and reporting of all defects and deficiencies likely to affect safe operation or cause mechanical malfunctions.
- Drivers are required to immediately report any defect or deficiency that may affect safe operations or cause mechanical malfunctions. Any defect or deficiency found shall be

properly documented on a Daily Vehicle Inspection form and will be submitted to the Maintenance Manager or designee.

- The Maintenance Manager or designee will review daily inspection reports and document corrective actions taken as a result of any deficiencies identified by daily inspections.
- A bus with any passenger doors in the open position will not be operated with passengers aboard. The doors will not be opened until the bus is stopped. A bus with any inoperable passenger door will not be operated with passengers aboard, except to move a bus to a safe location.
- Drivers will ensure that during darkness, interior lighting and lighting in step wells on buses shall be sufficient for passengers to enter and exit safely.
- Passengers will not be permitted in the step wells of any bus while the bus is in motion or to occupy an area forward of the standee line.
- Passengers will not be permitted to stand on buses not designated and constructed for that purpose.
- Buses will not be refueled in a closed building. The fueling of buses when passengers are being carried will be reduced to the minimum number of times necessary during such transportation.
- Drivers are required to be properly secured to the driver's seat with a restraining belt at all times while the bus is in motion.
- Buses will not be left unattended with passengers aboard for longer than 15 minutes. The parking or holding brake device will be properly set at any time the bus is left unattended.
- Transit vehicles will not be used at any time for uses other than those that are authorized and permitted according to state and federal program requirements.

Noncompliance with these requirements may result in disciplinary actions including suspension or termination of employment.

### **Wireless Communication**

“Wireless communication device” means an electronic or electrical device capable of remote communication, including cell phones, personal digital assistants (PDA) and portable computers (laptops). “Personal wireless communication device” means an electronic or electrical device that was not provided by the bus transit system for business purposes. “Use of a wireless communication” device means use of a mobile telephone or other electronic or electrical device, hands-on or hands-free, to conduct an oral communication; to place or receive a telephone call; to send or read electronic mail or a text message; to play a game; to navigate the internet; to play, view or listen to a video; to play, view or listen to a television broadcast; to play or listen to music; to execute a computational function, or to perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee from a safety-critical task.

The use of an electronic or electrical device that enhances the individual's physical ability to perform, such as a hearing aid, is not included in this definition.

LeeTran requires all drivers to fully comply with the following wireless communication policy:

- The use of a personal wireless communication device is prohibited while the transit vehicle is in motion.
- All personal wireless communication devices must be turned off with any earpieces removed from the operator's ear while occupying the driver's seat.
- In an emergency, if a driver is unable to use the radio (e.g. driver is separated from the vehicle due to a need to evacuate, or the radio is inoperable because it is beyond the radio coverage area or other malfunction), a personal cellular phone may be used to contact the agency. In such a situation the driver must park the vehicle in a safe place off the road and call the direct line to the dispatcher.
- Drivers are not permitted to use any wireless communication device issued by the bus transit system while the transit vehicle is in motion except brief radio communications with the dispatcher. If the driver must use the radio for a long duration, he/she must stop the vehicle in a safe place off the road.
- The use of a wireless communication device is prohibited while loading and unloading a wheelchair patron or while conducting any other safety related duty that requires the driver's undivided attention. If wireless communication is necessary, the driver will use a company issued wireless communication device before or upon completion of the safety related tasks.
- Employees are permitted to use wireless communication devices issued by the bus transit systems in the following situations:
  - A driver needing to communicate with the dispatcher and vice versa.
  - A driver requesting medical or emergency assistance.
  - A driver reporting an illegal activity, traffic accident, road hazard or safety or security threat.

LeeTran requires all employees to follow the radio operating procedures. In addition, LeeTran has developed driver training and testing on the proper use of wireless communication devices while in performance of safety related duties and hazards associated with driving and utilizing these devices. The wireless communications device training and testing is included in the program which all drivers must complete upon hire and before driving on a street or highway unsupervised.

### **Vehicle Equipment Standards and Procurement Criteria**

LeeTran vehicle purchases will comply with vehicle equipment standards and procurement criteria specified in 14-90.007.

All buses procured and operated will meet the following minimum standards as applicable:

- The capability and strength to carry the maximum allowed load will not exceed the manufacturer's gross vehicle weight rating (GVWR), gross axle weighting, or tire rating.
- Structural integrity that mitigates or minimizes the adverse effects of collisions.
- Federal Motor Vehicle Safety Standards (FMVSS), 49 CFR Part 571, Sections 102 103 104 105 108 207 209 210 217 302 403 and 404, October 1, 2008, hereby incorporated by reference.

Proof of strength and structural integrity test on new buses procured will be submitted by manufacturer or bus transit system to FDOT.

Vehicles will be equipped as follows:

- Mirrors – there will be 2 exterior rear vision mirrors, one at each side. The mirrors will be firmly attached to the outside of the bus and so located as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Each exterior rear vision mirror, on Type I buses shall have a minimum reflective surface of 50 square inches. Neither the mirror nor the mounting shall protrude farther than the widest part of the vehicle body except to the extent necessary to produce a field of view meeting or exceeding the requirements of this section. All Type I buses shall in addition to the above requirements, be equipped with an inside rear vision mirror capable of giving the driver a clear view of seated and standing passengers. Buses having a passenger exit door that is located inconveniently for the driver's visual control shall be equipped with additional interior mirrors to enable the driver to view the passenger exit door. In lieu of interior mirrors, trailer buses and articulated buses may be equipped with closed circuit video systems or adult monitors in voice control with the driver.
- Wiring and batteries – Electrical wiring shall be maintained so as not to come in contact with moving parts, heated surfaces, or be subject to chafing or abrasion which may cause insulation to become worn. Every Type I bus manufactured on or after February 7, 1988 will be equipped with a storage battery electrical power main disconnect switch. The disconnect switch shall be practicably located in an accessible location adjacent to or near to the battery and be legibly and permanently marked for identification. Every storage battery on a public-sector bus shall be mounted with proper retaining devices in a compartment which provides adequate ventilation and drainage.
- Brake Interlock Systems – All Type I buses having a rear exit door shall be equipped with a rear exit door/brake interlock that automatically applies the brake upon driver activation of the rear exit door to the open position. Brake interlock application shall remain activated until deactivated by the driver and the rear exit door returns to the closed position. The rear exit door brake interlock on such buses shall be equipped with an identified override switch enabling emergency release of the brake interlock function. The override switch shall not be located within reach of the seated driver. Air pressure application to the brake during brake interlock operation, on buses equipped with rear exit door/brake interlock, shall be regulated at the equipment's original manufacturer's specifications.

- Standee Line and Warning – Every bus designed and constructed to all standees shall be plainly marked with a line of contrasting color at least two inches wide, or be equipped with some other means to indicate that all passengers are prohibited from occupying a space forward of a perpendicular plane drawn through the rear of the driver’s seat and perpendicular to the longitudinal axis of the bus. A sign shall be posted at or near the front of the bus stating that it is a violation for a bus to be operated with passengers occupying an area forward of the line.
- Handrails and Stanchions – every bus designed and constructed to allow standees shall be equipped with overhead handrails for standee passengers. Overhead handrails shall be continuous, except for a gap at the rear exit door, and terminate into vertical stanchions or turn up into a ceiling fastener. Every Type I and Type II bus designed for carrying more than 16 passengers will be equipped with handrails, stanchions or bars at least 10 inches long and installed to permit safe on-board circulation, seating and standing assistance and boarding and alighting by elderly and persons with disabilities. Type I buses shall be equipped with a safety bar and panel directly behind each entry and exit step-well.
- Flooring, steps and thresholds – Flooring, steps and thresholds on all buses shall have slip resistant surfaces without protruding or sharp edges, lips or overhangs in order to prevent tripping hazards. All step edges and thresholds shall have a band of color(s) running the full width of the step or edge which contrasts with the step tread and riser, either light-on-dark or dark-on-light.
- Doors – power activated doors on all buses shall be equipped with a manual device designed to release door closing pressure.
- Emergency Exits – all buses shall have an emergency exit door, or in lieu thereof, shall be provided with emergency escape push-out windows. Each emergency escape window shall be in the form of a parallelogram with dimensions not less than 18 inches by 24 inches and each shall contain an area of not less than 432 square inches. There shall be a sufficient number of push-out or kick-out windows in each vehicle to provide a total escape area equivalent to 67 square inches per seat, including the driver’s seat. No less than 40% of the total escape area shall be on one side of the vehicle. Emergency escape kick-out or push-out windows and emergency exit doors shall be conspicuously marked with a sign or light and shall always be kept in good working order so that they may be readily opened in an emergency. All such windows and doors shall not be obstructed either inside or outside so as to hinder escape. Buses equipped with an auxiliary door for emergency exit shall be equipped with an audible alarm and light indicating to the driver when a door is ajar or opened while the engine is running. Supplemental security locks operable by a key are prohibited on emergency exit doors unless these security locks are equipped and connected with an ignition interlock system or an audio visual alarm located in the driver’s compartment. Any supplemental security lock system used on emergency exits shall be kept unlocked whenever a bus is in operation.
- Tires and Wheels – Tires shall be properly inflated in accordance with the manufacturer’s recommendations.
  - No bus shall be operated with a tread groove pattern depth:

- Less than 4/32 (1/8) of an inch, measured at any point on a major tread groove for tires on the steering axle of all buses. The measurements shall not be made where tie bars, humps, or fillets are located.
- Less than 2/32 (1/16) of an inch, measured at any point on a major tread groove for all other tires of all buses. The measurements will not be made where tie bars, humps or fillets are located.
  - No bus shall be operated with recapped, re-grooved, or retreaded tires on the steering axle.
  - Wheels shall be visibly free from cracks and distortions and shall not have missing, cracked or broken mounting lugs.
- Suspension – The suspension systems of all buses, including springs, air bags, and all other suspension parts, shall be free from cracks, leaks or any other defect which may cause its impairment or failure to function properly.
- Steering and Front Axle – The steering system of all buses shall have no indication of leaks which would or may cause its impairment to function properly, and shall be free from cracks and excessive wear of components that may cause excessive free play or loose motion in the steering system or above normal effort in steering control.
- Seat Belts – Every bus shall be equipped with an adjustable driver’s restraining belt in compliance with the requirements of FMVSS 209 “Seat Belt Assemblies” 49 CFR 571.209 October 1, 2008, and FMVSS 210 “Seat Belt Assembly Anchorages” 49 CFR 571.210 October 1, 2008, hereby incorporated by reference.
- Safety Equipment – Every bus shall be equipped with one fully charged dry chemical or carbon dioxide fire extinguisher, having at least a 1A:BC rating and bearing the label of Underwriter’s Laboratory, Inc. The fire extinguishers shall be maintained as follows:
  - Each fire extinguisher shall be securely mounted on the bus in a conspicuous place or a clearly marked compartment and be readily accessible.
  - Each fire extinguisher shall be maintained in efficient operating condition and equipped with some means of determining if it is fully charged.
- Every Type I bus shall be equipped with portable red reflector warning devices in compliance with Section 316.300, Florida Statute.
- Persons with Disabilities - Buses used for the purpose of transporting individuals with disabilities shall meet the requirements set forth in 49 CFR Part 38 October 1, 2008, hereby incorporated by reference as well as the following:
  - Installation of a wheelchair lift or ramp shall not cause the manufacturer’s GVWR, gross axle weight rating or tire rating to be exceeded.
  - Except in locations within 3-1/2 inches of the bus floor, all readily accessible exposed edges or other hazardous protrusions of parts of wheelchair lift assemblies or ramps that are located in the passenger compartment shall be padded with energy absorbing material to mitigate injury in normal use and in case of a collision. This requirement shall also apply to part of the bus associated with the operation of the lift or ramp.
  - The controls for operating the lift shall be at a location where the bus driver or lift attendant has a full view, unobstructed by passengers, of the lift platform, its entrance and exit, and the wheelchair passenger, either directly or with partial assistance of

- mirrors. Lifts located entirely to the rear of the driver's seat shall not be operable from the driver's seat, but shall have an override control at the driver's position that can be activated to prevent the lift from being operated by the other controls (except for emergency manual operation upon power failure).
- The installation of the wheelchair lift or ramp and its controls and the method of attachment in the bus body or chassis shall not diminish the structural integrity of the bus nor cause a hazardous imbalance of the bus. No part of the assembly when installed and stowed shall extend laterally beyond the normal side contour of the bus or vertically beyond the lowest part of the rim of the wheel closest to the lift.
  - Each wheelchair lift or ramp assembly shall be legibly and permanently marked by the manufacturer or installer with the following information:
    - Manufacturer's name and address
    - Month and year of manufacturer
    - Certificate that the wheelchair lift or ramp securement devices and their installation conform to State of Florida requirements applicable to accessible buses
  - Wheelchairs – Wheelchair lifts, ramps, securement devices, and restraints shall be inspected and maintained as required by this rule chapter. Instructions for normal and emergency operation of the lift or ramp shall be carried or displayed in every bus.

### **Internal and External Safety Audits**

The Maintenance Manager or designee is responsible for conducting periodic safety audits of LeeTran's fleet. These audits will be carried out to assure compliance with the objectives and requirements of the SSPP and Rule 14-90. Audits will be conducted at least annually prior to the agency's recertification to the Florida Department of Transportation. Annual audits will document the following information:

- All findings and include a detailed description of the deficiency
- Corrective action taken for correcting the deficiency and if necessary, a schedule for implementation of the corrective action to be taken for each deficiency.
- Any required suspension of bus transit system service should LeeTran determine the continued operation of the service, or apportion hereof, possess an immediate danger to public safety.
- Safety audits of vehicles and records will be conducted quarterly.
- Facility inspections will be conducted monthly at all facilities by the Facility manager to identify and resolve potential safety and security hazards.
- Regular Quality Control/Quality Assurance checks will be carried out to ensure safety compliance.

LeeTran staff will work closely with regulatory agencies (FDOT, FTA and others) when external audit notifications are received and allocate resources as necessary to facilitate the audits.



## **Certification**

The Transit Director will submit an annual safety and security certification to FDOT utilizing the self-certification form. The certification will be submitted no later than February 15, for the prior calendar year period unless otherwise required by FDOT.

The certification will attest to the following:

- The adoption of an SSPP and a Security Plan in accordance with established standards set forth in Rule 14-90
- Compliance with the adopted SSPP and Security Plan
- Performance of safety inspections on all buses operated by the system in accordance with Rule 14-90
- Reviews of the SSPP and Security Plan have been conducted to ensure they are up to date

Certification will include:

- LeeTran's name and address and the name and address of the entity performing bus safety inspections and security assessments during the prior calendar year, if different from the community agency
- A statement signed by the Chief Executive Officer/signatory authority responsible for the management of LeeTran attesting to compliance with Rule 14-90.

## Appendices

### Appendix A: Florida Administrative Code, Chapter 14-90

#### CHAPTER 14-90

#### EQUIPMENT AND OPERATIONAL SAFETY STANDARDS FOR BUS TRANSIT SYSTEMS

14-90.002	Definitions
14-90.004	Bus Transit System Operational Standards
14-90.0041	Medical Examinations for Bus Transit System Drivers
14-90.006	Operational and Driving Requirements
14-90.007	Vehicle Equipment Standards and Procurement Criteria
14-90.009	Bus Safety Inspections
14-90.010	Certification
14-90.012	Safety and Security Inspections and Reviews

#### **14-90.002 Definitions.**

Terms used in this rule chapter shall mean as defined in Section 341.031, F.S., in addition:

(1) “Bus” means any motor vehicle, other than a taxicab, which is designed or constructed for the public transport of persons for compensation and is owned, operated, leased, or controlled by a bus transit system. Buses are designated in two categories:

(a) Type I means over 22 feet in length, including bumpers.

(b) Type II means 22 feet or less in length, including bumpers and paratransit type vehicles, such as minibuses, standard vans, modified vans, station wagons, and sedans.

(2) “Bus Transit System” means a community transportation coordinator; a public transit provider; or a private contract transit provider which owns, operates, leases, or controls buses or taxicabs where such transportation consists of continuous or recurring transportation under the same contract; or a privately owned or operated transit provider that receives operational or capital funding from the Department and owns, operates, leases, or controls buses, other than nonpublic sector buses that provides transportation services available for use by the general riding public.

(3) “Community Transportation Coordinator” means a provider of transportation services or an entity that ensures such services are provided by another bus transit system.

(4) “Department” means the Florida Department of Transportation.

(5) “Drive” or “Operate” means all time spent at the controls of a bus in operation.

(6) “Driver” means any person trained and designated to drive a bus on a street or highway being used for the public transport of persons for compensation.

(7) “FMVSS” means the Federal Motor Vehicle Safety Standards in effect at the time the bus or component is manufactured.

(8) “For Compensation” means for money, property, or anything else of value whether paid, received, or realized, directly or indirectly.

(9) “Manufacturer” means the original producer of the chassis, the producer of any type of bus, or the producer of equipment installed on any bus for the purpose of transporting individuals with disabilities.

(10) “Off-Duty” means any time the driver is not on duty, required to be in readiness to work, or under any responsibility to perform work. Such time shall not be counted towards the maximum allowed on-duty hours within a 24-hour period.

(11) “On Duty” means the status of the driver from the time he or she begins work, or is required to be in readiness to work, until the time the driver is relieved from work and all responsibility for performing work. “On Duty” includes all time spent by the driver as follows:

(a) Waiting to be dispatched at bus transit system terminals, facilities, or other private or public property, unless the driver has been completely relieved from duty by the bus transit system.

(b) Inspecting, servicing, or conditioning any vehicle.

(c) Driving.

(d) Remaining in readiness to operate a vehicle (stand-by).

(e) Repairing, obtaining assistance, or remaining in attendance in or about a disabled vehicle.

(12) “Passenger” means a person who is on board, boarding, or alighting from a bus for the purposes of public transport.

(13) “Paratransit” means those elements of public transit which provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon by the user and the provider of the service. Paratransit service is provided by taxis, limousines, “dial-a-ride” buses, and other demand-responsive operations that are characterized by their nonscheduled, non-fixed route nature.

(14) “Safe Condition” means a condition where hazards are reduced to the lowest level feasible and substantial compliance exists with all safety rules, regulations, and requirements.

(15) “Safety Review” means an on-site assessment to determine if a bus transit system has adequate safety management controls in place and functioning in accordance with the safety standards provided and incorporated by reference in this rule chapter.

(16) “Security” means freedom from harm resulting from intentional acts against passengers, employees, equipment, and facilities.

(17) “Security Program Plan” or “SPP” means a document developed and adopted by the bus transit system detailing its policies, objectives, responsibilities, and procedures for the protection and defense of the system and persons from intentional acts of harm.

(18) “Security Review” means an on-site assessment to determine if a bus transit system has security management controls in place and functioning in accordance with the security requirements provided in this rule chapter.

(19) “System Safety Program Plan” or “SSPP” means a document developed and adopted by the bus transit system detailing its policies, objectives, responsibilities, and procedures against injuries or damage.

(20) “Taxicab” means any motor vehicle of nine passenger capacity or less, including the driver, engaged in the general transportation of persons for compensation, not on a regular schedule, between fixed termini, or over regular routes, where such vehicle does not provide transportation services as a result of a contractual

agreement with a bus transit system.

(21) “Trailer Bus” means a trailing or towed vehicle designed or used for the transportation of more than 10 persons, e.g., tram buses.

(22) “Twenty-four Hour Period” or “24-Hour Period” means the consecutive time beginning at 12:00.01 a.m. to 12:00.00 a.m.

(23) “Unsafe Condition” means anything which endangers human life or property.

(24) “Personal wireless communications device” means an electronic or electrical device that was not provided by the bus transit system for business purposes.

(25) “Use of a wireless communications device” means use of a mobile telephone or other electronic or electrical device, hands-on or hands-free, to conduct an oral communication; to place or receive a telephone call; to send or read electronic mail or a text message; to play a game; to navigate the Internet; to play, view, or listen to a video; to play, view, or listen to a television broadcast; to play or listen to music; or to execute a computational function. Use of an electronic or electrical device that enhances the individual’s physical ability to perform, such as a hearing aid, is not included in this definition.

(26) “Wireless communications device” means an electronic or electrical device capable of remote communication. Examples include cell phones, personal digital assistants (PDAs) and portable computers (commonly called laptop computers).

*Rulemaking Authority 334.044(2), 341.061(2), 341.041(3), 341.031 FS. Law Implemented 341.041(3), 341.061(2) FS. History—New 9-7-87, Amended 11-10-92, 8-7-05, 9-16-10.*

#### **14-90.004 Bus Transit System Operational Standards.**

(1) Each bus transit system shall develop and adopt an SSPP that complies with or exceeds the established safety standards set forth in this rule chapter.

(a) The SSPP shall address the following safety elements and requirements:

1. Safety policies and responsibilities.
2. Vehicle and equipment standards and procurement criteria.
3. Operational standards and procedures.
4. Bus driver and employee selection.
5. Driving requirements.
6. Bus driver and employee training. As part of the driver training program, specific procedures, and training shall be implemented to instruct the driver on how to safely approach and depart from a transit bus stop to avoid contact with pedestrians and other hazards.
7. Vehicle maintenance.
8. Investigations of events described under subsection 14-90.004(5), F.A.C.
9. Hazard identification and resolution.
10. Equipment for transporting wheelchairs.
11. Safety data acquisition and analysis.

12. A wireless communication plan and procedure that provides for the safe operation of the bus transit vehicle. The wireless communication plan and procedure shall assure that:

- a. The use of a personal wireless communication device is prohibited while the transit vehicle is in motion, and
- b. All personal wireless communications devices are turned off with any earpieces removed from the operator's ear while occupying the driver's seat.

13. A policy on the use of a wireless communications device issued to the operator by the bus transit system for business related purposes. Policies developed shall assure that:

- a. Guidelines are developed that allow for the use of a wireless communications device in emergency situations, and
- b. The use of a wireless communications device does not interfere with the operator's safety related duties.

14. The Bus Transit System shall develop a driver educational training program addressing:

- a. The proper use of a wireless communications device issued to the operator by the Bus Transit System while in the performance of their safety related duties, and
- b. The hazards associated with driving and utilizing a wireless communications device.

15. Safety standards for private contract bus transit system(s) that provide(s) continuous or recurring transportation services for compensation as a result of a contractual agreement with the bus transit system.

(b) Each bus transit system shall implement and comply with the SSPP during the operation of the system.

(c) Each bus transit system shall require that all operable transit buses be inspected at least once per year in accordance with established standards.

(d) Each bus transit system shall submit an annual safety certification to the Department verifying the following:

1. Adoption of an SSPP, which meets or exceeds the established standards set forth in this rule chapter.
2. Compliance with its adopted SSPP and that safety inspections have been performed at least once a year on all buses operated by the bus transit system, by persons meeting the requirements set forth in Rule 14-90.009, F.A.C.

(e) Bus transit systems shall immediately suspend affected system service operations if, at any time, continued operation of the system, or a portion thereof, poses an immediate danger to public safety.

(2) Each bus transit system shall develop and adopt an SPP that meets or exceeds the security requirements set forth in this rule chapter. The SPP shall be adopted separately from the SSPP.

(a) The SPP shall address the following security requirements:

1. Security policies, goals, and objectives.
2. Organization, roles, and responsibilities.
3. Emergency management processes and procedures for mitigation, preparedness, response, and recovery.
4. Procedures for investigation of events described under subsection 14-90.004(5), F.A.C.
5. Procedures for the establishment of interfaces with emergency response organizations.
6. Procedures for interagency coordination with local law enforcement jurisdictions.
7. Employee security and threat awareness training programs.
8. Security data acquisition and analysis.
9. Emergency preparedness drills and exercises.

10. Requirements for private contract transit providers that engage in continuous or recurring transportation services for compensation as a result of a contractual agreement with the bus transit system.

11. Procedures for SPP maintenance and distribution.

(b) Each bus transit system shall implement and comply with the SPP during the operation of the system.

(c) Bus transit systems that engage in a contract with a private contract transit provider shall:

1. Establish minimum security requirements which apply to private contract transit providers.

2. Monitor and assure that each private contract transit provider complies with established security requirements during the term of the contract.

(d) Bus transit systems are prohibited by Section 119.071(3)(a), F.S., from publicly disclosing the SPP or the security portion of the SSPP, as applicable, under any circumstance.

(3) Bus transit systems shall establish criteria and procedures for the selection, qualification, and training of all drivers. The criteria shall include the following:

(a) Driver qualifications and background checks meeting minimum hiring standards.

(b) Driving and criminal background checks for all new drivers.

(c) Verification and documentation of valid driver licenses for all employees who drive buses.

(d) Training and testing to demonstrate and ensure adequate skills and capabilities to safely operate each type of bus or bus combination before driving on a street or highway unsupervised. As a minimum requirement, drivers shall be given explicit instructional and procedural training and testing in the following areas:

1. Bus transit system safety and operational policies and procedures.

2. Operational bus and equipment inspections.

3. Bus equipment familiarization.

4. Basic operations and maneuvering.

5. Boarding and alighting passengers.

6. Operation of wheelchair lifts and other special equipment.

7. Defensive driving.

8. Passenger assistance and securement.

9. Handling of emergencies and security threats.

10. Security and threat awareness.

11. Driving conditions.

(e) Bus transit systems shall provide written operational and safety procedures to all bus drivers before driving on streets or highways unsupervised. At a minimum, these procedures and instructions shall address the following:

1. Communication and handling of unsafe conditions, security threats, and emergencies.

2. Familiarization and operation of safety and emergency equipment, wheelchair lift equipment, and restraining devices.

3. Application and compliance with all applicable federal and state laws, rules, and regulations.

(f) The provisions in paragraphs (d) and (e), above, shall not apply to personnel licensed and authorized by the bus transit system to drive, move, or road test a bus in order to perform repairs or maintenance services when it has been determined that such temporary operation does not create unsafe operating conditions or create a hazard to public safety.

(g) Bus transit systems shall maintain the following records for at least four years:

1. Records of bus driver background checks and qualifications.

2. Detailed descriptions of training administered and completed by each bus driver.

3. A record of each bus driver's duty status which shall include total days worked, on-duty hours, driving hours, and time of reporting on and off duty each day.

(h) Each bus transit system shall establish a drug-free workplace policy statement in accordance with 49 C.F.R. Part 32 and a substance abuse management and testing program in accordance with 49 C.F.R. Parts 40 and 655, October 1, 2009, hereby incorporated by reference.

(i) Bus transit systems shall require that drivers write and submit a daily bus inspection report pursuant to Rule 14-90.006, F.A.C.

(4) Bus transit systems shall establish a maintenance plan and procedures for preventative and routine maintenance for all buses operated. The maintenance plan and procedures shall assure that:

(a) All buses operated, and all parts and accessories on such buses, including those specified in Rule 14-90.007, F.A.C., and any additional parts and accessories which may affect safety of operation, including frame and frame assemblies, suspension systems, axles and attaching parts, wheels and rims, and steering systems, are regularly and systematically inspected, maintained, and lubricated to standards that meet or exceed the bus manufacturer's recommendations and requirements.

(b) A recording and tracking system is established for the types of inspections, maintenance, and lubrication intervals documenting the date or mileage when these services are due. Required maintenance inspections shall be more comprehensive than daily inspections performed by the driver.

(c) Proper preventive maintenance is performed when a bus is assigned away from the system's regular maintenance facility or when maintenance services are performed under contract.

(d) Records are maintained and provide written documentation of preventive maintenance, regular maintenance, inspections, lubrication, and repairs performed for each bus under their control. Such records shall be maintained by the bus transit system for at least four years and, at a minimum, provide the following information:

1. Identification of the bus, the make, model, and license number, or other means of positive identification and ownership.

2. Date, mileage, description, and each type of inspection, maintenance, lubrication, or repair performed.

3. If not owned by the bus transit system, the name of any person furnishing a bus.

4. The name and address of any entity or contractor performing an inspection, maintenance, lubrication, or repair.

(5) Each bus transit system shall investigate, or cause to be investigated, any event involving a bus or taking place on bus transit system controlled property resulting in a fatality, injury, or property damage as follows:

(a) A fatality, where an individual is confirmed dead within 30 days of a bus transit system related event, excluding suicides and deaths from illnesses.

(b) Injuries requiring immediate medical attention away from the scene for two or more individuals.

(c) Property damage to bus transit system buses, non-bus transit system vehicles, other bus system property or facilities, or any other property. The bus transit system shall have the discretion to investigate events resulting in property damage less than \$1,000.

(d) Evacuation of a bus due to a life safety event where there is imminent danger to passengers on the bus, excluding evacuations due to operational issues.

(6) Each investigation shall be documented in a final report that includes a description of investigation activities, identified causal factors, and any identified corrective action plan.

(a) Each corrective action plan shall identify the action to be taken by the bus transit system and the schedule for its implementation.

(b) The bus transit system shall monitor and track the implementation of each corrective action plan.

(7) Investigation reports, corrective action plans, and related supporting documentation shall be maintained by the bus transit system for a minimum of four years from the date of completion of the investigation.

*Rulemaking Authority 334.044(2), 341.061(2) FS. Law Implemented 119.071, 341.041(3), 341.061(1)(b), 341.061(2)(a) FS. History—New 9-7-87, Amended 11-10-92, 8-7-05, 6-24-08, 9-16-10.*

#### **14-90.0041 Medical Examinations for Bus Transit System Drivers.**

(1) Bus transit systems shall establish medical examination requirements for all applicants to driver positions and for existing drivers. The medical examination requirements shall include a pre-employment examination for applicants, an examination at least once every two years for existing drivers, and a return to duty examination for any driver prior to returning to duty after having been off duty for 30 or more days due to an illness, medical condition, or injury.

(2) Medical examinations shall be performed and recorded according to qualification standards adopted by the bus transit system, provided the medical examination qualification standards adopted by the bus transit system meet or exceed those provided in Department Form Number 725-030-11, Medical Examination Report for Bus Transit System Driver, Rev. 05/09, hereby incorporated by reference. Copies of Form Number 725-030-11 are available from the Florida Department of Transportation, Public Transit Office, 605 Suwannee Street, Mail Station 26, Tallahassee, Florida 32399-0450 or on-line at [www.dot.state.fl.us/transit](http://www.dot.state.fl.us/transit).

(3) Medical examinations shall be performed by a Doctor of Medicine or Osteopathy, Physician Assistant, or Advanced Registered Nurse Practitioner licensed or certified by the State of Florida. If medical examinations are performed by a Physician Assistant or Advanced Registered Nurse Practitioner, they must be performed under the supervision or review of a Doctor of Medicine or Osteopathy.

(a) An ophthalmologist or optometrist licensed by the State of Florida may perform as much of the medical examination as pertains to visual acuity, field of vision, and color recognition.



(b) Upon completion of the medical examination, the medical examiner shall complete, sign, and date the medical examination form and maintain the original at his or her office.

(c) Upon completion of the medical examination, the examiner shall complete, sign, and date the medical examination certificate and provide a copy to the driver's employer. If the transit agency decides to adopt qualification standards other than those listed in Department form 725-030-11, the adopted standard's medical examination certificate or a signed letter from the medical examiner attesting to the completion of a medical examination shall be given to the transit agency in lieu of the Department's medical examination certificate. The adopted standards medical certification or letter must provide all of the information required on the Department's medical examination certificate.

(d) Upon completion of the medical examination the driver shall provide their driver license number, signature, and date on the medical examination certificate.

(4) Bus transit systems shall have on file a completed and signed medical examination certificate or a signed letter from the medical examiner attesting to the completion of a medical examination for each bus driver, dated within the past 24 months.

(a) Medical examination certificates or a signed letter from the medical examiner attesting to the completion of a medical examination of the employee bus drivers shall be maintained by the bus transit system for a minimum of four years from the date of the examination.

(b) Bus Transit Systems shall not allow a driver to operate a transit bus without having on file a completed medical examination certificate or a signed letter from the medical examiner attesting to the completion of a medical examination dated within the past 24 months.

*Rulemaking Authority 334.044(2), 341.061(2) FS. Law Implemented 334.044(12), 341.041(3), 341.061(1)(a), (b), (2) FS. History—New 11-10-92, Amended 8-7-05, 6-24-08, 9-16-10.*

#### **14-90.006 Operational and Driving Requirements.**

(1) Bus transit systems shall not permit a driver to drive a bus when such driver's license has been suspended, cancelled, or revoked. Bus transit systems shall require a driver who receives a notice that his or her license to operate a motor vehicle has been suspended, cancelled, or revoked to notify his or her employer of the contents of the notice immediately, no later than the end of the business day following the day he or she received the notice.

(2) Buses shall be operated at all times in compliance with applicable traffic regulations, ordinances, and laws of the jurisdiction in which they are being operated.

(3) A driver shall not be permitted or required to drive more than 12 hours in a 24-hour period, or drive after having been on duty for 16 hours in a 24-hour period. A driver shall not be permitted to drive until the requirement of a minimum eight consecutive hours of off-duty time has been fulfilled. A driver's work period shall begin from the time he or she first reports for duty to his or her employer. A driver is permitted to exceed his or her regulated hours in order to reach a regularly established relief or dispatch point, provided the additional driving time does not exceed one hour.

(4) To ensure uniform interpretation of subsections 14-90.002(10), (11), (22) and 14-90.006(3), F.A.C., the following practical applications are provided:

(a) A driver is required to drive from 4 a.m. – 8 a.m., off-duty from 8 a.m. – 3 p.m., then required to drive from 3 p.m. – 11 p.m. Driving hours and on-duty hours are the same. 4 hours + 8 hours = 12 hours driving. This driver has met the maximum allowed driving hours within a 24-hour period and cannot be permitted or required to drive until a minimum eight consecutive hours off-duty has been fulfilled. This driver cannot be permitted or allowed to drive before 7 a.m.

(b) A driver is required to drive from 4 a.m. – 8 a.m., off-duty from 8 a.m. – 11 a.m., then required to be on-duty, not driving, from 11 a.m. – 11 p.m. Driving hours = 4 hours and on-duty not driving hours = 12 hours for a total of 16 hours on-duty. This driver has met the maximum allowed on-duty hours within a 24-hour period and cannot be permitted or required to drive until a minimum eight consecutive hours off-duty has been fulfilled. This driver cannot be permitted or allowed to drive before 7 a.m.

(c) A driver is required to be on-duty, not driving, from 4 a.m. – 8 a.m., off-duty from 8 a.m. – 11 a.m., then on-duty, not driving from 11 a.m. – 11 p.m. On-duty not driving hours = 4 hours + 12 hours for a total of 16 hours on-duty. This driver has met the maximum allowed on-duty hours within a 24-hour period and cannot be permitted or required to drive until a minimum eight consecutive hours off-duty has been fulfilled. The driver cannot be permitted or allowed to drive before 7 a.m.

(d) A driver is required to be on-duty, not driving, from 4 a.m. – 8 a.m., then off-duty from 8 a.m. – 11 a.m., then on-duty, driving from 11 a.m. – 11 p.m. On-duty, not driving hours = 4 hours and on-duty driving hours = 12 hours for a total of 16 hours on-duty. This driver has met the maximum allowed driving and on-duty hours within a 24-hour period and cannot be permitted or required to drive until a minimum eight consecutive hours off-duty has been fulfilled. This driver cannot be permitted or allowed to drive before 7 a.m.

(5) A driver shall not be permitted or required to be on duty more than 72 hours in any period of seven consecutive days; however, any 24 consecutive hours of off duty time shall constitute the end of any such period of seven consecutive days. A driver who has reached the maximum 72 hours of on duty time during the seven consecutive days shall be required to have a minimum of 24 consecutive hours off duty prior to returning to on duty status.

(6) A driver is permitted to drive for more than the regulated hours for the safety and protection of the public when conditions such as adverse weather, disaster, security threat, a road or traffic condition, medical emergency, or an accident occur.

(7) Bus transit systems shall not permit or require any driver to drive a bus when his or her ability is impaired, or likely to be impaired, by fatigue, illness, or other causes, likely to create an unsafe condition.

(8) Bus transit systems shall require pre-operational or daily inspection and reporting of all defects and deficiencies likely to affect safe operation or cause mechanical malfunctions.

(a) An inspection or test shall be made of the following parts and devices to ascertain that they are in safe condition and in good working order:

1. Service brakes.
2. Parking brakes.
3. Tires and wheels.
4. Steering.
5. Horn.
6. Lighting devices.
7. Windshield wipers.
8. Rear vision mirrors.
9. Passenger doors.

10. Exhaust system.

11. Equipment for transporting wheelchairs.

12. Safety, security, and emergency equipment.

(b) Bus transit systems shall review daily inspection reports and document corrective actions taken as a result of any deficiencies identified by daily inspections.

(c) Bus transit systems shall retain records of daily bus inspections and any corrective action documentation a minimum of two weeks.

(9) A bus with any passenger door in the open position shall not be operated with passengers aboard. The doors shall not be opened until the bus is stopped. A bus with any inoperable passenger door shall not be operated with passengers aboard, except to move a bus to a safe location.

(10) During darkness, interior lighting and lighting in stepwells on buses shall be sufficient for passengers to enter and exit safely.

(11) Passengers shall not be permitted in the stepwells of any bus while the bus is in motion, or to occupy an area forward of the standee line.

(12) Passengers shall not be permitted to stand on buses not designed and constructed for that purpose.

(13) Buses shall not be refueled in a closed building. The fueling of buses when passengers are being carried shall be reduced to the minimum number of times necessary during such transportation.

(14) Bus transit systems shall require the driver to be properly secured to the driver's seat with a restraining belt at all times while the bus is in motion.

(15) Buses shall not be left unattended with passengers aboard for longer than 15 minutes. The parking or holding brake device shall be properly set at any time the bus is left unattended.

(16) Buses shall not be left unattended in an unsafe condition with passengers aboard at any time.

*Rulemaking Authority 334.044(2), 341.041(3), 341.061(2)(a) FS. Law Implemented 341.061(2) FS. History—New 9-7-87, Amended 5-31-89, 11-10-92, 8-7-05, 6-24-08, 9-16-10.*

**14-90.007 Vehicle Equipment Standards and Procurement Criteria.**

(1) Every bus transit system shall ensure that buses procured and operated meet the following minimum standards:

(a) The capability and strength to carry the maximum allowed load and not exceed the manufacturer's gross vehicle weight rating (GVWR), gross axle weighting, or tire rating.

(b) Structural integrity that mitigates or minimizes the adverse effects of collisions.

(c) Federal Motor Vehicle Safety Standards (FMVSS), 49 C.F.R. Part 571, Sections 102, 103, 104, 105, 108, 207, 209, 210, 217, 302, 403 and 404, Rev. 10/09, hereby incorporated by reference.

(2) Proof of strength and structural integrity tests on new buses procured shall be submitted by manufacturers or bus transit systems to the Department.

(3) In addition to the above, every bus operated in this state shall be equipped as follows:

(a) Mirrors. There shall be two exterior rear vision mirrors, one at each side. The mirrors shall be firmly attached

to the outside of the bus and located as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Each exterior rear vision mirror, on Type I buses, shall have a minimum reflective surface of 50 square inches. Neither the mirror nor the mounting shall protrude farther than the widest part of the vehicle body except to the extent necessary to produce a field of view meeting or exceeding the requirements of this section. All Type I buses shall, in addition to the above requirements, be equipped with an inside rear vision mirror capable of giving the driver a clear view of seated and standing passengers. Buses having a passenger exit door that is located inconveniently for the driver's visual control shall be equipped with additional interior mirrors to enable the driver to view the passenger exit door. In lieu of interior mirrors, trailer buses and articulated buses may be equipped with closed circuit video systems or adult monitors in voice control with the driver.

(b) Wiring and Batteries. Electrical wiring shall be maintained so as not to come in contact with moving parts, heated surfaces, or be subject to chafing or abrasion which may cause insulation to become worn. Every Type I bus manufactured on or after February 7, 1988, shall be equipped with a storage battery electrical power main disconnect switch. The disconnect switch shall be practicably located in an accessible location adjacent to or near to the battery and be legibly and permanently marked for identification. Every storage battery on a public-sector bus shall be mounted with proper retainment devices in a compartment which provides adequate ventilation and drainage.

(c) Brake Interlock Systems. All Type I buses having a rear exit door shall be equipped with a rear exit door/brake interlock that automatically applies the brake upon driver activation of the rear exit door to the open position. Brake interlock application shall remain activated until deactivated by the driver and the rear exit door returns to the closed position. The rear exit door brake interlock on such buses shall be equipped with an identified override switch enabling emergency release of the brake interlock function. The override switch shall not be located within reach of the seated driver. Air pressure application to the brake during brake interlock operation, on buses equipped with rear exit door/brake interlock, shall be regulated at the equipment's original manufacturer's specifications.

(4) Standee Line and Warning. Every bus designed and constructed to allow standees shall be plainly marked with a line of contrasting color at least two inches wide, or be equipped with some other means to indicate that all passengers are prohibited from occupying a space forward of a perpendicular plane drawn through the rear of the driver's seat and perpendicular to the longitudinal axis of the bus. A sign shall be posted at or near the front of the bus stating that it is a violation for a bus to be operated with passengers occupying an area forward of the line.

(5) Handrails and Stanchions. Every bus designed and constructed to allow standees shall be equipped with overhead handrails for standee passengers. Overhead handrails shall be continuous, except for a gap at the rear exit door, and terminate into vertical stanchions or turn up into a ceiling fastener. Every Type I and Type II bus designed for carrying more than 16 passengers shall be equipped with handrails, stanchions, or bars at least 10 inches long and installed to permit safe on-board circulation, seating and standing assistance, and boarding and alighting by elderly and handicapped persons. Type I buses shall be equipped with a safety bar and panel directly behind each entry and exit stepwell.

(6) Flooring, Steps, and Thresholds. Flooring, steps, and thresholds on all buses shall have slip resistant surfaces without protruding or sharp edges, lips, or overhangs, in order to prevent tripping hazards. All step edges and thresholds shall have a band of color(s) running the full width of the step or edge which contrasts with the step tread and riser, either light-on-dark or dark-on-light.

(7) Doors. Power activated doors on all buses shall be equipped with a manual device designed to release door closing pressure.

(8) Emergency Exits. All buses shall have an emergency exit door, or in lieu thereof, shall be provided with emergency escape push-out windows. Each emergency escape window shall be in the form of a parallelogram with dimensions of not less than 18" by 24", and each shall contain an area of not less than 432 square inches. There shall be a sufficient number of push-out or kick-out windows in each vehicle to provide a total escape area equivalent to 67 square inches per seat, including the driver's seat. No less than 40% of the total escape area shall be on one side of the vehicle. Emergency escape kick-out or push-out windows and emergency exit doors shall be conspicuously marked with a sign or light and shall always be kept in good working order so that they may be readily opened in an emergency. All such windows and doors shall not be obstructed, either inside or outside, so as to hinder escape. Buses equipped with an auxiliary door for emergency exit shall be equipped with an audible alarm and light indicating to the driver when a door is ajar or opened while the engine is running. Supplemental security locks operable by a key are prohibited on emergency exit doors unless these security locks are equipped and connected with an ignition interlock system or an audio visual alarm located in the driver's compartment. Any supplemental security lock system used on emergency exits shall be kept unlocked whenever a bus is in operation.

(9) Tires and Wheels. Tires shall be properly inflated in accordance with manufacturer's recommendations.

(a) No bus shall be operated with a tread groove pattern depth:

1. Less than  $\frac{4}{32}$  ( $\frac{1}{8}$ ) of an inch, measured at any point on a major tread groove for tires on the steering axle of all buses. The measurements shall not be made where tie bars, humps, or fillets are located.

2. Less than  $\frac{2}{32}$  ( $\frac{1}{16}$ ) of an inch, measured at any point on a major tread groove for all other tires of all buses. The measurements shall not be made where tie bars, humps, or fillets are located.

(b) No bus shall be operated with recapped, regrooved, or retreaded tires on the steering axle.

(c) Wheels shall be visibly free from cracks and distortions and shall not have missing, cracked, or broken mounting lugs.

(10) Suspension. The suspension system of all buses, including springs, air bags, and all other suspension parts shall be free from cracks, leaks, or any other defect which may cause its impairment or failure to function properly.

(11) Steering and Front Axle. The steering system of all buses shall have no indication of leaks which would or may cause its impairment to function properly, and shall be free from cracks and excessive wear of components that may cause excessive free play or loose motion in the steering system or above normal effort in steering control.

(12) Seat Belts. Every bus shall be equipped with an adjustable driver's restraining belt in compliance with the requirements of FMVSS 209, "Seat Belt Assemblies" 49 C.F.R. 571.209, Rev. 10/09, and FMVSS 210, "Seat Belt Assembly Anchorages" 49 C.F.R. 571.210, Rev. 10/09, hereby incorporated by reference.

(13) Safety Equipment. Every bus shall be equipped with one fully charged dry chemical or carbon dioxide fire extinguisher, having at least a 1A:BC rating, and bearing the label of Underwriter's Laboratory, Inc. The fire extinguishers shall be maintained as follows:

(a) Each fire extinguisher shall be securely mounted on the bus in a conspicuous place or in a clearly marked compartment and be readily accessible.

(b) Each fire extinguisher shall be maintained in efficient operating condition and be equipped with some means of determining if it is fully charged.

(c) Every Type I bus shall be equipped with portable red reflector warning devices in compliance with Section 316.300, F.S.

(14) Persons with Disabilities. Buses used for the purpose of transporting individuals with disabilities shall meet the requirements set forth in 49 C.F.R. Part 38, Rev. 10/09 hereby incorporated by reference, as well as the following:

(a) Installation of a wheelchair lift or ramp shall not cause the manufacturer's GVWR, gross axle weight rating, or tire rating to be exceeded.

(b) Except in locations within 3 1/2 inches of the bus floor, all readily accessible exposed edges or other hazardous protrusions of parts of wheelchair lift assemblies or ramps that are located in the passenger compartment shall be padded with energy absorbing material to mitigate injury in normal use and in case of a collision. This requirement shall also apply to parts of the bus associated with the operation of the lift or ramp.

(c) The controls for operating the lift shall be at a location where the bus driver or lift attendant has a full view, unobstructed by passengers, of the lift platform, its entrance and exit, and the wheelchair passenger, either directly or with partial assistance of mirrors. Lifts located entirely to the rear of the driver's seat shall not be operable from the driver's seat, but shall have an override control at the driver's position that can be activated to prevent the lift from being operated by the other controls (except for emergency manual operation upon power failure).

(d) The installation of the wheelchair lift or ramp and its controls and the method of attachment in the bus body or chassis shall not diminish the structural integrity of the bus nor cause a hazardous imbalance of the bus. No part of the assembly, when installed and stowed, shall extend laterally beyond the normal side contour of the bus, nor vertically beyond the lowest part of the rim of the wheel closest to the lift.

(e) Each wheelchair lift or ramp assembly shall be legibly and permanently marked by the manufacturer or installer with the following information:

1. The manufacturer's name and address.

2. The month and year of manufacture.

3. A certificate that the wheelchair lift or ramp securement devices, and their installation, conform to State of Florida requirements applicable to accessible buses.

(15) Wheelchairs. Wheelchair lifts, ramps, securement devices, and restraints shall be inspected and maintained as required by this rule chapter. Instructions for normal and emergency operation of the lift or ramp shall be carried or displayed in every bus.

*Rulemaking Authority 334.044(2), 341.041(3), 341.061(2)(a) FS. Law Implemented 341.061(2)(a) FS. History—New 9-7-87, Amended 11-10-92, 8-2-94, 8-7-05, 6-24-08, 9-16-10.*

#### **14-90.009 Bus Safety Inspections.**

(1) Each bus transit system shall require that all buses operated by such bus transit system, and all buses operated by a private contract transit provider, be inspected at least annually in accordance with bus inspection procedures set forth in this rule.

(2) It shall be the bus transit system's responsibility to ensure that each individual performing a bus safety inspection is qualified as follows:

(a) Understands the requirements set forth in this rule chapter and can identify defective components.

(b) Is knowledgeable of and has mastered the methods, procedures, tools, and equipment used when performing an inspection.

(c) Has at least one year of training and/or experience as a mechanic or inspector in a vehicle maintenance program, and has sufficient general knowledge of buses owned and operated by the bus transit system to recognize deficiencies or mechanical defects.

(3) Each bus receiving a safety inspection shall be checked for compliance with the requirements for safety devices and equipment, as referenced or specified herein. Specific operable equipment and devices as required by this rule chapter, include the following as applicable to Type I and II buses:

(a) Horn.

(b) Windshield wipers.

(c) Mirrors.

(d) Wiring and batteries.

(e) Service and parking brakes.

(f) Warning devices.

(g) Directional signals.

(h) Hazard warning signals.

(i) Lighting systems and signaling devices.

(j) Handrails and stanchions.

(k) Standee line and warning.

(l) Doors and brake interlock devices.

(m) Stepwells and flooring.

(n) Emergency exits

(o) Tires and wheels.

(p) Suspension system.

(q) Steering system.

(r) Exhaust system.

(s) Seat belts.

(t) Safety equipment.

(u) Equipment for transporting wheelchairs.

(v) Working speedometer.

(4) A safety inspection report shall be prepared by the individual(s) performing the inspection and shall include the following:

(a) Identification of the individual(s) performing the inspection.

- (b) Identification of the bus transit system operating the bus.
  - (c) The date of the inspection.
  - (d) Identification of the bus inspected.
  - (e) Identification of the equipment and devices inspected including the identification of equipment and devices found deficient or defective.
  - (f) Identification of corrective action(s) for any deficient or defective items found and date(s) of completion of corrective action(s).
- (5) Records of annual safety inspections and documentation of any required corrective actions shall be retained a minimum of four years by the bus transit system for compliance review.

*Rulemaking Authority 334.044(2), 341.041(3), 341.061(2)(a) FS. Law Implemented 341.061(2) FS. History—New 9-7-87, Amended 11-10-92, 8-7-05, 9-16-10.*

**14-90.010 Certification.**

- (1) Each bus transit system shall annually submit a safety and security certification to the Department. The certification shall be submitted no later than February 15, for the prior calendar year period. The certification shall attest to the following:
- (a) The adoption of an SSPP and an SPP in accordance with established standards set forth in this rule chapter.
  - (b) Compliance with its adopted SSPP and SPP.
  - (c) Performance of safety inspections on all buses operated by the system in accordance with this rule chapter.
  - (d) Reviews of the SSPP and SPP have been conducted to ensure they are up to date.
- (2) The certification shall include:
- (a) The name and address of the bus transit system, and the name and address of the entity(ies) who performed bus safety inspections and security assessments during the prior calendar year, if different from that of the bus transit system.
  - (b) A statement signed by an officer or person directly responsible for management of the bus transit system attesting to compliance with this rule chapter.

*Rulemaking Authority 334.044(2), 341.041(3), 341.061(2) FS. Law Implemented 334.044(28), 341.061(1), 341.061(2) FS. History—New 9-7-87, Amended 8-7-05, 9-16-10.*

**14-90.012 Safety and Security Inspections and Reviews.**

- (1) The Department, or its contractor, shall conduct inspections of bus transit systems to ascertain compliance with the provisions of this rule chapter.
- (2) The Department, or its contractor, shall conduct safety and security reviews of any bus transit system the Department believes to be in noncompliance with its SSPP or SPP, or providing passenger service operations in an unsafe manner, or if there is evidence of an immediate danger to public safety. The Department shall prepare and submit a report of the review to the affected bus transit system. The report shall be submitted to the bus transit system within three business days of completion of the review and shall contain the following:
- (a) Identification of the findings, including a detailed description of any deficiency.



(b) Required corrective action and a schedule for implementation of the corrective action to be taken for each deficiency.

(c) Any required suspension of bus transit system service, should the Department determine the continued operation of the service, or a portion thereof, poses an immediate danger to public safety.

(3) The Department shall initiate the following actions to suspend the affected bus transit system service if any deficiency or unsafe condition exists, to the extent that the continued operation of the system, or a portion thereof, poses an immediate danger or threat to public safety.

(a) Immediately notify the affected bus transit system of the unsafe condition, followed by a certified letter describing the deficiency or unsafe condition. The notification shall include the following:

1. The required corrective action for the deficiency or unsafe condition.
2. The requirement for the bus transit system to certify, in writing to the Department, the completion of the required corrective action in accordance with an established implementation schedule.

(b) Conduct an on-site review of the bus transit system to verify the correction of the deficiency in accordance with this rule and the established implementation schedule.

(c) Suspend affected passenger service operations if the bus transit system fails to correct the deficiency in accordance with this rule and the established implementation schedule.

*Rulemaking Authority 334.044(2), 341.041(3), 341.061(2)(a) FS. Law Implemented 334.044(28), 341.041(3), 341.061(1)(d), 341.061(2)(c) FS. History—New 11-10-92, Amended 8-7-05, 9-16-10.*

**Appendix B: LeeTran’s Substance Abuse Policy**


**Lee County Transit**  
**Substance Abuse Management Policy**  
In accordance with USDOT and FTA Regulations

Lee County Transit is dedicated to providing safe, dependable, and economical transportation service to its patrons. Lee County Transit employees are a valuable resource and it is our agency’s goal to provide a safe, healthy and satisfying working environment, free of the potential dangers posed by a safety-sensitive employee’s use of prohibited drugs or misuse of alcohol.

This policy is established to comply with the Federal Transit Administration regulations codified as 49 CFR Part 655, as amended and USDOT regulations codified as 49 CFR Part 40, as amended. ***Policy provisions authorized by Lee County Transit are italicized and bolded throughout this policy.*** All other policy provisions are implemented under the authority of the United States Department of Transportation (USDOT) and the Federal Transit Administration (FTA).

This policy is approved by: Steven L. Myers

Title of approving official: Director of Lee County Transit

Signature of approving official: 

Date signed: 7/31/18

Policy effective date: August 21, 2018

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## **1. Testing Program Background**

The Omnibus Transportation Employee Testing Act of 1991 (OTETA) directed the United States Department of Transportation (USDOT) to promulgate regulations outlining the procedures for transportation workplace drug and alcohol testing. The USDOT regulations titled, "Procedures for Transportation Workplace Drug and Alcohol Testing" are codified as 49 CFR Part 40. The regulations ensure uniform practices for specimen collections, laboratory analysis, medical review, result reporting and the Return-to-Duty process for violating employees. The regulations are applicable to safety-sensitive employees in transportation workplaces throughout the nation (transit, railroad, aviation, commercial drivers, etc.).

The OTETA also directed each transportation administration to craft industry-specific regulations that define which employees are subject to testing, the testing circumstances, policy statement requirements and training requirements, relevant to that industry. Lee County Transit is required to comply with both the USDOT regulations described above, as well as the Federal Transit Administration regulations "Prevention of Prohibited Drug Use and Alcohol Misuse in Transit Operations" which are codified as 49 CFR Part 655.

## **2. Employee Applicability**

This policy and the USDOT/FTA testing program apply to all safety-sensitive Lee County Transit employees. The policy also applies to volunteers who are required to hold a Commercial Driver's License (CDL) and volunteers that receive remuneration in excess of actual expenses accrued while carrying out assigned duties. Adherence to this policy and the USDOT/FTA testing program is a condition of employment in a safety-sensitive position with Lee County Transit. All employees of Lee County Transit who perform, or could be called upon to perform, any of the following duties are defined as safety-sensitive employees:

1. Operate a public transportation vehicle, while in or out of service
2. Operate an ancillary vehicle when the vehicle requires a commercial driver's license
3. Control the movement of a public transportation vehicle
4. Perform maintenance on a vehicle or equipment used in public transportation
5. Carry a firearm as part of transit security detail

The Lee County Transit positions classified as safety-sensitive include:

- Example job title: Drivers
- Example job title: Dispatchers
- Example job title: Maintenance personnel and Maintenance Supervisor
- Example job title: Safety Training Officer

### **3. USDOT/FTA Prohibited Drug Classes**

Consumption of these drugs is prohibited at all times:

- Amphetamines
- Cocaine
- Marijuana
- Opioids
- Phencyclidine (PCP)

### **4. Pre-employment Drug and Alcohol Background Checks**

In accordance with 49 CFR Part 40.25, Lee County Transit must make and document good faith efforts to perform drug and alcohol background checks for all applicants applying for a safety sensitive position and all current employees applying for transfer into a safety-sensitive position. Testing information will be requested from each of the applicant's previous DOT covered employers during the two years prior to the date of application. Lee County Transit must obtain the applicant's written consent for the release of their drug and alcohol testing information from their previous DOT covered employers to Lee County Transit. Applicants refusing to provide written consent are prohibited from performing safety-sensitive functions for Lee County Transit.

Safety-sensitive applicants who have previously violated the USDOT testing program must provide documentation that they have successfully completed the USDOT's Return-to-Duty process with a DOT-qualified Substance Abuse Professional (SAP). Failure to provide satisfactory documentation will exclude the applicant from being hired or transferred into a safety-sensitive position with Lee County Transit.

### **5. Pre-Employment Testing**

All applicants for safety-sensitive positions shall undergo a pre-employment urine drug test. Lee County Transit must receive an MRO-verified negative drug test result prior to the applicant's first performance of any safety sensitive function, including behind-the-wheel training.

If an applicant's pre-employment urine drug test result is verified as positive, the applicant will be excluded from consideration for employment in a safety-sensitive position with Lee County Transit. The applicant will be provided a list of USDOT-qualified Substance Abuse Professionals.

An employee returning from an extended leave period of 90 consecutive days or more, and whose name was also removed from the random testing pool for 90 days or more, must submit to a pre-employment urine drug test. Lee County Transit must be in receipt of a negative drug test result prior to the employee resuming any safety-sensitive function.

## **6. Random Testing**

Safety-sensitive employees will be subject to random, unannounced testing. Lee County Transit will perform random testing in a manner that meets or exceeds the FTA minimum annual testing requirements, as amended. The selection of employees for random testing will be made using a scientifically valid method. All safety-sensitive employees will have an equal chance of being selected each time a random draw is performed. Random alcohol tests will be conducted just before, during or just after the employee's performance of a safety-sensitive function. Random drug tests may be conducted anytime an employee is on duty, on call for duty or on standby for once an employee is notified that they have been selected for a random test, they must proceed immediately to the testing location. Failure to proceed immediately may be deemed a refusal to test.

## **7. Reasonable Suspicion Testing**

All safety-sensitive employees must submit to reasonable suspicion drug and/or alcohol testing when a supervisor or company official trained in detecting signs and symptoms of drug use and alcohol misuse has made specific, contemporaneous, articulable observations concerning an employee's appearance, speech, behavior and/or body odor. Reasonable suspicion testing for alcohol misuse will occur when observations are made just before, during, or just after the employee's performance of a safety-sensitive function. Reasonable suspicion testing for prohibited drugs may be conducted anytime an employee is on duty or on standby for duty and a trained supervisor has made the observations.

## **8. Post-Accident Testing**

Fatal Accidents: Safety-sensitive employees must submit to post-accident drug and alcohol testing following an accident involving a public transportation vehicle that results in the loss of human life. In addition to a surviving operator of the vehicle, any other surviving, safety sensitive employee whose performance could have contributed to the accident must also be tested.

Non-Fatal Accidents: All safety-sensitive employees whose actions cannot be completely discounted as a contributing factor must submit to post-accident drug and alcohol testing when a non-fatal accident meets one or more of the following thresholds:

1. An individual suffers bodily injury and immediately receives medical treatment away from the scene
2. One or more vehicles incurs disabling damage that requires the vehicle(s) to be towed away from the accident scene
3. If the public transportation vehicle is a rail car, trolley car, trolley bus or vessel and has been removed from service.

Lee County Transit officials will use the best information available at the scene, to determine if a safety-sensitive employee's performance can be completely discounted as a contributing factor to the accident.

Post-accident drug and alcohol tests will be conducted as soon as practicable following the accident. Any safety-sensitive employee involved in an accident must refrain from alcohol use for eight (8) hours following the accident or until the employee undergoes a post-accident alcohol test. Any safety-sensitive employee who leaves the scene of the accident without a justifiable reason or explanation prior to submitting to drug and alcohol testing will be deemed to have refused the test. However, employees are not prohibited from leaving the scene of an accident to obtain assistance in responding to the accident or to obtain necessary emergency medical care.

## **9. Urine Specimen Collections**

Urine specimen collections will be conducted in accordance with USDOT rule, 49 CFR Part 40, as amended. Collectors will be appropriately trained and qualified to perform urine specimen collections for USDOT covered employers. Urine specimen collectors will use the split-specimen collection method and will afford the donor (employee) the greatest degree of privacy permitted per 49 CFR Part 40, as amended. When an observed collection is required, the observer will be of the same gender as the donor (employee).

## **11. Refusal to Submit to Urine Drug Testing**

The following actions constitute a "refusal to test" in accordance with 49 CFR Part 40, as amended:

- (1) Failure to appear for any test within a reasonable time, as determined by the employer, consistent with applicable DOT agency regulations, after being directed to do so by the employer (pre-employment testing not applicable).
- (2) Failure to remain at the testing site until the testing process is completed (after the process has been started)
- (3) Failure to provide a urine specimen for any drug test required by this part or DOT agency regulations
- (4) In the case of a directly observed or monitored collection in a drug test, fail to permit the observation or monitoring of your provision of a specimen
- (5) Failure to provide a sufficient amount of urine when directed, and it has been determined, through a required medical evaluation, that there was no adequate medical explanation for the failure

- (6) Failure or decline to take an additional drug test the employer or collector has directed you to take
- (7) Failure to undergo a medical examination or evaluation, as directed by the MRO as part of the verification process, or as directed by Lee County Transit
- (8) Failure to cooperate with any part of the testing process (e.g., refuse to empty pockets when directed by the collector, behave in a confrontational way that disrupts the collection process, fail to wash hands after being directed to do so by the collector).
- (9) For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process.
- (10) Possessing or wearing a prosthetic or other device that could be used to interfere with the collection process.
- (11) Admitting to the collector or MRO that you adulterated or substituted the specimen.
- (12) When the MRO verifies your drug test result as adulterated or substituted.

Refusing to submit to a USDOT/FTA required test is a violation of the USDOT/FTA testing program. Employees are required to be immediately removed from safety-sensitive duty and provided a list of USDOT-qualified Substance Abuse Professionals. Per Lee County Transit authority, violation of the USDOT/FTA testing program will result in termination of employment.

## **11. Urine Specimen Analysis**

All specimens will be transported or shipped to a laboratory certified by the Department of Health and Human Services (DHHS). All specimens will be analyzed at the laboratory in accordance with 49 CFR Part 40, as amended. The procedures that will be used to test for the presence of prohibited drugs will protect the employee and the integrity of the drug testing process, safeguard the validity of the test results and ensure that the test results are attributed to the correct employee. Laboratory confirmed drug test results will be released only to a certified Medical Review Officer (MRO) for review and verification.

### Negative-Dilute Specimens

Upon receipt of an MRO verified negative-dilute drug test result with creatinine levels greater than 5 mg/dl and less than 20 mg/dl, Lee County Transit will require applicants and employees to submit to a second urine collection per 49 CFR Part 40.197. The collection of the second specimen will not be conducted using direct observation procedures. The MRO verified result of the second urine drug test will be accepted by Lee County Transit as the final result and the test of record. Lee County Transit will apply this policy provision uniformly for all pre-employment and random urine drug tests reported by the Medical Review Officer to have creatinine levels greater than 5mg/dl but less than 20mg/dl (negative-dilute results). Once notified that a second collection is required, employees must proceed immediately for testing. An employee's failure to report immediately may be deemed as a refusal to submit to testing, which is a violation of the USDOT/FTA testing program. Per Lee County Transit authority, violation of the USDOT/FTA testing program will result in termination of employment.



## **12. Role of the Medical Review Officer (MRO)**

The role of the Medical Review Officer is to review and verify laboratory confirmed test results obtained through a DOT-covered employer's testing program. When a non-negative drug test result is received, the MRO will communicate with the donor (employee) to determine if a legitimate medical explanation exists. When a legally prescribed medication has produced a non-negative result, the MRO will verify the prescription and report the result as "negative" to Lee County Transit. Medical conditions and other information obtained by the MRO during the interview with the donor will be maintained in a confidential manner. However, if the MRO believes that a medication prescribed to the donor may pose a significant safety risk, the MRO will require the donor to contact his/her prescribing physician and request that the physician contact the MRO within 5 business days. The MRO and prescribing physician will consult to determine if the employee's medication use presents a significant safety risk. Lee County Transit will be notified by the MRO when the outcome of the consultation results in a determination that the donor's medication use presents a significant safety risk. If the employee's prescribing physician fails to respond, the safety concern will be reported to Lee County Transit without consultation. Based on the MRO recommendation, Lee County Transit may deem the employee medically disqualified from performing safety-sensitive functions. The MRO assigned to review and verify laboratory drug test results for Lee County Transit is:

Dr. Randy Barnett  
100 Highpoint Drive, Suite 102  
Chalfont, PA 18914  
1-800-732-3784 (215-396-5500  
Fax- 1-215-396-5610

## **13. Consequence for MRO Verified Positive Drug Test**

When Lee County Transit is notified of an MRO verified positive drug test, or a test refusal due to adulteration or substitution; the violating employee will be immediately removed from safety-sensitive duty and provided a list of DOT-qualified Substance Abuse Professionals. Applicants will be excluded from hire and provided a list of DOT-qualified Substance Abuse Professionals. Per Lee County Transit authority, violation of the USDOT/FTA testing program will result in termination of employment.

## **14. Split Specimen Testing**

As an important employee protection, split specimen collection procedures will be used for all USDOT/FTA urine collections. When an employee challenges an MRO verified result, he/she may request that the split specimen (bottle B) be tested at a different DI-IHS certified laboratory that conducted the test of the primary specimen (bottle A). Instructions for requesting the split specimen test will be provided by the Medical Review Officer during his/her interview with the donor (employee). In accordance with USDOT rule, Lee County Transit will ensure that the fee to process the split specimen test is covered, in order for a timely analysis of the split specimen. Lee County Transit may seek reimbursement for the cost of the split specimen test.

## **15. Alcohol Prohibition**

Safety-sensitive employees are prohibited from consuming alcohol while performing safety sensitive functions, within (4) four hours prior to performing a safety sensitive function, or during the hours that they are on call or standby for duty. No safety-sensitive employee shall report for duty or remain on duty while having an alcohol concentration of 0.02 or greater. Safety-sensitive employees must not consume alcohol within eight (8) hours following an accident or until the employee submits to post-accident testing, whichever occurs first.

## **16. Alcohol Testing**

All alcohol screening tests and confirmation tests will be performed in accordance with USDOT rule, 49 CFR Part 40. The procedures that will be used to test for alcohol misuse will protect the employee and the integrity of the testing process, safeguard the validity of the test results, and ensure the test results are attributed to the correct employee.

When an alcohol-screening test indicates a blood alcohol concentration (BAC) of 0.02 or greater, a confirmation test will be performed using an evidential breath-testing device listed on the USDOT/ODAPC webpage as an "Approved Evidential Breath Measurement Device". The confirmed blood alcohol concentration (BAC) result will be transmitted by the technician to Lee County Transit in a confidential manner. A safety-sensitive employee who has a confirmed blood alcohol concentration (BAC) of 0.02 or greater but less than 0.04 will be removed from safety-sensitive duties for a period of at least (8) eight hours or until test results fall below 0.02.

## **17. Consequence for a USDOT/FTA Confirmed Alcohol Violation**

A safety-sensitive employee who has a confirmed blood alcohol concentration (BAC) of 0.04 or greater has violated the USDOT/FTA testing program and will be removed from safety-sensitive duty and provided a list of DOT-qualified Substance Abuse Professionals. Per Lee County Transit authority, violation of the USDOT/FTA testing program will result in termination of employment.

## **18. Refusal to Submit to Alcohol Testing**

The following actions constitute a refusal to submit to an alcohol test:

- (1) Fail to appear for any test within a reasonable time, as determined by the employer, consistent with applicable DOT agency regulations, after being directed to do so by the employer. .
- (2) Fail to remain at the testing site until the testing process is complete
- (3) Fail to provide an adequate amount of saliva or breath for any USDOT required alcohol test
- (4) Fail to provide a sufficient breath specimen, and the physician has determined, through a required medical evaluation, that there was no adequate medical explanation for the failure
- (5) Fail to undergo a medical examination or evaluation, as directed by the [Agency]
- (6) Fail to sign the certification at Step 2 of the ATF
- (7) Fail to cooperate with any part of the testing process.

Refusing to submit to a USDOT/FTA required test is a violation of USDOT/FTA testing program. Employees must be immediately removed from safety-sensitive duty and provided a list of USDOT-qualified Substance Abuse Professionals. Per Lee County Transit authority, violation of the USDOT/FTA testing program will result in termination of employment.

19. Lee County Transit Testing Program Contacts

Designated Employer Representative (Drug & Alcohol Program Manager)

Shana Heidig

239-533-0321

[sheidig@leegov.com](mailto:sheidig@leegov.com)

Alternate (back-up) Program Manager

Summer Henke 239-533-2067

[ehs@leegov.com](mailto:ehs@leegov.com) or

[shenke@leegov.com](mailto:shenke@leegov.com)

The referenced USDOT and FTA regulations, as well informational material related to this testing program are available for review and/or download from the Florida Department of Transportation's Substance Abuse Management Website: <http://sam.cutr.usf.edu>. Further information may be obtained from the USDOT's Office of Drug and Alcohol Policy and Compliance website:

<https://www.transportation.gov/odaoc> and the Federal Transit Administration's (FTA) website:

<https://transit-safetv.fta.dot.gov/DruRAndAlcohol/Default.asD><

## Appendix C: Maintenance Plan

### Effective Date

January 1, 2019

### Purpose

The purpose of this policy is to establish controls and standards for verification of transit vehicle inspections.

According to Chapter 14-90 of the Florida Statutes, vehicles must be maintained using regular preventive maintenance inspections. The Florida Department of Transportation recommends conducting progressive inspections that meet or exceed OEM manufacturer recommendations. For a vehicle to remain under warranty its components must be inspected within the mileage projection noted in the vehicle's owner's manual and these inspections must be documented in the vehicle history file.

### Procedure

FDOT recommends that preventive maintenance inspections be performed in ABC sequence. Vehicle inspections will be performed at prescribed intervals and verified by Maintenance personnel.

A 6,000 miles	A 30,000 miles
B 12,000 miles	B 36,000 miles
A 18,000 miles	A 42,000 miles
C 24,000 miles	C 48,000 miles

All vehicle inspections will be completed in accordance with the Florida Rule Chapter 14-90.004 Bus Transit System Operational Standards, as amended. Records of annual safety inspections and documentation of any required corrective actions shall be retained a minimum of four (4) years by the bus transit system for compliance review.

The following components must be checked for the "A" inspection.

1. Bus Number – the assigned or identifying serial number of the vehicle
2. Current Mileage - mileage applicable on the day the inspection was posted
3. Date Posted - the day the inspection was posted for scheduling by the shop
4. Due Mileage - the mileage at which the inspection is due. The mileage at the time the vehicle is actually inspected cannot exceed 1,000 miles over or under the mileage due
5. Date - the date the mechanic begins the inspection
6. Inspector - the mechanic who is doing the inspection
7. Fire Extinguisher/Fire Suppression/First Aid Kit/Safety Triangles- list areas inspected and required repair or replacement
8. All Seats/Seat Belts- list areas inspected and required repair or replacement
9. Doors/Hinges/Latches/Emergency Exits- list areas inspected and required repair or replacement

10. Interlock System- list areas inspected and required repair or replacement
11. Flooring/Headliner/Side Panels/Grab Rails- list areas inspected and required repair or replacement
12. Mirrors- list areas inspected and required repair or replacement
13. Surveillance and AVL systems- Visually inspect that the system is operating. Repair if operation indicator light display shows the system is off-line or not operating.
14. Interior Lights- list areas inspected and required repair or replacement
15. Exterior Lights/Horn- list areas inspected and required repair or replacement
16. Warning System- list areas inspected and required repair or replacement
17. Starter System/Back-up Alarm- list areas inspected and required repair or replacement
18. Air System Check- list areas inspected and required repair or replacement
19. Windshield/Wipers/Washers/Blades- list areas inspected and required repair or replacement
20. Windows- list areas inspected and required repair or replacement
21. Comfort System- list areas inspected and required repair or replacement
22. Exterior Body and Components- list areas inspected and required repair or replacement
23. Tires and Wheels- list areas inspected and required repair or replacement
24. Access Doors- list areas inspected and required repair or replacement
25. Engine and Oil Filter- list areas inspected and required repair or replacement
26. Ball Joints/Steering/Drive Line (Lubricate) - list areas inspected and required repair or replacement
27. Battery- list areas inspected and required repair or replacement
28. Cooling System- list areas inspected and required repair or replacement
29. Air Cleaner/Filters- list areas inspected and required repair or replacement
30. Belts/Hoses/Wiring- list areas inspected and required repair or replacement
31. Under Hood/Exhaust System- list areas inspected and required repair or replacement
32. Service and Parking Breaks- list areas inspected and required repair or replacement
33. Accelerator/Brake Pedal- list areas inspected and required repair or replacement
34. Road Test - list areas inspected and required repair or replacement
35. Other Areas - list areas inspected and required repair or replacement

In addition to the components that are checked during an “A” inspection, the following components must be checked during a “B” inspection:

1. Brakes- list areas inspected and required repair or replacement
2. Operational Check- list areas inspected and required repair or replacement
3. Transmission- list areas inspected and required repair or replacement

In addition to the components that are checked during an “A” and “B” inspection, the following components must be checked during a “C” inspection:

Wheel Bearings/Driveshaft- list areas inspected and required repair or replacement

1. Shocks/Springs- list areas inspected and required repair or replacement
2. Rear Differential- list areas inspected and required repair or replacement
3. Fuel Tank- list areas inspected and required repair or replacement
4. Engine Tune-up- list areas inspected and required repair or replacement
5. Cooling System- list areas inspected and required repair or replacement
6. Change Transmission Fluid and Filter- list areas inspected and required repair or

- replacement
7. Wheel Chair Lift and Accessories- list areas inspected, lubricated and required repairs or replacement
  8. License Plates/Registration/Operators Manual- list areas inspected and required repair or replacement
  9. Air Conditioning System Check- list areas inspected and required repair or replacement

## Appendix D: Director's Certification



### Lee County Transit Annual Certification Requirement per 14-90.010 Bus Transit System Operational Standards Certification

---

In accordance with Florida Rule Chapter 14-90.004 Bus Transit System Operational Standards, specifically subchapter 14-90-010 Certification, as amended, the following certifications are provided to the Florida Department of Transportation.

The following certifications are submitted this **January 7, 2019** for the prior calendar year period commencing January 1, 2019.

#### **It is hereby certified that:**

Lee County Transit, operating as LeeTran has adopted a Transit Bus System Safety Program Plan (SSPP) in accordance with the established standards set forth in Florida Rule Chapter 14-90.004 Bus Transit System Operational Standards and has adopted a Security Plan.

Lee County Transit complies with the requirements provided and adopted in the LeeTran Transit System Safety Program Plan (SSPP) and Security Plan.

Lee County Transit certifies the performance of safety inspections on all buses operated by the Lee County transit system in accordance with Florida Rule Chapter 14-90.004 Bus Transit System Operational Standards, as may be amended.

Lee County Transit certifies that a review of the Lee County Transit System Safety Program Plan (SSPP) and Security Plan is conducted periodically to ensure that the program plans remain in compliance.

This certification is provided by Lee County Transit which has performed the required bus safety inspections.

**Lee County Transit  
LeeTran 3401 Metro Parkway  
Fort Myers, Florida 33901**

The following certification is provided on behalf of Lee County Transit – LeeTran, by its Director who is directly responsible for the management of the bus transit system and attests to this agency's compliance with Florida Rule Chapter 14-90 Bus Transit System Operational Standards for Bus Transit Systems, as amended.

Date December 27, 2018

Signed \_\_\_\_\_  
Robert L. Codie, III, Director  
Lee County Transit - LeeTran

**Appendix E: Lee County Hire Package (3/2018)**



**Intent to Hire Cover Sheet**

To be completed by hiring authority. Attach application and all necessary paperwork (retain copies for your files).

Date:	Reference Number:
Applicant's Name:	Position Number:
Dept. Contact:	Position Title:
Dept. Phone #	Proposed Salary:
Is Driving Required: Yes / No	Proposed Start Date:
Is this a Supervisory Position: Yes / No	Safety Sensitive: Yes / No
Moving Expenses: Yes / No	Amount Paid:
<b>Do not schedule an appointment with EHS until HR has provided a clearance on your candidate</b>	
<b>If this is a TEMPORARY position, you MUST complete the following: Date position established: _____ (m/d/y) Expected duration of position _____ (m/d/y)</b>	
This section to be completed by Human Resources	
_____ Date	Intent to Hire Package received in Human Resources
_____ Date	Driving : Florida _____ Out-of-State _____ Type _____ (state)
_____ N/C/R	Type of candidate: <u>New</u> / <u>Current</u> / <u>Rehire</u>
_____ Date	HR Checks (Minimums, Employment Gaps, Reference Checks, Signed Job Description, FRS Certification form)
_____ Date	Education: Verified by: _____ Degree/Year: _____ College/University: _____
_____ Date	Hiring Package Received (RPA, Copy of Offer Letter, Interview Stats, Copies Vet Cover Sheets)
_____ Date	Human Resources cleared and department notified via Excel Spreadsheet
_____ Date	By _____ Post Offer/Pre-employment Certification and Drug Test Cleared
_____ Yes/No	Does this candidate qualify for moving expenses? If yes, must have signed reimbursement form attached
_____ Date	Criminal Background Check Authority _____ Date Ordered _____
Completed By: _____ Date: _____	





John E. Manning  
District One

Cecil L. Pendergrass  
District Two

Larry Kiker  
District Three

Brian Hamman  
District Four

Frank Mann  
District Five

Roger Desjarlais  
County Manager

Richard Wm. Weech

**Date**

**Name**

**Address**

**City, State ZIP**

**Dear Name:**

This letter will serve as Lee County Board of County Commissioners' offer of employment for the position of **Position Title** in **Department**. As discussed, this is **Choose an item.**, **Choose an item.** position and the starting pay will be **Enter salary \$XX,XXX.XX** **Choose an item.** Your normally scheduled work hours and days will be **insert "varied" or specific hours and days** for a total of **insert total number of hours** scheduled per week. For purposes of the federal Affordable Care Act (ACA), the estimated expected duration of your employment will be **Choose an item.** than 90 days and the ACA Employment type for this position is considered **Choose an item.** However, your employment with Lee County is considered at-will under Florida law.

Your job offer is contingent upon obtaining the necessary clearances from Human Resources (these may include background, education, and/or driver's license checks) as well as successfully passing the post-offer, pre-employment, certification and drug test prior to your first day of work.

In addition, this offer requires compliance with the United States Citizenship and Immigration Services (USCIS) I-9 requirements and confirmation of employment authorization through E-Verify.

Lee County employees eligible to participate in the Florida Retirement System (FRS) are required to contribute 3% of each paycheck to FRS. If you have retired from the Florida Retirement System (FRS) pension plan, or if you have taken a distribution from the FRS investment plan, please be advised that you are not eligible for renewed membership in either of the FRS retirement plan options.

Please take a moment to review the terms of employment discussed in this letter. If you concur with the terms outlined by this letter, please sign on the acceptance line. If you do not agree with the terms outlined, please sign on the rejection line. After signing, please return to your department. If you have any questions, please feel free to contact **insert department name and contact number**.

I accept the position and terms of employment outlined by this letter:

\_\_\_\_\_

I reject the position and terms of employment outlined by this letter:

\_\_\_\_\_

Sincerely,

**Name, Title**

cc: Human Resources

**Please Read Carefully Before Signing**  
**APPLICANT'S CERTIFICATION AND AGREEMENT**

I UNDERSTAND AND AGREE that, except as specifically prohibited by state law or County ordinance or regulation, all County policies and procedures do not create any property rights in employment; and that employment may be terminated by either the employee or the County with or without cause.

I CERTIFY that all information given out in this employment application, in related documents and in all interviews is true and correct. I understand that the County may make a thorough investigation of my character, reputation, past employment and other relevant history. I authorize the giving and receiving of any such information requested by the County (including financial and credit records) and hereby relieve and release all former employers and their agents of any liability for any information they may give to the County. I also authorize educational institutions to furnish any records of my education, coursework, and/or degrees granted while attending that institution. I hereby waive any rights or claims I may have whether present fully developed or not against Lee County or its agents or employees arising out of or resulting from the release, authorized or unauthorized, of the following information received pursuant to or in connection with the County's handling, processing, investigation, etc., of my application for employment with the County.

I UNDERSTAND that if hired, I will be placed on a 6-month probationary period. I further understand that if in accordance with the Florida Statute §443.131(3)(a)(2), I am terminated for unsatisfactory work performance within 3 months, the employer's unemployment account shall not be charged for any unemployment benefits paid to me.

I AGREE that if Lee County employs me, a future potential employer may contact the County or its representatives concerning my work record and my work performance at the County. I hereby consent to and authorize persons employed by the County to divulge any and all information they consider relevant to any person representing himself or herself to be an employer or potential employer of mine with respect to my work record and/or performance of my job at Lee County. I understand that all information provided herein is public record and is subject to review upon request.

I AGREE to submit to any appropriate testing, including to determine the presence of alcohol or illegal controlled substances in my body, under whatever policies or procedures Lee County has in effect at the time testing is required.

I AGREE to pre-employment testing if requested and understand that failure to meet any job-related medical and/or health requirements for the positions may prevent employment by the County.

I UNDERSTAND that all employees who do not have a written employment contract with a limited and specified duration are employed at the will of the County and that all offers of employment are contingent upon successful completion of all background investigations; which may include, but are not limited to, employer and non-employer references and, where applicable, pre-employment testing.

I UNDERSTAND that Lee County will not tolerate sexual and any other form of unlawful harassment. I understand that I have the affirmative obligation to report incidents and participate in any investigation as requested. I also understand that unlawful harassment is grounds for disciplinary action up to and including immediate dismissal.

I UNDERSTAND that falsification of any information so given or other information that, either singly or cumulatively, would tend to negatively impact the hiring decision discovered as a result of any background check or investigation may be grounds for not hiring an applicant or may subject me to immediate dismissal if employed.

I AGREE that if hired by Lee County, upon termination of employment, I shall return all County property.

Applicant Name (PLEASE PRINT CLEARLY): \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## REFERENCE CHECK FORM

Beginning with the most recent employer, please include a minimum of a five-year work history. You may need to include more references in order to show where the applicant meets the minimum qualifications for this position.

**Applicant Name:** \_\_\_\_\_

**Employer Name:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

**Contact Name:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Employment Dates:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Salary:** \_\_\_\_\_

**Comments (if any):**

**Employer Name:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

**Contact Name:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Employment Dates:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Salary:** \_\_\_\_\_

**Comments (if any):**

**Employer Name:** \_\_\_\_\_ **Phone #:** \_\_\_\_\_

**Contact Name:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Employment Dates:** \_\_\_\_\_ **Title:** \_\_\_\_\_

**Salary:** \_\_\_\_\_

**Comments (if any):**

**VERIFIED BY:** \_\_\_\_\_ **Date:** \_\_\_\_\_



John E. Manning  
District One

Cecil L. Pendergrass  
District Two

Larry Kiker  
District Three

Brian Hamman  
District Four

Frank Mann  
District Five

Roger Desjardais  
County Manager

Richard Wm. Weech

**Date**

**Name**

**Address**

**City, State ZIP**

**Dear Name:**

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Your job offer is contingent upon obtaining the necessary clearances from Human Resources (these may include background, education, and/or driver's license checks) as well as successfully passing the post-offer, pre-employment, certification and drug test prior to your first day of work.

In addition, this offer requires compliance with the United States Citizenship and Immigration Services (USCIS) I-9 requirements and confirmation of employment authorization through E-Verify.

Lee County employees eligible to participate in the Florida Retirement System (FRS) are required to contribute 3% of each paycheck to FRS. If you have retired from the Florida Retirement System (FRS) pension plan, or if you have taken a distribution from the FRS investment plan, please be advised that you are not eligible for renewed membership in either of the FRS retirement plan options.

Please take a moment to review the terms of employment discussed in this letter. If you concur with the terms outlined by this letter, please sign on the acceptance line. If you do not agree with the terms outlined, please sign on the rejection line. After signing, please return to your department. If you have any questions, please feel free to contact **insert department name and contact number.**

I accept the position and terms of employment outlined by this letter:

\_\_\_\_\_

I reject the position and terms of employment outlined by this letter:

\_\_\_\_\_

Sincerely,

**Name, Title**

cc: Human Resources

**PLEASE READ THE FOLLOWING INFORMATION:**

Once you have been notified by **Department Name** that you have been cleared, please contact Human Resources at 239-533-2245 to schedule your Human Resources/Health Assessment appointment (HR/HA). The office is located in the County Administration Building, 2115 Second Street, Fort Myers.

**Please bring the following documents to your HR/HA appointment:**

**For Payroll:**

- Original, signed Social Security card  
**LAMINATED CARDS WILL NOT BE ACCEPTED!**
- Direct Deposit form including voided check or
- Cash Pay Card Application form

**For I-9:**

- The Form I-9 is required by the Immigration Reform and Control Act of 1986. For information on the Form I-9 and the list of acceptable documents, please see the Forms section of the U.S. Citizenship and Immigration Service website: <http://www.uscis.gov/portal/site/uscis>.

**For E-Verify:**

- E-Verify is an Internet-based system that compares information from your Form I-9, Employment Eligibility Verification, to Department of Homeland Security (DHS), Social Security Administration (SSA), and Department of State (DOS) records to confirm that you are authorized to work in the United States. Though participation in E-Verify is required of some employers, most employers participate voluntarily.
- Once you have accepted an offer of employment and completed Form I-9, the information from your Form I-9 and will be entered it into E-Verify. E-Verify checks the information against records available to DHS and will provide a case result within 3-5 seconds.
- E-Verify requires that all I-9 List B documents contain a photo.

**For Employee Health Services:**

- Photo ID
- Employee Health Service – Record Cover Sheet
- Medical Records Release
- Parental Consent for Drug Test (if applicable)
- Post Offer, Pre-Employment Certification Form
- Position Description (if available)
- Lee County Health Assessment Form

**The following is important information regarding employment with Lee County:**

1. Your scheduled first day of employment is **Start Date**, assuming all clearances have been given.
2. You are scheduled to attend:

**What:** New Employee Orientation  
**Where:** Human Resources  
 2115 Second Street, First Floor  
**Date:** **Orientation Date**  
**Time:** **Start and End Time**

*\*You are required to bring a photo ID to this orientation*

Parking is available for both New Employee Introduction and Employee Health Services Certification appointment at 2201 Second Street, Fort Myers, FL 33901 (Old Wachovia Bank building) located at the corner of Hendry Street and Second Street. You may bring your parking ticket to Human Resources for validation. If you park in a Public Parking Lot you will be responsible for the parking fee.

**If you plan to cover any of your dependents on your benefits plans (health, dental, or vision), please bring with you copies of your marriage license (if adding a spouse), birth certificates, and Social Security cards for all dependents who will be covered. These documents are not optional - they are required.**

**What is the Affordable Care Act (ACA)?**

The Affordable Care Act provides eligibility for medical coverage to all variable hour employees, with an expected employment duration of 90 days or more, who have averaged at least 30 hours *worked* per week.

Position Type	Benefits Eligible For:
Regular Full Time Regular Part Time 30 hours +	Medical Dental Vision Short Term Disability Long Term Disability Life/AD & D Insurance Optional Life Insurance Flexible Spending Florida Retirement System Deferred Comp
Temporary 30 hours + Temporary w/FRS 30 hours+ On-call 30 hours + Intern 30 hours +	Medical Only

## Interview Statistics

Complete this form and submit it to Human Resources along with the Intent package for your top candidate. If you have any questions, please call 533-2245

Position Title:		Reference No:	
Dept:		Hiring Manager:	

### Hiring Panel

Interviewer:		Title:		Dept/Div:	
Interviewer:		Title:		Dept/Div:	
Interviewer:		Title:		Dept/Div:	
Interviewer:		Title:		Dept/Div:	
Interviewer:		Title:		Dept/Div:	
Interviewer:		Title:		Dept/Div:	

### Interviews Conducted

Telephone interviews conducted? No  Yes  How many? \_\_\_\_\_  
 From the telephone interviews, how many were selected for personal interviews? \_\_\_\_\_  
 Total # of applicants interviewed: \_\_\_\_\_ (List names & dates below)

Name:	Date:
Name:	Date:
Name:	Date:
Name:	Date:
Name:	Date:
Name:	Date:
Name:	Date:

### Top Candidate

Name of candidate selected for hire	
-------------------------------------	--

Suggested Format: "Release of Information Form -- 49 CFR Part 40 Drug and Alcohol Testing"

**Section I. To be completed by the new employer, signed by the employee, and transmitted to the previous employer:**

Employee Printed or Typed Name: \_\_\_\_\_

Employee SS or ID Number: \_\_\_\_\_

I hereby authorize release of information from my Department of Transportation regulated drug and alcohol testing records by my previous employer, listed in Section I-B, to the employer listed in Section I-A. This release is in accordance with DOT Regulation 49 CFR Part 40, Section 40.25. I understand that information to be released in Section II-A by my previous employer, is limited to the following DOT-regulated testing items:

1. Alcohol tests with a result of 0.04 or higher;
2. Verified positive drug tests;
3. Refusals to be tested;
4. Other violations of DOT agency drug and alcohol testing regulations;
5. Information obtained from previous employers of a drug and alcohol rule violation;
6. Documentation, if any, of completion of the return-to-duty process following a rule violation.

Employee Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**I.A.**

New Employer Name: Lee County Board of County Commissioners

Address: PO Box 398

Ft Myers, FL 33902-0398

Phone #: 239-533-2067 Fax #: 239-485-2094

Designated Employer Representative: Employee Health Services

**I-B.**

Previous Employer Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone #: \_\_\_\_\_

Designated Employer Representative (if known): \_\_\_\_\_

**Section II. To be completed by the previous employer and transmitted by mail or fax to the new employer:**

**II-A. In the two years prior to the date of the employee's signature (in Section I), for DOT-regulated testing ~**

- |   |                        |
|---|------------------------|
| 1. Did the employee have alcohol tests with a result of 0.04 or higher?                                   | YES ___ NO ___         |
| 2. Did the employee have verified positive drug tests?  | YES ___ NO ___         |
| 3. Did the employee refuse to be tested?  | YES ___ NO ___         |
| 4. Did the employee have other violations of DOT agency drug and alcohol testing regulations?             | YES ___ NO ___         |
| 5. Did a previous employer report a drug and alcohol rule violation to you?                               | YES ___ NO ___         |
| 6. If you answered "yes" to any of the above items, did the employee complete the return-to-duty process? | N/A ___ YES ___ NO ___ |

NOTE: If you answered "yes" to item 5, you must provide the previous employer's report. If you answered "yes" to item 6, you must also transmit the appropriate return-to-duty documentation (e.g., SAP report(s), follow-up testing record).

**II-B.**

Name of person providing information in Section II-A: \_\_\_\_\_

Title: \_\_\_\_\_

Phone #: \_\_\_\_\_

Date: \_\_\_\_\_



**AGREEMENT FOR REIMBURSEMENT OF  
RELOCATION/MOVING EXPENSES**

The undersigned acknowledges that, in connection with his or her appointment to employment with Lee County, Florida, the County has agreed to reimburse the employee for relocation/moving expenses in accordance with the provisions of Lee County Ordinance #06-02.

In accordance with the referenced Ordinance, the undersigned agrees to reimburse the County said household moving expenses paid employee pursuant to this Ordinance on a monthly pro-rated basis if the employee voluntarily leaves County employment within three years of the date of initial hire. Said reimbursement payment is subject to the review of the Board of County Commissioners.

The undersigned acknowledges that he or she has read and understands this agreement, agrees to comply with the provisions of this agreement, and acknowledges receipt of a copy of this agreement. Please have form notarized before returning it to Lee County.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

SUBSCRIBED AND SWORN TO BEFORE ME THIS THE \_\_\_\_\_ DAY OF \_\_\_\_\_,  
IN THE YEAR \_\_\_\_\_. THE ABOVE NAMED PERSON PERSONALLY APPEARED BEFORE  
ME AND IS EITHER PERSONALLY KNOWN TO ME OR HAS PRODUCED \_\_\_\_\_  
AS IDENTIFICATION. (Form of Identification)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
Notary Public Seal



**LEE COUNTY**  
SOUTH WEST FLORIDA

Board of County Commissioners  
Department of Human Resources

**EMPLOYEE HEALTH SERVICES  
RECORD COVER SHEET  
(TO BE COMPLETED BY DEPARTMENT)**

**DATE:** \_\_\_\_\_ **S.S. NO:** \_\_\_\_\_  
**EMPLOYEE/APPLICANT NAME:** \_\_\_\_\_  
**HOME ADDRESS:** \_\_\_\_\_  
**CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_  
**PHONE:** \_\_\_\_\_

	Current County Employee		
	New Hire Position	Current Position	Transferring To:
<b>JOB TITLE &amp; NUMBER</b>			
<b>DEPARTMENT</b>			
<b>SUPERVISOR</b>			

Previous employment with Lee County BOCC?      **YES**     **NO**   
If YES, please indicate year of termination: \_\_\_\_\_

- Reason for Visit (Check one)**
- Pre-employment Non-Safety Sensitive position
  - Pre-employment Safety Sensitive position
  - Transfer/Promotion to a Safety Sensitive Position
  - Transfer/Promotion to a Non-Safety Sensitive Position
  - Other

Completed original to candidate with offer letter



**Board of County Commissioners**  
Department of Human Resources

## **Employee Health Services**

**P.O. Box 398**  
**Fort Myers, FL 33902**  
**(239) 533-2067 – Phone**  
**(239) 485-2094 – Fax**

### **MEDICAL RECORDS RELEASE**

To Whom It May Concern:

I hereby authorize any hospital, physician or any other organization, institution, company, governmental agency or person who has examined or attended me or who has any records or knowledge of me or my health to furnish Lee County Employee Health Services, any and all information with respect to any illness or injury, medical history, consultation, prescriptions, diagnostic testing, treatment or benefits, and copies of all hospital records, medical records or any other documentation. A photo static copy of this authorization will be considered as effective and valid as the original.

**Employee Signature:** \_\_\_\_\_

\_\_\_\_\_  
**Employee Name (Please print)**

**Date:** \_\_\_\_\_



### **Employee Health Services**

**2115 Second Street  
P.O. Box 398  
Ft. Myers, FL 33902  
(239) 533-2067 – Phone  
(239) 485-2094 – Fax**

#### **PARENTAL CONSENT FOR DRUG TEST (For Minors- UNDER 18 Years of Age)**

I, \_\_\_\_\_, the parent/legal guardian of \_\_\_\_\_.

Give my permission for my child to donate a blood/urine specimen for testing of substance(s) of abuse.

\_\_\_\_\_  
Signature of Parent/Legal Guardian

\_\_\_\_\_  
Date

**All drug screens are completed at:  
Lee Convenient Care (Page Field)  
US 41 at Page Field  
4771 S. Cleveland Ave.  
Fort Myers, FL 33907  
Phone – (239) 343-9800  
Fax – (239) 343-9823**





HISTORY:	Y E S	N O	U N K
65. Have you ever worked on a noisy job or been exposed to noise in the armed forces?			
66. Have you ever been exposed regularly to substances that irritated your skin and eyes?			
67. Have you ever held a job that required film badge to detect radiation?			
68. Have you ever held a dusty job such as sandblasting, cotton processing, coal mining or worked with materials such as asbestos or silica?			
69. Have you ever held a job that required regular use or contact with chemicals?			
70. Have you ever been unable to hold a job or been denied employment because of: Sensitivity to chemicals, dust, sunlight, etc Inability to perform certain motions? Inability to assume certain positions; A painful or previous injured back; Other medical reasons?			
71. Has your work ever been limited or restricted because of health?			
72. Have you lost time from work due to illness or injury in the past 5 years?			

**GIVE DETAILS OF ALL "YES" ANSWERS  
(IDENTIFY BY QUESTION #)**

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73. Lee County will make reasonable job accommodations for applicants with known handicaps. Do you have a physical or mental handicap that may limit your ability to perform the job applied for on this history form?  
 \_\_\_ YES \_\_\_ NO

If YES, please explain:  
 \_\_\_\_\_

74. HAVE YOU:	NO	YES
Ever been diagnosed/treated for syphilis/gonorrhea/infectious disease?		
Recently had a persistent productive cough?		
Had dark urine, yellow eyes or skin?		
Had a prolonged episode of diarrhea recently?		
Immunity to measles/mumps/chicken pox? (Had disease, immunization, and/or titre)		

I certify that all statements made in this questionnaire are true, and I agree and understand that misstatements or omissions of material facts herein will forfeit my rights to any employment. I hereby authorize Lee County to use all information given above or obtained in related questionnaires and/or medical examination for any purpose related to my employment with Lee County.

SIGNATURE: \_\_\_\_\_

DATE: \_\_\_\_\_

While answers to all questions are subject to verification, these are verified routinely.

75. Last Chest X-ray: Date \_\_\_\_\_  
 Results: \_\_\_\_\_  
 Last TB Skin Test: Date \_\_\_\_\_  
 Results: \_\_\_\_\_

**THIS FORM UPDATES THE BANK ACCOUNT USED FOR YOUR PAYROLL DEPOSIT.**

Please contact Accounts Payable at # 533-2100 if you wish to change your direct deposit for reimbursements.

Lee County – Clerk of Courts, Florida  
Payroll Office

***DIRECT DEPOSIT AUTHORIZATION AGREEMENT***

I hereby authorize the *PAYROLL OFFICE* to deposit my pay into the Depository Bank and account number listed below. I also authorize the *PAYROLL OFFICE* to deduct any bank charges incurred due to my failure to notify them of changes made in the status of my account. (i.e., changing banks or account numbers, closing the account) If an error occurs and the amount deposited into my account is incorrect, the *PAYROLL OFFICE* will notify me and will make every effort to correct the shortage/overage as soon as possible.

(Please print all information except signature)

DEPOSITORY BANK NAME: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

BANK TRANSIT NO.: \_\_\_\_\_ ACCT. NO.: \_\_\_\_\_

CHECKING  or SAVINGS

This authority is to remain in effect until the *PAYROLL OFFICE* has received written notification from me to terminate this agreement. Written notice shall be submitted to the *PAYROLL OFFICE* in a timely manner as to allow a reasonable time to act on it.

DIVISION/DEPARTMENT: \_\_\_\_\_

NAME: \_\_\_\_\_ SOC. SEC. NO.: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

NOTE: Attach a ***VOIDED BLANK CHECK*** (for checking account) or ***SAVINGS ACCOUNT DEPOSIT SLIP*** (for savings account) to validate account information.

ATTACH VOIDED BLANK CHECK  
OR DEPOSIT SLIP HERE

1268000848 | 08020082170 | 0811

| Bank Transit No. | Account No. | Check No. |





### CashPay Enrollment Form

The following confidential information is used to ensure proper identification.

Please select the card type and English or Spanish below:

- Visa       Instant Issue (Issued at Employer Location)  
 English     Spanish

If Instant Issue, Please provide card number: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

<b>CashPay Account Owner Information (Please Print)</b>			
Name: First Name	Middle Initial	Last Name	
Address:			Apartment #:
City:	State:	Country:	Zip Code:
Home Telephone (Area Code Required): (    )    -	Work Telephone (Area Code Required): (    )    -	Date of Birth (MM/DD/YYYY) / /	
Social Security Number:		Other legal form of ID if SSN not available – passport or employee #:	
Email Address:			

<b>Company Information (All fields must be completed by a company representative)</b>			
Company Name:			
Authorized Payroll Contact Work Location – Address:			
City:	State:	Country:	Zip Code:
Anticipated first CashPay deposit date for this individual: (MM/DD/YYYY):    /    /		Form Completed By:	
Phone Number (Area Code Required): (    )    -		Fax Number (Area Code Required): (    )    -	
Employer's Email Address:			

**Certification of Company:**  
 By providing to Bank of America enrollment information to establish a CashPay account for the above-described recipient of payments from the Company (the "Payee"), I certify that the following statements are true and accurate: 1. As of the date of request for a CashPay account, the Payee is entitled to payments issued by the Company, and is otherwise qualified to participate in the CashPay program. 2. That all information provided about the Payee is correct, including the Payee's date of birth, address, and Social Security Number or information from another form of identification issued by a governmental entity. 3. That if the payee is to receive wage payments through a CashPay account, the Payee is legally employable in the United States. (Payee is a US citizen or a resident alien legally authorized to work in the United States.) 4. That I have given to the Payee the explanatory information for the CashPay program that has been provided by Bank of America.

I agree to notify Bank of America promptly of any changes to the information about the Payee that has been submitted as part of CashPay enrollment. The program will also accept changes to the information from the Employer.

Name of Authorized Company Representative \_\_\_\_\_ Title \_\_\_\_\_ Signature \_\_\_\_\_  
 (Please Print)

#### For Customer Service Use Only

CashPay Account Number: \_\_\_\_\_ Enrollment Completed By: \_\_\_\_\_  
 Federal Routing Number: \_\_\_\_\_ Date Entered PAT : \_\_\_\_\_

**LISTS OF ACCEPTABLE DOCUMENTS**  
**All documents must be UNEXPIRED**

Employees may present one selection from List A  
 Or a combination of one selection from List B and one selection from List C

<b>LIST A</b> <b>Documents that Establish Both Identity and Employment Authorization</b>	<b>OR</b>	<b>LIST B</b> <b>Documents that Establish Identity</b>	<b>LIST C</b> <b>Documents that Establish Employment Authorization</b>
<ol style="list-style-type: none"> <li>1. U.S. Passport or U.S. Passport Card</li> <li>2. Permanent Resident Card or Alien Registration Receipt Card (Form I-551)</li> <li>3. Foreign passport that contains a temporary I-551 stamp or temporary I-551 printed notation on a machine-readable immigrant visa</li> <li>4. Employment Authorization Document that contains a photograph (Form I-766)</li> <li>5. For a nonimmigrant alien authorized to work for a specific employer because of his or her status:                         <ol style="list-style-type: none"> <li>a. Foreign passport; and</li> <li>b. Form I-94 or Form I-94A that has the following:                                 <ol style="list-style-type: none"> <li>(1) The same name as the passport and</li> <li>(2) An endorsement of the alien's nonimmigrant status as long as that period of endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations identified on the form</li> </ol> </li> </ol> </li> <li>6. Passport from the Federated States of Micronesia (FSM) or the Republic of the Marshall Islands (RMI) with Form I-94 or Form I-94A indicating nonimmigrant admission under the Compact of Free Association Between the United States and the FSM or RMI</li> </ol>		<ol style="list-style-type: none"> <li>1. Driver's license or ID card issued by a State or outlying possession of the United States provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address</li> <li>2. ID card issued by federal, state or local government agencies or entities, provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address</li> <li>3. School ID card with a photograph</li> <li>4. Voter's registration card</li> <li>5. U.S. Military card or draft record</li> <li>6. Military dependent's ID card</li> <li>7. U.S. Coast guard Merchant Mariner Card</li> <li>8. Native American tribal document</li> <li>9. Driver's license issued by a Canadian government authority</li> <li>For persons under age 18 who are unable to present a document listed above:</li> <li>10. School record or report card</li> <li>11. Clinic, doctor, or hospital record</li> <li>12. Day-care or nursery school record</li> </ol>	<ol style="list-style-type: none"> <li>1. A Social Security Account Number card, unless the card includes one of the following restrictions:                         <ol style="list-style-type: none"> <li>(1) NOT VALID FOR EMPLOYMENT</li> <li>(2) VALID FOR WORK ONLY WITH INS AUTHORIZATION</li> <li>(3) VALID FOR WORK ONLY WITH DHS AUTHORIZATION</li> </ol> </li> <li>2. Certification of Birth Abroad issued by the Department of State (Form FS-545)</li> <li>3. Certification of Report of Birth issued by the Department of State (Form DS-1350)</li> <li>4. Original or certified copy of birth certificate issued by a State, county, municipal authority, or territory of the United States bearing an official seal</li> <li>5. Native American tribal document</li> <li>6. U.S. Citizen ID Card (Form I-197)</li> <li>7. Identification Card for Use of Resident Citizen in the United States (Form I-179)</li> <li>8. Employment authorization document issued by the department of Homeland Security</li> </ol>

**IMPORTANT! Payroll Documents to Human Resources**

(1) **Original signed Social Security card that has NOT been laminated.** If you do not have an original card, or if yours is laminated, contact the Social Security Administration at (800) 772-1213 about getting a replacement card. The Social Security office is located at 3850 Colonial Blvd, Suite 101 (First floor). If you have not received your card by your start date, bring the computerized receipt from the Social Security office showing you applied for a duplicate. Upon receipt of your new card, bring it to Human Resources.

(2) A completed Cash Pay Card enrollment form or a completed Direct Deposit form (with cancelled check). Both forms are enclosed in this packet.



## **Appendix G: Annual Inspections**

### **Annual Inspections**

An Annual Safety Inspection is similar to an FDOT “C” level inspection. An agency may use a “C” level inspection for a vehicle to serve as the Annual Safety Inspection as long as the vehicle receives a “C” level inspection at least once annually. An agency may make a copy of the “C” level inspection and write: “Annual Safety Inspection” across the top of the page to identify it and place the inspection in the vehicle’s history file, or a separate filing area for all Annual Safety Inspections.

All vehicle components for an Annual Safety Inspection must be checked at the same time, or within 48 hours if the inspection is being performed by utilizing partial inspections, for the inspection to be determined complete.

Chapter 14-90 requires that all agencies perform an Annual Safety Inspection on each public transit vehicle. These inspections must be performed once a year using a certified mechanic and proper lift equipment. (Refer to Chapter 14-90 of the Florida Statutes.)

### **Staff Vehicles Preventative Maintenance and Inspection**

Vehicle inspections will be performed at prescribed intervals and verified by maintenance personnel. At a minimum, the following information will be recorded for the inspection.

1. Inspector - the mechanic performing the inspection
2. Work Order No. - serial number of the work order being used during this inspection
3. Vehicle No. - assigned serial number of the vehicle
4. Odometer - mileage at the time the vehicle was inspected.
5. Date - date the inspection was performed
6. Type of Inspection - type of inspection due (either “A” 6,000, “B” 12,000 or “C” 24,000 mile inspection)
7. Inspection Checklist - Inspect those items listed in the checklist and replace or repair as required
8. Mileage Due - next mileage due an inspection
9. Type - type of inspection performed
10. Notes, Remarks - notes or remarks pertinent to the inspection being performed